Final Supplement to the 2011 General Plan Update Program Environmental Impact Report for the Climate Action Plan Update

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May 2024

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ACRONYMS AND ABBREVIATIONS

2011 GPU PEIR	2011 General Plan Update Final Program Environmental Impact Report
2011 GPU	County's General Plan, 2011 General Plan Update
AB 32	California Global Warming Solutions Act of 2006
AB	State Assembly Bill
ACMs	asbestos-containing materials
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plans
ATP	Active Transportation Plan
BAU	business-as-usual
BMO	Biological Mitigation Ordinance
Board	County's Board of Supervisors
BOS	Board of Supervisors, referring to San Diego County
C&D	Construction & Demolition
Cal/OSHA	California Division of Occupational Safety and Health
CalCAN	California Climate and Agriculture Network
CalNAGPRA	California Native American Graves Protection and Repatriation Act
CAP	Climate Action Plan
CARB	California Air Resource Board's
Carl Moyer Program	Carl Moyer Memorial Air Quality Standards Attainment Program
CBC	California Building Code
CCE	Community Choice Energy
CCR	California Code of Regulations
CCS	carbon capture and storage
CDR	carbon dioxide removal
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH_4	methane
Checklist	CAP Consistency Review Checklist
CIP	Capital Improvement Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	compressed natural gas
CO	Carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
County operations	community and County local government operations
County	County of San Diego
CREP	Comprehensive Renewable Energy Plan
CRIS-Climate Registry	Climate Registry Information System

CRPR	California Rare Plant Ranks
CWA	San Diego County Water Authority
dBA	A-weighted decibels
DEH	Department of Environmental Health
Draft SEIR	Supplemental Environmental Impact Report
EFMP	Enhanced Fleet Modernization Program
EIR	Environmental Impact Report
ESA	Endangered Species Act
EV	electric vehicle
EPIC	Energy Policy Initiatives Center
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	greenhouse gas
GPA	General Plan Amendment
GPU	General Plan Update
Guidelines	Guidelines for Determining Significance for Climate Change
GWP	global warming potential
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
LBP	lead-based paint
L_{eq}	Equivalent Energy Level
L_{max}	maximum sound level
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MSCP	Multi-Species Conservation Plan
$MTCO_2e$	metric tons of carbon dioxide equivalent
MTS	San Diego Metropolitan Transit System
N_2O	nitrogen dioxide
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plans
NCTD	North County Transit District
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation

Outreach Plan	Public Outreach and Engagement Plan
PACE	Purchase of Agriculture Conservation Easement
PDR	Purchase of Development Rights
PDS	Planning & Development Services
PEIR	Program Environmental Impact Report
PM10	Respirable particulate matter
$PM_{2.5}$	Fine particulate matter
PPV	peak particle velocity
PV	photovoltaic
REVI	Regional Electric Vehicle Infrastructure
RMS	root mean square
RPO	Resource Protection Ordinance
RPO	Resource Protection Ordinance, referring to the County of San Diego Code of Regulatory Ordinances Sections 86.601-86.608
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SANDAG	San Diego Association of Government
SB	Senate Bill
SCIC	South Coast Information Center
SDAPCD	San Diego Air Pollution Control District
SDCFA	San Diego County Fire Authority
SDCRAA	San Diego County Regional Airport Authority
SDG&E	San Diego Gas & Electric
SF_6	sulfur hexafluoride
SO_2	Sulfur dioxide
SR	State Route
SWMA	Solid Waste Management Agreements
SWRCB	State Water Resources Control Board
TDM	Transportation Demand Management
USACE	U.S. Army Corps of Engineers
USBR	U.S. Bureau of Reclamation
USFS	U.S. Forest Service
VdB	vibration decibels
VMT	vehicle miles traveled
WPO	Watershed Protection, Stormwater Management, and Discharge Control Ordinance, referring to the County of San Diego Code of Regulatory Ordinances Sections 67.801-67.814
ZNE	Zero Net Energy

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This SEIR provides corrections to the text and/or graphics of the draft SEIR. Underlined text represents language that has been added to the SEIR; text with ~~strikethrough~~ has been deleted from the draft SEIR. These revisions do not contain "significant new information," as defined in the State CEQA Guidelines Section 15088.5, which includes new or substantially more severe environmental impacts, new feasible mitigation measures or alternatives that San Diego County declined to adopt, or information indicating that the draft SEIR is so fundamentally or basically inadequate as to preclude meaningful public review and comment.

SUMMARY

This chapter describes the proposed County of San Diego (County) Climate Action Plan CAP Update and an associated amendment to the General Plan (GPA) to revise Goal Conservation and Open Space (COS)-20: Reduction of community-wide and County operations greenhouse gas emissions; Policy COS-20.1: Climate Change Action Plan; revisions to *San Diego County General Plan Update Final Environmental Impact Report* (hereafter 2011 GPU PEIR) Mitigation Measure (MM) CC-1.2 (Prepare a County Climate Change Action Plan), MM CC-1.7 (County Guidelines for Determining Significance for Climate Change, which includes a threshold of significance for GHG emissions[1]); and MM CC-1.8 (Revise County Guidelines for Determining Significance based on the Climate Change Action Plan). Table S-1 at the end of this chapter provides the following information: (1) the direct and cumulative impacts that would occur with implementation of the CAP Update; (2) the level of significance of impacts before mitigation; (3) the recommended mitigation measures that would avoid or reduce significant environmental impacts; (4) the level of significance of impacts after mitigation measures are implemented; and (5) whether new or more severe significant impacts (compared with the impact conclusions in the earlier CEQA analysis) would occur with the CAP Update after mitigation.

S.1 Project Synopsis

S.1.1 Project Location

San Diego County is in the southwestern corner of California. It is bordered by the Pacific Ocean to the west, Riverside County to the north, Imperial County to the east, Orange County at the northwest corner, and the Republic of Mexico to the south. Approximately 35 percent of the total land area in the county is within the County's land use jurisdiction. Incorporated cities and federal, state, and tribally owned lands (including Marine Corps Base Camp Pendleton) are outside of the County's jurisdiction. The remaining approximately 772,239 acres of land and County facilities (regardless of location) are within the County's jurisdiction and comprise the planning area for both the San Diego County General Plan, as evaluated in the 2011 GPU PEIR, and the CAP Update.

[1] Revisions to GPU Mitigation Measure CC-1.7 will include a Greenhouse Gas Emission threshold through compliance with the CAP Consistency Checklist. This threshold of significance and CAP Consistency Checklist will be adopted for general use through this CAP Update process following public review of the CAP and SEIR. The requirements to adopt a threshold of general use are detailed in State CEQA Guidelines Section 15064.7(b).

S.1.2 Project Description

S.1.2.1 Project Background

In August 2011, the County adopted the current General Plan, which was an update to the 1979 General Plan. The General Plan update made modifications to the County's land use designations and influenced future development of the county by locating 80 percent of the future dwelling unit capacity in the western third of the unincorporated areas, within the San Diego County Water Authority boundary; focusing development within the village core areas away from rural areas; and reducing the overall land use capacity by 15 percent.

In conjunction with the General Plan, the County prepared and certified the 2011 GPU PEIR, which assessed the potential environmental effects of future development anticipated with implementation of the General Plan. A total of 19 separate mitigation measures were adopted to reduce the greenhouse gas (GHG) emissions of County operations and from activities within the unincorporated county to below a level of significance. One of the 19 measures, designated CC 1.2, called for the preparation of a CAP. Mitigation Measure CC-1.2 was incorporated into the General Plan as Goal COS-20 and Policy COS-20.1. Specifically, Goal COS-20 in the Conservation and Open Space Element of the General Plan requires reduction of community and County operations GHG emissions and Policy COS-20.1 requires preparation, maintenance, and implementation of a CAP. Further, the mitigation measures identified in the 2011 GPU PEIR called for the preparation of a CAP designed to reach specified GHG reduction targets from community and local government operations, modifications to the *County of San Diego Guidelines for Determining Significance: Climate Change* to provide guidance on the evaluation of GHG impacts and determine a project's consistency with the CAP, and adoption of a GHG threshold to reduce GHG emissions.

With the adoption of the General Plan, the County committed to reducing GHG emissions while seeking to balance environmental, social, and economic interests. The General Plan recognized that GHG reductions can be achieved in multiple ways, including growing in a compact and efficient manner, using energy more efficiently, harnessing renewable energy to power buildings, improving waste recycling, and improving access to sustainable transportation.

In June 2012, the County adopted the 2012 CAP and an Addendum to the 2011 GPU PEIR. On November 7, 2013, staff approved the County of San Diego Guidelines for Determining Significance: Climate Change. Following the approval of the 2012 CAP, the Sierra Club filed suit challenging the approval and the adequacy of the associated environmental review. In a ruling issued on October 29, 2014 (*Sierra Club v. County of San Diego*, 231 Cal. App. 4th 1152 [2014]), the Fourth District Court of Appeal held that the 2012 CAP did not meet the description set forth in the adopted mitigation measure (2011 GPU PEIR Mitigation Measure CC-1.2) and that a supplemental SEIR was needed for the plan. In response to the court's decision and considering state legislative changes that had occurred since preparation of the 2012 CAP, the County prepared the 2018 CAP and 2018 CAP SEIR.

After the County adopted the 2018 CAP and certified the 2018 CAP SEIR on February 14, 2018, the Sierra Club, Center for Biological Diversity, Cleveland National Forest Foundation, Climate Action Campaign, Endangered Habitats League, Environmental Center of San Diego, and Preserve Wild Santee filed a petition challenging the 2018 CAP as violating CEQA. In a separate action, Golden Door Properties, LLC, also challenged the 2018 CAP as violating CEQA. On December 24, 2018, the Superior Court ruled that the 2018 CAP approval did not comply with CEQA. The Superior Court ordered the County to decertify the 2018 CAP SEIR. This decision was later affirmed in part by the California Court of Appeal, Fourth Appellate District (Appellate Court), on June 12, 2020, in *Golden Door Properties, LLC, v. County of San Diego*, 50 Cal. App. 5th 467. Specifically, the Appellate Court affirmed the Superior Court's decision that the 2018 CAP and 2018 SEIR failed to adequately account for potential environmental impacts of GPA projects due to reliance on Mitigation Measure M-GHG-1, which allowed for use of carbon offset credits. The Appellate Court also held that the 2018 SEIR should have included at least one project alternative focused on substantially reducing vehicle miles traveled (VMT), and that the document failed to adequately address the cumulative impacts of probable future projects requiring GPAs. Consistent with the Appellate Court's final judgement the trial court issued a writ of mandate directing the County to rescind approval of the 2018 CAP and certification of the 2018 CAP SEIR. As a result, the County Board of Supervisors (Board) rescinded the 2018 CAP and 2018 CAP SEIR, and associated approvals, on September 30, 2020. An update to the CAP was required.

This SEIR was prepared in response to the writ and to analyze the impacts of the proposed CAP Update. Table 1-1, "Summary of SEIR Response to 2020 Appellate Court Ruling," indicates the location in this ~~draft~~ SEIR where specific court direction is addressed.

The foundation of the CAP Update is a comprehensive inventory of GHG emissions that identifies and quantifies the sources and amounts of GHG emissions generated from activities in the county. The County's base inventory of GHG emissions evaluated activities within the unincorporated county in the year 2019, the most recent year data are available.

S.1.2.2 Project Objectives

Section 15124 of the State CEQA Guidelines requires an EIR to include a statement of objectives sought to be achieved by the proposed project. The project's objectives help public agencies and the general public understand the underlying purpose of the proposed project. Because the objectives establish the purpose of the project, they also assist the County, as lead agency, in developing a reasonable range of alternatives to be evaluated in the SEIR. The project objectives also aid the County in preparing findings if the project is to be approved and, if necessary, a statement of overriding considerations. The statement of objectives also includes the underlying purpose of the project.

The underlying purpose of the project is to reduce GHG emissions that could be generated by development under the General Plan, and to reduce those emissions consistent with state legislative requirements and the requirement to prepare a CAP pursuant to Mitigation Measure CC-1.2 of the 2011 GPU PEIR. This mitigation measure

sets out to reduce GHG emissions from community-wide sources and County local government operations (County operations) that are consistent with the General Plan.

The following objectives have been developed to assist in achieving the underlying fundamental purpose of the proposed project while implementing the Guiding Principles of the General Plan and supporting sustainability efforts in the region:

- Reduce community-related GHG emissions within the unincorporated county and County operations-related GHG emissions to meet and exceed the County's GHG reduction targets for 2030 and 2045, as aligned with state reduction targets (as set forth in Senate Bill (SB) 32 [2016] and Assembly Bill (AB) 1279 [2022]), that does not rely on the purchase of carbon offsets to meet emission reduction targets.
- Incorporate feasible and effective GHG reduction strategies, measures, and actions that reduce GHG emissions from community-wide activities in the unincorporated county and from County operations to establish actions to meet a goal of net zero carbon emissions by 2045 as aligned with AB 1279.
- Implement 2011 GPU PEIR Mitigation Measure CC-1.2 to prepare a CAP to reduce GHG impacts from implementation of the General Plan, and update Mitigation Measure CC-1.2 to be consistent with changes in state law, and the State CEQA Guidelines.
- Develop a CAP that supports the sustainability principles found in the County of San Diego General Plan Guiding Principles by doing the following: support a reasonable share of projected regional growth; promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in compact development patterns to the extent feasible; promote environmental stewardship that protects and/or enhances natural resources and habitats; ensure development that accounts for physical constraints and natural hazards; provide and support a multi-modal transportation network that enhances connectivity; maintain environmentally sustainable communities and reduce GHG emissions; and preserve agriculture as an integral component of the region's economy, character, and open space network.
- Develop a CAP that sets clear goals and identifies metrics (i.e., co-benefits and equity-based outcomes) to guide implementation to make substantial progress toward attaining environmental justice and equity.
- Develop a CAP that includes sufficiently adaptable long-term strategies that will consider and incorporate, as feasible, additional GHG reduction strategies that embrace continued innovation, technological advances, and the creation of high-quality jobs in the County.
- Accomplish the foregoing objectives in a manner that minimizes undue and unnecessary economic impacts on businesses and property owners, and that avoids regulatory takings under the federal and state constitutions.

S.1.2.3 CAP Contents

The CAP contains five chapters, which are briefly summarized below:

- Executive Summary: Summarizes the key information contained in the CAP.
- Chapter 1, "Introduction": This chapter introduces the document, describes the purpose and context of the plan, and identifies the regulatory framework related to global GHG emissions.
- Chapter 2, "Outreach and Engagement": This chapter describes how the CAP was developed through engagement with residents, community organizations, and regional stakeholders.
- Chapter 3, "GHG Emissions Inventory, Projections, and Reduction Targets": This chapter provides detailed accounting of GHG emissions from activities within the unincorporated areas, and from County local government operations. It includes a discussion of the primary sources and annual levels of GHG emissions and establishes a 2019 baseline inventory. Projections of GHG emissions and reduction targets are described and the resultant emissions gap between projected emissions and reduction targets is calculated.
- Chapter 4, "GHG Reduction Measures": This chapter outlines overarching GHG reduction strategies and details specific strategies and supporting measures to be implemented by the County to achieve its GHG reduction targets. The strategies and measures focus on locally based actions to reduce GHG emissions in various categories as a complement to legislative actions taken by the state or federal government.
- Chapter 5, "Implementation and Monitoring": This chapter describes the set of actions that comprise the implementation strategy, possible funding mechanisms, the monitoring and compliance program, and an overview of the CEQA tiering/streamlining options for future projects.

Key components of the CAP are the GHG emissions inventory, GHG emissions projections, GHG emissions reductions targets and net zero goal, GHG emissions reductions strategies, implementation and monitoring, and the public outreach strategy.

S.1.2.4 Consistency Modifications to the General Plan and 2011 GPU PEIR

The proposed CAP would be consistent with current regulatory standards that supersede the regulatory basis for the goals, policies, and mitigation measures in the San Diego County General Plan and 2011 GPU PEIR. The General Plan and 2011 GPU PEIR do not address GHG reductions or GHG reduction goals beyond 2020 for community emissions or County operations. Amendments to the San Diego County General Plan and revisions to mitigation measures adopted in the 2011 GPU PEIR would be required to achieve consistency among the County's planning documents and modernize the adopted targets.

Mitigation Measures CC-1.2, CC-1.7, and CC-1.8 identified in the 2011 GPU PEIR called for the preparation of a CAP designed to reach specified GHG reduction targets from community and local government operations, modifications to the *County of San Diego Guidelines for Determining Significance: Climate Change* to provide guidance on the evaluation of GHG impacts considering current regulatory requirements and determine a project's consistency with the CAP, and adoption of a GHG Threshold. The proposed modifications to these mitigation measures would update the regulatory requirements and goals that would be achieved by each of these actions to make them current with existing regulatory requirements. As described below, the modifications would continue to require the same or more stringent requirements for the reduction of GHG emissions.

Specifically, Goal COS-20 in the San Diego County General Plan sets a target to reduce local GHG emissions to 1990 levels by 2020 to be consistent with the statewide goal established by Assembly Bill (AB) 32. To meet this goal, the County adopted Policy COS-20.1. The 2011 GPU PEIR incorporated a mitigation measure (MM CC-1.2) which, in combination with other identified mitigation measures, would achieve General Plan Goal COS-20 and Policy COS-20.1 to reduce cumulative GHG emissions within the unincorporated county to 1990 levels by 2020. The same mitigation measure also established a 2020 target for County operations.

2011 GPU PEIR MM CC-1.7 requires the County to incorporate CARB's recommendations for climate change CEQA thresholds into the *County of San Diego Guidelines for Determining Significance: Climate Change*. If CARB does not release the recommendations, then the County is required to prepare its own threshold(s).

2011 GPU PEIR MM CC-1.8 requires the County to revise the *County of San Diego Guidelines for Determining Significance: Climate Change* based on the CAP.

The County has determined that Goal COS-20 and Policy COS- 20.1, and 2011 GPU PEIR Mitigation Measure CC-1.2 need to be updated to reflect the requirements of SB 32 (as amended, Pavley California Global Warming Solutions Act of 2006: emissions limit), which requires statewide GHG emission reductions to 40 percent below the 1990 levels by 2030 and AB 1279, which requires net zero emissions no later than 2045. Further, modifications to the 2011 GPU PEIR Mitigation Measures CC-1.7 and CC-1.8 are needed. The proposed changes are shown below in underline (underline) for new text and strikeout (~~strikeout~~) for deleted text.

> **General Plan Goal COS-20 (Governance and Administration)**
>
> Reduction of ~~local~~ community-wide (i.e., unincorporated county) and County operations GHG emissions contributing to climate change that meet or exceed requirements of the Global Warming Solutions Act of 2006, as amended by Senate Bill 32 (as amended, Pavley. California Global Warming Solutions Act of 2006: emissions limit) and Assembly Bill 1279 (2022) to achieve net zero greenhouse gas emissions no later than 2045.

General Plan Policy COS-20.1 (Climate ~~Change~~ Action Plan)

Prepare, maintain, and implement a ~~climate change action plan with a baseline inventory of GHG emissions from all sources; GHG emissions reduction targets and deadlines, and enforceable GHG emissions reduction measures.~~ Climate Action Plan for the reduction of community-wide (i.e., unincorporated county) and County operations GHG emissions consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5 (or as amended).

2011 GPU PEIR Mitigation Measure (MM) CC-1.2

Prepare a ~~County Climate Change Action Plan with an updated baseline inventory of GHG emissions from all sources, more detailed GHG emissions reduction targets and deadlines; and a comprehensive and enforceable GHG emissions reduction measures that will achieve a 17% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emissions between 2006 and 2020. Once prepared, implementation of the plan will be monitored and progress reported on a regular basis.~~ Climate Action Plan for the reduction of community-wide (i.e., unincorporated county) and County operations greenhouse gas emissions consistent with state-legislative targets, as described in General Plan Goal COS-20, and consistent with State CEQA Guidelines Section 15183.5 or as amended, as referenced in General Plan Policy COS-20.1. As described in Section 15183.5, the key elements of the Climate Action Plan would include:

"State CEQA Guidelines Section 15183.5(b)(1):

(1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:

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

(B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review."

Once prepared, implementation of the Climate Action Plan will be monitored and progress reported on a regular basis, as follows:

- Implementation Monitoring Report – prepared annually;
- Greenhouse Gas Emissions Inventory – updated every two years; and
- Climate Action Plan – updated at least every five years.

2011 GPU PEIR MM CC-1.7

~~Incorporate the California ARB's recommendations for a climate change CEQA threshold into the County Guidelines for Determining Significance for Climate Change. These recommendations will include energy, waste, water, and transportation performance measures for new discretionary projects in order to reduce GHG emissions. Should the recommendation not be released in a timely manner,~~ T~~t~~he County will prepare and adopt its own threshold for GHG emissions and shall include this threshold in the *County of San Diego Guidelines for Determining Significance: Climate Change*.

2011 GPU PEIR MM CC-1.8

~~Revise~~ Prepare *County of San Diego Guidelines for Determining Significance: Climate Change* ~~based on the Climate Change Action Plan~~. The ~~revisions~~ guidelines will ~~include guidance for~~ identify the specific actions proposed discretionary projects will need to take to ~~achieve greater energy, water, waste, and transportation efficiency~~ demonstrate consistency with the Climate Action Plan pursuant to Section 15183.5 of the State CEQA Guidelines or as amended, as described in the 2011 General Plan Update Program EIR Mitigation Measure CC-1.2, as amended.

S.1.2.5. GHG Threshold, Guidelines for Determining Significance for Climate Change

The project includes the preparation of the *County of San Diego Guidelines for Determining Significance: Climate Change* document, which includes the following components:

a) GHG Threshold: Establishes the County's Threshold of Significance for evaluation of GHG impacts as noted below. Adoption of a GHG Threshold is considered as a separate discretionary action.

b) CAP Requirements: This section discusses the requirements for projects to demonstrate compliance with the CAP and the streamlining provisions that may be applicable under CEQA.

c) CAP Consistency Review Checklist: An appendix to the *County of San Diego Guidelines for Determining Significance: Climate Change* would contain a checklist

that would include reduction measures to be implemented by proposed discretionary projects and would be used to determine consistency with the CAP Update.

The *County of San Diego Guidelines for Determining Significance: Climate Change* would be brought forward to the Board for approval as a separate document from the CAP Update, but are to be considered concurrently with the CAP Update. All discretionary projects that are subject to CEQA, no matter the size of the project, would be evaluated for consistency with the CAP Update. The Checklist has been incorporated as an appendix to the *County of San Diego Guidelines for Determining Significance: Climate Change* and would be the mechanism that is utilized to demonstrate compliance with the CAP Update. The proposed threshold of significance is "consistency with the CAP," which would be determined through the Checklist. Consistency with the CAP Update would be the only threshold of ~~significance~~ general use for County projects (State CEQA Guidelines Section 15064.7(b)).

If the project is consistent with the County's General Plan, then the project could use the CEQA streamlining provision, State CEQA Guidelines Section 15183.5, which would allow the project to tier from and incorporate by reference the GHG emissions analysis presented in this SEIR, upon certification. To show consistency with the CAP Update, the project would be required to implement applicable GHG reduction measures as adopted in the CAP Update and outlined in the Checklist.

If the project is not consistent with the General Plan and would require a GPA, then the project would not qualify for the CEQA streamlining provision and would be required to prepare a project-specific GHG emissions analysis. If the project is requesting a GPA but not requesting an increase in density or intensity beyond what is allowed in the General Plan and GHG emission projections contained in the CAP Update, then the project could potentially achieve consistency with the CAP by implementing applicable GHG reduction measures as adopted in the CAP Update and outlined in the Checklist. Project-specific analysis would be required to demonstrate how the project would achieve consistency with the CAP through implementation of the measures outlined in the Checklist.

S.2 Summary of Significant Impacts and Mitigation Measures

Table S-1, "Summary of Significant Impacts and Mitigation Measures," summarizes the results of the environmental analysis completed for the project. It also identifies mitigation measures proposed to reduce or avoid the environmental effects, with a conclusion as to whether the impact has been mitigated to less than significant. Detailed analyses of significant environmental impacts are discussed in Chapter 2, and effects found not to be significant during preparation of the ~~Draft~~ SEIR are identified in Chapter 3.

S.3 Areas of Controversy

A Notice of Preparation (NOP) was distributed on December 10, 2020, for a 57-day public review and comment period (refer to Appendix A for the NOP). Public comments were received through February 4, 2021, and reflect concern or controversy regarding a number of environmental issues. A scoping meeting was held virtually on January 28, 2021. The NOP and written comments received during the NOP review period are included in Appendix A.

Approximately 75 comment letters were received on the NOP from state and local agencies, Native American groups, private companies, groups and organizations, and individuals. The state and local agencies that provided comments were the California Department of Transportation, California Department of Fish and Wildlife, City of San Diego, and City of San Diego Planning. The Native American groups that provided comments were the San Pasqual Band of Mission Indians and Rincon Band of Luiseno Indians. Private companies that provided comments were San Diego Gas & Electric Company, Ecoscape Pavement, and New Leaf Biofuel.

The groups and organizations that provided comments were the Sierra Club, The Climate Reality Project, StopCottonwoodSandMine.org, the California Native Plant Society, the California Native Plant Society San Diego Chapter, Golden Door, SanDiego350, the Southwest Wetlands Interpretive Association, the Cleveland National Forest Foundation, the League of Women Voters, the League of Women Voters of San Diego, the Endangered Habitats League, the Climate Action Campaign, Southwest Wetlands Interpretive Association, Audubon Society Conservation Committee, San Diego Audubon Society Conservation Committee, Endangered Habitats League, ARC Animal Rescue, the Mt. Helix Park Foundation, the San Diego Regional Urban Forests Council, the Descanso Community Planning Group, the Building Industry Association of San Diego County, and the San Diego County Farm Bureau.

Issues raised in the NOP comment letters include concerns regarding the following issue areas related to the scope and content of this SEIR:

- ecosystem impacts, including impacts on birds and wildlife,
- impacts on tribal traditional use areas,
- impacts on disadvantaged communities and support/benefits associated with CAP,
- use of offsets,
- recommendations for future project mitigation and restrictions to ensure significant reduction of GHG emissions, and
- smart growth alternatives.

Issues raised within these letters are evaluated in Chapters 2–4 of this ~~Draft~~ SEIR.

S.4 Issues to Be Resolved by the Board of Supervisors

The Board serves as the decision-making body for the project. Before the Board takes final action on any project-related issues, recommendations will be developed by the Planning & Development Services Department and the Planning Commission. In developing these recommendations and rendering a decision, the County will consider input provided by the public, other agencies, the community planning groups, and advisory groups. In addition, the decisions of the Planning Commission and Board are made in public hearings at which public comment is invited. The following issues related to the project must be resolved by the Board before or at the time of project approval and Final SEIR certification:

- final composition of the CAP Update,
- General Plan Amendment text,
- County of San Diego Guidelines for Determining Significance: Climate Change text, and
- benefits of the project compared to environmental risk.

Further, the Board must consider the significant effects of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. In addition, the Board must determine whether significant effects related to aesthetics, agricultural resources, air quality, biological resources, cultural resources, GHG emissions, hazards and hazardous materials, hydrology, land use, noise, transportation, tribal cultural resources, and wildfire can be reduced further. Finally, the Board must determine whether any of the project alternatives would substantially reduce the significant effects associated with aesthetics, agricultural resources, air quality, biological resources, cultural resources, GHG emissions, hazards and hazardous materials, hydrology, land use, noise, transportation, tribal cultural resources, and wildfire while still meeting key project objectives. The Board must respond by making “findings” regarding each significant impact identified in this ~~Draft~~ SEIR. Preparation of a statement of overriding considerations (explaining the overriding value of the project despite adverse effects) would be required for any remaining significant and unmitigated impacts.

S.5 Project Alternatives

In accordance with Section 15126.6(a) of the State CEQA Guidelines, an EIR must describe a range of reasonable alternatives to the project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and it must evaluate the comparative merits of the alternatives. Section 15126.6(a) also states that an EIR need not consider every conceivable alternative to a project. Instead, the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation, but it is not required to consider alternatives that are infeasible. There is no ironclad rule governing the nature or scope of the alternatives to be discussed in an EIR other than the “rule of reason.” State Guidelines Section 15126.6(f) states, “The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to

set forth only those alternatives necessary to permit a reasoned choice." It further states that "[t]he range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making."

The following discussion covers a reasonable range of feasible alternatives that focuses on avoiding or substantially lessening the significant effects of the project, even if these alternatives would not attain all the project objectives or would be more costly. According to the State CEQA Guidelines, many factors may be considered when addressing the feasibility of alternatives, such as environmental impacts, site suitability as it pertains to various land use designations, economic viability, availability of infrastructure, regulatory limitations, and jurisdictional boundaries. An EIR need not consider an alternative whose effects cannot be reasonably identified, one whose implementation is remote or speculative, or one that would not achieve most of the basic project objectives. However, CEQA requires that a no project alternative be included in the range of alternatives. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. CEQA also requires that the EIR identify the environmentally superior alternative. Based on impact comparison between the project and the evaluated alternatives, the Distributed Generation Only Alternative has been identified as the environmentally superior alternative. Below is a brief description of the alternatives. A full analysis of each alternative and impact comparisons are provided in Chapter 5.

S.5.1 No Project Alternative

The No Project Alternative assumes the CAP Update would not be adopted and implemented. As a result, the County would not adopt strategies, measures, and supporting efforts to reduce GHG emissions in accordance with state-mandated reduction targets. New developments would continue to be reviewed under CEQA. This alternative would not meet any of the project objectives.

S.5.2 Distributed Generation Only Alternative

Under the Distributed Energy Only Alternative, Action E-3.3 would be modified to develop a program to provide 100 percent renewable energy to residents and businesses through distributed generation. The first step in establishing this program would be to prepare a feasibility study that assesses the distributed energy generation potential of the unincorporated county to determine how much energy could be generated. Based on the results of the feasibility study and the types of distributed generation systems appropriate for various geographies and land uses, incentives would be identified to promote construction of these renewable energy systems. Distributed generation systems are currently allowed within the county and would be encouraged through mechanisms such as permit process improvements, and zoning and code updates, potentially including a renewable energy zoning overlay.

This alternative would not increase demand for large-scale renewable energy systems. Overall impacts that are specific to the conversion of undeveloped open space to energy infrastructure would be reduced compared to the project.

The Distributed Generation Only Alternative may not meet the project objectives related to meeting the SB 32 target in 2035. However, this alternative would support the sustainability principles in the General Plan, contribute to progress toward environmental justice and equity, include other adaptable measures and actions, and minimize undue and unnecessary economic impacts on businesses and property owners.

S.5.3 Fire Safe and VMT Efficient Alternative

The Fire Safe and VMT Efficient Alternative is a smart growth alternative that the County developed through stakeholder outreach. The smart growth geographies were defined as areas that are both outside of areas mapped by the California Department of Forestry as areas with High or Very High fire risk and within areas mapped by the County as at least 15 percent below the regional average for residential VMT (based on the County of San Diego SB 743 Location-Based Screening Maps developed as part of the County's Transportation Study Guidelines adopted in September of 2022). Generally, fire safe and VMT efficient areas were identified in areas of the unincorporated county that immediately border the incorporated cities of Vista, San Marcos, Escondido, El Cajon, and National City, as well as an area in the northwest of the unincorporated county in the community of Fallbrook. This alternative would focus future growth away from rural areas and closer to existing and planned job centers and public facilities. All measures and actions in the CAP Update would be implemented in conjunction with this alternative. This alternative would meet established project objectives.

S.5.4 Village Support Areas Alternative

To spur redevelopment in the portions of the county identified in the General Plan as "Villages" and create a synergy for smart growth, this alternative would establish 0.5-mile buffers around the established Villages, referred to as Village Support Areas, wherein housing development would be encouraged. As with the other smart growth alternatives discussed in this SEIR, this alternative would be implemented through a zoning overlay and development incentives. Supporting efforts are also assumed to include transit and connectivity improvements between the Villages and Village Support Areas. Further, it is assumed that all measures and actions in the CAP Update would be implemented as proposed. This alternative would meet established project objectives.

S.5.4 Sustainable Communities Strategy Alternative

In the Regional Plan, SANDAG has identified strategies that generally align with and encourage smart growth development. The Regional Plan incorporates smart growth planning concepts into a regional growth pattern focused around "Mobility Hubs." Mobility Hubs are envisioned as places of activity where capital transportation investment will support future housing and jobs. Future capital investment in Mobility Hubs, as identified by the Regional Plan, would include: "transit leap" (i.e., improvements on transit accessibility an efficiency); "complete corridors" (i.e., network investments to improve efficiency of all transportation types); investment in alternative transportation options that provide last-mile connections to transit centers; and improvements to technology and communication systems.

If the Board were to adopt a smart growth alternative that would aspire to achieve development outcomes in alignment with the SANDAG Regional Plan Mobility Hub framework, a broader and more comprehensive set of General Plan land use map and Zoning Ordinance changes would be required. In this case, the Board would likely consider both up-planning in areas around the SANDAG Mobility Hubs and down-planning in areas outside of those locations. This would require a more comprehensive update to the General Plan due to the large geographic scope of land use map changes and scale of community engagement required. All measures and actions in the CAP Update would be implemented as proposed.

S.6 Environmental Review Process

San Diego County issued a Notice of Preparation of a SEIR on December 10, 2020, for a 57-day review period. San Diego County issued a Notice of Availability on October 26, 2023, and the draft SEIR was made available for a 71-day public review period through January 5, 2024. The draft SEIR was distributed to local, regional, and State agencies, and the general public was advised of the availability of the draft SEIR. The draft SEIR was made available for review to interested parties on the County's website at: https://www.sandiegocounty.gov/content/sdc/sustainability/climateactionplan/seir.html. Physical copies of the draft SEIR were provided for review at the PDS Project Processing County (5510 Overland Avenue, Suite 110, San Diego, California 92123) and at the Fallbrook, Ramona, Rancho San Diego, Rancho Sante Fe, and Spring Valley library branches.

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project, and to provide the general public with an opportunity to comment on the draft SEIR. This final SEIR has been prepared to respond to comments received on the draft SEIR.

This SEIR will be presented at the Board of Supervisors public hearing at which the Board of Supervisors will advise on certification of the SEIR. The Board of Supervisors is currently scheduled to consider certification of the SEIR at its regularly scheduled public hearing on September 11, 2024.

S.7 Comments on the Climate Action Plan Update

State CEQA Guidelines Section 15088(a) requires the lead agency to respond to comments raising significant environmental issues received during the noticed comment period. Although most comments specific to the CAP Update do not raise significant environmental issues related to the draft SEIR, the County acknowledges receipt, has reviewed all input received on the CAP Update, and provides responses in Chapter 9, "Comment Responses and Summary of Revisions."

Table S-1 Summary of Impacts and Mitigation Measures

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
2.1 Aesthetics					
1. Scenic Vistas and Scenic Resources The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. There is a potential for large-scale renewable energy projects to detract from views of a scenic vista from a public viewing location. Even with compliance with existing regulations related to scenic vistas and scenic resources and implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Aes-1, impacts from large-scale renewable energy projects could remain significant. No other feasible project-related mitigation beyond compliance with the County's adopted General Plan policies, 2011 GPU PEIR mitigation measures, and MUP discretionary process is available and could be applied to large-scale renewable energy projects.	Significant	Significant	**Adopted Mitigation Measure Aes-1.2**: Protect sensitive biological habitats and species through regulations that require avoidance and mitigation of impacts. Existing programs include the County MSCP and associated BMOs, RPO, and California Environmental Quality Act (CEQA) Guidelines. While protecting biological resources, these programs also preserve natural open space that contributes to the quality of many of the County's scenic vistas. **Adopted Mitigation Measure Aes-1.6**: Require that project approvals with significant potential to adversely affect the scenic quality of a community require community review and specific findings of community compatibility. Examples can be found in the Zoning Ordinance with the numerous special uses or exceptions allowed pursuant to Administrative and Use Permits, and Site Plans. This practice has been proven useful for reducing impacts to aesthetic resources and their usefulness will increase as community plans and design guideline are updated pursuant to Aes-1.3 and Aes-1.4. **Adopted Mitigation Measure Aes-1.7**: Develop and implement programs and regulations that preserve agricultural lands. Agricultural lands are often key	Significant and unavoidable	CAP Update Only: Yes CAP Update Cumulative Contribution: Yes

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			components of scenic vistas and community character. Therefore, preservation of these lands will help to minimize potential impacts to scenic resources. **Adopted Mitigation Measure Aes-1.8**: Continue to develop and implement programs and regulations that minimize landform alteration and preserve ridgelines and steep slopes where appropriate. Examples include the County's Grading Ordinance, RPO, and CEQA Guidelines. **Adopted Mitigation Measure Aes-1.9**: Work with communities and other stakeholders to identify key scenic vistas, viewsheds of County scenic road and highways, and other areas of specific scenic value. Apply Resource Conservation Area designations or other special area designators, guidelines, and tools to guide future development of parcels within these viewsheds to avoid impacts to the scenic vistas. **Adopted Mitigation Measure-M-AES-1**: During the environmental review process for future Major Use Permits for wind turbines, the County Guidelines for Determining Significance for Visual Resources and Dark Skies and Glare shall be applied. When aesthetic impacts are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			Guidelines include: siting/location considerations; minimizing development and grading of steep slopes; natural screening and landscaping; undergrounding utilities; inclusion of buffers; and lighting restrictions. (2013 Wind Energy Ordinance EIR) **CAP Update Mitigation Measure Aes-1**: During the environmental review process for future Major Use Permits for all large-scale renewable energy projects, the County Guidelines for Determining Significance for Visual Resources and Dark Skies and Glare shall be applied. When aesthetic impacts are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: siting/location considerations; minimizing development and grading of steep slopes; natural screening and landscaping; undergrounding utilities; inclusion of buffers; and lighting restrictions.		
2. Visual Character or Quality The CAP Update would further existing programs and provide new and modified infrastructure in new and established communities to reduce GHG emissions. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project impacts associated with the deterioration of visual	Significant	Significant	See Adopted Mitigation Measures Aes-1.2, Aes-1.6, Aes-1.8, M-AES-1, and CAP Update Mitigation Measures Aes-1.	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
character and quality. Even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Aes-1 that reduce impacts to visual character, impacts could remain significant. No other feasible project-related mitigation beyond compliance with the County's adopted General Plan policies or 2011 GPU PEIR mitigation measures is available and could be applied to large-scale renewable energy projects.					
3. Light and Glare Implementation of the CAP Update may result in limited development with the potential to introduce new sources of light or glare. Implementation of these projects would be within the scope of the changes to the day and nighttime views evaluated in the 2011 GPU PEIR. Based on the type of subsequent projects anticipated, implementation of the CAP Update is not expected to generate substantial sources of light or glare due to use of outdoor light fixtures that do not conform to the San Diego County Light Pollution Code, use of highly reflective materials, or other features that do not conform to applicable federal, state, or local statute or regulation related to dark skies or glare. With implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures, impacts related to light and glare resulting from CAP Update implementation would be reduced. Even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation_measures, and CAP	Significant	Significant	**Adopted Mitigation Measure Aes-4.1**: County to coordinate with communities and stakeholders to review light pollution controls and consider amendments or expansions to those controls as determined necessary to reduce impacts to dark skies that are important to community character. This will ensure that potential artificial lighting impacts from development are monitored and controlled as needed to preserve community character. **Adopted Mitigation Measure Aes-4.2**: County to maintain light and glare regulations that minimize impacts to adjacent properties, sensitive areas, community character, observatories, and dark skies. These regulations are currently found in the Light Pollution Code and Zoning Ordinance. Additional reviews are implemented on discretionary projects in accordance with CEQA and the County's CEQA guidelines. These efforts will help protect	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
Update Mitigation Measures Aes-1 through Aes-3 that reduce light and glare impacts, impacts could remain significant. No other feasible project-related mitigation beyond compliance with the County's adopted General Plan policies or 2011 GPU PEIR mitigation measures is available and could be applied to large-scale renewable energy projects.			the existing unincorporated area and surrounding environment from excessive artificial lighting impacts. See Adopted Mitigation Measure-M-AES-1. **Adopted Mitigation Measure-M-AES-2**: Require that a Lighting Mitigation Plan be prepared as part of the MUP discretionary review process. The Lighting Mitigation Plan would demonstrate that the design and installation of all permanent lighting for large wind turbine ancillary facilities is such that light bulbs and reflectors are not visible from public viewing areas; lighting does not cause reflected glare; and illumination of the project facilities, vicinity, and nighttime sky is minimized. The Lighting Mitigation Plan would demonstrate consistency with the Light Pollution Code (Section 59.100 et al.) and Sections 6322 and 6324 of the Zoning Ordinance to ensure outdoor light fixtures emitting light into the night sky do not result in a detrimental effect on astronomical research and to ensure reflected glare and light trespass is minimized. (2013 Wind Energy Ordinance EIR) **Adopted Mitigation Measure-M-AES-3**: Require that a Shadow Flicker Study be prepared as part of the MUP discretionary review process. The Shadow Flicker Study would utilize a shadow flicker model run to determine the potential shadow flicker that could		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			occur at sensitive receptors within 2,000 meters (6,562 feet) of the proposed turbines. Due to the fact that some receptors may lie within 60° due north of the turbines, outside of the sun's path at any given point in the year, those receptors may be excluded from the study. Beyond 2,000 meters, the human eye would not be able to discern a shadow cast from a wind turbine. The modeling should utilize many different inputs, including: 1) Real Data • Actual coordinates of turbines • Actual coordinates of receptors • Actual topographic data 2) Conservative Assumptions • Specifications of the turbines being considered with the highest hub height and longest rotor diameter • 100 percent turbine operation • No vegetative screening • Receptors can be impacted from all directions (i.e., "greenhouse mode") 3) Realistic Features • Actual wind data from a local meteorological tower to account for the percentage of time wind blows from each direction • National Weather Service sunshine probability data to approximate		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			average cloud cover. (2013 Wind Energy Ordinance EIR) Implement CAP Update Mitigation Measure Aes-1 **CAP Update Mitigation Measure Aes-2**: Require that a Lighting Mitigation Plan be prepared as part of the MUP discretionary review process for all large-scale renewable energy projects. The Lighting Mitigation Plan shall demonstrate that the design and installation of all permanent lighting for large wind turbines is such that light bulbs and reflectors are not visible from public viewing areas; lighting does not cause reflected glare; and illumination of the project facilities, vicinity, and nighttime sky is minimized. The Lighting Mitigation Plan shall demonstrate consistency with the Light Pollution Code (Section 59.100 et al.) and Sections 6322 and 6324 of the Zoning Ordinance to ensure outdoor light fixtures emitting light into the night sky do not result in a detrimental effect on astronomical research and to ensure reflected glare and light trespass is minimized. **CAP Update Mitigation Measure Aes-3**: Require that a Shadow Flicker Study be prepared as part of the MUP discretionary review process for large-scale wind turbine projects. The Shadow Flicker Study shall utilize a shadow flicker model run to determine the potential shadow flicker that could occur at sensitive receptors within 2,000 meters		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			(6,562 feet) of the proposed turbines. Due to the fact that some receptors may lie within 60 degrees due north of the turbines, outside of the sun's path at any given point in the year, those receptors may be excluded from the study. Beyond 2,000 meters, the human eye would not be able to discern a shadow cast from a wind turbine. The modeling shall utilize many different inputs, including: 1) Real Data • Actual coordinates of turbines • Actual coordinates of receptors • Actual topographic data 2) Conservative Assumptions • Specifications of the turbines being considered with the highest hub height and longest rotor diameter • 100 percent turbine operation • No vegetative screening • Receptors can be impacted from all directions (i.e., "greenhouse mode") 3) Realistic Features • Actual wind data from a local meteorological tower to account for the percentage of time wind blows from each direction • National Weather Service sunshine probability data to approximate average cloud cover.		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
2.2 Agriculture and Forestry Resources					
1. Direct or Indirect Conversion of Agricultural Resources With implementation of the CAP Update, large-scale renewable energy projects have potential to result in the direct or indirect conversion of agricultural resources. Even with compliance with existing regulations related to agricultural resources and implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Agr-1, impacts from large-scale renewable energy projects could remain significant. No other feasible project-related mitigation is available that could be applied to large-scale renewable energy projects.	Significant	Significant	**Adopted Mitigation Measure Agr-1.1**: Implement the General Plan Regional Category map and Land Use Maps which protect agricultural lands with lower density land use designations that will support continued agricultural. **Adopted Mitigation Measure Agr-1.2**: Develop and implement programs and regulations that protect agricultural lands (such as the CEQA guidelines, Zoning Ordinance, Right to Farm Act, Open Space Subvention Act, Farm and Ranch Lands Protection Program, San Diego County Agricultural Enterprises and Consumer Information Ordinance, BOS Policy I-133, and the San Diego County Farming Program), as well as, those that support implementation of the Williamson Act (including the CEQA Guidelines, Zoning Ordinance, and Subdivision Ordinance). **Adopted Mitigation Measure Agr-1.3**: Create a Conservation Subdivision Program that facilitates conservation-oriented project design through changes to the Subdivision Ordinance, Resource Protection Ordinance, Zoning Ordinance, Groundwater Ordinance, and other regulations as necessary with the goal of promoting conservation of natural resources and open space (including agricultural lands) while improving mechanisms for flexibility in project	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			design so that the production of housing is not negatively impacted. **Adopted Mitigation Measure Agr-1.4**: Develop and implement the PACE program which compensates landowners for voluntarily limiting future development on their land. **Adopted Mitigation Measure Agr-1.5**: Revise community plans to identify important agricultural areas within them and specific compatible uses and desired buffers necessary to maintain the viability of that area. Community plans are used to review development projects (including General Plan Amendments). **Adopted Mitigation Measure M-AGR-1**: During the environmental review process for future Major Use Permits for wind turbines, the County Guidelines for Determining Significance for Agricultural Resources shall be applied. When impacts to Farmland are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of agricultural resources; preservation of agriculture; and inclusion of compatibility buffers near areas intended for agricultural uses. (2013 Wind Energy Ordinance EIR) **CAP Update Mitigation Measure Agr-1**: During the environmental review process for future Major Use Permits for all large-		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			scale renewable energy projects, the County Guidelines for Determining Significance for Agricultural Resources shall be applied. When impacts to Important Farmland are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of agricultural resources; preservation of agriculture; and inclusion of compatibility buffers near areas intended for agricultural uses.		
2. Conflict with Agricultural or Forest Zoning or Williamson Act Contract Lands With implementation of the CAP Update, large-scale renewable energy projects have potential to result in conflicts with agricultural zoning or Williamson Act contracts. Even with compliance with existing regulations related to agricultural resources and implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Agr-1, impacts from large-scale renewable energy projects could remain significant. No other feasible project-related mitigation is available that could be applied to large-scale renewable energy projects.	Significant	Significant	**Adopted Mitigation Measure Agr-2.1**: Prior to the approval of any Zoning Ordinance Amendment that would result in the removal of an "A" designator from a certain property, an analysis shall be conducted to ensure that the action removing such a designation will not result in any significant direct or indirect adverse impact to a Williamson Act Contract lands. See Adopted Mitigation Measure M-AGR-1 and CAP Update Mitigation Measure Agr-1.	Significant and unavoidable (agriculture) Less than significant (forest)	CAP Update Only: Yes (agriculture) No (forest) CAP Update Cumulative Contribution: Yes (agriculture) No (forest)
3. Direct and Indirect Conversion or Loss of Forest Land With implementation of the CAP Update, large-scale renewable energy projects have potential to result in the loss or conversion of forest land.	Significant	Significant	**Adopted Mitigation Measure M-AGR-2**: During the environmental review process for future Major Use Permits for wind turbines, the County Guidelines for Determining Significance for Biological	Significant and unavoidable	CAP Update Only: Yes CAP Update Cumulative

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
Even with compliance with existing regulations related to forest resources and implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Agr-2, impacts from large-scale renewable energy projects could remain significant. No other feasible project-related mitigation is available that could be applied to large-scale renewable energy projects.			Resources shall be applied. When impacts to forest land are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; and resource management. (2013 Wind Energy Ordinance EIR) **CAP Update Mitigation Measure Agr-2**: During the environmental review process for future Major Use Permits for all large-scale renewable energy projects, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts to forest land are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; and resource management.		Contribution: Yes
2.3 Air Quality					
1. Air Quality Plans The proposed CAP Update would not conflict with or obstruct implementation of the San Diego RAQS and/or applicable portion of the SIP. Therefore, there is no new significant impact related to obstruction of the	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
implementation of the San Diego RAQS and/or applicable portion of the SIP and the impact is not substantially more severe than the impact identified in the 2011 GPU PEIR.					
2. Air Quality Violations Construction and operation of may result in emissions of criteria pollutants that would exceed the SLTs for PM_{10}, $PM_{2.5}$, NO_X, and VOCs. Implementation of the 2011 GPU PEIR Mitigation Measures Air-2.1 through Air-2.13, 2011 General Plan policies, along with various CAP measures would reduce construction and operational emissions. While these measures and policies would result in a decrease in criteria pollutants during construction and operation, the impact related to conformance to federal and state air quality standards would be significant and unavoidable.	Significant	Significant	**Adopted Mitigation Measure Air-2.1**: Provide incentives such as preferential parking for hybrids or alternatively fueled vehicles such as compressed natural gas (CNG) vehicles or hydrogen- or electric-powered vehicles. The County shall also establish programs for priority or free parking on County streets or in County parking lots for hybrids or alternatively fueled vehicles. **Adopted Mitigation Measure Air-2.2**: Replace existing vehicles in the County fleet as needed with the cleanest vehicles commercially available that are cost-effective and meet vehicle use needs. **Adopted Mitigation Measure Air-2.3**: Implement transportation fleet fueling standards to improve the number of alternatively fueled vehicles in the County fleet. **Adopted Mitigation Measure Air-2.4**: Provide incentives to promote the siting or use of clean air technologies where feasible. These technologies shall include, but not be limited to, fuel cell technologies, renewable energy sources, and hydrogen fuel. **Adopted Mitigation Measure Air-2.5**: Require that the following measures be	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			implemented on all construction projects where project emissions are above the SLTs: • multiple applications of water during grading between dozer/scraper passes; • paving, chip sealing, or chemical stabilization of internal roadways after completion of grading; • use of sweepers or water trucks to remove "track-out" at any point of public street access; • termination of grading if winds exceed 25 miles per hour; • stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control; • use of low-sulfur fuels in construction equipment; • use of low VOC paints; and • projects exceeding SLTs will require 10 percent of the construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and/or CARB certified Tier I, II, III, IV equipment. Equipment is certified if it meets emission standards established by the EPA for mobile non-road diesel engines of almost all types. Standards established for hydrocarbons, oxides of nitrogen (NO_X), CO, and		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			PM. Tier I standards are for engines over 50 horsepower (hp) (such as bulldozers) built between 1996 and 2000, and engines under 50 hp (such as lawn tractors) prop built between 1999 and 2000. Tier II standards are for all engine sizes from 2001 to 2006, and Tier III standards are for engines rated over 50 hp from 2006 to 2008. Tier IV standards apply to engines of all sizes built in 2008 or later. Standards are increasingly stringent from Tier I to Tier IV. **Adopted Mitigation Measure Air-2.6**: Use County Guidelines for Determining Significance for Air Quality to identify and mitigate adverse environmental effects on air quality. **Adopted Mitigation Measure Air-2.7**: Implement County Air Pollution Control District regulations for air emissions from all sources under its jurisdiction. **Adopted Mitigation Measure Air-2.8**: Require NSRs to prevent permitting projects that are “major sources.” **Adopted Mitigation Measure Air-2.9**: Implement the Grading, Clearing, and Watercourses Ordinance by requiring all clearing and grading to be conducted with dust control measures. **Adopted Mitigation Measure Air-2.10**: Revise Board Policy F-50 to strengthen the County’s commitment and requirement to implement resource-		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			efficient design and operations for County-funded renovation and new building projects. This could be achieved by making the guidelines within the policy mandatory rather than voluntary. **Adopted Mitigation Measure Air-2.11**: Implement County RAQS to attain state air quality standards for ozone. **Adopted Mitigation Measure Air-2.12**: Revise Board Policy G-15 to require County facilities to comply with Silver Leadership in Energy and Environmental Design (LEED) standards or other equivalent Green Building rating systems. **Adopted Mitigation Measure Air-2.13**: Revise Board Policy G-16 to require the County to: • adhere to the same or higher standards it would require from the private sector when locating and designing facilities concerning environmental issues and sustainability, and • require government contractors to use low-emission construction vehicles and equipment. **CAP Update Mitigation Measure Air-2.1**: Require construction contractors to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall operate on at		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			least an EPA-approved Tier 3 or newer engine. Exemptions can be made for specialized equipment where Tier 3 engines are not commercially available within 200 miles of the proposed project location. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA-approved Tier 2 engine.		
3. Non-Attainment Criteria Pollutants Construction and operation of subsequent future projects may result in a cumulatively considerable increase in nonattainment pollutants (PM_{10}, $PM_{2.5}$, NO_X, and VOCs). Implementation of the 2011 GPU PEIR Mitigation Measures Air-2.1 through Air-2.13, 2011 General Plan policies, along with various CAP Update measures would reduce construction and operational emissions. While these measures and policies would result in a decrease in nonattainment pollutants during construction and operation, the impact related to emissions of nonattainment criteria pollutants would remain significant.	Significant	Significant	See Adopted Mitigation Measures Air-2.1 through Air-2.13 and CAP Update Mitigation Measure Air-2.1.	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No
4. Sensitive Receptors Future projects related to implementation of the measures and their associated actions could result in the exposure of sensitive receptors to TACs. Because of the programmatic approach of this analysis, it is not possible to determine the location, or size of projects that would be built, nor the details of their construction typically used to estimate emissions of TACs	Significant	Significant	**Adopted Mitigation Measure Air-4.1**: Use the policies set forth in the CARB's Land Use and Air Quality Handbook as a guideline for siting sensitive land uses. Implementation of this measure will ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
and exposure to sensitive receptors such as construction duration, equipment use, location and intensity. Implementation of the 2011 GPU PEIR Mitigation Measure Air-4.1, 2011 General Plan policies, along with various CAP Update measures would reduce sensitive receptor exposure to TAC emissions. While these measures and policies would reduce sensitive receptor exposure to TAC emissions, the impact related to sensitive receptor exposure to TAC emissions would remain significant.			sited appropriately to minimize exposure to emissions of TACs. See CAP Update Mitigation Measure Air-2.1.		
5. Odors Implementation of the proposed CAP Update could result in impacts related to odors because measures within the measures and actions related to solid waste could result in the construction of new waste handling facilities which are typically associated with odor complaints. Additionally, the operation of new composting/anaerobic digestion facilities and on-farm digesters could result in new sources of odors within existing agricultural lands, which are often near residences. SDAPCD rules, including Rule 51, along with and County Code Sections 63.401 and 63.402, prohibit nuisance odors and identify enforcement measures to reduce odor impacts to nearby receptors. Development of any waste handling, composting, or digester facilities would be required to comply with these regulations. Compliance with existing rules would ensure objectionable odors are not a nuisance on nearby receptors.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
2.4 Biological Resources					
1. Special-Status Plant and Wildlife Species Construction and operation of new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, small wind turbines, transportation infrastructure, and large-scale renewable energy facilities could result in significant direct impacts on special-status plant and wildlife species and sensitive habitat. These impacts would be more severe than those identified in the 2011 GPU PEIR and the 2012 Wind Energy EIR and would be significant. Implementation of General Plan policies identified in Section 2.4.2.3 and 2011 GPU PEIR mitigation measures, in addition to compliance with applicable regulations, would reduce impacts on special-status plant and wildlife species and sensitive habitat, but not below a level of significance.	Significant	Significant	**Adopted Mitigation Measure Bio-1.5**: Utilize County Guidelines for Determining Significance for Biological Resources to identify adverse impacts to biological resources. Also, utilize the County's Geographic Information System (GIS) records and the Comprehensive Matrix of Sensitive Species to locate special-status species populations on or near project sites. This information will be used to avoid or mitigate impacts as appropriate. **Adopted Mitigation Measure Bio-1.6**: Implement the RPO, BMO, and HLP Ordinance to protect wetlands, wetland buffers, sensitive habitat lands, biological resource core areas, linkages, corridors, high-value habitat areas, subregional coastal sage scrub focus areas, and populations of rare, or endangered plant or animal species. **Adopted Mitigation Measure Bio-1.7**: Minimize edge effects from development projects located near sensitive resources by implementing the County Noise Ordinance, the County Groundwater Ordinance, the County's Landscaping Regulations (currently part of the Zoning Ordinance), and the County Watershed Protection, Storm Water Management, and Discharge Control Ordinance. **Adopted Mitigation Measure Bio-2.1**: Revise the Ordinance Relating to Water Conservation for Landscaping to	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			incorporate appropriate plant types and regulations requiring planting of native or compatible non-native, non-invasive plant species in new development. **Adopted Mitigation Measure M-Bio-1**: During the environmental review process for future MUPs for wind turbines, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts on biological resources are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; resource management; and restrictions on lighting, runoff, access, and/or noise. **Adopted Mitigation Measure M-Bio-2**: Update the County Guidelines for Determining Significance for Biological Resources to include, or incorporate by reference, recommendations from the California Department of Fish and Game, the Avian Power Line Interaction Committee, the USFWS Draft Guidance, and the California Energy Commission (e.g., California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development). Examples of recommended mitigation measures include: site screening; pre-permitting monitoring; acoustic monitoring; buffer zone inclusion; reduction of foraging		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			resources near turbines; specific lighting to reduce bird collisions; post-construction monitoring; and avian protection plans. **CAP Update Mitigation Measure Bio-1**: During the environmental review process for future MUPs for large-scale renewable energy projects, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts on biological resources are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; resource management; and restrictions on lighting, runoff, access, and/or noise. **CAP Update Mitigation Measure Bio-2**: Update the County Guidelines for Determining Significance for Biological Resources to include, or incorporate by reference, recommendations from the California Department of Fish and Wildlife, the Avian Power Line Interaction Committee, the USFWS Draft Guidance, and the California Energy Commission (e.g., California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development). Examples of recommended mitigation measures include: site screening; pre-permitting monitoring; acoustic monitoring; buffer		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			zone inclusion; reduction of foraging resources near turbines and transmission lines; specific lighting to reduce bird collisions; post-construction monitoring; and avian protection plans.		
2. Riparian Habitat and Other Sensitive Natural Communities Construction and operation of new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, small wind turbines, and transportation infrastructure could result in significant direct impacts on riparian habitat and other sensitive natural communities. Implementation of General Plan policies identified in Section 2.4.2.3 and 2011 GPU PEIR mitigation measures, in addition to compliance with applicable regulations, would reduce impacts on riparian habitat and other sensitive natural communities but not below a level of significance.	Significant	Significant	See Adopted Mitigation Measures Bio-1.6, Bio-1.7, and Bio-2.1. **Adopted Mitigation Measure Bio-2.2**: Require that development projects obtain CWA Section 401/404 permits issued by the California Regional Water Quality Control Board and US Army Corps of Engineers for all project-related disturbances of waters of the US and/or associated wetlands. Also, continue to require that projects obtain Fish and Game Code Section 1602 Streambed Alteration Agreements from the California Department of Fish and Game for all project-related disturbances of streambeds. See also CAP Update Mitigation Measures Bio-1 and Bio-2.	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No
3. State and Federally Protected Wetlands Implementation of the project could have the potential to result in the loss of state or federally protected wetlands. However, implementation of General Plan policies identified in Section 2.4.2.3 and 2011 GPU PEIR mitigation measures, in addition to compliance with federal, state, and local regulations, would reduce this project-level impact to less than significant.	Significant	Significant	See Adopted Mitigation Measures Bio-1.6, Bio-1.7, Bio-2.1, and Bio-2.2. **Adopted Mitigation Measure Bio-2.3**: Ensure that wetlands and wetland buffer areas are adequately preserved whenever feasible to maintain biological functions and values. **Adopted Mitigation Measure Bio-2.4**: Implement the Watershed Protection, Storm Water Management, and	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			Discharge Control Ordinance to protect wetlands.		
4. Wildlife Movement Corridors and Nursery Sites Construction and operation of new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, small wind turbines, transportation infrastructure, and large-scale renewable energy facilities could result in significant direct impacts on wildlife movement corridors and nursery sites. These impacts would be more severe than those identified in the 2011 GPU PEIR and the 2012 Wind Energy EIR and would be significant. Implementation of General Plan policies identified in Section 2.4.2.3 and 2011 GPU PEIR mitigation measures, in addition to compliance with applicable regulations, would reduce impacts on wildlife movement corridors and nursery sites but not below a level of significance.	Significant	Significant	See Adopted Mitigation Measures Bio-1.6 and Bio-1.7.	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No
5. Local Policies and Ordinances Implementation of the project would not conflict with any local policies or ordinances that protect biological resources or result in project-level impacts. Less-than-significant impacts would occur. The proposed project impacts would be equivalent or less severe than those analyzed by the 2011 GPU PEIR.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
6. Habitat Conservation Plans and Natural Community Conservation Plans	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
Implementation of the project would not conflict with any HCPs or NCCPs or result in project-level impacts. Impacts would be less than significant. The proposed project impacts would be equivalent or less severe than those analyzed by the 2011 GPU PEIR.					CAP Update Cumulative Contribution: No
2.5 Cultural and Paleontological Resources					
1. Historical Resources Even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures that prevent significant impacts to historical resources, and compliance with federal, state, and local regulations intended to protect historical resources, impacts could remain significant. No other feasible project-related mitigation is available and could be applied to small-scale wind and solar energy projects because of the lack of discretionary review and ability to mitigate as a condition of a permit. The project's impacts related to historical resources from GHG reduction measures that would result in the installation of small wind turbines or solar photovoltaic facilities would remain significant.	Significant	Significant	**Adopted Mitigation Measure Cul-1.1**: Utilize the RPO, CEQA, the Grading and Clearing Ordinance, and the Zoning Ordinance to identify and protect important historic and archaeological resources by requiring appropriate reviews and applying mitigation when impacts are significant. **Adopted Mitigation Measure Cul-1.6**: Implement, and update as necessary, the "County's Guidelines for Determining Significance for Cultural Resources" to identify and minimize adverse impacts to historic and archaeological resources.	Significant and unavoidable	CAP Update Only: Yes CAP Update Cumulative Contribution: Yes
2. Archaeological Resources Even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures, and compliance with federal, state, and local regulations intended to protect archeological resources that prevent significant impacts to archaeological resources, impacts could remain significant. No other feasible project-related mitigation is available	Significant	Significant	See Adopted Mitigation Measures Cul-1.1 and Cul-1.6. **Adopted Mitigation Measure Cul-2.1**: Develop management and restoration plans for identified and acquired properties with cultural resources. **Adopted Mitigation Measure Cul-2.2**: Facilitate the identification and acquisition of important resources through	Significant and unavoidable	CAP Update Only: Yes CAP Update Cumulative Contribution: Yes

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
and could be applied to small-scale renewable energy projects because of the lack of discretionary review and ability to mitigate as a condition of a permit. The project's impacts related to archaeological resources related to the installation of small wind turbines would remain significant.			collaboration with agencies, tribes, and institutions, such as the South Coast Information Center (SCIC), while maintaining the confidentiality of sensitive cultural information. **Adopted Mitigation Measure Cul-2.3**: Support the dedication of easements that protect important cultural resources by using a variety of funding methods, such as grants or matching funds, or funds from private organizations. **Adopted Mitigation Measure Cul-2.5**: Protect undiscovered subsurface archaeological resources by requiring grading monitoring by a qualified archaeologist and a Native American monitor for ground disturbing activities in the vicinity of known archaeological resources, and also, when feasible, during initial surveys. **Adopted Mitigation Measure Cul-2.6**: Protect significant cultural resources by facilitating the identification and acquisition of important resources through regional coordination with agencies, and institutions, such as the South Coast Information Center (SCIC) and consultation with the Native American Heritage Commission (NAHC) and local tribal governments, including SB-18 review, while maintaining the confidentiality of sensitive cultural information.		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
3. Paleontological Resources Even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures and compliance with federal, state, and local regulations intended to protect paleontological resources, impacts could remain significant. No other feasible project-related mitigation is available and could be applied to small-scale renewable energy projects because of the lack of discretionary review and ability to mitigate as a condition of a permit. The project's impacts related to paleontological resources from GHG reduction measures that would result in the installation of small wind turbines would remain significant.	Significant	Significant	**Adopted Mitigation Measure Cul-3.1**: Implement the Grading Ordinance and CEQA to avoid or minimize impacts to paleontological resources, require a paleontological monitor during grading when appropriate, and apply appropriate mitigation when impacts are significant. **Adopted Mitigation Measure Cul-3.2**: Implement, and update as necessary, the County's Guidelines for Determining Significance for Paleontological Resources to identify and minimize adverse impacts to paleontological resources.	Significant and unavoidable	CAP Update Only: Yes CAP Update Cumulative Contribution: Yes
4. Human Remains Even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures and compliance with federal, state, and local regulations intended to protect human remains, impacts could remain significant. No other feasible project-related mitigation is available and could be applied to small-scale renewable energy projects because of the lack of discretionary review and ability to mitigate as a condition of a permit. The project's impacts related to disturbance of human remains from GHG reduction measures that would result in the installation of small wind turbines would remain significant.	Significant	Significant	**Adopted Mitigation Measure Cul-4.1**: Include regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs. Ensure that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. Apply appropriate mitigation when impacts are significant.	Significant and unavoidable	CAP Update Only: Yes CAP Update Cumulative Contribution: Yes

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
2.6 Energy					
1. Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources While construction related to the CAP Update implementation would consume some energy, the measures and actions would result in overall net improvements in energy efficiency. Thus, implementation of the CAP Update would not result in wasteful, inefficient, or unnecessary consumption of energy during project construction. This impact would be less than significant.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
2. State and Local Plans for Renewable Energy or Energy Efficiency All GHG-related measures within the CAP Update would support the 2022 Scoping Plan and the 2021 Regional Plan's goal of achieving GHG reduction targets because the CAP Update is intended to reduce GHG emissions generated within the Plan Area. The proposed CAP Update would not conflict with or obstruct implementation of 2022 Scoping Plan or the 2021 Regional Plan as the measures themselves have been developed in consideration of these plans and their GHG reduction goals. Therefore, implementation of the measures and actions would not conflict with these plans and the impact would be less than significant.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
2.7 Environmental Justice					

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
1. Disproportionately High and Adverse Human Health or Environmental Impact on an EJ Community The project would not result in significant impacts related to causing a disproportionately high and adverse human health or environmental impact on a tribal community. Impacts related to EJ would be less than significant. Implementation of the CAP Update would not result in a new significant impact not discussed in the 2011 GPU PEIR.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
2.8 Greenhouse Gas Emissions					
1. GHG Emissions That May Have a Significant Impact on the Environment The goal of the CAP Update is to reduce GHG emissions generated within the county by increasing the use of alternatively fueled vehicles, reducing VMT, generating and utilizing renewable energy, reducing waste generation, and increasing carbon sequestration. While construction related to the CAP Update implementation would result in some GHG emissions, the measures and actions would result in an overall net reduction in GHG emissions. Thus, implementation of the CAP Update would not result in the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulatively Considerable Contribution: No
2. Conflict with an Applicable Plan, Policy, or Regulation for Reducing the Emission of GHGs All GHG-related measures within the CAP Update would support the 2022 Scoping Plan	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulatively

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
and the 2021 Regional Plan's goal of achieving GHG reduction targets because the CAP Update is intended to reduce GHG emissions generated within the Plan Area. The proposed CAP Update would not conflict with or obstruct implementation of 2022 Scoping Plan or the 2021 Regional Plan as the measures themselves have been developed in consideration of these plans and their GHG reduction goals. Therefore, implementation of the measures and actions would not conflict with these plans and the impact would be less than significant.					Considerable Contribution: No
2.9 Hazards and Hazardous Material					
1. Hazardous Materials (including Transport, Storage, Use, Disposal; Reasonably Foreseeable Accidental Release; Emitting Hazardous Materials Near to Schools; Being Within a Listed Hazardous Materials Site Pursuant to Government Code Section 65962.5) With implementation of adopted General Plan policies and compliance with existing federal, state, and local regulations related to hazardous materials, implementation of the CAP Update would not result in project impacts associated with the transport, use, and disposal of hazardous materials, accidental release of hazardous materials, use of hazardous materials in proximity to schools, and contaminated sites. Therefore, impacts from implementation of the CAP Update would remain less than significant.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
2. Public and Private Airports The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although there is a potential for some types of projects to result in airport-related safety hazards, compliance with existing federal, state, and local regulations related to airports and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that project-level impacts associated with potential airport hazards would remain less than significant.	Significant	Significant	**Adopted Mitigation Measure Haz-1.1**: Implement the Guidelines for Determining Significance, Airport Hazards, when reviewing new development projects to ensure compatibility with surrounding airports and land uses and apply appropriate mitigation when impacts are significant. **Adopted Mitigation Measure Haz-1.3**: Review the AICUZ when reviewing new development projects within the study area. Ensure that such development projects are consistent with the land use compatibility and safety policies therein. **Adopted Mitigation Measure Haz-1.5**: Coordinate with the San Diego County Regional Airport Authority (SDCRAA) and County Airports for issues related to airport planning and operations.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
3. Emergency Response and Evacuation Plans The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although there is a potential for some types of projects to impair emergency response and evacuation plans, implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that project-level impacts associated with impairing implementation of emergency response and evacuation plans would remain less than significant with mitigation.	Significant	Significant	**Adopted Mitigation Measure Haz-3.1**: Facilitate coordination between DPLU (now PDS) and the Office of Emergency services to implement and periodically update the Hazard Mitigation Plan. **Adopted Mitigation Measure Haz-3.2**: Implement the CEQA Guidelines for Determining Significance to ensure that discretionary projects do not adversely impact emergency response or evacuation plans. Also implement the County Public Road Standards and County Private Road Standards during these reviews and ensure that road improvements are consistent with	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			Emergency Response and Evacuation Plans. Apply appropriate mitigation when impacts are significant. **Adopted Mitigation Measure Haz-3.3**: Prepare Fire Access Road network plans and include in Community Plans or other document as appropriate. Also implement the County Fire Code and require fire apparatus access roads and secondary access for projects.		
4. Wildland Fires The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county, including areas susceptible to wildland fires. Compliance with existing regulations related to wildfire protection and implementation of adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Haz-4.1 through Haz-4.4 and Pub-1.5 through Pub-1.7 would reduce the project-level impacts but not to a less-than-significant level. Therefore, impacts associated with exposing people or structures to significant risks of loss, injury, or death involving wildland fires would be significant and unavoidable. This impact would be consistent with the conclusion of the 2011 GPU PEIR.	Significant	Significant	**Adopted Mitigation Measure Haz-4.1**: Identify and minimize potential fire hazards for future development by using and maintaining a database that identifies fire prone areas, locating development away from Fire Hazard areas whenever practicable, and adhering to the County Guidelines for Determining Significance for Wildland Fires & Fire Protection and applying appropriate mitigation when impacts are significant. **Adopted Mitigation Measure Haz-4.2**: Conduct effective and environmentally sensitive brush management measures such as: addressing habitat-specific fire controls within Resource Management Plans; implementation of the Weed Abatement Ordinance and enforcing proper techniques for maintaining defensible space around structures; coordination with the local FAHJ to ensure that district goals for fuel management and fire protection are being met; and recognizing the	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			Memorandum of Understanding between the wildlife agencies and fire authorities that guides the abatement of flammable vegetation without violating environmental regulations for habitat protection. **Adopted Mitigation Measure Haz-4.3**: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map and Land Use Maps, which typically show lower densities in wildland areas. **Adopted Mitigation Measure Haz-4.4**: Create a Conservation Subdivision Program that facilitates conservation-oriented, fire-safe, project design through changes to the Subdivision Ordinance, Resource Protection Ordinance, Zoning Ordinance, Groundwater Ordinance, and other regulations as necessary. **Adopted Mitigation Measure Pub-1.5**: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times. **Adopted Mitigation Measure Pub-1.6**: Maintain and use the County GIS and the		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are required, that potential environmental impacts resulting from construction are evaluated along with the development project under review. **Adopted Mitigation Measure Pub-1.7**: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.		
5. Vectors The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although there is a potential for some types of projects to create new vector breeding sources, compliance with existing federal, state, and local regulations related to vector control and implementation of adopted General Plan policies would ensure that project impacts associated with vectors would remain less than significant.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
2.10 Hydrology and Water Quality					
1. Surface Water and Groundwater Quality The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although compliance with existing federal, state, and local regulations related to surface water and groundwater quality and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce project-level impacts, these impacts would not be reduced to a less-than-significant level because of the uncertainty of the types, locations, and scale of projects implemented under the CAP Update. Therefore, similar to the conclusions in the 2011 GPU PEIR, the CAP Update would have a significant and unavoidable impact.	Significant	Significant	**Adopted Mitigation Measure Hyd-1.1**: Update and implement the County of San Diego's Jurisdictional Runoff Management Program (JRMP). **Adopted Mitigation Measure Hyd-1.2**: Implement and revise as necessary the Watershed Protection Ordinance to reduce the adverse effects of polluted runoff discharges on waters and to encourage the removal of invasive species and restore natural drainage systems. **Adopted Mitigation Measure Hyd-1.3**: Establish and implement low impact development (LID) standards for new development to minimize runoff and maximize infiltration. **Adopted Mitigation Measure Hyd-1.4**: Revise and implement the Stormwater Standards Manual requiring appropriate measures for land use with a high potential to contaminate surface water or groundwater resources. **Adopted Mitigation Measure Hyd-1.5**: Utilize the County Guidelines for Determining Significance for Hydrology and Water Quality and Groundwater Resources to identify adverse environmental effects.	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative Contribution: No
2. Groundwater Supply and Recharge The CAP Update would result in the development and redevelopment of	Significant	Significant	**Adopted Mitigation Measure Hyd-2.1**: Implement, and revise as necessary, Board Policy I-84 requiring that	Significant and unavoidable	CAP Update Only: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
infrastructure throughout the unincorporated county. Although compliance with existing federal, state, and local regulations related to groundwater supply recharge and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce project-level impacts, these impacts would not be reduced to a less-than-significant level because of the uncertainty of the types, locations, and scale of projects implemented under the CAP Update. Therefore, similar to the conclusions in the 2011 GPU PEIR, the CAP Update would have a significant and unavoidable impact.			discretionary project applications include commitments from available water districts. Also implement and revise as necessary Board Policy G-15 to conserve water at County facilities. **Adopted Mitigation Measure Hyd-2.2**: Implement the Groundwater Ordinance to balance groundwater resources with new development. Also revise the Ordinance Relating to Water Conservation for Landscaping (currently Zoning Ordinance Sections 6712 through 6725) to further water conservation through the use of recycled water. **Adopted Mitigation Measure Hyd-2.3**: Establish a water credits program between the County and the Borrego Water District to provide a streamlined and consistent process for the permanent cessation of outdoor water intensive uses such as irrigated agricultural or golf course land. **Adopted Mitigation Measure Hyd-2.4**: Coordinate with the San Diego County Water Authority and other water agencies to coordinate land use planning with water supply planning and implementation and enhancement of water conservation programs. **Adopted Mitigation Measure Hyd-2.5**: Implement and revise as necessary the Resource Protection Ordinance and Policy I-68 Proposed Projects in Flood Plains / Floodways to restrict development in flood plains / floodways.		CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
3. Surface Hydrology and Drainage The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although there is a potential for some types of projects to alter surface hydrology and drainage, compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that project-level impacts on surface hydrology and drainage would remain less than significant.	Significant	Significant	**Adopted Mitigation Measure Hyd-3.1**: Implement, and revise as necessary, ordinances to require new development to be located down and away from ridgelines, conform to the natural topography, not significantly alter dominant physical characteristics of the site, and maximize natural drainage and topography when conveying stormwater. **Adopted Mitigation Measure Hyd-3.2**: Implement, and revise, as necessary the Resource Protection Ordinance to limit development on steep slopes. Also incorporate Board Policy I-73, the Hillside Development Policy, into the Resource Protection Ordinance to the extent that it will allow for one comprehensive approach to steep-slope protections. **Adopted Mitigation Measure Hyd-3.3**: Implement the Grading, Clearing and Watercourses Ordinance to protect development sites against erosion and instability. **Adopted Mitigation Measure Hyd-4.1**: Implement the Flood Damage Prevention Ordinance to reduce flood losses in specified areas. **Adopted Mitigation Measure Hyd-4.2**: Implement the Grading, Clearing and Watercourses Ordinance to limit activities affecting watercourses. **Adopted Mitigation Measure Hyd-4.3**: Implement and revise as necessary Board Policies such as: Policy I-68, which establishes procedures for projects	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			that impact floodways; Policy I-45, which defines watercourses that are subject to flood control; and Policy I-56, which permits, and establishes criteria for, staged construction of off-site flood control and drainage facilities by the private sector when there is a demonstrated and substantial public, private or environmental benefit. **Adopted Mitigation Measure Hyd-6.1**: Implement the Resource Protection Ordinance to prohibit development of permanent structures for human habitation or employment in a floodway and require planning of hillside developments to minimize potential soil, geological and drainage problems. **Adopted Mitigation Measure Hyd-8.2**: Review discretionary projects for dam inundation hazards through application of the County's Guidelines for Determining Significance for Hydrology and Guidelines for Determining Significance for Emergency Response Plans.		
2.11 Land Use and Planning					
1. Physically Divide an Established Community With implementation of the CAP Update, large-scale renewable energy projects have potential to result in the physical division of established communities. Even with compliance with existing land use regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures, impacts from large-scale renewable	Significant	Significant	**Adopted Mitigation Measure Lan-1.1**: Coordinate with adjacent cities and other agencies regarding planning efforts and resource protection. This includes working with SANDAG during updates to the RTP to ensure that regional roads are properly planned, sited, and designed. Additional on-going consultations include coordination with	Significant and unavoidable	CAP Update Only: Yes CAP Update Cumulative Contribution: Yes

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
energy projects could remain significant. No other feasible project-related mitigation is available that could be applied to large-scale renewable energy projects. Therefore, the project's impact related to the physical division of established communities would be significant and unavoidable.			state, federal, and local agencies regarding the high speed rail, the Sunrise Powerlink, and tribal casinos. **Adopted Mitigation Measure Lan-1.2**: Coordinate with land owners, other departments, and community groups to ensure that both public and private development projects and associated infrastructure minimize impacts to established communities. This involves community input and General Plan conformance reviews on County road projects to insure that County road planning and development is consistent with the General Plan. This also includes analysis of potential environmental impacts for public and private road projects and application of mitigation measures pursuant to CEQA. DPW policies and procedures shall be evaluated to ensure that such reviews are conducted and that issues regarding potential division of communities are identified and addressed. General Plan Amendments that propose changes to the circulation network shall be kept consistent with the General Plan Goals and Policies, and such proposals will also be reviewed by the communities. In addition, Board Policy I-63 and/or department procedures will be updated to meet this standard. **Adopted Mitigation Measure Lan-1.3**: Maintain plans and standards for infrastructure and roads so that divisions of communities do not occur. This will		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			include: 1) updates to County Road Standards to ensure that roads are designed and built in a safe manner consistent with the General Plan and community context; 2) adherence to Community Plans to guide infrastructure planning in the individual and unique communities of the County; 3) evaluation and, if necessary, revisions to the subdivision ordinance to ensure future project designs, and corresponding infrastructure designs, are consistent with the General Plan and with established community character; 4) preparation of local public road network plans to improve mobility, connectivity, and safety; and 5) preparation of community road standards that supplement the County road standards in order to recognize the unique constraints and character of different communities.		
2. Conflict with Land Use Plans, Policies, or Regulations Measures and actions that would be implemented under the CAP Update would result in a less-than-significant impact related to conflicts with land use plans, policies, and regulations.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
2.12 Noise					
1. Excessive Noise Levels The CAP Update would further existing programs and provide new and modified infrastructure in new and established	Significant	Significant	**Adopted Mitigation Measure Noi-1.1**: Require an acoustical analysis whenever a new development may result in any existing or future noise sensitive land	Significant and unavoidable	CAP Update Only: No CAP Update Cumulative

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
communities to reduce GHG emissions. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project impacts associated with the excessive noise levels. However, it is possible for a noise waiver to be granted for a large-scale wind turbines project within the designated Noise Waiver Area on the Wind Resources Map subject to specific conditions. Consistent with the Wind Energy EIR, the development of large wind turbines under the proposed project would result in a significant and unavoidable impact related to low-frequency noise.			uses being subject to on-site noise levels of 60 dBA (CNEL) or greater, or other land uses that may result in noise levels exceeding the "Acceptable" standard in the Noise Compatibility Guidelines (Table N-1 in the Noise Element). **Adopted Mitigation Measure Noi-1.3**: Require an acoustical study for projects proposing amendments to the County General Plan Land Use Element and/or Mobility Element that propose a significant increase to the average daily traffic due to trips associated with the project beyond those anticipated in the General Plan. **Adopted Mitigation Measure Noi-2.4**: Require an acoustical study whenever a proposed extractive land use facility may result in a significant noise impact to existing noise sensitive land uses, or when a proposed noise sensitive land use may be significantly affected by an existing extractive land use facility. The results of the acoustical study may require a "buffer zone" to be identified on all Major Use Permit applications for extractive facilities whenever a potential for a noise impact to noise sensitive land uses may occur.		Contribution: No
2. Excessive Groundborne Vibration Implementation of the CAP Update may result in development with the potential to generate groundborne vibration during construction. Implementation of these projects would be within the scope of proposed development und	Significant	Significant	**Adopted Mitigation Measure Noi-2.1**: For Land Use Designations defined in Table 2.11-14, a groundborne vibration technical study shall be required for proposed land uses within the following distances from the Sprinter Rail Line	Less than significant	CAP Update Only: No CAP Update Cumulative

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
the build out of the General Plan evaluated in the 2011 GPU PEIR. Based on the type of subsequent projects anticipated, implementation of the CAP Update is not expected to generate excessive groundborne vibration. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project impacts associated with excessive groundborne vibration. The project's impacts related to excessive groundborne vibration from development would remain less than significant with mitigation.			right-of-way and the property line: 600 feet of a Category 1 Land Use, 200 feet of a Category 2 Land Use, and 120 feet of a Category 3 Land Use. If necessary, mitigation shall be required for land uses in compliance with the standards listed in Tables 2 and 3 of the County of San Diego Guidelines for Determining Significance - Noise. See Adopted Mitigation Measure Noi-2.4.		Contribution: No
3. Excessive Noise from a Public or Private Airport The CAP Update would further existing programs and provide new and modified infrastructure in new and established communities to reduce GHG emissions. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project impacts associated with excessive noise from a public or private airport. The project's impacts related to excessive noise from a public or private airport would remain less than significant with mitigation.	Significant	Significant	**Adopted Mitigation Measure Noi-5.1**: Use the applicable Airport Land Use Compatibility Plan's (ALUCP) as guidance/reference during development review of projects that are planned within an Airport Influence Area (AIA). Any projects that are within the AIA shall be submitted to the SDCRAA for review. **Adopted Mitigation Measure Noi-5.3**: Consult with the FAA standards and the County Noise Ordinance as a guide for assessing noise impacts from private airports and helipads.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
2.13 Transportation					
1. Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System Implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
transportation measures and actions would result in a less-than-significant impact related to alternative transportation. Implementation of the CAP Update would not result in new or more severe impacts than disclosed the 2011 GPU PEIR.					Contribution: No
2. Exceed VMT Threshold Implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions that would be implemented under the CAP Update would result in a less than significant impact related to VMT.	Less than significant	Less than significant	No mitigation is required.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
3. Substantially Increase Hazards Due to a Design Feature Implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions that would be implemented under the CAP Update would result in a less-than-significant impact with mitigation incorporated related to transportation hazards.	Potentially significant	Potentially significant	**Adopted Mitigation Measure Tra-1.3**: Implement the County Public Road Standards during review of new development projects. Also revise the Public Road Standards to include a range of road types according to Regional Category context. **Adopted Mitigation Measures Tra-1.4:** Implement and revise as necessary the County Guidelines for Determining Significance for Transportation and Traffic to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
4. Result in Inadequate Emergency Access Implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions that would	Potentially significant	Potentially significant	See Adopted Mitigation Measures Tra-1.3 and Tra-1.4 **Adopted Mitigation Measure Tra-4.4**: Implement and revise as necessary the Subdivision Ordinance to ensure that	Less than significant	CAP Update Only: No CAP Update Cumulative

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
be implemented under the CAP Update would result in a less-than-significant impact with mitigation incorporated related to emergency access.			proposed subdivisions meet current design and accessibility standards		Contribution: No
2.14 Tribal Cultural Resources					
1. Tribal Cultural Resources No other feasible project-related mitigation beyond existing federal and state permitting requirements and compliance with the 2011 GPU PEIR mitigation is available and could be applied to individual projects under the CAP Update. Where a project would comply with existing regulations and mitigation, it would reduce its project-specific impacts to a less-than-significant level. However, because the reduction of impacts to a less-than-significant level cannot be guaranteed, the project would have a significant and unavoidable impact to TCRs.	Significant	Significant	**Adopted Mitigation Measure CuI-2.2**: Facilitate the identification and acquisition of important resources through collaboration with agencies, tribes, and institutions, such as the South Coast Information Center (SCIC), while maintaining the confidentiality of sensitive cultural information. **Adopted Mitigation Measure CuI-2.4**: Protect significant cultural resources through regional coordination and consultation with the NAHC and local tribal governments, including SB-18 review. **Adopted Mitigation Measure CuI-2.5**: Protect undiscovered subsurface archaeological resources by requiring grading monitoring by a qualified archaeologist and a Native American monitor for ground disturbing activities in the vicinity of known archaeological resources, and also, when feasible, during initial surveys. **Adopted Mitigation Measure CuI-2.6**: Protect significant cultural resources by facilitating the identification and acquisition of important resources through regional coordination with agencies, and institutions, such as the	Significant and unavoidable	CAP Update Only: Yes CAP Update Cumulative Contribution: Yes

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
			South Coast Information Center (SCIC) and consultation with the Native American Heritage Commission (NAHC) and local tribal governments, including SB-18 review, while maintaining the confidentiality of sensitive cultural information. **Adopted Mitigation Measure Cul-4.1**: Include regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs. Ensure that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. Apply appropriate mitigation when impacts are significant. **CAP Update Mitigation Measure TCR-1:** Require development to avoid tribal cultural resources, if feasible. If complete avoidance is not possible, require development to mitigate impacts to tribal cultural resources pursuant to Assembly Bill 52 and CEQA Sections 21080.3.1 and 21084.3.		
2.15 Wildfire					
1. Exacerbate Wildfire Risks Compliance with existing regulations related to wildfire protection and implementation of adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 would ensure that project	Significant	Significant	**Adopted Mitigation Measure Haz-4.3**: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
impacts associated with exacerbation of wildfire risks would be less than significant.			and Land Use Maps, which typically show lower densities in wildland areas. **Adopted Mitigation Measure Pub-1.5**: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times. **Adopted Mitigation Measure Pub-1.6**: Maintain and use the County GIS and the County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are required, that potential environmental impacts resulting from construction are evaluated along with the development project under review.		
			Adopted Mitigation Measure Pub-1.7: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.		

Impacts	Potential Direct Impact	Potential Cumulative Impact	Mitigation Measures	Significance after Mitigation	New or More Severe Significant Impact after Mitigation
2. Install Infrastructure That Exacerbates Fire Risk Compliance with existing regulations related to wildfire protection and implementation of adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 would ensure that project impacts associated with exacerbation of wildfire risks from installation and maintenance of new infrastructure would be less than significant.	Significant	Significant	See Adopted Mitigation Measures Haz-4.3, Pub-1.5, Pub 1.6, and Pub-1.7.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No
3. Expose People or Structures to Post-Fire Risks Compliance with existing regulations related to wildfire protection and implementation of adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 would ensure that project impacts associated with exposing people or structures to post-fire risks would be less than significant.	Significant	Significant	See Adopted Mitigation Measures Haz-4.3, Pub-1.5, Pub 1.6, and Pub-1.7.	Less than significant	CAP Update Only: No CAP Update Cumulative Contribution: No

Notes: AIA = airport influence area; AICUZ = Air Installations Compatible Use Zone; ALUCP = Airport Land Use Compatibility Plan; BMO = Biological Mitigation Ordinance; BOS = Board of Supervisors; CAP = climate action plan; CARB = California Air Resources Board; CEQA = California Environmental Quality Act; CNEL = community equivalent noise level; CNG = compressed natural gas; CWA = Clean Water Act; CO = carbon monoxide; dBA = a-weighted decibel; DPLU = Department of Planning and Land Use; DPW = Department of Public Works; EIR = environmental impact report; EJ = environmental justice; EPA = Environmental Protection Agency; FAA = Federal Aviation Administration; FAHJ = Fire Authority Having Jurisdiction; GHG = greenhouse gas; GIS = geographic information system; GPU = general plan update; HCP = habitat conservation plan; HLP = Habitat Loss Permit; hp = horsepower; JRMP = Jurisdictional Runoff Management Program; LEED = Leadership in Energy and Environmental Design; LID = low impact development; MSCP = multiple species conservation program; MUP = major use permit; NAHC = Native American Heritage Commission; NCCP = natural community conservation plan; NO_X = nitrous oxide; NSR = New Source Review; PACE = Purchase of Agricultural Conservation Easement; PDS = Planning & Development Services; PEIR = program environmental impact report; PM = particulate matter; $PM_{2.5}$ = particulate matter 2.5 micrometers or less in diameter; PM_{10} = particulate matter 10 micrometers or less in diameter; RAQS = Regional Air Quality Strategy; RPO = Resource Protection Ordinance; RTP = Regional Transportation Plan; SANDAG = San Diego Association of Governments; SB = Senate Bill; SCIC = South Coast Information Center; SDAPCD = San Diego County Air Pollution Control District; SDCRAA = San Diego County Regional Airport Authority; SIP = State Implementation Plan; SLT = screening level threshold; TAC = toxic air contaminant; TCR = Tribal cultural resource; US = United States; USFWS = United States Fish and Wildlife Service; VMT = vehicle miles traveled; VOC = volatile air contaminant

CHAPTER 1 PROJECT DESCRIPTION

The County of San Diego (County) adopted the *San Diego County General Plan* (General Plan) in August of 2011, which provides a framework for land use and development decisions in the unincorporated county. The probable environmental impacts of implementing the update to the General Plan, including "potential future development in the unincorporated county based on build-out of the General Plan, as well as associated updates to plans, programs and policies that support the General Plan" (County of San Diego 2011: 1-17) were evaluated in a program environmental impact report (PEIR) certified in 2011. The *San Diego County General Plan Update Final Environmental Impact Report* (hereafter 2011 GPU PEIR) identifies feasible mitigation measures, one of which calls for the preparation of a Climate Action Plan (CAP) designed to reach specified greenhouse gas (GHG) reduction targets from community and local government operations, modifications to the County's guidance on the evaluation of GHG impacts and determining a project's consistency with the CAP, and adoption of a GHG threshold to reduce GHG emissions[1].

In response to this requirement, the County prepared a CAP in 2012 and a revised version in 2018, but the related California Environmental Quality Act (CEQA) documents for both were litigated and the 2018 CAP Supplemental EIR (SEIR) was decertified. Pursuant to the 2020 Appellate Court ruling on the validity of the 2018 SEIR and subsequent Superior Court order and to meet current California legislative emissions reductions requirements, the County has prepared a CAP Update. This SEIR analyzes the environmental impacts of the proposed CAP Update and associated actions. Additional details regarding project background and the relationship of this document to the 2020 Appellate Court decision are discussed in more detail later in this chapter. A summary of the primary issues identified in the 2020 Appellate Court ruling is included below in Section 1.3.1.1, and Table 1-1 at the end of this chapter identifies where each issue is addressed in this ~~draft~~ SEIR.

This chapter describes the proposed CAP Update; an associated amendment to the General Plan (GPA) to revise Goal Conservation and Open Space (COS)-20: Reduction of community-wide and County operations greenhouse gas emissions; Policy COS-20.1: Climate Change Action Plan; revisions to GPU PEIR Mitigation Measure (MM) CC-1.2 (Prepare a County Climate Change Action Plan), MM CC-1.7 (County Guidelines for Determining Significance for Climate Change, which includes a threshold of significance for GHG emissions[2]); and MM CC-1.8 (Revise County Guidelines for Determining Significance based on the Climate Change Action Plan). All revisions to General Plan goal, policy, and GPU PEIR mitigation measures are to make these components consistent with the CAP Update and current state law. All components of the CAP Update

[1] GPU PEIR Mitigation Measure (MM) CC-1.2 (Prepare a County Climate Change Action Plan).

[2] Revisions to GPU Mitigation Measure CC-1.7 will include a Greenhouse Gas Emission threshold through compliance with the CAP Consistency Checklist. This threshold of significance and CAP Consistency Checklist will be adopted for general use through this CAP Update process following public review of the CAP and SEIR. The requirements to adopt a threshold of general use are detailed in State CEQA Guidelines Section 15064.7(b).

listed above and discussed further in Section 1.4 constitute the "project."[3] Because approval of the CAP Update, GPA, GHG threshold, and *County of San Diego Guidelines for Determining Significance: Climate Change* require discretionary approval by the County, these actions are subject to CEQA. The County is the lead agency for the project.

The CAP Update establishes a target of 43.6 percent below 2019 levels by 2030 and 85.4 percent below 2019 levels by 2045, along with a goal of net zero by 2045. To do that, the CAP establishes nine strategies, 21 measures, and 70 implementing actions that the County must take to reduce GHG emissions from five emissions reduction sectors: Built Environment and Transportation; Energy; Solid Waste; Water and Wastewater; and Agriculture and Conservation. CAP Update measures also include supporting actions that would put the County on a path to the long-term goal of net zero emissions.

The County's CAP serves two purposes: first, and more broadly, it reflects the County's attempts to reduce its share of statewide GHG emissions; second, and more specifically, it is required by the General Plan PEIR as a CEQA mitigation measure to reduce GHG impacts from the General Plan. Because the CAP mitigates for the General Plan, it cannot and does not make land use changes (although some of those changes are analyzed as Alternatives and can be directed by the Board along with CAP approval). Because of the limited scope of the CAP tool, the County is also simultaneously working on a range of other programs to address climate change: a Sustainable Land Use Framework to address potential land use changes; a Regional Decarbonization Framework to provide a voluntary regional framework for governments and private entities to reduce carbon emissions; and a Transportation Program that will address VMT mitigation measures for development within the unincorporated county.

1.1 Project Location

San Diego County is in the southwestern corner of California. It is bordered by the Pacific Ocean to the west, Riverside County to the north, Imperial County to the east, Orange County at the northwest corner, and the Republic of Mexico to the south (Figure 1-1, presented at the end of this chapter).

The unincorporated area of the county is characterized by its vast size, rural nature and dispersed development patterns, and diverse natural habitats. San Diego County is recognized as one of the most biologically diverse counties in the United States due to the wide variety of vegetation, animals, and habitats found across the region's microclimates, topography, soils, and other natural features. In the unincorporated area, inland valleys and hills blanketed with chaparral and oak woodlands give way to mountains that rise more than 5,000 feet above sea level before dropping into the desert.

The unincorporated county is home to 28 distinct communities that vary in land use and density. In general, these communities include a core of local-serving commercial uses, services, schools, and public facilities surrounded by residential neighborhoods. They

[3] As described further below, while all of these CAP Update components constitute the "project" for CEQA purposes, the focus of the analysis in this SEIR is on the proposed GHG reduction strategies, measures, and actions, because these are the components that would result in physical impacts on the environment.

range from semi-suburban residential neighborhoods that transition in scale and density from adjoining, incorporated cities to low-density rural communities surrounded by hillsides, deserts, and agricultural lands.

In total, the unincorporated area encompasses approximately 2.3 million acres. Much of the unincorporated county, in excess of 90 percent, is open space or undeveloped and contains several large federal, state, and regional parklands in the eastern portion of the county. In addition, the San Diego region is home to 18 federally recognized tribes located across the eastern portions of the county. Only 35 percent, or about 772,239 acres of the unincorporated county, is within County land use jurisdiction.

Approximately 35 percent of the total land area in the county is within the County's land use jurisdiction. Incorporated cities and federal, state, and tribally owned lands (including Marine Corps Base Camp Pendleton) are outside of the County's jurisdiction. The remaining approximately 772,239 acres of land and County facilities (regardless of location) are within the County's jurisdiction and comprise the planning area for both the San Diego County General Plan, as evaluated in the 2011 GPU PEIR, and the CAP Update (Figure 1-2, presented at the end of this chapter).

1.2 Project Objectives

Section 15124 of the State CEQA Guidelines requires an environmental impact report (EIR) to include a statement of objectives sought to be achieved by the proposed project. The project's objectives help public agencies and the general public understand the underlying purpose of the proposed project. Because the objectives establish the purpose of the project, they also assist the County, as lead agency, in developing a reasonable range of alternatives to be evaluated in the SEIR. Alternatives are developed so they can potentially meet most project objectives while reducing significant effects. Alternatives must be feasible, which means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. The project objectives also aid the County in preparing findings if the project is to be approved and, if necessary, a statement of overriding considerations.

The underlying purpose of the project is to reduce GHG emissions that could be generated by development under the General Plan, and to reduce those emissions consistent with state legislative requirements and the requirement to prepare a CAP pursuant to Mitigation Measure CC-1.2 of the 2011 GPU PEIR. This mitigation measure sets out to reduce GHG emissions from community-wide sources and County local government operations (County operations) that are consistent with the General Plan.

The following objectives have been developed to assist in achieving the underlying fundamental purpose of the proposed project while implementing the Guiding Principles of the General Plan and supporting sustainability efforts in the region:

- Reduce community-related GHG emissions within the unincorporated county and County operations-related GHG emissions to meet and exceed the County's GHG

reduction targets for 2030 and 2045, as aligned with state reduction targets (as set forth in Senate Bill (SB) 32 [2016] and Assembly Bill (AB) 1279 [2022]), that does not rely on the purchase of carbon offsets to meet emission reduction targets.

- Incorporate feasible and effective GHG reduction strategies, measures, and actions that reduce GHG emissions from community-wide activities in the unincorporated county and from County operations to establish actions to meet a goal of net zero carbon emissions by 2045 as aligned with AB 1279.
- Implement 2011 GPU PEIR Mitigation Measure CC-1.2 to prepare a CAP to reduce GHG impacts from implementation of the General Plan, and update Mitigation Measure CC-1.2 to be consistent with changes in state law, and the State CEQA Guidelines.
- Develop a CAP that supports the sustainability principles found in the County of San Diego General Plan Guiding Principles by doing the following: support a reasonable share of projected regional growth; promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in compact development patterns to the extent feasible; promote environmental stewardship that protects and/or enhances natural resources and habitats; ensure development that accounts for physical constraints and natural hazards; provide and support a multi-modal transportation network that enhances connectivity; maintain environmentally sustainable communities and reduce GHG emissions; and preserve agriculture as an integral component of the region's economy, character, and open space network.
- Develop a CAP that sets clear goals and identifies metrics (i.e., co-benefits and equity-based outcomes) to guide implementation to make substantial progress toward attaining environmental justice and equity.
- Develop a CAP that includes sufficiently adaptable long-term strategies that will consider and incorporate, as feasible, additional GHG reduction strategies that embrace continued innovation, technological advances, and the creation of high-quality jobs in the County.
- Accomplish the foregoing objectives in a manner that minimizes undue and unnecessary economic impacts on businesses and property owners, and that avoids regulatory takings under the federal and state constitutions.

1.3 Project Background

The County adopted the current General Plan in August of 2011, which was an update to the 1979 General Plan. The General Plan update made modifications to the County's land use designations and influenced future development of the county by locating 80 percent of the future dwelling unit capacity in the western third of the unincorporated areas, within the San Diego County Water Authority boundary; focusing development within the village core areas away from rural areas; and reducing the overall land use capacity by 15 percent.

In conjunction with the General Plan, the County prepared and certified the 2011 GPU PEIR, which assessed the potential environmental effects of future development anticipated with implementation of the General Plan. A total of 19 separate mitigation

measures were adopted to reduce the GHG emissions of County operations and from activities within the unincorporated county to below a level of significance. One of the 19 measures, designated CC 1.2, called for the preparation of a CAP. Mitigation Measure CC-1.2 was incorporated into the General Plan as Goal COS-20 and Policy COS-20.1. Specifically, Goal COS-20 in the Conservation and Open Space Element of the General Plan requires reduction of community and County operations GHG emissions and Policy COS-20.1 requires preparation, maintenance, and implementation of a CAP. Further, the mitigation measures identified in the 2011 GPU PEIR called for the preparation of a CAP designed to reach specified GHG reduction targets from community and local government operations, modifications to the *County of San Diego Guidelines for Determining Significance: Climate Change* to provide guidance on the evaluation of GHG impacts and determine a project's consistency with the CAP, and adoption of a GHG threshold to reduce GHG emissions.

With the adoption of the General Plan, the County committed to reducing GHG emissions while seeking to balance environmental, social, and economic interests. The General Plan recognized that GHG reductions can be achieved in multiple ways, including growing in a compact and efficient manner, using energy more efficiently, harnessing renewable energy to power buildings, improving waste recycling, and improving access to sustainable transportation.

In June 2012, the County adopted the 2012 CAP and an Addendum to the 2011 GPU PEIR. On November 7, 2013, staff approved the *County of San Diego Guidelines for Determining Significance: Climate Change*. Following the approval of the 2012 CAP, the Sierra Club filed suit challenging the approval and the adequacy of the associated environmental review. In a ruling issued on October 29, 2014 (*Sierra Club v. County of San Diego*, 231 Cal. App. 4th 1152 [2014]), the Fourth District Court of Appeal held that the 2012 CAP did not meet the description set forth in the adopted mitigation measure (2011 GPU PEIR Mitigation Measure CC-1.2) and that an SEIR was needed for the plan. In response to the court's decision and considering state legislative changes that had occurred since preparation of the 2012 CAP, the County prepared the 2018 CAP and 2018 SEIR.

After the County adopted the 2018 CAP and certified the 2018 SEIR on February 14, 2018, the Sierra Club, Center for Biological Diversity, Cleveland National Forest Foundation, Climate Action Campaign, Endangered Habitats League, Environmental Center of San Diego, and Preserve Wild Santee filed a petition challenging the 2018 CAP as violating CEQA. In a separate action, Golden Door Properties, LLC, also challenged the 2018 CAP as violating CEQA. On December 24, 2018, the Superior Court ruled that the 2018 CAP approval did not comply with CEQA. The Superior Court ordered the County to decertify the 2018 SEIR. This decision was later affirmed in part by the California Court of Appeal, Fourth Appellate District (Appellate Court), on June 12, 2020, in *Golden Door Properties, LLC, v. County of San Diego*, 50 Cal. App. 5th 467. Specifically, the Appellate Court affirmed the Superior Court's decision that the 2018 CAP and 2018 SEIR failed to adequately account for potential environmental impacts of GPA projects due to reliance on Mitigation Measure M-GHG-1, which allowed for use of carbon offset credits. The Appellate Court also held that the 2018 SEIR should have included at least one project alternative focused on substantially reducing vehicle miles traveled (VMT), and that the document failed to

adequately address the cumulative impacts of probable future projects requiring GPAs. Consistent with the Appellate Court's final judgement the trial court issued a writ of mandate directing the County to rescind approval of the 2018 CAP and certification of the 2018 SEIR. As a result, the County Board of Supervisors rescinded the 2018 CAP and 2018 SEIR, and associated approvals, on September 30, 2020. An update to the CAP was required.

The 2020 appellate court ruling included discussion of five primary concerns: the adequacy of 2018 SEIR Mitigation Measure M-GHG-1, cumulative impacts from projects in early stages of environmental review that could result in land use changes (referred to as "in-process GPAs"), potential for conflicts with SANDAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), consideration of a "smart growth" alternative, and analysis of environmental justice. This SEIR is being prepared in response to the writ and to analyze the impacts of the proposed CAP Update. Table 1-1, "Summary of SEIR Response to 2020 Appellate Court Ruling," indicates the location in this ~~draft~~ SEIR where specific court direction is addressed. The table is presented at the end of this chapter.

As described in further detail below, the foundation of the CAP Update is a comprehensive inventory of GHG emissions, which identifies and quantifies the sources and amounts of GHG emissions that are generated from current and future activities within the County. The County's base inventory of GHG emissions evaluated activities within the unincorporated county in the year 2019, the most recent year data is available. The following sections discuss prior GHG inventories conducted for the unincorporated county, including the 2014 inventory, which was used as the baseline for the 2018 CAP.

1.3.1.1 Previous Greenhouse Gas Inventories

An inventory for the San Diego Region was developed by the Energy Policy Initiatives Center (EPIC) at the University of San Diego for 1990. EPIC's 1990 inventory was developed before the *US Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions* was available in 2010 as guidance to help local governments develop effective community GHG emissions inventories. The County's GHG analysis in the 2011 GPU PEIR reported 1990 and 2006 emissions by scaling emissions from EPIC's regional inventory to apply to the unincorporated areas. The scaling was done on a simplified per-capita or per-VMT basis. At that time, the reported emissions were based on prevailing standards. For example, for the electricity sector, all emissions in the San Diego region (from electricity use in the residential, commercial, industrial, mining, agriculture, transportation, communication and utilities, and street lighting) were divided by the region's population to derive a per-capita electricity-related emissions figure. This per-capita metric was then multiplied by the unincorporated areas' population to derive electricity-related emissions. It is now known that this method, while reducing the complexity of the inventory, loses accuracy in the process for various reasons. First, it assumes that all consumers of electricity (e.g., residential, commercial, industrial) are uniformly distributed in the San Diego region. In reality, the unincorporated area is rural in nature and does not have the same density of commercial and industrial uses as the urban areas. Second, it assumes that all consumers of electricity are directly proportional

to population. While this may be roughly applicable for residential uses, electricity use in commercial, industrial, mining and agricultural uses would not be dependent on population directly. This methodology was followed for other sectors and is not as accurate as using activity data for the unincorporated areas.

While the 1990 EPIC inventory was based on the best available regional data at that time, applying the inventory and scaling its data to the unincorporated area now would be problematic for the reasons described above. For the same reasons, data reported in the 2011 GPU PEIR are now outdated and not as reliable as the current baseline and methods. However, while inventory methodologies and data collection techniques have evolved since certification of the 2011 GPU PEIR, the overall framework of reduction targets is inherently based on state legislation as reflected in proposed updates to Mitigation Measure CC-1.2, described below.

An updated inventory was completed in 2014 that was based on actual activities and reported consumption data. The 2014 inventory reported lower base emissions than calculated for 2006 in the 2011 GPU PEIR. This is attributable to state and local actions to reduce GHG emissions, but also reflects improvements in data and methods to develop inventories. This inventory was used as the baseline for the 2018 CAP.

The inventory has again been updated using a base year of 2019 to reflect current conditions in the unincorporated county.[4] The 2019 inventory represents the most complete data available that are unaffected by COVID-19 impacts (e.g., reduced traffic patterns) and was used as the baseline for the CAP Update. The CAP Update 2019 inventory is discussed in Section 1.4.1.1.

1.3.2 Regulatory Background

Climate action planning requires action from all levels of government. Federal and state climate regulations and goals guide and provide examples for local government actions to reduce GHG emissions. At the national level, Executive Order 14057: Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability, signed by President Biden in December 2021, sets goals of reaching 100 percent carbon pollution-free electricity by 2035 and a net zero emissions economy by 2050 for federal operations. In addition, federal investments to tackle climate change such as the Inflation Reduction Act and Bipartisan Infrastructure Law are leading the push to advance environmental justice, strengthen energy security and green the grid, lower energy costs for households, strengthen the nation's resilience, and reduce air pollution.

In California, AB 32 (known as the Global Warming Solutions Act of 2006) established the country's first comprehensive, long-term approach to addressing climate change, and led to the development of state programs and standards, such as the Advanced Clean Car Standard and Renewable Portfolio Standard, that target GHG emission reductions from cars and trucks, electricity production, fuels, and other sources. Since the passage of AB 32, the state has continued to enact complementary legislation that addresses GHG

4 The methods used for both the 1990 and 2014 inventories use the best-practice pursuant to the *U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions*.

emissions from specific sectors including land use, transportation, energy, and water, as well as environmental justice and public health issues. This includes SB 32, signed in 2016, that sets the state's 2030 GHG emissions reduction target of 40 percent below 1990 levels and AB 1279, signed in 2022, requiring the state to achieve net zero GHG emissions no later than 2045, and requiring that statewide anthropogenic GHG emissions are reduced to at least 85 percent below 1990 levels by 2045. California's commitment to reduce GHG emissions and improve climate resiliency extends responsibilities to local governments to help achieve these ambitious targets, opens new markets, and establishes climate planning as a core principle for business practices.

The California Air Resources Board (CARB) released the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on November 16, 2022, as directed by AB 1279. The 2022 Scoping Plan traces the pathway for the state to achieve its carbon neutrality and an 85 percent reduction in anthropogenic emissions below 1990 levels by 2045. CARB adopted the 2022 Scoping Plan on December 16, 2022.

1.3.2.1 County Climate Leadership

Regional action and collaboration are needed to solve the climate emergency. Ambitious climate targets at the state level have made climate action planning at the local level more challenging than ever. The County actively works with other local governments and public agencies, local nonprofits, universities, and businesses to prepare plans and implement programs that complement state efforts to reduce GHG emissions and combat climate change. The County partners with these stakeholders through outreach, education, advocacy, and collaboration. Through this collaboration and coordination, the County can bring funding and resources to the region to support future long-range emissions reduction efforts within the unincorporated county, as well as highlight the climate action efforts that are occurring across the San Diego region.

Examples of existing County programs that reduce GHG emissions and advance sustainability include:

- **Multiple Species Conservation Program.** Conserves open space and natural habitats.
- **General Plan.** Focuses development in villages and closer to services in western portion of unincorporated area.
- **Purchase of Agricultural Conservation Easement Program.** Preserves land for long-term agricultural use.
- **Green Fleet Action Plan.** Reduces emissions from the County fleet.
- **Solar and EV Ready Ordinance.** Increases installation of solar and EV charging stations.
- **Strategic Energy Plan.** Reduces energy use in County operations.
- **EV Charger Permit Program.** Streamlines EV charger permit applications.

- ***Live Well San Diego* Food System Initiative.** Supports a robust and resilient local food system.
- **Strategic Plan to Reduce Waste.** Establishes goal of 90 percent waste diversion from landfills by 2040.
- **Zero Net Energy Portfolio Plan.** Cuts County facility energy use by 50 percent by 2030.
- **Active Transportation Plan.** Increases active transportation options.
- **Electric Vehicle Roadmap.** Increases EV ownership and charging stations.
- **Borrego Valley Groundwater Sustainability Plan.** Sustainably manages groundwater.
- **Construction and Demolition Debris Recycling Ordinance.** Increases recycling and diversion of construction debris from landfills.
- **Landscape Ordinance Update.** Requires tree planting and outdoor water use reductions.
- **Accelerate-to-Zero Emissions Collaboration.** Increases regional collaboration to support the transition to ZEVs.
- **County Building Reach Code.** Requires energy and water efficient fixtures and appliances.
- **Office of Equity and Racial Justice.** Leads the County's efforts to address systemic bias and disparities.
- **Environmental Justice and Safety Element of the General Plan.** Addresses and evaluates pollution, vulnerability to climate change impacts, and other hazards that disproportionately impact low-income and communities of color.
- **Office of Sustainability and Environmental Justice.** Leads the County's efforts to reduce community exposures to health hazards.
- **Solid Waste Ordinance and Non-Exclusive Franchise Agreement.** Expands organic materials recycling.
- **Organic Materials Ordinance Update.** Expands composting standards to help divert organic materials from landfills.
- **Community Choice Aggregation Program.** Joined San Diego Community Power in 2021 and committed to 100 percent renewable electricity by 2030.
- **Green Streets Clean Water Plan.** Identifies and prioritizes green street project opportunities.
- **Zero Carbon Portfolio Plan.** Reduces operational emissions at County facilities.
- **Organic Materials Ordinance Update.** Expands access to organic materials composting.

- **San Diego County Native Landscape Program.** Increases native plant landscaping across the region.
- **Butterflies Habitat Conservation Plan.** Protects sensitive butterfly species and habitats.
- **Integrated Regional Decarbonization Framework.** Identifies local policy opportunities to support decarbonization.
- **Sustainable Land Use Framework.** Identifies principles of sustainable development to inform future land use decisions.
- **North County Multiple Species Conservation Plan.** Conserves open space and natural habitats in North County.
- **Equity-Driven Tree Planting Program.** Increases tree planting in frontline communities.
- **Carbon Farming Pilot Program.** Reduces and sequesters GHG emissions through carbon farming efforts.
- **Department Sustainability Plans.** Creates a comprehensive strategy to achieve sustainability in internal and external County operations.

Additionally, the County's "Framework for our Future for Bold Climate Action" establishes actions to achieve a goal of net zero carbon emissions by 2035-2045, which means addressing as many emissions as are being produced. This goal requires the pursuit of all opportunities to reduce and avoid GHG emissions from waste generation, water and energy use, and the burning of fossil fuels, among other sources, as well as opportunities to remove GHGs or capture and store GHGs that have already been emitted through practices like planting trees or habitat restoration.

1.3.2.2 The County's General Plan

The County's General Plan, updated in 2011, provides a policy framework and long-range vision for growth in the unincorporated area. It establishes goals, policies, and programs to foster healthy, livable, and sustainable communities and provides a guide for future land use, housing, and economic development. When the General Plan was updated in 2011, it included changes that shifted growth capacity from the eastern backcountry areas to western communities, guiding development closer to existing infrastructure and services and helping to protect the county's natural resources and maintain the character of its communities. The General Plan includes specific goals and policies aimed at reducing GHG emissions by encouraging growth in a compact and efficient manner, using renewable energy to power buildings, improving waste recycling, and increasing access to sustainable transportation.

As discussed further in Chapter 5, "Alternatives," the 2011 General Plan included the following environmentally sustainability accomplishments:

- reduced Land Use Capacity by 46,363 units (15 percent) to 239,984 units,
- focused development in village cores to retain the county's rural character,
- shifted 20 percent of the remaining dwelling unit capacity to the most western portions of the unincorporated area, and
- located 80 percent of the dwelling unit capacity where water can be imported and distributed by the County Water Authority.[5]

1.4 Project Elements

The proposed CAP Update is shaped by community input, utilizes the latest data and modeling scenarios available, does not rely on the purchase of carbon offsets, and is comprehensive and legally enforceable. In implementation of the CAP Update, investments will prioritize environmental justice and advance equitable outcomes for communities and populations in San Diego that have been historically left behind and are most impacted by climate change.

As described in further detail below, the CAP Update is a multi-objective plan that sets policy and programmatic commitments to reduce GHG emissions through the implementation of measures and actions to reach net zero carbon emissions in the unincorporated area of the county and in County operations. In addition to GHG emission reductions, CAP measures also provide important benefits to the environment and our residents, including preserving the environment, reducing health disparities, increasing access to green jobs, improving quality of life, and advancing environmental and social justice. The CAP Update aligns with multiple County initiatives that, collectively taken, will make the unincorporated area and County operations more sustainable, healthy, and resilient.

The following sections describe the project, including the contents of the CAP, and the scope of the associated GPA, GHG Threshold amendment, and *County of San Diego Guidelines for Determining Significance: Climate Change* amendment.

1.4.1 Climate Action Plan

The CAP Update establishes strategies and measures to reduce GHG emissions generated from current and future activities within the county's unincorporated areas and emissions generated by County facilities and operations. The CAP Update is structured to meet state mandates to reduce GHG emissions and advance the vision and guiding principles of the County's General Plan, which accommodates future growth while retaining or enhancing the County's rural character, economy, environmental resources, and unique communities. The CAP Update includes a GHG emissions inventory to provide a baseline of major sources of GHG emissions, an estimate of existing and future carbon stored in vegetation and soils on natural and working lands, a projection of future

[5] To track the progress towards implementing the General Plan, visit the Housing Production and Capacity Portal, which illustrates housing production and land use capacity since the General Plan update in 2011. Accessed July 2023 here: https://www.sandiegocounty.gov/content/sdc/pds/HPCP-UA.html.

GHG emissions expected to occur in the unincorporated area and from County operations, targets for future GHG emission levels, and strategies and measures to reduce GHG emissions to meet the targets.

The CAP Update addresses equity through preparation of a cost analysis, which was prepared to understand how populations and communities may experience disproportionate costs or impacts from climate change, and through development of an Equity Implementation Framework, to prioritize climate action in frontline communities. Frontline communities are defined in the CAP Update as EJ communities that experience the most immediate and worst impacts of climate change and other injustices. Climate actions in the CAP Update would be prioritized in frontline communities by utilizing the Equity Implementation Framework to ensure equity-based outcomes and co-benefits are realized equitably throughout the unincorporated county. Co-benefits to EJ communities are addressed in greater detail in Section 2.7, "Environmental Justice," of this SEIR.

The CAP Update would be regularly monitored to track and annually report progress toward achieving its GHG emissions reductions targets. The CAP Update is intended to be a living document and would continuously evolve and be refined as new legislation is adopted, science and technology advances, and progress towards GHG reduction targets is evaluated. Implementation would require long-term commitment and ongoing collaboration with private and public sector partners, as well as the community-at-large.

In summary, the CAP identifies:

- a summary of baseline GHG emissions and the potential increase of these emissions over time for the unincorporated county (community) and County operations (local government facilities);
- GHG emissions reduction targets for 2030 and 2045, and a net zero 2045 goal to reduce the County's contribution to global GHG emissions; and
- strategies, measures, and actions to comply with established 2030 and 2045 GHG reduction targets and the net zero 2045 GHG reduction goal.

1.4.1.1 CAP Contents

The CAP contains five chapters, which are briefly summarized below:

- Executive Summary: Summarizes the key information contained in the CAP.
- Chapter 1, "Introduction": This chapter introduces the document, describes the purpose and context of the plan, and identifies the regulatory framework related to global GHG emissions.
- Chapter 2, "Outreach and Engagement": This chapter describes how the CAP was developed through engagement with residents, community organizations, and regional stakeholders.
- Chapter 3, "GHG Emissions Inventory, Projections, and Reduction Targets": This chapter provides detailed accounting of GHG emissions from activities within the

unincorporated areas, and from County local government operations. It includes a discussion of the primary sources and annual levels of GHG emissions and establishes a 2019 baseline inventory. Projections of GHG emissions and reduction targets are described and the resultant emissions gap between projected emissions and reduction targets is calculated.

- Chapter 4, "GHG Reduction Measures": This chapter outlines overarching GHG reduction strategies and details specific strategies and supporting measures to be implemented by the County to achieve its GHG reduction targets. The strategies and measures focus on locally based actions to reduce GHG emissions in various categories as a complement to legislative actions taken by the state or federal government.
- Chapter 5, "Implementation and Monitoring": This chapter describes the set of actions that comprise the implementation strategy, possible funding mechanisms, the monitoring and compliance program, and an overview of the CEQA tiering/streamlining options for future projects.

Each key component of the CAP Update is discussed below.

GHG Emissions Inventory

The foundation of the CAP is a comprehensive inventory of GHG emissions, which identifies and quantifies the sources and amounts of GHG emissions that are generated from activities within the county. Conducting an inventory of emissions allows reduction targets to be established and reduction measures to be quantified. The County's base inventory of GHG emissions evaluated activities within the unincorporated county in the year 2019, the most recent year data is available. The 2019 inventory is organized into GHG Emissions Categories, which represent a distinct subset of a market, society, industry, or economy whose components share similar characteristics. The nine major GHG Emissions Categories are shown in order of contribution, which include the following:

1. *On-Road Transportation*: On-road transportation emissions associated with gasoline and diesel consumption from driving that occurs on roadways, in addition to emissions from County fleet operations and employee commute.
2. *Electricity Use*: Emissions associated with electricity generation because of electricity consumption in residential, commercial, industrial, and agricultural facilities. This includes electricity consumption at local government facilities such as County buildings, streetlights, and stormwater pumps.
3. *Natural Gas Use*: Emissions associated with natural gas consumption in residential, commercial, industrial, and agricultural facilities. This includes natural gas use at County facilities located outside the unincorporated areas.
4. *Solid Waste*: Waste emissions associated with landfills in the county (including County-operated closed landfills) and waste generated by the unincorporated county, discounting any overlap. Solid waste generated by local government facilities is also included in this category.

5. *Agriculture*: Agricultural emissions associated with livestock, fertilizer use, soil management, and agricultural equipment. No agricultural emissions are attributed to local government operations.
6. *Propane Use*: Emissions associated with propane consumption in residential, commercial, industrial, and agricultural facilities. This includes propane use at County facilities located outside the unincorporated areas.
7. *Off-Road Transportation*: Off-road vehicle and equipment emissions associated with gasoline and diesel consumption in the unincorporated areas. This includes County government operations off-road vehicle use.
8. *Water*: Water-related emissions associated with energy and fuel used to convey, extract, treat, and distribute water used in the unincorporated areas for domestic, irrigation, and industrial purposes. This includes a small amount of water use at County facilities located outside the unincorporated areas.
9. *Wastewater*: Wastewater treatment emissions associated with the energy consumed and emissions produced to process domestic sewage and industrial wastewater either at on-site septic systems or centralized wastewater treatment plants. This includes a small amount of wastewater generation at County facilities located outside the unincorporated county.

The GHG inventory includes both emissions attributable to the activities within the unincorporated areas as well as emissions generated by County-operated facilities, even if they are located outside of the unincorporated areas. The inventory excludes emissions from activities on lands under tribal and military jurisdiction.

Carbon dioxide (CO_2) is the largest contributor to global warming and the most recognized GHG; however, there are two additional primary GHGs that must be addressed to meet state-mandated reduction targets: methane (CH_4) and nitrous oxide (N_2O). To simplify discussion of these emissions collectively, CAPs use a measurement known as carbon dioxide equivalent (CO_2e). The CO_2e measurement translates each GHG to CO_2 by weighting it by its relative global warming potential. For example, according to the Intergovernmental Panel on Climate Change, CH_4 and N_2O are 25 and 298 times more potent, respectively, than CO_2 in their ability to trap heat in the atmosphere (IPCC 2007). Converting these gases into CO_2e allows consideration of all the gases in comparable terms and makes it easier to communicate how various sources and types of GHG emissions contribute to global warming. A metric ton of carbon dioxide equivalent ($MTCO_2e$) is the standard measurement of the amount of GHG emissions produced and released into the atmosphere.

In 2019, activities in the unincorporated county and County operations accounted for 2,984,000 $MTCO_2e$. Most of the emissions were due to on-road vehicle activity and building energy use. Emissions from gasoline and diesel consumption in on-road transportation accounted for 45 percent of the County's emissions in 2019. Approximately 40 percent of the County's emissions were due to electricity, natural gas, and propane used for heating and cooling applications, powering devices, equipment, and other energy loads. The contributions from community activities and County operations are summarized below for the nine major GHG Emissions Categories.

1. On-Road Transportation (45 percent)
2. Electricity (20 percent)
3. Natural Gas (16 percent)
4. Solid Waste (6 percent)
5. Agriculture (4 percent)
6. Propane (4 percent)
7. Off-Road Transportation (2 percent)
8. Water (1 percent)
9. Wastewater (1 percent)

GHG Emissions Projections

The 2019 GHG emissions were projected through 2050 based on population, housing, and job growth in the county and the future impact of adopted federal and California regulations, policies, and programs and in place in 2022 that reduce GHG emissions. For details, see Appendix 3 (Unincorporated County of San Diego 2019 Greenhouse Gas Emissions Inventory and Projections) to the CAP Update.

The County's emissions projections are:

- 2,397,000 $MTCO_2e$ by 2030,
- 1,947,000 $MTCO_2e$ by 2035,
- 1,693,000 $MTCO_2e$ by 2040,
- 1,678,000 $MTCO_2e$ by 2045, and
- 1,705,000 $MTCO_2e$ by 2050.

GHG Emissions Reduction Targets and Net Zero Goal

The County's GHG reduction targets were developed in the context of the County Board of Supervisors' direction, and statewide plans and laws addressing statewide limits. On January 13, 2021, the Board of Supervisors approved the Framework for the Future, "Actions to Achieve Bold Climate Action at the County of San Diego," which created policy recommendations for the CAP Update that include achieving at a minimum Senate Bill 32 GHG emissions reductions of 40 percent below 1990 levels by 2030 and establishing actions to meet a goal of net zero carbon emission by 2035-2045. In addition, the California Climate Crisis Act (Assembly Bill 1279, adopted 2022), enacted policy to achieve net zero emissions as soon as possible, but no later than 2045, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below 1990 levels as a pathway to the net zero goal. In 2022, CARB released an updated Scoping Plan to address AB 1279 emissions limits. The Scoping Plan reports statewide GHG emissions for eight economic sectors: agriculture, residential and commercial, electric power, high global warming potential (GWP) gases, industrial, recycling and

waste, transportation, and carbon dioxide removal (CARB 2022a). The Scoping Plan identifies a path to keep California on track to meet its SB 32 reduction target of at least 40 percent below 1990 emission levels by 2030 but concludes that additional reductions are needed by 2030 – to 48 percent below 1990 levels – for the state to stay on track to achieve net zero emissions no later than 2045 pursuant to AB 1279. Additionally, the Scoping Plan shows that it is economically and technologically feasible to reduce anthropogenic emissions to 85 percent below 1990 levels by 2045 but that mitigation of 100 percent of anthropogenic emissions by 2045 is not feasible and that carbon dioxide removal should be utilized to achieve California's carbon neutrality target.

Emissions reduction targets for 2030 and 2045 were developed based on the most current guidance from CARB. For 2030, the CAP's target is aligned with the 2022 Scoping Plan, which concludes that statewide GHG emissions levels need to be reduced to 48 percent below 1990 levels by 2030 for the state to stay on track to achieve net zero GHG emissions no later than 2045 (as required by AB 1279). This is a steeper reduction than set forth in SB 32, which establishes a statutory limit of reducing statewide emissions to 40 percent below 1990 levels by 2030. For 2045, the CAP Update's target is aligned with AB 1279, which requires that the State's target of net zero emissions by 2045 include reducing statewide anthropogenic emissions by at minimum 85 percent below 1990 levels by 2045. Anthropogenic emissions include the primary sources and activities within the County's GHG emissions categories: On-road Transportation, Electricity, Natural Gas, Waste, Agriculture, Propane, Off-road Transportation, Water, and Wastewater. To go beyond an 85 percent anthropogenic emissions reduction and achieve statewide net zero emissions by 2045, the 2022 Scoping Plan relies on large-scale deployment of CCS technologies and mechanical CDR strategies like direct air capture machines. The County government does not have the jurisdiction or other ability to construct and operate CCS and mechanical CDR strategies at the pace and scale needed to achieve net zero emissions by 2045. The 2022 Scoping Plan also assumes that additional reduction in anthropogenic emissions beyond 85 percent by 2045 would not be cost-effective or technologically feasible. As a result, the CAP's 2045 target is aligned with the AB 1279 target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045.

To develop County-specific target percentages for the CAP that align with statewide targets, the 2022 Scoping Plan was reviewed to identify the emissions sectors in this statewide plan that are relevant and applicable to the County of San Diego. The emissions reduction trajectory of each applicable sector in the 2022 Scoping Plan is then applied to the County's emissions levels to calculate reduction levels and target percentages for the CAP. Review of the 2022 Scoping Plan demonstrates that the County has direct or indirect jurisdiction over activities that generate emissions and contribute to reductions in six of the eight emissions sectors included in the statewide emissions inventory: agriculture, residential and commercial, electric power, industrial, recycling and waste, and transportation. The high global warming potential (GWP) gases and carbon dioxide removal (CDR) sectors are excluded for the following reasons. First, the County has limited to no ability to control or influence emissions of high GWP gases because it has limited or no jurisdiction or influence over the following activities in the unincorporated area: substitution of ozone-depleting substances with high GWP gas substitutes; emissions of sulfur hexafluoride (SF_6) from electricity transmission lines; and

semiconductor manufacturing processes. Second, the state's CDR sector identifies significant reductions from engineered strategies to remove significant levels of emissions from the atmosphere using technologies like direct air capture and carbon capture and storage (CCS). Constructing and operating direct air capture machines to remove GHG emissions from the atmosphere is outside the scope of local governments in California, including the County. In addition, the unincorporated area does not include large-scale petroleum refineries, GHG-emitting electric power plants, cement manufacturing facilities, or other large-scale industrial facilities that could have their GHG emissions reduced using CCS technologies. By excluding these sectors under this approach, GHG reduction targets for the County can be established in proportion with statewide reductions for all sectors relevant to County jurisdiction to the extent feasible using available data. This target setting approach is consistent with the California Supreme Court decision in Center for Biological Diversity v. California Department of Fish and Wildlife and Newhall Land and Farming (2015) 62 Cal.4th 204, which determined that the approach of assessing a project's consistency with statewide emissions reduction goals must include a "reasoned explanation based on substantial evidence" that links the project's emissions (in this case, the project is the CAP) to statewide GHG reduction goals.

Statewide target percentages are then translated to the unincorporated area. The analysis uses 2019 data from the State's emission inventory and future emissions reductions in 2030, 2035, 2040, and 2045 from the 2022 Scoping Plan (CARB 2022b and 2022c). The future emissions targets in the 2022 Scoping Plan are 48 percent below statewide 1990 levels in 2030 and 85 percent below 1990 levels in 2045. Statewide emissions in future years from the applicable sectors are compared to 2019 statewide emissions from applicable sectors to determine the percentage reduction for the unincorporated area. Data for 2019 are used because 1990 emissions data are not available for the unincorporated county and because 2019 is the baseline year of the GHG emissions inventory prepared for the CAP Update.

Thus, consistent with CARB's Scoping Plan, the following adjusted reduction targets should be achieved in the county:

- 43.6 percent below 2019 levels by 2030, and
- 85.4 percent below 2019 levels by 2045.

The CAP also includes an aspirational goal to achieve net zero carbon emissions by 2045, consistent with the Board of Supervisors' Framework for the Future. This goal is in addition to the 2045 target aligned with reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. By including a goal for net zero carbon emissions in the CAP Update, the County can demonstrate how it is going above and beyond reductions in anthropogenic emissions and working towards net zero emissions in the unincorporated area, for example through measures to increase carbon stored in natural and working (e.g., agricultural) lands and through actions that do not result in quantified reductions but contribute towards net zero efforts.

Attaining a 43.6 percent reduction in GHG emissions would require that annual emissions be reduced to approximately 1,683,156 $MTCO_2e$ in 2030, which is approximately 1,300,844 $MTCO_2e$ lower than 2019 levels. To achieve long-term GHG reductions, the County would need to reduce emissions to 434,185 $MTCO_2e$ by 2045, or approximately 2,549,815 $MTCO_2e$ (85.4 percent) below 2019 GHG emissions levels.

As described in Chapter 3 of the CAP, the County has established 2030 and 2045 GHG emissions reduction targets (43.6 percent and 85.4 percent below 2019 levels, respectively), and a 2045 net zero emissions goal (100 percent below 2019 levels) to reduce annual emissions levels, consistent with state regulations and guidelines and Board of Supervisors' direction. To meet the County's 2030 and 2045 targets, the County would need to achieve an annual reduction of 713,844 $MTCO_2e$ by 2030 and 1,243,815 $MTCO_2e$ by 2045 beyond emissions projections.

To close the emissions gap, the CAP proposes nine GHG Reduction Strategies, 21 GHG reduction measures, and 35 quantified implementing actions that the County would implement to reduce GHG emissions to reach emission reduction targets. Of the 35 quantified implementing actions, four of these implementing actions reduce emissions in natural and working lands through measures that increase carbon storage, and an additional 35 unquantified "Path to Net Zero" actions outline steps the County will take to reach the 2045 net zero emissions goal. These GHG reduction strategies, measures, and actions are discussed in further detail below and described in full in Table 1-2, "Proposed GHG Reduction Strategies, Measures, and Actions," presented at the end of this chapter.

GHG Emissions Reductions Strategies

The CAP Update includes strategies, measures, and actions intended to reduce GHG emissions from five emissions sectors, as described below. To put the County on a pathway to net zero emissions, measures and actions within each sector are guided by a vision statement that describes what an equitable, net zero emissions future would look like. Vision statements were formed by the public through robust community outreach and engagement as described in Chapter 2 of the CAP Update.

The strategies, measures, and actions are defined in detail in Table 1-2, below. Strategies describe the overall approach and expected results to achieve the sector's vision statement and focus efforts to improve equitable outcomes by prioritizing complimentary benefits such as clean air and access to sustainable energy and efficient water supplies. Measures detail the specific programs and actions that the County will carry out to achieve the strategies and reduce GHG emissions. As implementation of the measures and actions associated with each overarching strategy represents the element of the CAP Update that could result in physical impacts to the environment, this project component is the focus of this SEIR analysis. As described in Chapter 2, "Environmental Effects of the Project," of this SEIR, the analysis of impacts that would result from implementation of the CAP Update is conducted at a program level; therefore, many of the specific projects that would be implemented consistent with the CAP Update strategies, measures, and actions (as detailed in Table 1-2, below) would require subsequent CEQA review. Following is a summary of the types of activities that would occur under each grouping of strategies.

Solid Waste

Measures and actions in this group would increase waste diversion and reduce waste generation. Although the County does not collect solid waste from the community, it influences and supports waste diversion through solid waste management agreements with waste collectors, zero waste policies and programs for County operations and the community, and ordinances that direct material separation and diversion. By advancing waste reduction, reuse, recycling, and composting, the County strives for zero-waste (90-percent diversion) from County operations by 2030 and in the unincorporated area by 2045. The County would continue to implement and expand upon the Strategic Plan to Reduce Waste by employing the concepts of a circular economy, which includes reducing and reusing materials and recapturing waste as a resource to create new materials and products. Additionally, the County would expand education campaigns around zero-waste, increase evaluation of recycling streams to ensure only recyclable products are in the recycling stream, and provide more opportunities for community members to participate in reuse events.

Although the County-operated, closed landfills and former refuse burning sites no longer accept municipal solid waste, the County's Landfill Management Unit monitors and maintains these sites to minimize impacts to the environment and to protect public health and safety. Action SW-3.1 would expand upon existing waste management practices (e.g., cover improvement, and system upgrades) to reduce surface and fugitive emissions at County landfills. These practices would also be incentivized at privately managed landfills to reduce surface and fugitive emissions in the unincorporated county. In addition, measures and actions would incentivize the development of new composting/anaerobic digestion facilities and on-farm digesters (e.g., amend zoning ordinance to pre-zone or permit land for composting/anaerobic digestion, provide technical assistance) to divert compostable waste from landfills in the unincorporated area. Any new composting/anaerobic digestion facilities would be located in areas of the county zoned for industrial land use or subject to a use permit and subject to future discretionary action.

Water and Wastewater

This category includes measures to decrease potable water consumption and increase stormwater collection and reuse. Through implementation of these measures and actions, the County would ensure that all County facilities are installing water efficiency and water reuse systems wherever feasible; new development meets certain water efficiency standards and explores reuse opportunities; existing development is mandated and/or incentivized to increase water efficiency and reuse (through building permits); and County programs are expanded to reduce emissions associated with wastewater. Measures and actions would increase water savings and reuse through incentives, policy changes, and expansion to existing County-led programs.

Agriculture and Conservation

This category includes agricultural programs, carbon farming, and natural lands restoration. The CAP Update includes measures and actions that would support the agricultural community and have important co-benefits such as water conservation and associated savings on utility bills and improved air and soil quality. Opportunities for the construction of farmworker housing also would be explored through the CAP Update. Measures and actions would reduce emissions from agricultural off-road equipment, energy, and water use by incentivizing replacements of diesel-powered farm equipment to lower emission, or electric, equipment and water and energy efficiency improvements. In addition, a carbon farming program would be developed to incentivize a variety of techniques on natural and working lands that reduce GHG emissions and provide co-benefits such as water and land conservation.

The County would also acquire conservation land and develop a framework for restoring these lands to their natural state. Acquisition of conservation land reduces emissions that would have occurred if the land were developed (as assumed in the 2011 GPU PEIR) and prevents loss of the region's unique, native habitats and wildlife biodiversity. A Habitat Restoration Resource Management Framework would guide the restoration and management of lands to increase carbon storage within the conserved areas. Measures and actions would also promote the preservation and expansion of tree canopy in the unincorporated area through the implementation of an Equity Driven Tree Planting Program to improve air and water quality, and community health. Tree planting requires increased water use to establish trees. The GHG emissions associated with this water demand are factored into the GHG benefits reported for this measure in the CAP Update. Ultimately, tree planting enriches local ecosystems, supports biodiversity, provides shade, prevents soil erosion, and buffers against wind and noise. Tree planting would be consistent with the County's established tree ordinance policies related to the types of trees (e.g., requiring drought tolerant, native species).

Energy

Measures and actions in this category would increase building energy efficiency, renewable energy, and electrification. This category includes ground or roof-mounted photovoltaic solar, and energy efficiency requirements for new construction. Through implementation of measures within this sector, County facilities would reduce emissions through zero net energy construction, building electrification, and on-site renewable energy generation. For new and existing development, the County would develop policies and programs to transition to renewable energy powered buildings and electrification and support workforce training opportunities. Modifications to the County's building codes would require subsequent action and would be developed in a manner consistent with federal preemption, allowing for appropriate exemptions.

Built Environment and Transportation

This category of measures would include strategies to decarbonize the on-road and off-road vehicle fleet, support active transportation, and reduce single occupancy vehicle trips. This category includes enhancements to bicycle and pedestrian infrastructure, modifications to existing roadways, and transportation demand programs. Through implementation of CAP Update measures and actions within this sector, the County would prioritize clean transportation by supporting and incentivizing access to electric vehicles and charging infrastructure, converting the County fleet to zero-emission vehicles, and reducing transportation emissions from commercial and industrial development. The County would also influence commute trips, both in the community and in its own operations, by implementing transportation strategies and incentive programs that encourage non-vehicle mode choices, teleworking, and non-traditional work schedules. Measures and actions would implement roadway infrastructure improvements that improve transit service efficiencies and create incentive programs that expand transit access and affordability for children, seniors, and low-income families. The County would also emphasize opportunities to transition landscaping, construction, and other off-road equipment fuel types from fossil fuels to zero-emission and clean fuel options.

Implementation and Monitoring

Implementation of the CAP Update includes a combination of regulations, programs, incentives, and outreach and educational activities to reduce GHG emissions. This includes existing County initiatives such as the Multiple Species Conservation Program, Purchase of Agricultural Conservation Easement Program, and Strategic Plan to Reduce Waste, as well as the creation of new programs and efforts like an equity-driven tree planting program. County efforts complement and build upon other federal and state efforts. As noted above, a cost analysis was prepared to understand how some populations or local communities may experience disproportionate costs or impacts from CAP Update implementation. The CAP Update then applies the Equity Implementation Framework to prioritize climate action and ensure outcomes and co-benefits are realized equitably throughout the unincorporated area.

The CAP Update would be a living document that is regularly updated at least every 5 years to reflect and respond to changing technology, federal and state regulations, demographics, and market conditions. County staff would evaluate and monitor plan performance over time and make recommendations to alter or amend the plan if it is not achieving the proposed reduction targets. This would include conducting periodic GHG emissions inventory updates at least every 2 years and analyzing measure performance. Measures and actions would be annually assessed and continuously monitored to ensure that:

- all measures include clearly defined steps necessary for implementation,
- individual measures are contributing to the overall GHG reduction targets and net zero goal,
- the CAP is on track to achieve its overall GHG reduction targets, and
- equity-based outcomes are attained.

Consistent with the requirements of State CEQA Guidelines Section 15183.5(b)(1)(E), an agency is required to monitor the CAP's progress and amend it if it is determined that the plan is not achieving its specified targets. Regular monitoring and performance measuring of CAP Update activities would allow the County to make timely adjustments to existing measures; replace ineffective or obsolete actions; or add new measures as technology, federal and state programs, and circumstances change. Adjustments would be made to the CAP Update if measures fall short of the target or additional measures become available. If amendments to the CAP are required, they will be reviewed considering CEQA's requirements for subsequent environmental review as outlined in Sections 15162–15164.

Implementation Responsibilities

After adoption, the CAP Update would be maintained by the County's Planning & Development Services Department (PDS). PDS would coordinate with other County departments to facilitate and oversee implementation, including tracking and reporting on the progress of each measure. The County's Sustainability Task Force, an internal working group is comprised of representatives from multiple County departments who lead energy efficiency, solid waste reduction, and renewable energy, and other sustainability plans, policies, and programs across the County enterprise, would also support CAP implementation and monitoring. Staff would track progress relative to the expected quantified outcomes of each GHG reduction measure and action using the Implementation and Monitoring Program described and summarized in Chapter 5 of the CAP Update. All measures and actions that would contribute to the achievement of the County's reduction targets and goals are identified. Measurable outcomes, implementation timelines, County department lead, enforcement mechanism, estimated GHG reduction potential, relative cost, and potential funding sources are summarized in a tabular format.

CAP Annual Monitoring Report

The County would conduct annual monitoring beginning 1 year after the approval of the CAP Update to track progress and identify where further efforts and additional resources may be needed. Monitoring reports would be published annually and would include the status of measure implementation using monitoring metrics to show progress in meeting the reduction targets.

Public Outreach Strategy

The County facilitated and participated in a variety of community outreach and engagement strategies throughout the development of the CAP Update as detailed in the Community Outreach and Engagement Plan (see Appendix One of the CAP). The goals of the outreach and engagement efforts were to engage the County's stakeholders early in the process to raise public awareness, solicit feedback, and provide an avenue to communicate information throughout the development of the CAP Update. The Community Outreach and Engagement Plan provides a timeline of outreach activities during the CAP Update and SEIR development process and identifies milestones during which the County has committed to engage stakeholders and to receive feedback. Further, the accompanying Outreach Plan provides contact information for responsible

County staff and provides a link to the project website for ease of access to all current events related to the CAP and this ~~draft~~ SEIR. If the CAP Update is adopted, the County would continue its public outreach efforts so that County departments, external stakeholders, and the general public can monitor the progress and effectiveness of each CAP Update measure.

1.4.2 Consistency Modifications to the General Plan and 2011 GPU PEIR

The proposed CAP would be consistent with current regulatory standards that supersede the regulatory basis for the goals, policies, and mitigation measures in the San Diego County General Plan and 2011 GPU PEIR. The General Plan and 2011 GPU PEIR do not address GHG reductions or GHG reduction goals beyond 2020 for community emissions or County operations. Amendments to the San Diego County General Plan and revisions to mitigation measures adopted in the 2011 GPU PEIR would be required to achieve consistency among the County's planning documents and modernize the adopted targets.

Mitigation Measures CC-1.2, CC-1.7, and CC-1.8 identified in the 2011 GPU PEIR called for the preparation of a Climate Change Action Plan designed to reach specified GHG reduction targets from community and local government operations, modifications to the *County of San Diego Guidelines for Determining Significance: Climate Change* to provide guidance on the evaluation of GHG impacts considering current regulatory requirements and determine a project's consistency with the CAP, and adoption of a GHG Threshold. The proposed modifications to these mitigation measures would update the regulatory requirements and goals that would be achieved by each of these actions to make them current with existing regulatory requirements. As described below, the modifications would continue to require the same or more stringent requirements for the reduction of GHG emissions.

Specifically, Goal COS-20 in the San Diego County General Plan sets a target to reduce local GHG emissions to 1990 levels by 2020 to be consistent with the statewide goal established by AB 32. To meet this goal, the County adopted Policy COS-20.1 (County of San Diego 2011a: 5-38 and 5-39). The 2011 GPU PEIR incorporated a mitigation measure (MM CC-1.2) which, in combination with other identified mitigation measures, would achieve General Plan Goal COS-20 and Policy COS-20.1 to reduce cumulative GHG emissions within the unincorporated county to 1990 levels by 2020. The same mitigation measure also established a 2020 target for County operations (County of San Diego 2011b: 2.17-30).

2011 GPU PEIR MM CC-1.7 requires the County to incorporate CARB's recommendations for climate change CEQA thresholds into the *County of San Diego Guidelines for Determining Significance: Climate Change*. If CARB does not release the recommendations, then the County is required to prepare its own threshold(s).

2011 GPU PEIR MM CC-1.8 requires the County to revise the *County of San Diego Guidelines for Determining Significance: Climate Change* based on the CAP.

The County has determined that Goal COS-20 and Policy COS- 20.1, and 2011 GPU PEIR Mitigation Measure CC-1.2 need to be updated to reflect the requirements of SB 32 (as amended, Pavley California Global Warming Solutions Act of 2006: emissions limit), which requires statewide GHG emission reductions to 40 percent below the 1990 levels by 2030 and AB 1279, which requires net zero emissions no later than 2045. Further, modifications to the 2011 GPU PEIR Mitigation Measures CC-1.7 and CC-1.8 are needed. The proposed changes are shown below in underline (underline) for new text and strikeout (~~strikeout~~) for deleted text.

General Plan Goal COS-20 (Governance and Administration)

Reduction of ~~local~~ community-wide (i.e., unincorporated county) and County operations GHG emissions contributing to climate change that meet or exceed requirements of the Global Warming Solutions Act of 2006, as amended by Senate Bill 32 (as amended, Pavley. California Global Warming Solutions Act of 2006: emissions limit) and Assembly Bill 1279 (2022) to achieve net zero greenhouse gas emissions no later than 2045.

General Plan Policy COS-20.1 (Climate ~~Change~~ Action Plan)

Prepare, maintain, and implement a ~~climate change action plan with a baseline inventory of GHG emissions from all sources; GHG emissions reduction targets and deadlines, and enforceable GHG emissions reduction measures.~~ Climate Action Plan for the reduction of community-wide (i.e., unincorporated county) and County operations GHG emissions consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5 (or as amended).

2011 GPU PEIR Mitigation Measure (MM) CC-1.2

Prepare a ~~County Climate Change Action Plan with an updated baseline inventory of GHG emissions from all sources, more detailed GHG emissions reduction targets and deadlines; and a comprehensive and enforceable GHG emissions reduction measures that will achieve a 17% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emissions between 2006 and 2020. Once prepared, implementation of the plan will be monitored and progress reported on a regular basis.~~ Climate Action Plan for the reduction of community-wide (i.e., unincorporated county) and County operations greenhouse gas emissions consistent with state-legislative targets, as described in General Plan Goal COS-20, and consistent with State CEQA Guidelines Section 15183.5 or as amended, as referenced in General Plan Policy COS-20.1. As described in Section 15183.5, the key elements of the Climate Action Plan would include:

"State CEQA Guidelines Section 15183.5(b)(1):

(1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:

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

(B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review."

Once prepared, implementation of the Climate Action Plan will be monitored and progress reported on a regular basis, as follows:

- Implementation Monitoring Report – prepared annually;
- Greenhouse Gas Emissions Inventory – updated every two years; and
- Climate Action Plan – updated at least every five years.

2011 GPU PEIR MM CC-1.7

~~Incorporate the California ARB's recommendations for a climate change CEQA threshold into the County Guidelines for Determining Significance for Climate Change. These recommendations will include energy, waste, water, and transportation performance measures for new discretionary projects in order to reduce GHG emissions. Should the recommendation not be released in a timely manner,~~ T~~t~~he County will prepare and adopt its own threshold for GHG emissions and shall include this threshold in the *County of San Diego Guidelines for Determining Significance: Climate Change*.

2011 GPU PEIR MM CC-1.8

~~Revise~~ Prepare *County of San Diego Guidelines for Determining Significance: Climate Change* ~~based on the Climate Change Action Plan~~. The ~~revisions~~ guidelines will ~~include guidance for~~ identify the specific actions proposed discretionary projects will need to take to ~~achieve greater energy, water, waste, and transportation efficiency~~ demonstrate consistency with the Climate Action Plan pursuant to Section 15183.5 of the State CEQA Guidelines or as amended, as

described in the 2011 General Plan Update Program EIR Mitigation Measure CC-1.2, as amended.

1.4.3 GHG Threshold, Guidelines for Determining Significances

The project includes the preparation of the *County of San Diego Guidelines for Determining Significance: Climate Change* document, which includes the following components:

a) GHG Threshold: Establishes the County's Threshold of Significance for evaluation of GHG impacts as noted below. Adoption of a GHG Threshold is considered as a separate discretionary action.

b) CAP Requirements: This section discusses the requirements for projects to demonstrate compliance with the CAP and the streamlining provisions that may be applicable under CEQA.

c) CAP Consistency Review Checklist: An appendix to the *County of San Diego Guidelines for Determining Significance: Climate Change* would contain a checklist that would include reduction measures to be implemented by proposed discretionary projects and would be used to determine consistency with the CAP.

The *County of San Diego Guidelines for Determining Significance: Climate Change* would be brought forward to the County Board of Supervisors for approval as a separate document from the CAP Update, but are to be considered concurrently with the CAP Update. The guidelines would include a GHG Threshold of Significance of general applicability to be considered for approval by the Board of Supervisors per State CEQA Guidelines Section 15064.7. The proposed threshold of significance is "consistency with the CAP," which would be determined through the CAP Consistency Review Checklist (Checklist). Consistency with the CAP Update would be the only threshold of significance for County projects.

All discretionary projects that are subject to CEQA, no matter the size of the project, would be evaluated for consistency with the CAP Update. The Checklist has been incorporated as an appendix to the *County of San Diego Guidelines for Determining Significance: Climate Change* and would be the mechanism that is utilized to demonstrate compliance with the CAP Update.

1.5 Type and Intended Uses of This Supplemental Environmental Impact Report

1.5.1 Type of Document

An EIR is used to inform public agency decision makers and the public of the significant environmental effects of a project, identify ways to mitigate or avoid the significant effects, and describe a range of reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of

the significant environmental effects. CEQA requires that public agencies consider the potentially significant adverse environmental effects of projects over which they have discretionary approval authority before acting on those projects (Public Resources Code [PRC] Section 21000 et seq.). According to State CEQA Guidelines Section 15064(f)(1), preparation of an EIR is required whenever a project may result in a significant adverse environmental effect. The County, acting as lead agency, has prepared this SEIR based on direction from the Board of Supervisors to provide the public and responsible and trustee agencies with information about the potential environmental effects of the proposed project. Public agencies are charged with the duty to consider and minimize environmental impacts of projects, where feasible, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

1.5.1.1 Program Environmental Impact Report

The 2011 GPU PEIR is a programmatic document. As a programmatic EIR, this document enables the County to consider broad environmental implications on a conceptual basis, recognizing that a series of actions, potentially including additional CEQA review, will occur prior to development of specific projects. The 2011 GPU PEIR identifies and mitigates the effects of the overall program of development within the county, and the County incorporates feasible mitigation measures and alternatives developed in the PEIR into subsequent actions to implement the General Plan. Once a PEIR has been prepared, subsequent activities within the program must be evaluated to determine if additional CEQA documentation is required to address the potentially significant impacts of such activities. Subsequent activities could be found to be within the PEIR scope if impacts of the subsequent activities are covered in the PEIR and additional environmental documents may not be required (State CEQA Guidelines Section 15168[c]).

1.5.1.2 Supplemental Environmental Impact Report

State CEQA Guidelines Sections 15162–15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously certified EIR covering the project for which a subsequent discretionary action is required. This EIR has been prepared as a Supplement to the 2011 GPU PEIR consistent with the State CEQA Guidelines.

If a subsequent activity could result in effects not within the scope of the PEIR, including the potential for new or more severe significant impacts than identified in the PEIR, the lead agency must prepare a negative declaration, mitigated negative declaration, or an EIR. Pursuant to State CEQA Guidelines Section 15163, an SEIR should be prepared if an EIR has been certified for a project, but one or more of the following conditions from State CEQA Guidelines Section 15162 are met:

(1) Substantial changes are proposed in the project which 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;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which 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; or

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

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

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

The County certified the 2011 GPU PEIR (State Clearinghouse No. 2002111067) and adopted the General Plan. As noted above, the proposed CAP Update is a comprehensive plan that identifies strategies, measures, and actions for addressing state GHG legislation and implementing the 2011 GPU PEIR mitigation; the GPA for the CAP is related to a limited set of policies of the County's General Plan; and the *County of San Diego Guidelines for Determining Significance: Climate Change* establish the regulatory framework for determining significance in compliance with existing 2011 GPU PEIR mitigation including the adoption of a GHG Threshold. Due to the proposed modifications to the adopted General Plan, and pursuant to the Appellate Court decision requiring the County to rescind certification of the 2018 SEIR, the County has determined that preparation of an SEIR is appropriate, per the requirements of State CEQA Guidelines Section 15163. This document will address whether the CAP Update, GPA, *County of San Diego Guidelines for Determining Significance: Climate Change*, and GHG Threshold (including the CAP Consistency Review Checklist) would result in any new or substantially more severe environmental impacts than those previously evaluated in the certified 2011 GPU PEIR.

Throughout Chapter 2, "Environmental Effects of the Project," of this ~~draft~~ SEIR, the resource evaluations rely on pertinent information that is provided in the 2011 GPU PEIR, including the existing conditions and regulatory framework discussions and impact conclusions, to determine whether the proposed CAP Update would result in any new or

more significant impacts as compared to the conclusions of the 2011 GPU PEIR. Where necessary, setting and regulatory information is updated with any changes that have occurred since the adoption of the General Plan. Where potentially significant impacts would occur with implementation of the CAP Update, a determination is made with respect to whether there would be any new or more significant impacts after application of relevant 2011 GPU PEIR mitigation measures. The approach to the SEIR analysis is discussed in further detail in the introduction to Chapter 2, "Environmental Effects of the Project."

In accordance with Section 15150 of the State CEQA Guidelines, information from the 2011 GPU PEIR is hereby incorporated by reference into this ~~draft~~ SEIR. The 2011 GPU PEIR can be accessed online at:

http://www.sandiegocounty.gov/content/sdc/pds/gpupdate/environmental.html

Also incorporated by reference, the General Plan, as amended, is available online at:

https://www.sandiegocounty.gov/pds/generalplan.html

As an informational document for decision makers, a draft SEIR is not intended to recommend either approval or denial of a project. CEQA requires the decision makers to balance the benefits of a project against its unavoidable environmental impacts. If environmental impacts are identified as significant and unavoidable (i.e., no feasible mitigation is available to reduce the impact to a less-than-significant level), the County may still approve the project if it believes that social, economic, or other benefits outweigh the unavoidable impacts. The County would then be required to make findings and state, in writing, the specific reasons for approving the project, based on information in this ~~draft~~ SEIR and other information in the administrative record. In accordance with Section 15093 of the State CEQA Guidelines, the document containing such reasons is called a "statement of overriding considerations."

1.5.2 Future CEQA Streamlining of Greenhouse Gas Analyses

Under CEQA, projects that require discretionary approval must disclose whether they would generate GHG emissions that would have a significant impact on the environment, or if they would conflict with a plan or regulation adopted to reduce emissions. Recognizing that addressing GHG emissions may be best achieved through local government programs that approach the topic holistically, Section 15183.5 of the State CEQA Guidelines establishes a mechanism for agencies to prepare a plan for the reduction of GHG emissions that analyzes and mitigates the effects of GHG emissions at a programmatic level. Pursuant to State CEQA Guidelines Section 15182.5(b)(2), if adopted following certification of this SEIR, the CAP Update may then be used in the cumulative impacts analysis of later projects. Such "later activities" could include actions to implement CAP Update measures and actions, measures required of future discretionary projects, and actions to implement buildout of the General Plan through the planning horizon (e.g., wireless facilities, roadway improvements, County parks and libraries). These "later activities" that are consistent with the General Plan could show consistency with the CAP Update via the CAP Consistency Review Checklist and streamline future GHG analysis. Proposed or future GPAs would not be eligible for streamlining because they are not, by definition, consistent with the General Plan.

To use the tiering and streamlining provisions of Section 15183.5, agencies must prepare a plan that meets certain requirements described as follows in Section 15183.5(b)(1):

"(1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:

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

(B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review."

The CAP Update has been prepared in accordance with the plan elements described in State CEQA Guidelines Section 15183.5(b)(1). This ~~draft~~ SEIR provides the appropriate level of environmental review to allow future projects to tier from and streamline their analysis of GHG emissions pursuant to State CEQA Guidelines Section 15183.5(a) and (b)(2). An environmental document that relies on demonstrated CAP Update consistency to reduce GHG emissions would be required to identify those requirements specified in the CAP Update that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. Consistent with State CEQA Guidelines 15168, because this SEIR does not provide project-level review of specific development projects within the county, future discretionary activities may require subsequent CEQA analysis if their impacts are not adequately considered and mitigated, as necessary, within this SEIR.[6] If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of GHG emissions (i.e., the CAP), a CEQA analysis of GHG emissions would be prepared for the project.

Therefore, the qualified CAP Update, this SEIR, and the CAP's Guidelines for Determining Significance (including the Consistency Review Checklist) are based on substantial evidence and work together to provide the programmatic environmental review and streamlining mechanism for the evaluation of GHG emissions of future development projects.

[6] The Appellate Court ruling requires analysis of in-process GPAs considering what project-level information is available. The cumulative impacts analysis section will evaluate relevant information for in-process GPAs available at the time of writing this ~~draft~~ SEIR and prior to public review. This section on streamlining does not apply to GPAs.

1.5.2.1 Determining GHG Emissions at the Project Level

After adoption of the CAP Update, all discretionary projects that are subject to CEQA would be evaluated for consistency with the CAP Update. The CAP Consistency Review Checklist (Checklist) has been incorporated as an appendix to the *County of San Diego Guidelines for Determining Significance: Climate Change* and would be the mechanism that is used to demonstrate compliance with the CAP Update. The determination of consistency with the CAP would be evaluated utilizing the following two approaches:

- First Approach: If the project is consistent with the County's General Plan, then the project could use the CEQA streamlining provision, State CEQA Guidelines Section 15183.5, which would allow the project to tier from and incorporate by reference the GHG emissions analysis presented in the SEIR, upon certification. To show consistency with the CAP Update, the project would be required to implement applicable GHG reduction measures as adopted in the CAP Update and outlined in the Checklist.
- Second Approach: If the project is not consistent with the General Plan and would require a GPA, then the project would not qualify for the CEQA streamlining provision and would be required to prepare a project-specific GHG emissions analysis. If the project is requesting a GPA but not requesting an increase in density or intensity beyond what is allowed in the General Plan and GHG emission projections contained in the CAP Update, then the project could potentially achieve consistency with the CAP by implementing applicable GHG reduction measures as adopted in the CAP Update and outlined in the Checklist. The analysis conducted in the Checklist would need to demonstrate how the project would achieve consistency with the CAP through implementation of the measures outlined in the Checklist.

1.6 Required Approvals and Review Process

1.6.1 Required Project Approvals

The discretionary actions associated with the project are listed in Table 1-3, "Required Project Approvals," presented at the end of this chapter.

The SEIR is intended to apply to all listed project approvals as well as to any other approvals necessary or desirable to implement the project.

1.6.2 EIR Review Process

This section describes the environmental review process required under CEQA, including (1) the public and agency review requirements for this ~~draft~~ SEIR; (2) the required ~~draft~~ SEIR approvals; and (3) CEQA Findings, Mitigation Monitoring and Reporting Program (MMRP), and Statement of Overriding Considerations. The County of San Diego PDS is the custodian of all CAP Update and SEIR records.

1.6.2.1 Public and Agency Review

In compliance with State CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for this ~~draft~~ SEIR was distributed to the California State Clearinghouse; relevant responsible and trustee agencies; other local, state, and federal agencies; and interested individuals and organizations. The 57-day public comment period for the NOP began on December 10, 2020, and ended on February 4, 2021. The NOP was published in the San Diego Union-Tribune newspaper, posted to the project's webpage, and distributed to the CAP Update email notification list. The NOP was posted at the PDS Zoning Counter and distributed to all public libraries located within the unincorporated county. In addition, a scoping meeting was held virtually on January 28, 2021, to allow for input from the public, affected agencies, and interested organizations. The NOP and written comments received during the NOP review period are included in Appendix A of this ~~draft~~ SEIR. The review period for the draft SEIR concluded on January 5, 2024.

~~Comments on this draft SEIR should be sent to CAP@sdcounty.ca.gov or at the following address:~~

~~County of San Diego~~
~~ATTN: Meghan Kelly~~
~~Climate Action Plan SEIR~~
~~Planning & Development Services~~
~~5510 Overland Avenue, Suite 310~~
~~San Diego, CA 92123~~

~~This draft SEIR is available for public review at:~~

~~County of San Diego PDS~~
~~Project Processing Counter~~
~~5510 Overland Avenue, Suite 110~~
~~San Diego, CA 92123~~
~~(8:00 a.m. to 4:00 p.m., Monday through Friday).~~

~~The following County Public Library Branches~~
~~(Visit http://www.sdcl.org/locations_ALL-BRANCHES.html for locations and hours):~~

- ~~Fallbrook, 124 South Mission Road, Fallbrook, CA 92028, (760) 731-4650~~
- ~~Ramona, 1275 Main Street, Ramona, CA 92065, (760) 788-5270~~
- ~~Rancho San Diego, 11555 Via Rancho San Diego, El Cajon, CA 92019, (619) 660-5370~~
- ~~Rancho Santa Fe, 17040 Avenida de Acacias, Rancho Santa Fe, CA 92067, (858) 756-2512~~
- ~~Spring Valley, 836 Kempton Street, Spring Valley, CA 91977, (619) 463-3006~~

~~Online at http://www.sandiegocounty.gov/content/sdc/pds/ceqa_public_review.html and https://www.sandiegocounty.gov/content/sdc/sustainability/cap.html and https://engage.sandiegocounty.gov/cap.~~

~~A USB drive containing the draft SEIR can also be obtained by contacting Meghan Kelly at (619) 323-6462 or Meghan.Kelly@sdcounty.ca.gov.~~

1.6.2.2 SEIR Approvals

~~Written comments received on this draft SEIR during the 60-day public review period will be responded to in writing in a response to comments document. The response to comments document, together with this draft SEIR, will constitute the final SEIR. If any text changes are identified to address public comments received during the public review period for this draft SEIR, such changes will be reflected in the final SEIR.~~

The County Board of Supervisors will review and consider the final SEIR for the CAP Update, GPA, GHG Threshold, and *County of San Diego Guidelines for Determining Significance: Climate Change* to decide whether the final SEIR is consistent with the requirements of CEQA and conclude whether to certify the document.

1.6.2.3 CEQA Findings, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations

Following certification of an EIR, CEQA requires that a lead agency make written findings for each of the potentially significant environmental effects associated with the project.

In addition, PRC Section 21081.6 requires that lead agencies adopt an MMRP for any project with significant environmental effects. An MMRP is required for the CAP Update, GPA, *County of San Diego Guidelines for Determining Significance: Climate Change*, and GHG Threshold, and will be prepared as part of the final SEIR. The MMRP will provide a list of all proposed mitigation measures; define the parties responsible for implementation and review/approval; and identify the timing for implementation of each measure. This information is contained in Chapter 8, “Mitigation Measures,” of this ~~draft~~ SEIR.

For significant unavoidable impacts (if required), a Statement of Overriding Considerations will be included in the Final SEIR for the project which will provide reasoning as to why the significant unavoidable environmental impacts are outweighed by the benefits that would result with implementation of the project.

1.6.2.4 Additional Review and Consultation Requirements

The project is subject to other review and consultation requirements in addition to the discretionary approvals identified in Table 1-3, “Required Project Approvals,” below. To date, the County has engaged in consultation with the following entities regarding the project:

- **Tribal Governments.** California Native American tribes culturally affiliated with the unincorporated county that had previously requested to be notified of projects subject to AB 52 consultation have been contacted for input regarding the potential impacts the project would have on TCRs. The following tribal representatives were contacted on June 21, 2021, by email and/or on June 23, 2021, by certified mail:
  - Barona Group of the Capitan Grande, Art Bunce
  - Campo Kumeyaay Nation, Jonathan Meza
  - Jamul Indian Village, Lisa Cumper, Tribal Historic Preservation Officer
  - Kwaaymii Band of Mission Indians, Carmen Lucas
  - Manzanita Band of the Kumeyaay Nation, Angela Elliott-Santos, Chairperson, and Lisa Haws
  - Pala Band of Mission Indians, Shasta Gaughen, Tribal Historic Preservation Officer
  - Pechanga Band of Mission Indians, Juan Ochoa, Assistant Tribal Historic Preservation Officer; Michele Fahley, Counsel; and Ebru Ozdil
  - Rincon San Luiseno Band of Mission Indians, Cheryl Madrigal
  - San Luis Rey Band of Mission Indians, Cami Mojado
  - San Pasqual Band of Mission Indians, Angelina Guitierrez
  - Iipay Nation of Santa Ysabel, Virgil Perez, Chairperson
  - Soboba Band of Mission Indians, Joseph Ontiveros
  - Sycuan Band of the Kumeyaay Nation, Cody Martinez, Chairperson; Adam Day, Chief Administrative Officer; and Kristie Orosco
  - Viejas Band of Kumeyaay Indians, Ernest Pingleton, and /Ray Teran

The Viejas Band of Kumeyaay Indians and the Rincon Band of Luiseño Indians have requested consultation. Meetings with the Viejas Band of Kumeyaay Indians took place on July 28, 2021; October 27, 2021; and September 21, 2022. Meetings with the Rincon Band of Luiseño Indians took place on September 2, 2021; December 2, 2021; March 15, 2022; October 12, 2022; March 20, 2023; April 24, 2023; June 20, 2023; and August 7, 2023. Both tribes have concluded consultation.

- **Planning and Sponsor Groups.** The County has engaged all 26 planning and sponsor groups within the County to obtain input on the project throughout the process.
- **Community and Stakeholder Groups.** In addition, the County provided over 112 meetings with various organizations and individuals to obtain input and provide updates on the CAP Update and smart growth alternative development process.
- **State and Federal Agencies.** The County has engaged the following agencies to obtain input on the project:
  - California Department of Forestry and Fire Protection;

- California Department of Transportation-District 11;
- California Coastal Commission;
- California Department of Conservation;
- California Energy Commission;
- California Department of Fish and Wildlife- South Coast Region 5;
- California Department of Food and Agriculture;
- California Department of Resources Recycling and Recovery Integrated Waste Management Board;
- Native American Heritage Commission;
- California Office of Emergency Services;
- California Office of Historic Preservation;
- California Department of Parks and Recreation;
- Regional Water Quality Control Board-Regions 7 and 9;
- California State Lands Commission; California Department of Water Resources;
- United States Fish and Wildlife Service.

- **Other.** The County sent the Notice of Completion of the availability of this draft SEIR to the State Clearinghouse on October 19, 2023, for distribution to all potential responsible and trustee agencies.

In addition to required consultation, the CAP Update process involved extensive public outreach, including over 300 organizations. The goals of the County's outreach efforts are to raise awareness and inform the public about the CAP Update, provide multiple opportunities for input at various stages of the CAP Update development, provide opportunities to influence decision-making on the CAP Update, and meet the requirements of CEQA. In recognition of the importance of public participation in the planning process, PDS undertook an effort to develop a Community Outreach and Engagement Plan to establish specific opportunities for the public to collaborate with staff on key strategies to achieve GHG reduction targets and reduce the effects of a changing climate in their local communities. Outreach efforts are summarized below and described in detail in Chapter 2 of the CAP Update.

1.7 Project Consistency with Applicable Plans

There are 19 jurisdictions in San Diego County, including the unincorporated County, with local land use authority and the responsibility for preparing their own general plans and general plan EIRs. Regional coordination is necessary to guide overall development and ensure an efficient allocation of infrastructure funding. The San Diego Association of Governments (SANDAG) serves as the region's Metropolitan Planning Organization responsible for area-wide coordination and the technical and informational resource for the region's local jurisdictions. SANDAG prepares regional transportation plans, which

provide a basis for allocating federal and state funds used for specific items such as land use incentives and transportation improvements. The County works with the San Diego County Regional Airport Authority on a regular basis to ensure land use compatibility with regional airports. Other agencies with regional plans that affect land use in the county are the San Diego Regional Water Quality Control Board, the San Diego Air Pollution Control District, the San Diego County Water Authority, the San Diego Metropolitan Transit System, the North County Transit District, and Marine Corps Base Camp Pendleton.

Additionally, the CAP Update must maintain internal consistency with the General Plan, community plans, specific plans, and other applicable countywide plans. The following represents a non-exhaustive list of applicable plans that are evaluated for consistency within the draft SEIR:

- General Plan goals and policies,
- General Plan elements,
- Community Plans,
- 2020-2030 County Operations Strategic Sustainability Plan Comprehensive Renewable Energy Plan,
- Multi-Jurisdictional Hazard Mitigation Plan,
- Local Coastal Program Land Use Plan, and
- Strategic Plan to Reduce Waste.

The project complies with all the above-named plans and programs and with the proposed GPA portion of the project which would amend Goal COS-20 and Policy COS-20.1 of the General Plan and Mitigation Measures CC-1.2, CC-1.7, and CC-1.8 adopted in the 2011 GPU PEIR. The project's compliance with plans and programs is specifically evaluated in Section 2.10, "Land Use and Planning," and throughout this ~~draft~~ SEIR, as applicable.

1.8 SEIR Organization

The content and organization of the ~~draft~~ SEIR is designed to meet the requirements of CEQA and the State CEQA Guidelines, as well as to present issues, analysis, mitigation, and other information in a logical and understandable way. This ~~draft~~ SEIR includes the following sections:

- "Summary" provides the project description and a summary of the environmental impacts that would result with CAP Update implementation, proposed mitigation measures, and the level of significance of impacts prior to and after mitigation. The section also describes the areas of controversy and issues to be resolved by the decision-making body; and identifies a summary of the CAP Update alternatives.
- Chapter 1, *"*Project Description*,"* provides CEQA compliance information; an overview of the environmental review and decision-making process; purpose of the CAP, GPA, *County of San Diego Guidelines for Determining Significance: Climate Change*, and GHG Threshold; a list of responsible and trustee agencies; a summary of relevant

documents incorporated by reference; a description of the project location, characteristics, and objectives; the relationship of the CAP Update to other plans and policies; the existing regional environmental setting; list of past, present, and reasonably anticipated future projects; and a discussion of growth inducing impacts.

- Chapter 2, *"*Environmental Effects of the Project*,"* contains a detailed analysis of the existing conditions; regulatory framework; direct, indirect, and cumulative impacts; and mitigation measures for each relevant environmental issue area. The analysis of each environmental category in Chapter 2 is organized as follows:
  - *"*Existing Conditions*"* describes the physical conditions that exist at the time of the 2011 GPU PEIR conditions if unchanged, or the NOP for this ~~draft~~ SEIR if the baseline changed, that may influence or affect the topic being analyzed.
  - *"*Regulatory Framework*"* provides federal, state, and local laws, including applicable San Diego County General Plan policies, that apply to the topic being analyzed.
  - *"*Analysis of Effects and Significance Determinations*"* discusses the impacts of the project in each category, including direct, indirect, and cumulative impacts and presents the *determination of the level of significance.*
  - *"*Summary of New or More Severe Significant Impacts*"* provides a brief summary of all new or substantially more severe impacts anticipated to result from implementation of the CAP Update.
  - *"*Mitigation Measures*"* provides a discussion of feasible mitigation measures to reduce any impacts.
  - *"*Significance Conclusions*"* reiterates the conclusions of the subsequent analysis considering the application of all feasible mitigation.
- Chapter 3, *"*Environmental Effects Found Not to Be Significant*,"* discusses effects found not to be significant during the NOP or the draft SEIR process.
- Chapter 4, *"*Other CEQA Sections*,"* discusses growth inducement, significant and unavoidable adverse impacts, and significant irreversible environmental changes. This chapter also includes a discussion of the cumulative impacts of in-process GPAs.
- Chapter 5, *"*Alternatives*,"* evaluates the range of alternatives to the CAP Update. The environmentally superior alternative is identified. This chapter includes the smart growth alternatives.
- Chapter 6, *"*References*,"* identifies reference sources for this ~~draft~~ SEIR.
- Chapter 7, *"*Preparers*,"* lists the organizations and persons contacted during preparation of this ~~draft~~ SEIR.
- Chapter 8, *"*Mitigation Measures*,"* lists applicable mitigation measures by topic.
- Chapter 9, "Comment Responses and Summary of Revisions," contains comment letters received during the public review period for the draft SEIR and written responses addressing comments on environmental issues received from reviewers of

the SEIR. This chapter also summarizes all revisions made to the CAP Update and SEIR since release of the draft documents.

1.9 Key Terminology

GHG Emissions Inventory. Using internationally established and accepted protocols for GHG accounting, the inventory identifies and measures the major sources of GHG emissions from activities occurring within the unincorporated area and from County operations. The 2019 inventory forms the basis of future projections and reduction targets.

Emissions Projections. Emissions projections illustrate what the County's GHG emissions would look like without implementation of the CAP Update. Projections show the scale of reductions needed to meet the established reduction targets and goal of achieving net zero emissions. The CAP Update's emissions projections estimate future emissions by considering forecasted growth in population, housing units, and employment, and the impact of adopted legislation and regulations on future emissions.

Emissions Reduction Targets. Emissions targets identify the level of emissions reductions that need to be achieved by the target year (i.e., level that emissions need to be reduced *to*). The CAP Update sets 2030 and 2045 emissions reduction targets for the County that are consistent with emission reduction targets established by the state.

CAP Update Measures and Actions. Measures and actions are the specific programs and activities that the County will carry out to implement the strategies in the CAP Update. Measures require that the County has jurisdiction to carry out the action, be additional to existing regulations from the state or federal government, be achievable, and be able to be monitored for progress over time. Measures reduce GHG emissions in three primary ways. First, some measures focus on creating new opportunities to avoid emissions, such as replacing gas-powered appliances with electric alternatives. Second, some measures seek to reduce emissions, such as implementing a County employee teleworking program that reduces the number of miles employees drive to work every week. Finally, some measures function to sequester, or capture and store carbon, such as in tree planting programs or other natural lands preservation and management. Measures include implementing actions that result in quantifiable GHG emissions reductions that provide other co-benefits like improved community health or air quality, new renewable energy and manufacturing jobs, and increased access to clean transportation, among others. Measures also include supporting, or "Path to Net Zero," actions that contribute to achievement of the sector's vision and put the County on a path to net zero emissions.

Table 1-1 Summary of SEIR Response to 2020 Appellate Court Ruling

Topic	Issue	SEIR Response
2018 SEIR Mitigation Measure M-GHG-1	M-GHG-1 violates CEQA because it contains unenforceable performance standards and improperly defers and delegates mitigation.	M-GHG-1 is a mitigation measure that was included in the 2018 SEIR. It provided two options for in-process and futures GPAs to "ensure that CAP emission forecasts are not substantially altered such that attainment of GHG reduction targets could not be achieved" - a "No Net Increase" option and a "Net Zero" option. These options included the potential to purchase carbon offset credits after all feasible onsite design features and mitigation measures had been incorporated. No equivalent mitigation is proposed in this SEIR for in-process or future GPAs, and the CAP Update and this SEIR do not provide a pathway for GPAs to comply with the CAP Update. In-process and future GPAs will have to conduct their own GHG analysis. See Chapter 4, "Other CEQA Sections." This SEIR includes documentation as to whether the County can meet its GHG reduction target through implementation of the CAP Update. The SEIR assumes that future projects consistent with the CAP Update, and which can rely upon such consistency to streamline the analysis of and mitigate their GHG impacts, consist of future projects anticipated in the General Plan and included in the CAP Update's GHG emission projections. This SEIR does not identify mitigation that includes an option to purchase carbon offset credits and the CAP Update does not rely upon offsets to meet established targets.
Cumulative Impacts from In-Process GPAs	The County abused its discretion in approving the CAP because the projected additional GHG emissions from projects requiring general plan amendments are not supported by substantial evidence.	This SEIR includes a discrete evaluation of the effect of all known, in-process GPAs on cumulative conditions in the unincorporated county. The discussion includes quantification of GHG emissions from the identified GPAs. See Chapter 4, "Other CEQA Sections."
Conflicts with Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	Substantial evidence was not provided to support the determination that the CAP was consistent with RTP/SCS and SB 375 in that the impacts of in-process GPAs would be	M-GHG-1 is a mitigation measure that was included in the 2018 SEIR. It provided two options for in-process and futures GPAs to "ensure that CAP emission forecasts are not substantially altered such that attainment of GHG reduction targets could not be achieved" - a "No Net Increase" option and a "Net Zero" option. No equivalent mitigation is proposed in this SEIR. This SEIR includes evaluation of the CAP Update's consistency with the RTP/SCS. Section 2.6, "Energy," addresses consistency with RTP/SCS goals and strategies related to energy use in its analysis of

Topic	Issue	SEIR Response
	mitigated by M-GHG-1. GPAs are not included in SANDAG'S RTP/SCS land use forecasts.	whether the CAP Update would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Section 2.8, "Greenhouse Gas Emissions," addresses consistency/conflicts with the RTP/SCS in terms of the CAP Update's alignment with the overall goals of the RTP/SCS. Section 2.11, "Land Use and Planning," addresses the CAP Update's consistency with the projects, policies, and programs presented in the RTP/SCS. Section 2.13, "Transportation," addresses VMT impacts associated with the proposed CAP Update and the project's consistency with the RTP/SCS. Chapter 4, "Other CEQA Sections," provides an analysis of the cumulative effect of known, in-process GPA projects related to consistency with the RTP/SCS.
Smart Growth Alternatives	The County failed to include at least one "smart growth" alternative focused primarily on significantly reducing VMT.	Chapter 5, "Alternatives," of this SEIR includes an analysis of four smart growth alternatives to the project: a Fire Safe and VMT Efficient Alternative, a Village Support Areas Alternative, an alternative consistent with the RTP/SCS, and an alternative that includes potential amendments to General Plan goals and policies. These alternatives were crafted based on their ability to reduce VMT and on extensive stakeholder engagement.
Environmental Justice	The SEIR fails to address environmental justice (EJ).	Section 2.7, "Environmental Justice," has been included in the SEIR to address the potential for disproportionate effects of CAP Update implementation on EJ communities. This section identifies EJ populations within the unincorporated county, summarizes existing regulatory requirements, and evaluates the potential for CAP Update implementation to result in adverse environmental impacts that might be disproportionally borne by minority and low-income communities within the unincorporated county. Chapter 1, "Project Description," also describes climate actions in the CAP Update that would be prioritized in frontline communities by utilizing the Equity Implementation Framework to ensure equity-based outcomes and co-benefits are realized throughout the unincorporated county.

Source: Compiled by Ascent Environmental in 2023.

Table 1-2 Proposed GHG Reduction Strategies, Measures, and Actions

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
Solid Waste					
Increase Solid Waste Diversion in Unincorporated Area and in County Operations	SW-1: Achieve zero waste in County operations	SW-1.1	Adopt a County operations zero waste policy by 2030 to achieve zero waste (90% diversion).	Construction and operation of new and/or expanded solid waste processing facilities	All resource topics
		SW-1.1.a	Revise the County's Environmentally Preferred Purchasing policy (B-67) to increase the effectiveness and enforcement of the policy.	N/A	N/A
		SW-1.1.b	Educate County staff on zero waste practices to encourage greater participation and develop monitoring tools to track waste diversion.	N/A	N/A
	SW-2: Achieve zero waste within the unincorporated area	SW-2.1	Update the County's Strategic Plan to Reduce Waste by 2028 to include strategies to achieve 80% diversion by 2030 and zero waste (90% diversion) by 2045.	Construction and operation of new and/or expanded solid waste processing facilities	All resource topics
		SW-2.1.a	Monitor and evaluate contamination rates in waste, recycling, and organics containers, and establish educational programs to reduce contamination and increase the effectiveness of recycling efforts.	N/A	N/A
		SW-2.1.b	Support materials reuse events for the unincorporated area.	N/A	N/A
		SW-2.1.c	Educate the public about zero waste and encourage use of low carbon materials.	N/A	N/A
Increase Availability of Sustainable	SW-3: Improve waste management practices at County-	SW-3.1	Expand landfill gas systems at County-owned landfills to exceed State requirements by 5% by 2030 and 10% by 2045.	Construction related to alteration of existing facilities	Air quality, biological resources, hazards

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
Solid Waste Facilities in the Unincorporated Area and County Operations	owned solid waste facilities to reduce emissions				and hazardous material, noise
	SW-4: Improve waste management practices in the unincorporated area to reduce emissions and increase waste diversion	SW-4.1	Conduct a feasibility study by 2027 and implement a landfill gas system pilot project at privately managed landfills by 2030 to exceed State requirements by 10% by 2045 in the unincorporated area.	Construction related to alteration of existing facilities	Air quality, biological resources, hazards and hazardous material, noise
		SW-4.1.a	Incentivize the development of new composting/anaerobic digestion facilities and on-farm digesters to divert compostable waste from landfills in the unincorporated area.	Construction and operation of new facilities	All resource topics
		SW-4.1.b	Study options to expand existing and/or identify new opportunities to manage hard to recycle materials in the unincorporated area through additional hauler services, drop-off locations and/or a Center for Hard to Recycle Materials.	Operation of drop-off locations including new haul routes	Air quality, noise, transportation
Water and Wastewater					
Decrease Potable Water Consumption in the Unincorporated Area and County Operations	W-1: Develop policies and programs to increase water efficiency, retention, recycling, and reuse to reduce potable water consumption in County operations	W-1.1	Implement the County's Water Efficiency Plan to require water-efficiency measures in new and existing County buildings/operations to reduce potable water use intensity by ~~19~~28% by 2030.	Minor ground disturbing effects related to construction of purpose pipe	All resource topics

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
	W-2: Develop policies and programs to increase indoor and outdoor water conservation (including water efficiency, retention, recycling, and reuse) in new and existing development in the unincorporated area	W-2.1	Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements and reduced outdoor water use for landscaping requirements for new development to reduce potable water consumption from new development by 17% in the unincorporated area.	N/A	N/A
		W-2.2	Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements for existing development projects with qualifying improvements.	N/A	N/A
		W-2.3	Update the Green Building Incentive program by 2026 to include incentives for water efficiency, conservation, and reuse improvements for new and existing development to reduce potable water consumption by in the unincorporated area.	N/A	N/A
		W-2.3.a	Collaborate across County departments to streamline and simplify graywater capture permitting process to reduce potable water use in the unincorporated area.	N/A	N/A
		W-2.3.b	Develop and distribute materials to assist renters with implementing water efficiency and conservation improvements.	N/A	N/A
		W-2.4	Implement the Waterscape Rebate Program to incentivize water efficiency and conservation to reduce outdoor water consumption in the unincorporated area.	N/A	N/A

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
Increase Stormwater Collection, Water Pumping, and Wastewater Treatment Efficiency	W-3: Develop programs to increase stormwater and wastewater treatment efficiency to reduce imported potable water use in the unincorporated area	W-3.1	Increase wastewater treatment efficiency through the East County Advanced Water Purification Program to produce 12,900 acre feet of water each year by 2030.	N/A	N/A
		W-3.1.a	Evaluate Waterscape Rebate Program septic system improvements for opportunities to reduce wastewater emissions in the unincorporated area.	N/A	N/A
Agriculture and Conservation					
Preserve Natural Lands and Improve Land Management Practices to Protect Habitat and Increase Carbon Storage	A-1: Acquire and manage conservation lands to preserve natural lands and maximize carbon storage potential in the unincorporated area	A-1.1	Acquire 11,000 acres of conservation lands by 2030 and 1,000 acres per year thereafter to preserve land in perpetuity.	N/A	Beneficial impacts related to agricultural and biological resources
		A-1.2	Develop a Habitat Restoration Resource Management Framework for County-owned land by 2030 and 80 acres per year thereafter to increase carbon storage.	Potential construction activities related to vegetation management and water use for establishment	Air quality and hydrology and water quality Beneficial impacts related to agricultural and biological resources
		A-1.2.a	Partner with tribal governments to incorporate tribal ecological knowledge and apply indigenous land management practices to contribute towards habitat restoration efforts on County land.	N/A	N/A Beneficial impacts related to agricultural and biological resources
	A-2: Develop a tree planting program that expands canopy across unincorporated area and prioritizes	A-2.1	Expand the County's existing tree planting initiative and implement an Equity Driven Tree Planting Program to plant 70,560 trees by 2030 and 6,650 trees per year thereafter on County property and in the unincorporated area.	Minor ground disturbance and use of equipment related to tree planting, use of water for plant establishment	All resource topics

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
	underserved communities	A-2.1.a	Develop a program to preserve native trees in unincorporated area.	N/A	N/A
		A-2.1.b	Educate the public on the benefits and maintenance of native, fire-resistant, and drought-tolerant tree plantings.	N/A	N/A
		A-2.2	Implement the County's Landscaping Ordinance to require tree planting in new single family residential development in the unincorporated area.	Minor ground disturbance related to tree planting	Beneficial impacts related to aesthetics, air quality, greenhouse gas emissions, hydrology and water quality
Support Climate-Friendly Farming Practices and Preserve Agricultural Land	A-3: Preserve agricultural lands to prioritize carbon storage and balance economic and development goals	A-3.1	Implement the Purchase of Agricultural Conservation Easement (PACE) Program to preserve 6,058 acres of agricultural land by 2030 and 400 acres per year thereafter.	Potential physical changes related to the loss of future development potential due to conversion of existing agricultural land for agricultural uses in perpetuity	Land use and planning Beneficial impacts related to agricultural resources
	A-4: Incentivize carbon farming to expand carbon storage capacity on agricultural land and support climate-friendly farming practices in the unincorporated area	A-4.1	Develop a ~~Carbon Farming~~ Climate Smart Land Stewardship Program by 2026 to increase carbon sequestration on 3,000 acres by 2030 and 36,214 acres by 2045.	N/A	Beneficial impacts related to greenhouse gas emissions
		A-4.1.a	Support the local food system through development of a food sourcing policy that prioritizes contracts with local, equitable, and sustainable food suppliers in County operations.	N/A	N/A
		A-4.1.b	Evaluate opportunities to increase farmworker housing in the unincorporated area to reduce emissions from farmworker transportation.	Potential development of farmworker housing	All resources topics

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
		A4.1.c	Evaluate options to incentivize voluntary alternative manure management and livestock feed projects to reduce manure management and enteric fermentation emissions in the unincorporated area.	N/A	N/A
		A-4.1.d	Evaluate options to incentivize the voluntary reduction of the use of synthetic fertilizers in the unincorporated area.	N/A	N/A
	A-5: Reduce greenhouse gas emissions from agricultural operations	A-5.1	Develop a program by 2026 to incentivize a transition to cleaner fuels and the efficient use of energy to reduce agricultural operations emissions in the unincorporated area.	N/A	N/A
		A-5.1.a	Partner with the local utility to advocate for agricultural pump rates that would incentivize electrification.	N/A	N/A
Energy					
Increase Building Energy Efficiency, Renewable Energy, and Electrification in the Unincorporated Area and County Operations	E-1: Develop policies and programs to increase energy efficiency, renewable energy use, and electrification in County operations	E-1.1	Implement the County Facilities Zero Carbon Portfolio Plan to achieve 90% reduction in operational carbon emissions by 2030 through building electrification and zero net energy construction, energy efficiency, energy management, and renewable energy use and generation.	Physical changes would be attributed to the installation, operation, and maintenance of small-scale solar systems and battery storage, or small-scale wind turbines with new residential construction which may include roof or ground-mounted systems.	All resource topics

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
	E-2: Develop policies and programs to increase energy efficiency and electrification in the unincorporated area	E-2.1	Amend the County's Code of Regulatory Ordinances by 2026 to require all-electric equipment in new residential, commercial, and industrial construction to reduce energy emissions from new development in the unincorporated area.	N/A	N/A
		E-2.2	Increase energy efficiency and reach 30% electrification in residential and 17% electrification in non-residential existing development in the unincorporated area by 2030 by: • Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar energy efficiency requirements for existing development projects with qualifying improvements. • Adopting a Building Energy Performance Standard by 2026 for commercial and multi-family residential properties. • Developing a program by 2026 to incentivize building electrification and energy efficiency (e.g., electrically powered appliances, heat pumps).	Physical changes would be attributed to the installation, operation, and maintenance of small-scale solar systems and battery storage, or small-scale wind turbines with new residential construction which may include roof or ground-mounted systems.	All resource topics
		E-2.2.a	Develop and distribute materials to assist renters with implementing energy efficiency improvements.	N/A	N/A
		E-2.2.b	Develop a voluntary energy assessment/benchmarking program for existing development to identify opportunities for energy efficiency improvements (e.g., weatherization, insulation, equipment replacement/upgrades).	N/A	N/A
		E-2.2.c	Develop a program (e.g., incentives, streamlined permitting, education) to phase out propane use for existing buildings.	N/A	N/A

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
		E-2.2.d	Develop a program to increase energy resiliency in the unincorporated area to ensure continued access to electricity and services during extreme weather events.	N/A	N/A
	E-3: Develop policies and programs to increase renewable energy use, generation, and storage in the unincorporated area	E-3.1	Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar renewable energy requirements for new residential and non-residential construction to increase renewable energy generation in new development.	N/A	N/A
		E-3.2	Expand and implement the County's streamlined solar permitting process to install 5,002 kW of renewable energy on existing development by 2030 and 12,505 kW by 2045.	Construction and operation of solar systems and battery storage	All resources topics
		E-3.2.a	Develop a program to incentivize renewable energy on low-income homes.	N/A	N/A
		E-3.2.b	Work with partners to promote and support on-site renewable energy generation and storage to increase renewable energy generation and use in the unincorporated area.	Construction and operation of small-scale renewable energy projects (including solar and wind)	All resources topics
		E-3.2.c	Support local job training program for solar installation through partnerships to support green economy workforce development.	N/A	N/A
		E-3.3	Develop a program to provide 100% renewable energy to residents and businesses participating in San Diego Community Power by 2030 in the unincorporated area.	Construction and operation of large-scale renewable energy projects (including solar and wind)	All resource topics

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
Built Environment and Transportation					
Decarbonize the On-Road and Off-Road Vehicle Fleet	T-1: Reduce fleet and small equipment emissions in County operations	T-1.1	Implement the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan to reduce fleet emissions 35% by 2030 and 100% by 2045.	N/A	N/A
		T-1.1a	Use alternative fuel and/or zero-emission construction equipment in County projects to reduce emissions from medium- and heavy-duty vehicles and equipment.	N/A	N/A
		T-1.1b	Adopt a County operations anti-idling policy to reduce emissions from vehicle idling.	N/A	N/A
		T-1.2	Amend Board policy to require 100% of landscaping equipment used on County property to be zero-emissions by 2030.	N/A	N/A
	T-2: Increase the use of low-carbon and zero-emission landscaping and off-road construction equipment in the unincorporated area	T-2.1	Develop a program by 2026 to provide residents and businesses incentives to purchase alternative fuel and/or zero-emission construction and landscaping equipment to reduce emissions by 3% by 2030.	N/A	N/A
		T-2.2	Develop and adopt a landscaping equipment ordinance to require the use of zero emission landscaping equipment by 2030 and zero emission construction equipment by 2045 in the unincorporated area.	N/A	N/A

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
	T-3: Install electric vehicle charging stations and provide incentives for zero-emissions vehicles in the unincorporated area	T-3.1	Increase the use of electric and other zero-emission vehicles in the unincorporated area by: • Installing 2,040 publicly available electric vehicle charging stations by 2028. • Requiring the electrification of loading docks and idling reduction in new commercial and industrial development by 2030. • Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar electric vehicle charging infrastructure installations and preferential parking for ZEVs for new multi-family residential and non-residential construction. • Developing a program by 2026 to incentivize EV purchases and school bus electrification.	Minimal physical effects related to installation of electric vehicle charging stations	All resource topics
		T-3.1a	Support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts in the unincorporated area.	Potential construction impacts and operational impacts	All resources topics
		T-3.1b	Continue to collaborate with regional partners to increase investments in zero-emission vehicles and infrastructure in the unincorporated area.	N/A	N/A
		T-3.1c	Continue updating the EV Consumer Guide website to serve as a regional resource for consumer-friendly and up-to-date information on EV-related topics and available incentives.	N/A	N/A

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
Support Active Transportation and Reduce Single-Occupancy Vehicle Trips	T-4: Reduce emissions from County employee commutes	T-4.1	Expand County Benefit Program by 2026 to provide County employees with tax-free transportation benefits, alternative work schedules, and expand part-time or full-time teleworking options to reduce vehicle miles traveled from employee commutes by 40% in 2030 and 60% in 2045.	N/A	N/A
		T-4.1a	Provide educational programs and campaigns to encourage County staff to walk, bike, and take transit.	N/A	N/A
		T-4.2	Develop a rebate program by 2026 for County employees to purchase electric vehicles, bicycles, and scooters for commute use.	N/A	N/A
	T-5: Improve County roadways to encourage walking, biking, rolling to/from transit and destinations and increase transportation efficiency	T-5.1	Implement the County's Active Transportation Plan to install 345 miles of sidewalk and 315 miles of bikeways by 2030 to encourage alternative modes of transportation in the unincorporated area.	Construction impacts related to new bike and/or pedestrian infrastructure	All resources topics
		T-5.1a	Develop educational materials to encourage residents and businesses to use and provide access to alternative modes of transportation (e.g., safety information, increased access to bicycle parking).	N/A	N/A
		T-5.1b	Use improved materials and engineering designs to make walking and transit easier.	N/A	N/A
		T-5.2	Develop a countywide Safe Routes to Schools program to reduce vehicle miles traveled to schools by 1.2% by 2030.	N/A	N/A

Strategy	Measure	Action ID	CAP Update Action Description	Potential Physical Changes to the Environment	Key Environmental Issue Areas Potentially Affected
	T-6: Support transit and transportation demand management to reduce single occupancy vehicle trips in the unincorporated area	T-6.1	Develop a program to provide free transit passes and/or free trips in the unincorporated area to reduce vehicle miles traveled in the unincorporated area by 1.2% by 2030.	N/A	N/A
		T-6.2	Increase access to Transit Priority Areas by 5% in the unincorporated area and implement transit-supportive roadway treatments such as traffic signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians by 2030.	Construction impacts related to new infrastructure	All resources topics
		T-6.2a	Adopt a Transportation Demand Management ordinance to include pre-approved options for new development to reduce single occupancy vehicle trips in the unincorporated area.	N/A	N/A
		T-6.2b	Evaluate options for increasing transit service to unincorporated communities.	N/A	N/A
		T-6.3	Increase access to first/last mile transportation services and connections (e.g., neighborhood electric vehicles, microtransit, bike/scooter-share) to reduce vehicle miles traveled by 7% within the unincorporated area by 2030.	N/A	N/A

Source: Compiled by Ascent Environmental in 2023.

Table 1-3 Required Project Approvals

Project Approval	Approving Authority
Approval of Climate Action Plan	County Board of Supervisors
Approval of General Plan Amendment Including Amendment to the 2011 General Plan Update Mitigation Monitoring and Reporting Program.	County Board of Supervisors
Approval of County of San Diego Guidelines for Determining Significance: Climate Change	County Board of Supervisors
Approval of GHG Threshold	County Board of Supervisors
Certification of the SEIR	County Board of Supervisors

Note: The EIR is intended to apply to all listed project approvals as well as to any other approvals necessary or desirable to implement the project.

Source: Compiled by Ascent Environmental in 2023.

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Figure 1-1 **Regional Location**



Source: San Diego County

Figure 1-2 **County of San Diego Boundary**

CHAPTER 2 ENVIRONMENTAL EFFECTS OF THE PROJECT

Approach to Analysis

Environmental and Regulatory Setting

As described in Chapter 1, "Project Description," this ~~draft~~ SEIR has been prepared subsequent to the 2011 GPU PEIR and evaluates and discloses the environmental impacts related to implementation of the CAP Update, which is a mitigation requirement of the 2011 GPU PEIR. Each of the resource sections that follow begins with a description of applicable environmental and regulatory settings that represent the conditions against which potential impacts are evaluated. The environmental and regulatory settings for this SEIR are based on information in the 2011 GPU PEIR but have been updated to reflect physical environmental and regulatory changes over time.

Where the setting information provided in the 2011 GPU PEIR remains applicable to the analysis of the CAP Update, it is incorporated by reference in the resource section. Where changes to the environmental or regulatory setting (e.g., new information, regulatory changes) are relevant to understanding the CAP Update's potential impacts, updated or additional background information is provided in the ~~draft~~ SEIR resource sections. In accordance with State CEQA Guidelines Section 15125, the discussions of the environmental setting focus on information relevant to the issue under evaluation. The baseline conditions for this ~~draft~~ SEIR are generally consistent with the 2008 environmental baseline that was used in the 2011 GPU PEIR. (Refer to Table 1-13 in Chapter 1, "Project Description," of the 2011 GPU PEIR [page 1-59], which summarizes the baseline year for each issue and is hereby incorporated by reference.) The 2011 GPU PEIR is available for reference on the County's website: https://www.sandiegocounty.gov/content/sdc/pds/gpupdate/environmental.html.

Evaluation of Effects

The setting description in each section is followed by a discussion of impacts and mitigation.[1] In this ~~draft~~ SEIR, each impact discussion is divided into two parts: "Guidelines for Determination of Significance" and "Impact Analysis." The "Impact Analysis" section presents a summary of the impact discussion and conclusion in the 2011 GPU PEIR and an evaluation of the environmental impacts of the CAP Update. Relevant adopted mitigation measures from the 2011 GPU PEIR are applied, and new mitigation measures are described, where needed to feasibly address residual environmental impacts. Each impact evaluation concludes with a summary that presents an impact determination.

The thresholds used to determine the level of significance of the environmental impacts for each resource topic are provided in each resource section, in accordance with State CEQA Guidelines Sections 15126, 15126.2, and 15143. These thresholds are based on the County's published Guidelines for Determining Significance, updated as appropriate

[1] "Impacts" and "effects" are used interchangeably in CEQA.

to reflect the example questions provided in Appendix G of the State CEQA Guidelines, best available data, and applicable regulatory standards. In turn, impact statements are based on the thresholds of significance and are prefaced by a number in bold-faced type.

The impact evaluations in this SEIR update the 2011 GPU PEIR assessments to reflect the anticipated impacts of the project. The discussion includes the analysis, rationale, and substantial evidence upon which conclusions are drawn. The level of significance for each impact is determined by comparing the impacts of physical changes anticipated with implementation of the CAP Update (the project) to the environmental setting, with a focus on how the subsequent projects that may be associated with implementation of the CAP Update strategies, measures, and actions could change the significance of the impacts. As appropriate, these discussions identify whether adopted General Plan policies and 2011 GPU PEIR mitigation measures would address the potential impacts and include a statement regarding whether there would be a new significant effect and/or if the impact could be more severe than the impact identified in the 2011 GPU PEIR.

A “less-than-significant” impact is one that would not result in a substantial adverse change in the physical environment. A “potentially significant” impact or “significant” impact is one that would result in a substantial adverse change in the physical environment; both are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. In accordance with State CEQA Guidelines Section 15364, “feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. Where mitigation measures are identified, a discussion of impact significance with the implementation of these measures follows.

As noted above, 2011 GPU PEIR mitigation measures are applied to the CAP Update as appropriate to avoid or minimize the impacts of its implementation. Additional mitigation measures are identified, as needed and feasible, to avoid, minimize, rectify, reduce, or compensate for significant or potentially significant impacts, in accordance with the State CEQA Guidelines Section 15126.4. A list of applicable mitigation measures follow the impact analyses and are compiled in Chapter 8 of this SEIR. The degree to which the identified mitigation measure(s) would reduce the impact is also described.

Environmental effects that are not evaluated in detail in this chapter are discussed in Chapter 3, “Environmental Effects Found Not To Be Significant.”

Chapter 4, “Other CEQA Sections,” presents an analysis of the CAP Update’s growth-inducing impacts, as required by State CEQA Guidelines Section 15126, as well as a summary of significant and unavoidable impacts and significant and irreversible environmental changes that could occur as a result of the CAP Update. Chapter 4 also includes a discussion of the cumulative effects of other projects before the County that would modify the adopted General Plan through a General Plan amendment (“in-process GPAs”).

For an evaluation of alternatives to the project that could reduce environmental effects, the reader is referred to Chapter 5, “Alternatives,” which presents a reasonable range of alternatives and evaluates the environmental effects of those alternatives relative to the

CAP Update, as required by Section 15126.6 of the State CEQA Guidelines. Chapter 5 also includes the smart growth alternatives analysis.

Buildout Assumptions

2011 General Plan

The buildout projections used in the evaluation of the General Plan in the 2011 GPU PEIR were based on a population forecast model that was developed by the County and that identified the population capacity associated with buildout of the General Plan land use map. The number of residential units that would result from buildout pursuant to the General Plan land use map was calculated by multiplying acreage by allowed density, after accounting for factors such as areas with existing development, areas reserved for public right-of-way, and areas with physical and environmental constraints.

The County's population model forecasted a buildout population of 678,270 with 235,861 housing units under the proposed land use map (approximately 15 percent fewer units than the previous general plan because lower-density development was identified for areas with land use constraints, such as those that lack sufficient infrastructure and services or that are prone to safety concerns, such as wildfires). The General Plan focused development in Village cores to retain the county's rural character, shifted 20 percent of the remaining dwelling unit capacity to the most western portions of the unincorporated area, and located 80 percent of the dwelling unit capacity where water can be imported and distributed by the San Diego County Water Authority.

As discussed in further detail below, the buildout assumptions under the General Plan that were evaluated in the 2011 GPU PEIR represent a conservative estimate of population growth in the unincorporated county. Given changes in regional population forecasts, changes in market conditions, and recent development patterns, the 2011 GPU PEIR forecast model no longer represents a realistic picture of buildout capacity in the unincorporated county. Therefore, the CAP Update and this SEIR analysis rely on the San Diego Association of Governments (SANDAG) population projections as a more current and realistic estimate of development potential in the unincorporated county. The rationale to consider the SANDAG estimates as a more realistic projection is provided below.

San Diego Association of Governments

SANDAG estimates and forecasts population, housing, and employment for all jurisdictions in the San Diego region, including the unincorporated county. As noted above, SANDAG's population projections were used in the CAP Update forecasting. SANDAG's population projections are based on data from the US Census Bureau, as well as SANDAG employment, population, and housing estimates for 18 cities and the unincorporated county. These projections reflect the Regional Housing Needs Assessment (RHNA) process for the San Diego region, which is overseen by SANDAG. The RHNA process identifies the need for housing and guides land use planning by addressing existing and future housing needs resulting from population, employment, and household growth.

SANDAG also builds and maintains a regional travel demand model that is used to forecast transportation metrics within the region. Travel demand models use input data such as land uses (population/employment), roadway and transportation network data, and socioeconomic information to understand existing and future travel behavior. The model is validated and calibrated to a "base year" to represent existing conditions as closely as possible. As part of the development of the 2021 Regional Transportation Plan/Sustainable Communities Strategy (2021 Regional Plan), SANDAG modeled several different scenarios using an activity-based model referred to as Activity-Based Model Version 2+, or ABM2+. Each scenario includes different land use and regional growth forecast assumptions developed by SANDAG regarding the location and amount of future residential and non-residential growth in the region, the location and type of future transportation investments that would be made in the region (e.g., highway improvements, public transit infrastructure and operations), and assumptions about future transportation policies and behaviors that would be in place in the region (e.g., the costs of owning and operating a vehicle, the rate of teleworking by employees). The population, housing, and employment forecast for the CAP Update was based on SANDAG's 2021 Regional Plan EIR (SANDAG 2021) Alternative 2 growth assumption (land use data set "DS" 39 scenario) because it most closely resembled observed patterns of growth. The County has reviewed the underlying assumptions of the DS 39 scenario and confirmed that the 2016 estimates are representative of current (2019) conditions based on dwelling unit construction history in the unincorporated county and reasonably anticipated transportation investments.[2]

The population, housing, and employment projections were calculated by subtracting the population in Marine Corps Base Camp Pendleton and on tribal reservations from the total for the unincorporated county, because the County has no jurisdiction over these lands. For the purpose of the analysis in this ~~draft~~ SEIR, the 2050 population is projected to be 505,485, and the number of residential units is projected to total 191,208 in 2050. These forecast population numbers are scaled down from the maximum development capacity assumed in the County's General Plan and 2011 GPU PEIR to reflect a more realistic projection of development that is anticipated to occur in unincorporated San Diego County through 2050. The appropriateness of this reduced projection of future population and housing growth within the county, which assumes nearly 173,000 fewer people and 45,000 fewer residential units than the General Plan buildout projections, was verified through an independent market study prepared for unincorporated San Diego County (see Appendix 3 to the CAP Update). This market study identified reasonably foreseeable development based on an understanding of housing growth considering population growth expectations, physical site conditions, market factors derived from historical trends, and current regulatory capacity. Two projections were prepared: a Base Growth estimate based on housing and population trends (in which a portion of units planned in specific plan areas would build out), and a High Growth estimate that adds an allowance for development of all the entitled but unbuilt specific plan area units, which include previously adopted General Plan amendment (GPA projects). These county-specific market projections were closely aligned with the SANDAG forecast in the DS 39

[2] The County tracks progress towards implementing the General Plan through the Housing Production and Capacity Portal. The portal was accessed in July 2023 here: https://www.sandiegocounty.gov/content/sdc/pds/HPCP-UA.html.

scenario. The Base Growth estimate projects a slightly higher 2050 population (540,504) than SANDAG and approximately 1,000 fewer units than the SANDAG projections (188,849). Based on all these considerations, the SANDAG model is considered a reasonable estimate of population growth.

Evaluation of Project Elements

As described in Chapter 1, "Project Description," the project includes the proposed CAP Update (which consists of strategies, measures, and actions to reduce GHG emissions); modifications to the General Plan and 2011 GPU PEIR to make them consistent with the CAP Update; and revisions to the County's GHG Threshold and Guidelines for Determining Significance (i.e., the CAP Consistency Checklist). As detailed further below, the project elements that could result in physical environmental effects consist of the proposed GHG reduction strategies, measures, and actions that would be implemented under the CAP Update. The GHG reduction strategies, measures, and actions that are applicable to future projects are incorporated into the CAP Consistency Checklist; and a project's compliance with the Checklist is intended to demonstrate that it meets the County's GHG Threshold. The GPA for the project (i.e., amendments to Goal COS-20 and Policy COS-20.1) and the GHG Guidelines for Determining Significance and GHG Threshold are combined in the overall impact analysis of the CAP Update, and conclusions regarding the impact of future projects that meet the GHG Threshold are supported by the substantial evidence contained in this SEIR.

CAP Update Measures and Actions

Implementation of the proposed GHG reduction strategies, measures, and actions under the CAP Update is the main component of the project evaluated in this SEIR, because as noted above, these represent the component of the project that could result in physical impacts on the environment. The overarching strategies and associated measures and actions proposed in the CAP Update encompass a range of potential tactics, from proposed ordinances, plans, and support of legislation to specific programs designed to reduce GHG emissions in the unincorporated county and from County operations. Implementation of all CAP Update measures and actions was considered during preparation of this ~~draft~~ SEIR, to the degree specific information about implementation is known. However, the analysis focuses on the measures and actions with the potential to result in physical environmental impacts, as indicated in Table 1-2 in Chapter 1, "Project Description." Further, this ~~draft~~ SEIR does not speculate about the potential site-specific physical impacts that could occur if and when a specific site improvement is proposed in the future at a site location still to be determined. This approach is supported by State CEQA Guidelines Section 15145, Speculation, which directs that if the County finds, after thorough investigation, that an impact is too speculative for evaluation, the County should note its conclusion and terminate discussion of the impact. Rather, this SEIR considers the types of impacts that could occur with implementation of future projects that are anticipated to directly or indirectly result from implementation of the proposed GHG reduction measures and actions.

Consistency Modifications to the General Plan and 2011 GPU PEIR

The CAP Update, and the targets and strategies identified therein, result in necessary changes to General Plan Goal COS-20 and Policy COS-20.1 and mitigation adopted in the 2011 GPU PEIR (Mitigation Measures CC-1.2, CC-1.7, and CC-1.8) in order to attain consistency with current legislative requirements. These changes require a GPA, specific to Goal COS-20 and Policy COS-20.1, as part of the approval process. This ~~draft~~ SEIR evaluates the GPA as part of the actions associated with the CAP Update because the changes reflected in the GPA support, and are consistent with, implementation of the CAP Update and its GHG targets and GHG reduction strategies. Because its impacts are included in the overall impact analysis of the CAP Update, the GPA is not addressed as a separate impact discussion in the resource sections that follow.

In addition, the County prepared additional potential GPAs to goals and policies to further reduce vehicle miles traveled (VMT) and other impacts as part of the Appellate Court-directed smart growth alternatives. These additional GPAs could be selected by the Board of Supervisors, in whole or in part, to further reduce impacts from VMT and other impacts evaluated in the 2011 GPU PEIR. These GPAs would also reduce impacts from the CAP Update. These are evaluated as a smart growth alternative in Chapter 5, "Alternatives," and are not part of the project GPA to Goal COS-20 and Policy COS-20.1.

Guidelines for Determining Significance and GHG Threshold

This ~~draft~~ SEIR also evaluates impacts associated with the implementation of the proposed *County of San Diego Guidelines for Determining Significance: Climate Change* and GHG Threshold. These elements of the proposed project represent updates to existing County standards to reflect the CAP Update. The proposed GHG Threshold is "consistency with the CAP." This threshold can be met by projects that are consistent with the growth forecast used in the CAP Update that would apply all applicable GHG reduction measures in the CAP Update. The CAP Update demonstrates that the proposed measures and actions applied to projected growth would not considerably contribute to climate change. Therefore, projects that are consistent with the CAP Update would be determined to result in a less-than-significant GHG impact (see CEQA Guidelines Section 15183.5(b)).

To achieve consistency, a project must implement the applicable GHG reduction measures and actions outlined in the CAP Update, the implementation of which is evaluated throughout this ~~draft~~ SEIR. Adoption of a GHG Threshold that establishes a requirement to be consistent with the CAP Update does not require a separate impact analysis, because the impacts of establishing that threshold, and what it would take to meet the threshold, have been fully evaluated.

The *County of San Diego Guidelines for Determining Significance: Climate Change* would provide direction to project applicants regarding how a project could achieve consistency with the CAP Update. The guidelines are proposed to include the CAP Consistency Checklist, which applicants would be required to use to demonstrate how a project would be consistent with the CAP Update, including through implementation of GHG reduction measures and

actions. The specific actions that would result from the proposed changes to the guidelines would be project-specific implementation of approved GHG reduction measures and actions, the environmental impacts of which are evaluated throughout this ~~draft~~ SEIR.

Scope of Analysis

This ~~draft~~ SEIR is programmatic in nature. It analyzes the potential environmental effects of all GHG reduction measures and actions but does not specifically analyze individual projects or actions resulting from implementation of the CAP Update, because the details of such projects and actions are not yet available (e.g., specific location of infrastructure). This is consistent with the requirements of State CEQA Guidelines Section 15152, related to programmatic analyses used for tiering.

Although CEQA coverage is provided on the program of activities proposed under the CAP Update, specific GHG reduction measures and actions would require subsequent implementation actions by the County and/or project applicants. When the County implements (or requires implementation of) specific activities proposed under the CAP Update, a determination would be made as to whether such actions are consistent with the activities identified in the CAP Update, and whether sufficient evaluation of the potential environmental impacts associated with these later activities has been provided in this ~~draft~~ SEIR. These later activities would be examined in light of the information in this ~~draft~~ SEIR to determine whether additional environmental documentation must be prepared.

During this examination, if the County finds, consistent with the direction provided in State CEQA Guidelines Section 15162, that no new significant effects are identified or no new mitigation measures would be required to avoid or minimize the effects of a subsequent project, the activity can be approved as being within the scope of the project covered by this ~~draft~~ SEIR. In this situation, the County must incorporate all relevant project requirements and all feasible mitigation measures from the SEIR into the later activity to address significant or potentially significant effects on the environment.

If a subsequent project or later activity would have significant effects that were not examined in this SEIR, the County would determine the appropriate environmental document to be prepared. If an additional environmental document is needed and a mitigated negative declaration or supplement to this ~~draft~~ SEIR is prepared, the SEIR can be used to simplify the task of preparing the follow-up environmental document by allowing the County to focus on the issues that were not previously addressed in the SEIR, as indicated in State CEQA Guidelines Section 15168(d).

Environmental Resources Evaluated

The CAP Update is a comprehensive plan for reducing community GHG emissions in the unincorporated county, as well as the GHG emissions from County operations. This chapter evaluates the following 15 resource topics in detail based on the environmental issues considered in the 2011 GPU PEIR and Appendix G of the State CEQA Guidelines, as amended, as well as public comment and direction provided by the Superior Court of San Diego County:

- aesthetics
- agriculture and forestry resources
- air quality
- biological resources
- cultural and paleontological resources
- energy
- environmental justice
- greenhouse gas emissions
- hazards and hazardous materials
- hydrology and water quality
- land use and planning
- noise
- transportation
- tribal cultural resources
- wildfire

In accordance with State CEQA Guidelines Section 15128, Chapter 3, "Environmental Effects Found Not to Be Significant," of this ~~draft~~ SEIR provides the reasons why some environmental impacts were not considered significant and, therefore, are not analyzed in detail.

Cumulative Impact Assessment Overview

CEQA requires that an EIR evaluate a project's cumulative impacts. Cumulative impacts are a project's impacts combined with the impacts of other related past, present, and reasonably foreseeable future projects. An assessment of cumulative impacts examines whether individual effects may increase in scope or intensity when considered together. As set forth in the State CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. As stated in CEQA Section 21083(b)(2), a project may have a significant effect on the environment if "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Section 15130(a) of the State CEQA Guidelines states that an EIR shall discuss cumulative impacts of a project when the project makes a cumulatively considerable contribution to an existing significant cumulative impact or would result in a new cumulative impact. "Cumulatively considerable" means the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. If an incremental effect is not cumulatively considerable, such an effect is not required to be considered significant; however, the reasoning for a determination of why such effects are not significant shall be provided by the lead agency. Implementation of appropriate mitigation measures can reduce a project's contribution to impacts to less than cumulatively considerable, as allowed by CEQA.

Scope of the Cumulative Analysis

The cumulative impact analysis provided in this SEIR evaluates whether the proposed CAP Update could result in new significant cumulative impacts or an increase in the severity of the cumulative impacts that were identified in the 2011 GPU PEIR. The State CEQA Guidelines

identify two basic methods for establishing the cumulative environment in which the project is to be considered: (1) the use of a list of past, present, and probable future projects or (2) the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. This analysis is based on the second approach.

The cumulative environmental setting has been updated from the 2011 GPU PEIR based on the development forecasts in SANDAG's 2021 Regional Plan EIR (SANDAG 2021) Alternative 2 DS 39 model (including military bases, tribal reservations, and 18 incorporated cities). As explained above, the County has determined that the DS 39 modeling scenario represents a reasonably foreseeable pattern and rate of growth. Because it assumes less ambitious VMT reduction programs and growth limitations than the Regional Plan, the model provides an appropriately conservative picture of cumulative growth, VMT, and associated GHG emissions.

Cumulative Impact Analysis Methodology

For purposes of this SEIR, the project would have a significant cumulative effect if it meets either one of the following criteria:

- The cumulative effects of related projects (past, current, and probable future projects) without the project are not significant, but the project's incremental impact is substantial enough, when added to the cumulative effects, to result in a new significant impact.
- The cumulative effects of related projects (past, current, and probable future projects) without the project are already significant, and the project represents a considerable contribution to the already significant effect. The standards used herein to determine "considerable contribution" are that the impact either must be substantial or must exceed an established threshold of significance.

The cumulative analysis first discloses whether there is a significant impact in the cumulative condition. As appropriate, based on the topic and reasonably available information, quantitative evaluation of the cumulative condition is presented. The analysis then discusses the incremental increase in the potential severity of the impact with implementation of the CAP Update. The significance criteria used for analysis are the same as those used throughout the topical sections of this chapter. State CEQA Guidelines Section 15130(a)(3) states that a project's contribution to an impact is "less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures to alleviate the cumulative impact. The lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable." The geographic scope considered for the cumulative analysis varies depending on the environmental issue area being discussed. Therefore, a description of the geographic scope for each environmental issue analyzed in this ~~Draft~~ SEIR is provided in individual sections of this chapter.

As noted in Chapter 1 of this ~~draft~~ SEIR, a list-based analysis of the cumulative effects of implementation of (unapproved) in-process GPAs in combination with the proposed project is included in Chapter 4 of this ~~draft~~ SEIR in response to the Court of Appeal decision.

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2.1 Aesthetics

This section describes the existing conditions in the unincorporated county related to aesthetics and the potential effects that implementation of the CAP Update may have on aesthetic resources. Specifically, this section evaluates the potential for the CAP Update to result in impacts on scenic vistas and resources, visual character and quality, and light and glare. Because this analysis is subsequent to the certified 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since certification of the 2011 GPU PEIR.

This section incorporates by reference the aesthetic setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with updates to setting conditions since certification of the 2011 GPU PEIR.

Table 2.1-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. As indicated, implementation of the proposed project would result in new or more severe significant impacts on aesthetic resources.

Table 2.1-1 Summary of Aesthetics-Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Scenic Vistas and Scenic Resources	General Plan Only: Less-Than-Significant Impact after Mitigation	CAP Update Only: Yes	CAP Update Only: Yes
		General Plan Cumulative Contribution: Less-Than-Significant Impact after Mitigation	CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: Yes
2	Visual Character or Quality	General Plan Only: Significant and Unavoidable Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable Cumulative Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
3	Light and Glare	General Plan Only: Significant and Unavoidable Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable Cumulative Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

Source: Compiled by Ascent Environmental in 2023.

The evaluation of scenic vistas and scenic resources has been consolidated into one discussion because the physical changes resulting from implementation of the CAP Update measures and actions would result in a similar potential to affect both scenic vistas and resources.

The County did not receive comments related to aesthetics during the Notice of Preparation (NOP) scoping process. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.1.1 Existing Conditions

The 2011 GPU PEIR includes a discussion of existing conditions of the unincorporated county related to aesthetics in Section 2.1, "Aesthetics."

Open space within the county, including areas that the County has designated resource conservation areas due to attributes that include aesthetic quality, coastal wetlands, native wildlife habitats, astronomical dark skies areas, scenic geologic formations, and significant archaeological and historical sites is an important scenic resource in the county, contributing to scenic vistas and contributing to the county's visual character and quality. Many of these resources can be viewed from transportation corridors throughout the county. Two state-designated scenic highways are also located in the unincorporated county: State Route (SR) 78 through the Anza-Borrego Desert State Park and SR 125 between Interstate (I-) 8 and SR 94. Eligible scenic highways include portions of I-5, I-15, SR 94, I-8, SR 79, SR 78, and SR 76 within the unincorporated county. The County has identified additional roads as scenic in its County Scenic Highway System Priority List. Recreational areas available for public use throughout the county include parks, open space preserves and reserves, and public trails. Additionally, the county contains publicly owned land that provides open space and visual relief from the human-made environment, including Cleveland National Forest in the Peninsular Ranges region and the Anza-Borrego Desert State Park in the Desert region.

Since certification of the 2011 GPU PEIR, there have been no newly designated visual resources or resource conservation areas. Similarly, there have been no newly identified scenic highways (California Department of Transportation 2023) or premier astronomical sites[1] within the unincorporated county. Therefore, the existing conditions described by the 2011 GPU PEIR adequately reflect baseline conditions and are hereby incorporated by reference.

2.1.2 Regulatory Framework

Section 2.1, "Aesthetics," of the 2011 GPU PEIR (pages 2.1-27 through 2.1-32), describes the regulatory framework related to aesthetics and visual resources and is

[1] Premier astronomical sites are high-quality astronomical research sites meeting the following five criteria: elevation over 5,000 feet above sea level; clear, cloud-free night sky; proximity to the Pacific Ocean; distance from urban areas; and freedom from nearby sources of light, dust, and smoke.

hereby incorporated by reference. Specific regulations discussed in the 2011 GPU PEIR that are applicable to the CAP Update include the following:

2.1.2.1 State

- State Scenic Highways Program

2.1.2.2 Local

- San Diego County Board of Supervisors Policy I-73, Hillside Development Policy
- Community Plans
- County Community Right-of-Way Development Standards
- Design Review Guidelines
- I-15 Corridor: Scenic Preservation Guidelines
- County of San Diego Code of Regulatory Ordinances Sections 86.601–86.608, Resource Protection Ordinance (RPO)
- County of San Diego Code of Regulatory Ordinances Sections 59.101–59.115, Light Pollution Code (aka, Dark Sky Ordinance)
- Multiple Species Conservation Program (MSCP) and the County of San Diego Code of Regulatory Ordinances Sections 86.501–86.509, Biological Mitigation Ordinance (BMO)
- San Diego County Scenic Highway Program
- San Diego County Zoning Ordinance pertaining to aesthetic character and resources

The regulatory framework discussed in the 2011 GPU PEIR regarding aesthetic and visual resources has not changed since certification of the 2011 GPU PEIR and continues to apply to the unincorporated county.

San Diego County Zoning Ordinance, Renewable Energy Regulations

Sections 6950–6959 of the County Zoning Ordinance prescribe reasonable standards and procedures for the installation and operation of solar energy systems and wind turbines.

Photovoltaic (PV) solar energy systems for on-site use are allowed as an accessory use in all zones upon approval of a building permit unless the property is subject to a Special Area Designator or is governed by a Discretionary Permit. Setback and height requirements are established in Section 6954(a).

Ordinance 10261 amended the San Diego County Zoning Ordinance to update and streamline provisions related to small wind energy turbines. This ordinance is consistent with state laws that encourage the construction of small wind energy turbines. The amendments made by this ordinance are intended to set forth reasonable standards and procedures for the installation and operation of small wind turbines to improve and

enhance public welfare and safety, and to implement the Energy Element of the San Diego County General Plan. The amendments to Section 6951 allow a maximum of three small wind turbines on a legal lot as an accessory use to the primary use of the lot in accordance several requirements, including height restrictions (the wind turbine height may exceed the height limit of the zone in accordance with Section 4620.j, but shall not exceed 80 feet), lighting restrictions (a small wind turbine shall not include any exterior lights unless required by law), locations restrictions (a small wind turbine tower shall not be located on a ridgeline, and the turbine blades shall not exceed the height of the ridgeline in an area within 150 feet of the ridgeline), and design guidelines (which prohibit use of trellis towers and guy wires and require that power lines connecting turbine towers to structures are installed underground). Installation of a small wind turbine requires approval of a Building Permit to ensure the turbine meets current Uniform Building Code and approval of a Zoning Verification Permit to ensure the turbine complies with County zoning regulations.

2011 San Diego County General Plan

The General Plan policies related to aesthetics that are applicable to the CAP Update include the following:

> Policy LU-6.6: Integration of Natural Features into Project Design. Require incorporation of natural features (including mature oaks, indigenous trees, and rock formations) into proposed development and require avoidance of sensitive environmental resources.
>
> Policy LU-6.9: Development Conformance with Topography. Require development to conform to the natural topography to limit grading; incorporate and not significantly alter the dominant physical characteristics of the site; and to utilize natural drainage and topography in conveying stormwater to the maximum extent practicable.
>
> Policy LU-10.2: Development Environmental Resource Relationship. Require development in Semi-Rural and Rural areas to respect and conserve the unique natural features and rural character, and avoid sensitive or intact environmental resources and hazard areas.
>
> Policy LU-11.2: Compatibility with Community Character. Require that commercial, office, and industrial development be located, scaled, and designed to be compatible with the unique character of the community.
>
> Policy LU-12.4: Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character, minimize visual and environmental impacts, and whenever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts; for Mobility Element roads identified in Table M-4, an LOS D or better may not be achieved.

Policy COS-11.1: Protection of Scenic Resources. Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.

Policy COS-11.3: Development Siting and Design. Require development within visually sensitive areas to minimize visual impacts and to preserve unique or special visual features, particularly in rural areas, through the following:

- Creative site planning;
- Integration of natural features into the project;
- Appropriate scale, materials, and design to complement the surrounding natural landscape;
- Minimal disturbance of topography;
- Clustering of development to preserve a balance of open space vistas, natural features, and community character; and
- Creation of contiguous open space networks.

Policy COS-11.5: Collaboration with Private and Public Agencies. Coordinate with the California Public Utilities Commission, power companies, and other public agencies to avoid siting energy generation, transmission facilities, and other public improvements in locations that impact visually sensitive areas, wherever feasible. Require the design of public improvements within visually sensitive areas to blend into the landscape.

Policy COS-11.7: Underground Utilities. Require new development to place utilities underground and encourage "undergrounding" in existing development to maintain viewsheds, reduce hazards associated with hanging lines and utility poles, and to keep pace with current and future technologies.

Policy COS-12.2: Development Location on Ridges. Require development to preserve the physical features by being located down and away from ridgelines so that structures are not silhouetted against the sky.

Policy COS-13.1: Restrict Light and Glare. Restrict outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain the quality of night skies by minimizing light pollution.

Policy COS-13.2: Palomar and Mount Laguna. Minimize, to the maximum extent feasible, the impact of development on the dark skies surrounding Palomar and Mount Laguna observatories to maintain dark skies which are vital to these two world-class observatories by restricting exterior light sources within the impact areas of the observatories.

Policy COS-13.3: Collaboration to Retain Night Skies. Coordinate with adjacent federal and State agencies, local jurisdictions, and tribal governments to retain the quality of night skies by minimizing light pollution.

Policy H-2.1: Development that Respects Community Character. Require that development in existing residential neighborhoods be well-designed so as not to degrade or detract from the character of surrounding development consistent with the Land Use Element.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Aes-1.2: Protect sensitive biological habitats and species through regulations that require avoidance and mitigation of impacts. Existing programs include the County MSCP and associated BMOs, RPO, and California Environmental Quality Act (CEQA) Guidelines. While protecting biological resources, these programs also preserve natural open space that contributes to the quality of many of the County's scenic vistas.

Adopted Mitigation Measure Aes-1.6: Require that project approvals with significant potential to adversely affect the scenic quality of a community require community review and specific findings of community compatibility. Examples can be found in the Zoning Ordinance with the numerous special uses or exceptions allowed pursuant to Administrative and Use Permits, and Site Plans. This practice has been proven useful for reducing impacts to aesthetic resources and their usefulness will increase as community plans and design guidelines are updated pursuant to Aes-1.3 and Aes-1.4.

Adopted Mitigation Measure Aes-1.7: Develop and implement programs and regulations that preserve agricultural lands. Agricultural lands are often key components of scenic vistas and community character. Therefore, preservation of these lands will help to minimize potential impacts to scenic resources.

Adopted Mitigation Measure Aes-1.8: Continue to develop and implement programs and regulations that minimize landform alteration and preserve ridgelines and steep slopes where appropriate. Examples include the County's Grading Ordinance, RPO, and CEQA Guidelines.

Adopted Mitigation Measure Aes-1.9: Work with communities and other stakeholders to identify key scenic vistas, viewsheds of County scenic road and highways, and other areas of specific scenic value. Apply Resource Conservation Area designations or other special area designators, guidelines, and tools to guide future development of parcels within these viewsheds to avoid impacts to the scenic vistas.

Adopted Mitigation Measure Aes-4.1: County to coordinate with communities and stakeholders to review light pollution controls and consider amendments or expansions to those controls as determined necessary to reduce impacts to dark skies that are important to community character. This will ensure that potential artificial lighting impacts from development are monitored and controlled as needed to preserve community character.

Adopted Mitigation Measure Aes-4.2: County to maintain light and glare regulations that minimize impacts to adjacent properties, sensitive areas, community character, observatories, and dark skies. These regulations are currently found in the Light Pollution Code and Zoning Ordinance. Additional reviews are implemented on discretionary projects in accordance with CEQA and the County's CEQA guidelines. These efforts will help protect the existing unincorporated area and surrounding environment from excessive artificial lighting impacts.

2.1.3 Analysis of Effects and Significance Determinations

2.1.3.1 Significance Criteria

Based on guidance provided in Appendix G of the State CEQA Guidelines, the *County of San Diego Guidelines for Determining Significance: Visual Resources* (County of San Diego 2007), and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Dark Skies and Glare* (County of San Diego 2009), except as provided in CEQA Section 21099, the proposed project would result in a significant impact if it would:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- in non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surrounding, and in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality;
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

2.1.3.2 Approach to Analysis

Impacts related to aesthetics are analyzed qualitatively based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area is analyzed in the context of existing laws and regulations as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation measures are applicable to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward the GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impacts of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unicorporated county) and its role as a programmatic planning document designed to guide future decision-making related to the reduction of GHGs within the unincorporated county, the study area for aesthetics is the unincorporated area of the county within the County's jurisdiction (i.e., all unincorporated lands excluding tribal lands, state and federal owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects associated with the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of h the proposed GHG reduction measures and actions. Future discretionary projects would be evaluated by the County to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts would be reduced to a less-than-significant level.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions, proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update measures and actions that would have the potential to affect aesthetics are summarized below.

CAP Update actions and measures that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to aesthetics.

Solid Waste Measures and Actions. This category includes strategies, measures, and implementing actions aimed at achieving zero solid waste in County operations and within the unincorporated county. Key measures and actions with potential to result in new or more severe impacts related to aesthetics include Measures SW-1 through SW-4, which have the potential to result in the construction of new or expanded solid waste facilities to

meet waste diversion targets, and increase the prevalence of composting, anaerobic digestion, recycling throughout the county.

Water and Wastewater Measures and Actions. This category includes strategies to decrease water consumption and increase wastewater and stormwater treatments, which would not be anticipated to result in substantial changes to the physical environment. Key measures and actions with potential to result in new or more severe impacts related to aesthetics include Measures W-1 through W-3, which would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency.

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural land and agricultural land, planting and protecting trees, and providing incentive to encourage carbon farming. Key measures and actions with potential to result in new or more severe impacts related to aesthetics include Measures A-1 through A-2. Implementation of Action A-4.1b would have the potential to result in new farmworker housing in unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified.

Energy Measures and Actions. This category includes strategies to develop policies and programs to increase energy efficiency and renewable energy use. Key measures and actions with potential to result in new or more severe impacts related to aesthetics include Action E-1.1 and Action E-3.2, which could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. Through Action E-3.2.b, the County would work with partners to promote and support on-site renewable (wind and solar) energy generation and storage (microgrids, site-specific and/or community scale) to increase renewable energy generation and use in the unincorporated area, which would be regulated by existing County ordinances and policies. Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the vehicle fleet, install electric vehicle charging stations, incentivize the use of alternative fuels and landscaping practices, and to promote and support transit and ridesharing to reduce single-occupancy vehicle use. Key measures and actions with potential to result in new or more severe impacts related to aesthetics include Actions T-1.1, T-3.1, T-3.1.a, T-5.1, and T-6.2.

2.1.3.3 Issue 1: Change or Obstruct Scenic Vistas and Scenic Resources

This section describes potential project impacts on scenic vistas and scenic resources, including resource conservation areas, with implementation of the project. As noted above the evaluation of scenic vistas and scenic resources has been consolidated into one discussion because the physical changes resulting from implementation of the CAP Update would result in similar effects on both scenic vistas and resources.

Guidelines for Determination of Significance

The following analysis is based on the sample questions provided in Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance: Visual Resources* (County of San Diego 2007), which provides supplemental guidance for determination of significance. Based on these guidelines, the CAP Update would result in a significant impact if it would:

- obstruct, interrupt, or detract from a scenic vista that is visible from a:
  - public road,
  - trail within an adopted County or state trail system,
  - scenic vista or highway, or
  - recreational area.
- result in the removal or substantial adverse change in one or more features that contribute to the valued scenic resources in the unincorporated county including, but not limited to, the following:
  - designated landmarks
  - historic resources or unique structures
  - County public trails
  - public views of bays, lagoons, canyons, trees, rock outcroppings, established native vegetation, or agricultural lands in the Coastal Plain region
  - public views of water resources (e.g., reservoirs) and extensive open space including County reserves and parks in the Peninsular Ranges
  - public views supporting unique or memorable landforms, native habitat, and desert valleys

These thresholds are consistent with the guidelines for determination of significance applied in the 2011 GPU PEIR.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts to scenic vistas and visual resources related to the adoption of the goals and policies contained within the plan and development anticipated throughout the planning horizon. The evaluation determined that anticipated development under the General Plan would result in potentially significant project impacts to scenic vistas and visual resources in the unincorporated county.

The 2011 GPU PEIR determined that implementation of the General Plan would result in potentially significant impacts to scenic vistas and scenic resources due to future development consistent with the land use designations established in the General Plan land use map. These impacts would be reduced to a less-than-significant level by:

- Complying with a combination of federal, state, and local regulations and existing County regulatory processes that would require design review for future development and preservation of scenic vistas and resources, including but not limited to:
    - County Zoning Ordinance Sections 5200–5212 (Scenic Area Regulations)
    - County Zoning Ordinance Section 5749, Adopted 7-29-92 (Specific Historic Districts)
    - County Zoning Ordinance Sections 5750–5758 (Community Design Review Area Regulations)
    - County Zoning Ordinance Sections 5900–5910, Adopted 11-18-81 (Design Review Area Regulations)
    - County Zoning Ordinance Sections 5700–5749 (Historic/Archaeological Landmark and District Area Regulations)
    - County Zoning Ordinance Section 6320, Amended by Ord. No 9620 (New Series), Adopted 12-10-03 (Humidity, Heat, Cold, and Glare)
    - County Zoning Ordinance Section 6322, Amended by Ord. No. 7110 (New Series), Adopted 4-02086 (Outdoor Lighting)
    - County Zoning Ordinance Section 6324, Amended by Ord. No. 9690 (New Series), Adopted 12-15-04 (Lighting Permitted in Required Yard)
    - County Zoning Ordinance Section 6980, Adopted 4-30-03 (Wireless Telecommunications Facilities)
- Implementing the General Plan goals and policies to protect scenic vistas and resources (e.g., Policies LU 6.2 to LU 6.4, M-2.3, and COS-11.1 through COS-11.3); and
- Implementing the mitigation measures (Adopted Mitigation Measures Aes-1.1 through Aes-1.11) identified in the 2011 GPU PEIR.

The General Plan includes Policies LU-6.2, LU-6.3, LU-6.4, LU-6.6, LU-6.7, LU-6.8, and LU-10.2 that direct development away from undeveloped areas with intact sensitive natural resources and set requirements for the design of new development that includes contiguous open space and conformance to natural topography. Policies in the Conservation and Open Space Element require the protection of scenic vistas and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes. The discussion of impacts related to scenic vistas and scenic resources can be found in 2011 GPU PEIR Section 2.1, “Aesthetics” (pages 2.1-32 through 2.1-37 and pages 2.1-54 through 2.1-55), and is incorporated by reference. Specific policies related to the protection of scenic vistas and visual resources are listed above in Section 2.1.2, “Regulatory Framework.”

CAP Update Impact Analysis

The following sections describe the effects on scenic vistas and scenic resources that could result from the implementation of the measures and actions proposed in the CAP Update.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and more generally in the unincorporated county. Implementing CAP Update measures and actions could result in potential construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies which may result in new or expanded composting and recycling facilities to divert solid waste from landfills. Specific locations for new and expanded facilities have not been identified. Therefore, these improvements are analyzed at a programmatic level.

Construction of new facilities in rural or semi-rural areas would have the potential to affect views of scenic vistas and scenic resources. The county contains visual resources providing opportunities for scenic vistas in every community. The CAP Update would apply to the entire unincorporated county. New or expanded solid waste facilities could be sited in areas close to scenic resources and would have the potential to result in the obstruction, interruption, or detraction of a scenic vista, or to remove or change a feature that contributes to a valued scenic resource. Implementation of the CAP Update solid waste measures and actions would result in similar impacts related to scenic vistas and scenic resources as identified in the 2011 GPU PEIR through future development that could affect views of important scenic vistas (e.g., canyons, natural vegetation, and agricultural lands) and that could result in removal of features contributing to the valued character of scenic resources (e.g., State Scenic Highway, historic structures, and public view of open space).

The following 2011 GPU PEIR mitigation measures would be applied to reduce this impact: Aes-1.2 requires avoidance and mitigation of impacts to natural open space that contributes to the quality of the county's scenic vistas; Aes-1.6 requires community review on projects that would significantly affect scenic quality of a community; Aes-1.7 requires the preservation of agricultural lands; Aes-1.8 requires the preservation of ridgelines and steep slopes; and, Aes-1.9 requires working with communities to identify areas of specific scenic value for preservation.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded solid waste facilities would be required to comply with the County zoning ordinances related to design review and scenic resources protection, implement adopted General Plan goals and policies related to scenic vistas and scenic resources protection, and implement mitigation measures identified in the 2011 GPU PEIR (Adopted Mitigation Measures Aes-1.2, Aes-1.6, Aes-1.7, Aes-1.8, and Aes-1.9, described above), which would minimize impacts related to scenic vistas and resources. With implementation of adopted 2011 GPU PEIR mitigation measures and compliance with adopted General Plan policies and existing regulations, implementation of the CAP Update measures and actions would result in less-than-significant impacts to scenic vistas and resources.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water

conservation and increase water and wastewater efficiency. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. Implementation of these measures would not result in impacts to scenic vistas and scenic resources because any new or expanded physical structures associated with implementing water conservation measures and actions would be ancillary to existing or proposed development and consistent with the character of the area.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. Natural vegetation and agricultural lands are considered aesthetic resources in the county. Therefore, implementation of these measures would contribute to the preservation of aesthetic resources in the unincorporated county.

Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. Development of farmworker housing would be required to comply with County policies and ordinances related to design review and scenic resources protection and to implement adopted General Plan goals and policies related to scenic vistas and scenic resources protection. In addition, 2011 GPU PEIR Mitigation Measure Aes-1.2 requires avoidance and mitigation of impacts to natural open space that contributes to the quality of the county's scenic vistas and Mitigation Measure Aes-1.6 requires community review on projects that would significantly affect scenic quality of a community. Implementation of adopted Mitigation Measures Aes-1.2 and Aes-1.6 would substantially reduce the potential for adverse effects to scenic resources. With implementation of adopted 2011 GPU PEIR mitigation measures and compliance with adopted General Plan policies and existing regulations, implementation of the CAP Update measures and actions would result in less-than-significant impacts to scenic vistas and resources.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects.

Implementation of CAP Update Measure E-3, Action E-3.2.b, and Action E-3.3 could result in energy efficiency retrofits on existing residential and non-residential structures

and County facilities. These retrofits could include rooftop or ground-mounted PV solar arrays or small wind turbines, upgraded mechanical systems, and other similar improvements. The addition of energy infrastructure may be required to support implementation of some measures; these projects have the potential to alter existing views. However, while the location of improvements associated with potential future projects is unknown, it is likely that retrofits would occur in areas of existing development. Further, because of the small scale and nature of the energy measures, building retrofits generally would not be expected to result in perceptible changes to a scenic vista or scenic resource.

Renewable energy projects, including on-site renewable energy generation supported through proposed CAP Update Action E-3.2.b, would be regulated by existing County ordinances and policies. The placement of small-scale PV solar renewable energy equipment on new and existing buildings is regulated by the existing County Renewable Energy Zoning Ordinance Section 6954(a) that regulates the height and scale of these facilities. Rooftop PV solar energy panels generally do not involve construction that would substantially change roof lines or add substantial massing or height such that the altered buildings would result in the potential to substantially alter or obstruct views. The County's Renewable Energy Zoning Ordinance Section 6954(a) requires the height of on-site PV solar energy systems be no taller than the height designator of the zone, except for on-site energy use systems that may extend no more than 5 feet above the roofline.

Additionally, installation operation of small-scale wind turbines would be regulated by the County's Wind Energy Ordinance Sections 6950–6952. A small wind turbine is defined as a wind turbine, with or without a tower, which has a rated capacity of not more than 50 kilowatts; is consistent with the requirements of existing Zoning Ordinance Sections 6156 and 6951; and generates electricity primarily for use on the same lot on which the wind turbine is located. These turbines would be allowed as an accessory use in all zones, provided the turbine complies with the Renewable Energy Regulations in Zoning Ordinance Section 6950 and the turbine proponent obtains a Zoning Verification Permit prior to issuance of a building permit. Small wind turbines are limited to a height of no more than 80 feet (but not more than the height designator of the Zoning District in which they are located) and have relatively small blades on a vertical or horizontal axis. In addition, these structures cannot include guy wires for structural support or aboveground power lines and cannot be located on prominent ridgelines. Therefore, although these facilities may introduce a new vertical element within the viewshed of a scenic vista that would have the potential to interrupt or detract from a visual resource that previously did not include infrastructure or development, the limited, on-site renewable energy development supported by the CAP Update would not be anticipated to substantially obstruct, interrupt, or detract from a scenic vista that is visible from a: public road, trail within an adopted County or state trail system, scenic vista or highway, or recreational area. Further, the energy measures and actions would not result in the removal or substantial adverse change in one or more features that contribute to the valued scenic resources in the unincorporated county, including designated landmarks and key public views. Similarly, CAP Update implementation may result in construction of microgrids to support on-site and community scale energy storage to support adjacent development. Microgrids would appear similar to existing power infrastructure and would not result in unique effects to scenic vistas or scenic resources not evaluated in the 2011 GPU PEIR.

In addition, the adopted General Plan policies pertaining to visual resources would further limit project impacts to scenic vistas and scenic resources. Additionally, the following 2011 GPU PEIR mitigation measures also would be applied to a project to minimize impacts to scenic vistas and resources: Mitigation Measure Aes-1.6, which requires community review and specific finding of community compatibility for project with significant impacts on scenic quality; Mitigation Measure Aes-1.7, which requires preservation of agricultural lands; and Mitigation Measure Aes-1.8, which requires preservation of ridgelines and steep slopes. Implementation of these 2011 GPU PEIR mitigation measures would ensure protection of sensitive scenic resources and limit the potential for obstruction of scenic vistas.

Implementation of proposed CAP Update Action E-3.3 could result in the construction of new large-scale renewable energy systems, including large-scale solar and wind turbines. It is unknown at this time what type of solar technology will be used in future development. The following analysis is based on the two main types of solar technologies: concentrator solar and PV solar. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level. The potential for construction of large-scale renewable energy infrastructure was not evaluated in the 2011 GPU PEIR, but potential wind energy impacts were evaluated in the 2013 Wind Energy Ordinance EIR and are incorporated by reference as applicable.

Large-scale renewable energy infrastructure generally would be constructed in primarily undeveloped locations that are productive for generating renewable energy. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Typical construction activities associated with large-scale renewable energy systems would require the use of trucks for transport of materials, staging areas for supplies and equipment, parking for workers, and signage and grading. All construction activities would be temporary effects of the construction process and would not likely result in permanent significant impacts to scenic vistas and scenic resources.

The types of infrastructure and facilities that would likely accompany large-scale PV solar or concentrator solar renewable energy systems include the following:

- PV arrays or concentrated solar on ground-mounted posts, or systems that track the sun;
- A collector substation site, including concrete pad and switchgear, and battery storage;
- A direct-current underground collection system and an overhead and underground transmission system that steps up the voltage to alternating current, linked to the substation;

- An operations and maintenance site (unless remotely monitored), including concrete pad with building(s);
- Transmission lines;
- Water tanks;
- Internal and external access roads; and
- Security and open space fencing.

Large-scale renewable solar systems can range in size from 2 to several thousand acres. The location of large-scale PV solar systems is limited by the County's Zoning Ordinance Section 6954(b)(3), which requires a Major Use Permit (MUP) for projects over 10 acres. Projects that would require less than 10 acres would be required to obtain an Administrative Permit in accordance with the County's Zoning Ordinance Section 6954(b)(1). If PV solar systems are utilized, the dark panels that absorb sunlight are mounted to fixed or tracking systems. Fixed-tilt mounted PV solar panels are oriented towards the sun as it rises and sets. Tracking systems allow the panels to move as the sun moves. If concentrator solar panels are used, the system utilizes curved and mirrored panels mounted on a tracker, which allows direct sunlight to be concentrated and captured at higher efficiencies. A typical size for trackers is approximately 50 feet wide and 25 feet tall. At the maximum height during the day, the trackers would not exceed approximately 30 feet at grade. However, many systems, especially fixed-mounted PV solar arrays are as low as 8 to 12 feet above grade.

Both PV solar and concentrator solar systems could result in direct impacts to scenic vistas and scenic resources. Any solar system that would result in the operation of curved panels of solar trackers or fixed tilt-mounted arrays in pastures, meadows, or desert environments could interrupt and degrade existing views of scenic vistas available to motorists along public roads or scenic highways, to persons utilizing County or state trails, or to recreational areas as they pass the large arrays and associated components. Depending on the proximity to roadways, trails, or recreational areas, motorists and recreationists could be drawn visually to the solar farm sites because of the juxtaposition of the solar elements against the natural landscape. The degree of interruption would vary depending on the height and width of trackers (horizontal with the earth to nearly vertical) as the trackers move with the sun during the day, or the degree of reflectivity that accompanies the solar systems. As a result, solar systems would be apparent from some distance away. While implementation of adopted General Plan policies (e.g., Policies LU-10.2, LU-12.4, COS-11.1 and COS-11.3) and 2011 GPU PEIR mitigation measures (e.g., Mitigation Measures Aes-1.6, Aes-1.7, and Aes-1.9) would require new development to conserve and protect unique and sensitive visual features and the scenic quality of the environment, the size and magnitude of the development associated with these solar energy generation systems may make it infeasible for future individual projects to fully mitigate impacts to scenic vistas and scenic resources to a less-than-significant level.

Large-scale wind energy systems generally include the following components:

- Wind turbines ranging in height from approximately 200 to 330 feet to the wind turbine hub, and approximately 300 feet to 500 feet to the topmost blade tip;

- An overhead and underground collector cable system linking the wind turbines to the collector substation;
- A collector substation site and an operations and maintenance building (unless remotely monitored) with battery storage;
- Several permanent meteorological towers and one sonic detecting and ranging unit or one light detecting and ranging unit;
- An overhead transmission line running from the collector substation to the nearest substation;
- Water tanks;
- Internal and external access roads; and
- Security and open space fencing.

As described on pages 2.1-9 to 2.1-10, "Scenic Vistas – Large Turbines," and pages 2.1-11 to 2.1-12, "Scenic Resources – Large Turbines," of the 2013 Wind Energy Ordinance EIR, large-scale production of energy from wind turbines could result in direct impacts related to scenic vistas and scenic resources (County of San Diego 2013). The size of large-scale wind turbine farms can range from 30 acres to several hundred or thousand acres. However, wind turbines are spaced in a linear fashion and often require less direct acreage compared to solar systems. The location of large-scale wind turbine farms would be limited by the County's Wind Energy Ordinance which sets forth requirements related to setbacks, noise, height, and locations where large turbines are allowed. All large wind turbine projects would be required to obtain an MUP and undergo CEQA review. In addition, all large wind turbine projects would also be required to implement measures to minimize visual impacts to the extent feasible as part of the County's discretionary review process. However, the Wind Energy Ordinance reduced the required setbacks (changed from four and eight times to 1.1 times the wind turbine height) and increase allowable height (changed from maximum 80 feet to Federal Aviation Administration [FAA] height requirements) for large wind turbines installation. The setback reduction and increased height could block scenic vistas and/or viewsheds that were previously available for viewing and or previously undisturbed. Therefore, development of large wind turbine projects may result in a potentially significant adverse impact to a scenic vista or scenic resource because it could potentially introduce tall vertical elements near viewsheds of a scenic vista or scenic resource.

The 2013 Wind Energy Ordinance EIR identified Mitigation Measure M-AES-1 to reduce potentially significant impacts to scenic vistas and scenic resources, which requires that all new large-scale wind turbine projects apply the *County of San Diego Guidelines for Determining Significance: Visual Resources* (County of San Diego 2007) and *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Dark Skies and Glare* (County of San Diego 2009) through the MUP discretionary review process. When aesthetic impacts are determined to be significant, these projects are required to implement feasible and appropriate project-specific mitigation measures. However, the County determined that implementation of Mitigation Measure M-AES-1 would not reduce impacts to a less-than-significant level.

Mitigation Measure M-AES-1 has been modified and incorporated into CAP Update Mitigation Measure Aes-1, which requires that all large-scale renewable energy projects (including both solar and wind projects) apply the *County of San Diego Guidelines for Determining Significance: Visual Resources* (County of San Diego 2007) and *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Dark Skies and Glare* (County of San Diego 2009) through the MUP discretionary review process. In addition, CAP Update Mitigation Measure Aes-1 would require that feasible and appropriate project-specific mitigation measures shall be incorporated to mitigate aesthetic impacts. However, it is still not possible to guarantee that all projects and cumulative impacts to scenic vistas and scenic resources would be reduced to a less-than-significant level due to uncertainty of the type of technology, locations, and scale of future renewable energy projects. Therefore, impacts to scenic vistas and scenic resources would be significant and unavailable.

In summary, implementation of CAP Update energy measures and actions would result in less than significant impacts to scenic vistas and scenic resources with the exception of Action E-3.3 which would result in the potential development of large-scale renewable energy projects. Because of the size and magnitude of the development associated with large-scale solar and wind energy projects, it may not be feasible for future individual projects to fully mitigate impacts to scenic vistas or scenic resources to a less-than-significant level. Therefore, impacts to scenic vistas or scenic resources would remain significant with mitigation incorporated.

Built Environment and Transportation Measures and Actions

These measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Program (Action T-5.1). Other measures and actions would affect the design of existing and planned roadways. Action T-6.2 would Implement transit-supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction. Several measures and actions would further support alternative modes of transportation without resulting in physical changes that could affect scenic vistas and scenic resources.

Because of the nature of such improvements (i.e., limited size, along existing roadways, not accompanied by tall or expansive buildings), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. These improvements would not result in substantial changes to the visual landscape compared to that contemplated under the General Plan in the 2011 GPU PEIR. All future development projects would be required to follow County development requirements,

including compliance with regulatory requirements, ordinances, and applicable permitting procedures related to protection of scenic vistas and scenic resources.

In addition, as explained in the 2011 GPU PEIR, implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures pertaining to visual resources located in Section 2.1, "Aesthetics" (pages 2.1-32 through 2.1-36), of the 2011 GPU PEIR, including Mitigation Measure Aes-1.2 (protecting sensitive habitats), Mitigation Measure Aes-1.6 (requiring community review on projects adversely affecting the scenic quality), Mitigation Measure Aes-1.7 and Aes-1.8 (requiring preservation of scenic resources and minimizing landform alteration), and Mitigation Measure Aes-1.9 (requiring identification of scenic vistas and viewsheds) would reduce project impacts to scenic vistas and scenic resources. Adopted General Plan Policies LU-6.6, LU-6.9, LU-10.2, LU-11.2, LU-12.4, COS-11.3, and COS-12.2 require future development to conform to the natural environment and to protect scenic resources. Applicable 2011 GPU PEIR Mitigation Measures Aes-1.2, Aes-1.6, Aes-1.7, Aes-1.8, and Aes-1.9 require protection of scenic resources (e.g., sensitive habitat and agricultural lands), minimization of landform alteration, community review, and identification of scenic vistas and viewshed. Implementation of the General Plan policies and the 2011 GPU PEIR mitigation measures would ensure that new development would conserve and protect unique and sensitive visual features and the scenic quality of the environment. The impact would remain less than significant.

Summary

As explained in the 2011 GPU PEIR, implementation of adopted General Plan Policies LU-6.6, LU-6.9, LU-10.2, LU-11.2, LU-12.4, COS-11.3, and COS-12.2 and adopted 2011 GPU PEIR mitigation measures would ensure that new development would conserve and protect unique and sensitive visual features and the scenic quality of the environment. Adopted General Plan policies require future development to conform to natural environment and to protect scenic resources. Applicable 2011 GPU PEIR Mitigation Measures Aes-1.2, Aes-1.6, Aes-1.7, Aes-1.8, and Aes-1.9 require protection of scenic resources (e.g., sensitive habitat and agricultural lands), minimization of landform alteration, community review, and identification of scenic vistas and viewshed.

With implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, CAP Update Mitigation Measure Aes-1, and additional regulatory requirements, implementation of the CAP Update solid waste, water and wastewater, agriculture and conservation, and built environment, and transportation measures and actions would not result in new or substantial increase in magnitude of impacts related to scenic vistas and scenic resources compared to the 2011 GPU PEIR. However, as described above, implementation of the CAP Update Action E-3.3 has the potential to result in development of large-scale renewable energy systems (including, PV solar, concentrated solar, and wind turbines). While development of large-scale renewable energy systems is subject to the County's renewable energy ordinances, MUP, Administrative Permit, and/or discretionary environmental review, it is not possible to ensure that impacts related to scenic vistas or scenic resources would be reduced to a less-than-significant level. Therefore, implementation of CAP Update Action E-3.3 would result in a potentially significant impact to scenic vistas and scenic resources **(Impact**

Aes-1). Implementation of the CAP Update **would result in a new significant impact** not disclosed in the 2011 GPU PEIR.

2.1.3.4 Issue 2: Substantially Degrade Visual Character or Quality

This section describes potential for implementation of the proposed CAP Update measures and actions to result in effects to visual character or quality.

Guidelines for Determination of Significance

Appendix G of the State CEQA Guidelines establishes the following guidelines for determining significance of effects to visual character or quality:

- In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surrounding.
- In urbanized areas, conflict with applicable zoning and other regulations governing scenic quality.

In addition, the *County of San Diego Guidelines for Determining Significance: Visual Resources* provides the following direction:

- Implementation of the project would result in a significant impact if it would substantially degrade the existing visual character or quality of the site and its surroundings through the following:
  - introducing features that would detract from or contrast with the existing visual character and/or quality of a neighborhood, community, or localized area by conflicting with important visual elements or the quality of the area (such as theme, style, setbacks, density, size, massing, coverage, scale, color, architecture, building materials, etc.) or
  - being inconsistent with applicable design guidelines.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts to visual character related to the adoption of the goals and policies contained within the plan and the development anticipated throughout the planning horizon. The discussion of impacts related to visual character and quality can be found in Section 2.1, “Aesthetics” (pages 2.1-37 through 2.1-49 and page 2.1-55), and is incorporated by reference. The 2011 GPU PEIR determined that anticipated development under the General Plan would result in increased development densities in the unincorporated county that would have the potential to degrade the existing visual character or quality of a community. Therefore, the 2011 GPU PEIR determined that implementation of the General Plan would result in potentially significant project impacts on visual character or quality in the unincorporated county.

The 2011 GPU PEIR determined that the impacts to visual character and quality would be reduced through the implementation of a combination of federal, state, and local

regulations; existing County regulatory processes; General Plan goals and policies; and mitigation measures identified in the 2011 GPU PEIR. General Plan policies that would protect the visual character and quality of the unincorporated county include Policy LU-1.4 limiting expansion of the villages; Policy LU-2.1 requiring maintenance of community plans; Policy LU-2.2 related to development densities and lot sizes; Policy LU-2.4 to identify an maintain greenbelts; Policies LU-4.1 through LU-4.4 related to regional planning and compatibility with adjacent jurisdictions; and Policies LU-11.2, LU-12.4, and H-2.1 regarding compatibility of development and infrastructure with community character. In addition, Mitigation Measures Aes-1.1 through Aes-1.11 would be implemented, as well as Mitigation Measure Aes-3.1 related to improving road standards and design guidelines related to elements including road design, parking, and landscaping. However, even with these policies and identified mitigation measures, implementation of the General Plan could substantially degrade the existing visual character or quality of the unincorporated county. This impact was to be found significant and unavoidable.

The 2011 GPU PEIR considered the following additional mitigation that was found to be infeasible: incorporating revised goals and policies into community plans that would severely limit the potential for development growth in order to maintain the existing visual character or quality of each community; comprehensive expansion of the Zoning Ordinance to specifically dictate the exact development type and design allowed in the various areas of the county to avoid impacts to community character; and approving only development that is comparable in size, scope, and use as existing development in order to avoid impacts to the visual character and quality of the county's communities. These mitigation options were rejected by the County for the following reasons: (1) restrictions on development would conflict with goals to provide housing, (2) restrictions on future development in areas identified for increased growth in the General Plan and/or areas where existing land uses are not the same as the land uses proposed by the General Plan would be inconsistent with the General Plan, and (3) the preparation of detailed plans for all development within the county to match existing community character would be infeasible. Mitigation rejected as infeasible within the 2011 GPU PEIR is described in detail in Section 2.1.6.1 of the 2011 GPU PEIR.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures and actions to affect visual character and quality.

Solid Waste Measures and Actions

Implementation of CAP Update Measures SW-1 through SW-4 and associated implementing actions have the potential to result in the construction of new or expanded solid waste facilities. These facilities could be located in rural areas or in proximity to developed communities. New or expanded solid waste facilities would not generally result in a degradation of visual character or quality through introducing incompatible uses, bulk, scale, or materials to the area. Construction activities would introduce features (e.g., construction trucks, equipment, and materials) that may detract from or contrast with the

existing visual character and/or quality of an established community. However, construction-related impacts would be temporary. Development of new or expanded solid waste facilities would be required to comply with regulations that relate to the built form of a community, such as design guidelines and design review. Additionally, the Zoning Ordinance contains development standards that relate to visual characteristics, such as density, size, and building materials requirements. Future development of solid waste facilities would be required to comply with design review guidelines that would ensure future structures would complement both the site and surrounding areas of existing development; therefore, the impacts to visual character or quality of an established community would be less than significant.

Potential projects resulting from implementation of CAP Update solid waste measures and actions would not generate new impacts to visual character and quality that is substantially more severe than is evaluated in the 2011 GPU PEIR. Development of new or expanded solid waste facilities would be required to comply with County development requirements, including local policies and ordinances related to design review and protection of visual character and quality. Accordingly, implementation of the CAP Update solid waste measures and actions would not result in a new or substantial increase in magnitude of impacts related to visual character or quality compared to what was analyzed in the 2011 GPU PEIR.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Implementation of CAP Update Measures W-1 and W-2 would have the potential to result in installation of water efficient appliance, smart irrigation system, and stormwater and greywater capture systems. Implementation of CAP Update Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. The water efficient appliance, irrigation systems, and stormwater and wastewater treatment systems would generally be installed indoor or on ground level, which would result in minimal physical impacts. Accordingly, implementation of the CAP Update water and wastewater measures and actions would not result in new or substantial increase in magnitude of impacts related visual character or quality compared to what was analyzed in the 2011 GPU PEIR. This impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, planting and protecting trees, providing incentive to encourage carbon farming, and developing a program to incentivize transition to cleaner fuels. These measures would result in new conservation lands, preservation of existing natural and agricultural lands, new trees, and the use of cleaner fuels in the unincorporated county. The CAP Update would result in increased conservation of natural and agricultural lands in the unincorporated county. These lands

are key components of scenic vistas and community character. Therefore, implementing agriculture and conservation measures and actions would result in beneficial impacts to existing visual character and quality.

Implementation of Action A-4.1b would result in evaluation of opportunities to increase affordable farmworker housing in the unincorporated county. This action has potential to indirectly result in the development of farmworker housing to reduce emissions from farmworker transportation. If development of new farmworker housing results from opportunities identified through implementation of this action, such development would introduce features (e.g., construction trucks, equipment, and materials) during construction that may detract from or contrast with the existing visual character and/or quality of an established community. However, construction-related impacts would be temporary. The new farmworker housing would be designed in accordance with the Zoning Ordinance, which includes development standards that relate to visual character, such as density, size, and building materials requirements. For the purpose of this evaluation, it is assumed that any such development would be consistent with the General Plan and reflected in the buildout conditions evaluated in the 2011 GPU PEIR. The agriculture and conservation measures would have a less-than-significant impact on visual character and quality.

Energy Measures and Actions

Implementation of the CAP Update would generally result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. Through Action E-3.2.b, the County would work with partners to promote and support on-site renewable (wind and solar) energy generation and storage (microgrids, site-specific and/or community scale) to increase renewable energy generation and use in the unincorporated area.

As described above in Section 2.1.3.3, “Issue 1: Change or Obstruct Scenic Vistas and Scenic Resources,” the project would include retrofits of mechanical equipment and the installation of rooftop or ground-mounted solar arrays or small wind turbines on new or existing buildings. The placement of small-scale PV solar renewable energy equipment on new and existing buildings is regulated by the existing County Renewable Energy Zoning Ordinance Section 6954(a) which limits the height and scale of these facilities. Rooftop PV solar energy panels generally do not involve construction that would substantially change roof lines or add substantial massing or height such that the altered buildings would have the potential to substantially affect visual character or quality. The County’s Renewable Energy Zoning Ordinance Section 6954(a) requires the height of on-site PV solar energy systems be no taller than the height designator of the zone, except for on-site energy use systems that may extend no more than 5 feet above the roofline.

Potential PV solar, small-scale wind turbines, and other building retrofits and improvements would occur in areas of existing development, and in association with new development, which would include energy-efficient mechanical equipment at the time of construction. Implementation of new mechanical equipment or new renewable energy equipment would be regulated by existing County codes and policies and would be consistent with the existing visual character of the area. In addition, the General Plan policies and 2011 GPU PEIR mitigation measures pertaining to scenic resources

(Adopted Mitigation Measures Aes-1.2, Aes-1.6, and Aes-1.8) would further limit the project impacts to visual character and quality by preserving natural open space that contributes to the quality of scenic vistas, requiring review for projects that would adversely impact scenic quality, and developing programs to preserve ridgelines and steep slopes.

Furthermore, wind turbines of all sizes are regulated by the County's Wind Energy Ordinance Sections 6950–6952 and would be required to comply with regulations specific to size and scale of the turbines. Small wind turbines that meet the zoning verification requirements would be limited to a height of no more than 80 feet for small turbines, would have relatively small blades on a vertical or horizontal axis, and would be prohibited on ridgelines. In addition, these structures cannot include guy wires for structural support or aboveground power lines. Small wind turbines could result in increased visual contrasts, view blockage, or skylining (showing the outline of the facilities) from sensitive viewing locations (County of San Diego 2013).

The County's Wind Energy Ordinance establishes requirements related to the design and placement of small wind turbines. Due to the nature and scale of the infrastructure, small scale wind turbines would be noticeable additions to the skyline. On-site renewable energy development supported by the CAP Update would not be expected to conflict with important visual elements or the quality of an area in a manner that would substantially degrade existing visual character or quality. Similarly, the CAP update could result in construction of microgrids to support on-site and community scale energy storage to support adjacent development. Microgrids would appear similar to existing power infrastructure and would not result in unique effects to visual character or quality not anticipated with buildout of the General Plan. These facilities would support a discrete parcel (in the case of energy generation facilities) or community (microgrids). At the program level, promotion and support for on-site renewable energy generation would not be expected to substantially increase the potential for buildout of the General Plan to degrade visual character or quality.

As described in detail in Section 2.1.3.3, "Issue 1: Change or Obstruct Scenic Vistas and Scenic Resources," implementation of CAP Update Action E-3.3 could result in new large-scale renewable energy systems including PV solar, concentrator solar, and wind turbines. Because the amount of demand generated by such a program and mix of renewable energy types that would be constructed to satisfy demand is unknown, this SEIR evaluates the potential for impacts at the program level. As previously noted, large-scale renewable energy infrastructure would generally be constructed in primarily undeveloped locations that are productive for generating renewable energy. Specific locations for projects have not been identified. Also, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. However, because of the size of large-scale renewable energy infrastructure, impacts related to visual character or quality could be potentially significant. In remote areas of the unincorporated county, there are land uses that are considered sensitive to visual changes to their settings, which include residential areas; designated park areas,

recreation (including off-highway vehicle staging and use), and natural areas; major transportation systems; and designated and eligible state historic routes and scenic highways.

Similar to the description of impacts described in detail in Section 2.1.3.3, permanent impacts could result from the alteration of the visual landscape with the introduction of, for example, large buildings for equipment, wind turbines, and PV arrays. If feasible based on location and height, screening, and landscaping of the facilities as suggested by the *County of San Diego Guidelines for Determining Significance: Visual Resources* would provide some visual relief from some aspects of the facilities including accessory buildings; however, large-scale renewable energy facilities would likely remain visible from varying distances.

Typical construction activities associated with development of renewable energy systems would require the use of trucks, staging areas for supplies and equipment, parking for workers, and grading. These construction activities could result in temporary disruption of visual character or quality of the area. All large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts related to visual character and quality to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. However, it may be infeasible to fully mitigate the impacts to a less-than-significant level because of the size of the development associated with these systems.

As described on page 2.1-13 of the 2013 Wind Energy Ordinance EIR, all large-scale wind turbine projects would be required to obtain an MUP. As part of the County's discretionary review process, all large wind turbine projects would also be subject to environmental review and would be required to implement measures to minimize visual impacts to the extent feasible. However, because of the allowable height, direct or indirect effects may occur related to increased visual contrasts, view blockage, or skylining (showing the outline of the facilities) from sensitive viewing locations. The 2013 Wind Energy Ordinance EIR identified Mitigation Measure M-AES-1, as described below in Section 2.1.5, which would require compliance with the *County of San Diego Guidelines for Determining Significance: Visual Resources* and *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Dark Skies and Glare*. The County determined that Mitigation Measure M-AES-1 would not reduce impacts to a less-than-significant level. Mitigation Measure M-AES-1 has been modified and incorporated into CAP Update Mitigation Measure Aes-1 which applies to all large-scale renewable energy projects, including solar and wind projects. Large-scale solar systems would have similar results to visual character or quality with implementation of CAP Update Mitigation Measure Aes-1.

While all large-scale renewable energy projects would be required to obtain an MUP, undergo a discretionary review, evaluate project-specific impacts under CEQA, and mitigate to the extent feasible, it is not possible to ensure that impacts related to visual character and quality would be reduced to less-than-significant level. Projects would be required to implement the adopted General Plan policies, 2011 GPU PEIR mitigation measures listed in Section 2.1.2.2, and CAP Update Mitigation Measure Aes-1, which

would require new development to protect visual character and quality. However, because of the size and magnitude of the development associated with these systems it may be infeasible to fully mitigate the impact to visual character and quality from future individual projects to a less-than-significant level. Therefore, implementation of CAP Update Action E-3.3 would result in a potentially significant impact to visual character or quality.

Built Environment and Transportation Measures and Actions

The built environment and transportation measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Program (Action T-5.1). Other measures and actions would affect the design of existing and planned roadways. Action T-6.2 would implement transit-supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction. Several measures and actions would further support alternative modes of transportation without resulting in physical changes that could affect visual character or quality.

Where CAP Update measures and actions result in physical changes to the environment, these improvements would be located throughout the county and would occur in areas that are developed with existing residential and commercial uses. While these improvements may alter the visual quality or character of a community, these alterations would not generally result in a degradation of visual character or quality through introducing incompatible uses, bulk, scale, or materials to the area. The construction and maintenance of this infrastructure is within the scope of the development evaluated in the 2011 GPU PEIR.

Furthermore, all future development projects would be required to comply with County development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of visual character. In addition, as explained in the 2011 GPU PEIR, implementation of the General Plan policies listed above in Section 2.1.2, "Regulatory Framework," and implementation of 2011 GPU PEIR Mitigation Measure Aes-1.2 (protecting sensitive biological habitats), Mitigation Measure Aes-1.6 (requiring community review on projects adversely affecting the scenic quality), and Mitigation Measure Aes-1.8 (minimizing landform alteration and preserving ridgelines and steep slopes) would conserve and protect natural resources that contribute to the county's scenic resources and protect visual character or quality of an existing community. The built environment and transportation measures would have a less-than-significant impact on visual character and quality.

Summary

The CAP Update would further existing programs and provide new and modified infrastructure in new and established communities to reduce GHG emissions. Implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Aes-1 would reduce the project impacts associated with the deterioration of visual character and quality. Although the locations of most projects that would be constructed to achieve the targets of the CAP Update are not known because they would be driven by implementation and participation in CAP Update programs, it is reasonable to assume that development would be consistent with applicable design guidelines and generally consistent with the visual character of the county. Impacts related to visual character and quality associated with implementation of the solid waste, water and wastewater, agriculture and conservation, and built environment and transportation measures and actions in the CAP Update would be less than significant with mitigation.

However, even with implementation of 2011 General Plan policies, 2011 GPU PEIR mitigation measures, and 2013 Wind Energy Ordinance EIR Mitigation Measure M-AES-1, and CAP Update Mitigation Measure Aes-1, impacts related to large-scale renewable energy facilities could result in significant impacts to visual character and/or quality. Implementation of the CAP Update **would not result in new significant impacts than** disclosed in the 2011 GPU PEIR.

2.1.3.5 Issue 3: Adversely Affect Views due to New Light and Glare

This section describes the potential for implementation of the proposed CAP Update measures and actions to result from light or glare effects.

Guidelines for Determination of Significance

Appendix G of the State CEQA Guidelines establishes the following guidelines for determining significance of effects related to light and glare:

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

In addition, the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Dark Skies and Glare* provides the following direction:

- The project will generally be considered to have a significant effect if it proposes any of the following features, absent specific evidence to the contrary:
    - The project will install outdoor light fixtures that do not conform to the lamp type and shielding requirements described in Section 59.105 (Requirements for Lamp Source and Shielding) and are not otherwise exempt pursuant Section 59.108 or Section 59.109 of the San Diego County Light Pollution Code.

- The project will operate Class I or Class III outdoor lighting between 11:00 p.m. and sunrise that is not otherwise exempted pursuant Section 59.108 or Section 59.109 of the San Diego County Light Pollution Code.
- The project will generate light trespass that exceeds 0.2 foot-candles measured five feet onto the adjacent property.
- The project will install highly reflective building materials, including but not limited to reflective glass and high-gloss surface color, that will create daytime glare and be visible from roadways, pedestrian walkways or areas frequently used for outdoor activities on adjacent properties.
- The project does not conform to applicable federal, state, or local statute or regulation related to dark skies or glare, including but not limited to the San Diego County Light Pollution Code.

Conversely, if a project does not propose any of the above features, it will generally not be considered to have a significant effect on dark skies or from glare, absent specific evidence of such an effect.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts from light and glare related to the adoption of the goals and policies within the general plan and development anticipated through the planning horizon. The General Plan would allow for additional growth that would result in increased light and glare in the county, which would adversely affect day or nighttime views. Therefore, the 2011 GPU PEIR determined that anticipated development under the General Plan would result in potentially significant impacts related to light and glare.

The 2011 GPU PEIR determined that the impacts from light and glare would be reduced through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; adopted General Plan policies CO-13.1 (restricting outdoor lighting and glare from development in semi-rural and rural areas), CO-13.2 (maintaining dark skies to the maximum extent feasible around the Palomar Mountain and Mount Laguana observatories), and CO-13.3 (coordinating with adjacent agencies to minimize light pollution); and the 2011 GPU PEIR Mitigation Measure Aes-4.1 (coordinating with communities and stakeholder to review and amend light pollution controls), Mitigation Measure Aes-4.2 (maintaining light and glare regulation), and Mitigation Measure Aes-4.3 (Participating in regional planning and agencies planning). However, even with these programs in place, the impacts would not be reduced to a less-than-significant level. The 2011 GPU PEIR Mitigation Measures Aes-4.1 through Aes-4.3 require the County to coordinate with communities and stakeholders to review light pollution controls and maintain light and glare regulations. This impact was found significant and unavoidable.

Additional mitigation considered to reduce light and glare impacts would create more stringent lighting standards in the unincorporated county that would include a nighttime

lighting curfew of 10:00 p.m. for certain areas and a prohibition of development requiring any light in other areas. This mitigation was found to be infeasible by the County because the measures would have required restrictions on future development identified in the General Plan because lighting is necessary for safety and other reasons. Mitigation rejected as infeasible within the 2011 GPU PEIR is described in detail in Section 2.1.6.4 of the 2011 GPU PEIR. The discussion of impacts related to light or glare can be found in Section 2.1, "Aesthetics" (pages 2.1-49 through 2.1-53 and pages 2.1-55 through 2.1-56) of the 2011 GPU PEIR, and it is incorporated by reference.

CAP Update Impact Analysis

The following sections describe the potentially significant impacts related to light and glare that could result from the implementation of the proposed CAP Update measures and actions.

Solid Waste Measures and Actions

The CAP Update includes zero waste policies that exceed the state's diversion targets and implementation of landfill gas capture systems that exceed state requirements (Actions SW-1.1, SW-1.1.b, SW-2.1 and SW-2.1.c). In addition, Action SW-4.1.a would incentivize the development of new composting/anaerobic digestion facilities and on-farm digesters. Implementation of the measures and actions in this group may result in the need for new or expanded facilities to process the waste and result in the development of new or expanded solid waste facilities. The new or expanded facilities would require the use of lighting during construction and operation. Development of new or expanded solid waste facilities would result in similar light and glare impacts as those discussed in the 2011 GPU PEIR (pages 2.1-49 through 2.1-53). Solid waste facilities could include the use of reflective building materials and include new lighting sources during construction and operation.

Development of new or expanded solid waste facilities would be required to comply with the San Diego County Light Pollution Code for outdoor light fixtures standards to minimize impacts on the dark skies and on astronomical observatories, comply with General Plan Policies COS-13.1 and COS-13.2 to restrict outdoor light and glare from development projects and minimize impact on dark skies surrounding Palomar and Mount Laguna observatories, and implement 2011 GPU PEIR Mitigation Measures Aes-4.1 and Aes-4.2 to reduce impacts to dark skies and adjacent properties and communities.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Implementation of Measures W-1 and W-2 would generally result in installation of water efficient appliance, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. Installation of

water efficient appliances, irrigation systems, stormwater and grey water capture systems, and stormwater and wastewater treatment systems would not require new lighting sources and would not require the use of highly reflective materials. Therefore, no new lighting or glare sources would occur from implementing water and wastewater measures and actions. There would be no impact.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and incentivizing carbon farming. Implementation of Action A-4.1.b would have the potential to identify opportunities for increased farmworker housing in the unincorporated county. Acquisition of conservation lands, preserving natural and agricultural lands, planting and protecting trees, and implementing carbon farming would not require installation of substantial new lighting or the use of highly reflective materials. However, subsequent development of new farmworker housing would result in new lighting in the unincorporated county. Development of farmworker housing would be required to comply with adopted General Plan Policy COS-13.1 to restrict outdoor light and glare in semi-rural and rural areas and Policy COS-13.2 to minimize light and glare impacts on the dark skies surrounding Palomar and Mount Laguna observatories, and the 2011 GPU PEIR Mitigation Measure Aes-4.2 to maintain light and glare regulations, such as the Light Pollution Code and Zoning Ordinance, to minimize light and glare impacts. Furthermore, such development would be required to undergo subsequent CEQA analysis once projects have been defined and located. Therefore, no new lighting or glare sources would occur from implementing agriculture and conservation measures and actions and there would be no impact.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities, and the project could include rooftop or ground-mounted solar arrays or small wind turbines, modern mechanical systems, and other similar improvements.

Retrofits to mechanical equipment would not be anticipated to introduce a new source of light or glare. PV solar arrays that could be installed on the ground or mounted on rooftops for on-site energy use would be relatively small and are regulated by height, scale, and placement by the County's Zoning Ordinance Section 6954(a). In addition, while in certain situations the glass surfaces of PV solar systems can produce glint (a momentary flash of bright light) and glare (a reflection of bright light for a longer duration), light absorption is central to the function of a PV solar panel rather than reflection. PV solar panels are constructed of dark-colored materials and are coated with anti-reflective coatings. Modern PV solar panels reflect as little as 2 percent of incoming sunlight, which is about the same as water and less than soil or wood shingles (DOE 2014). Additionally, small wind turbines would not require FAA obstruction lighting and are required to comply with the County Light Pollution Code. The code addresses and minimizes the impact of new sources of light pollution on nighttime views.

As a result, implementation of retrofits and new mechanical equipment, which would be integrated into an existing developed setting, would not result in new substantial sources of light or glare. Impacts would be further minimized with application of adopted General Plan policies, including Policy COS-13.1, which restricts outdoor light and glare in semi-rural and rural lands; Policy COS-13.2, which requires minimizing impact on the dark skies surrounding Palomar and Mount Laguna observatories; and Policy COS-13.3, which requires coordination with other agencies to retain the night skies quality. Additionally, applicable 2011 GPU PEIR mitigation measures would be applied to the project, including Mitigation Measure Aes-4.1, which requires coordination with communities and stakeholders to review or amend light pollution controls; Mitigation Measure Aes-4.2, which requires maintaining light and glare regulations, such as Light Pollution Code and Zoning Ordinance, to minimize light and glare impacts; and Mitigation Measure Aes-4.3, which requires participating in regional planning and other planning effort to review and comment on potential light or glare impacts resulting from new development. Compliance with County light and glare regulations and adopted General Plan policies, as well as implementation of applicable 2011 GPU PEIR mitigation measures would ensure that light and glare impacts associated with the CAP Update would be minimized.

As described above in Section 2.1.3.3, “Issue 1: Change or Obstruct Scenic Vistas and Scenic Resources,” implementation of CAP Update Action E.3.3 could result in the construction of new large-scale renewable energy infrastructure including PV solar, concentrator solar, and wind turbines. Specific locations for projects have not been identified. Future discretionary projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Large-scale renewable energy infrastructure would be constructed in primarily undeveloped locations that are productive for generating wind and solar energy. Also, it is likely that suitable locations would include areas that are not highly urbanized because of the size, massing, coverage, and scale of this type of infrastructure rely upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. The exact locations of new infrastructure are unknown; however, wind turbines, solar concentrators, and PV solar arrays are typically a source of light and glare.

Concentrator solar systems utilize curved mirrors mounted on a tracker, which allow direct sunlight to be concentrated and captured at higher efficiencies; however, these systems may result in instances of glare. PV solar panels are typically dark in color, coated to be non-reflective, and designed to be highly absorptive of all light that strikes their glass surfaces. It is not likely that these panels would emit significant amounts of glare. However, solar energy systems have other components such as steel support structures and steel containers that house battery storage systems, as well as minimal amounts of glare that could be caused by transmission lines.

As noted above, future solar energy projects would be required to obtain an MUP, undergo a discretionary review, evaluate project-specific impacts under CEQA, and mitigate to the extent feasible. Future large-scale solar projects could also orient PV solar panels and supporting structures away from highways, roads, or trails where potential impacts from glare could be experienced by motorists and recreationists. Though it is

unlikely that PV solar panels would emit glare because they are designed to be efficient and absorb all the light that strikes their surface, it is possible that other components of renewable energy systems could emit some glare. Future discretionary projects would be required to mitigate their impacts from glare to the extent feasible, such as by painting reflective supporting components to reduce glare. Mitigation Measures CAP Aes-1 and Aes-2 require incorporation of mitigation to reduce significant aesthetic impacts and preparation of a Lighting Mitigation Plan for all large-scale renewable energy to reduce light and glare impacts. However, it is not possible to ensure that impacts would be reduced to a less-than-significant level at this program level and would be highly speculative at this stage of analysis.

As described on pages 2.1-15 to 2.1-16 of the 2013 Wind Energy Ordinance EIR, most large wind turbines would meet FAA height regulations and would be subject to the obstruction lighting or other forms of aviation impact avoidance including markers and paint colors or patterns (County of San Diego 2013). Nighttime lighting at these facilities could be visible to residents in rural and undeveloped areas because of a lack of existing nighttime lighting in the area. Lighting may also be visible to motorists in the general area. Also, the height of wind turbines and the repetitive flashing of FAA-required safety lighting may result in a strong, constant source of highly visible light, and nighttime views for area residents may be affected. Large wind turbine projects may be prone to causing shadow flicker, which is commonly defined as alternating changes in light intensity at a given stationary location, if sensitive receptors are within 2,000 meters (6,562 feet) of the proposed turbines. The 2013 Wind Energy Ordinance EIR identified Mitigation Measures M-AES-2 and M-AES-3 described below in Section 2.1.5. Mitigation Measures M-AES-2 and M-AES-3 have been incorporated into this SEIR as CAP Update Mitigation Measures Aes-2 and Aes-3, which require a Lighting Mitigation Plan and Shadow Flicker Study at the time of discretionary review. Additional mitigation, which would require an Obstacle Collision Avoidance System, was considered but rejected as infeasible because the technology is not widely available. Therefore, even though large wind turbine projects would be required to comply with the County's Light Pollution Code, and the projects would be required to minimize the impact of new sources of light pollution, potential impacts would remain significant. Solar energy systems would not require significant sources of nighttime lighting, as they only require minimal perimeter security lighting.

Therefore, while all large-scale renewable energy projects would be required to obtain an MUP, undergo a discretionary review, evaluate project-specific impacts under CEQA, and mitigate to the extent feasible, it is not possible to ensure that impacts related to light and glare would be reduced to a less-than-significant level because it would be infeasible to fully mitigate the impacts of light and glare as described above. Therefore, implementation of CAP Update Action E-3.3 would result in potentially significant light and glare impacts**.**

Built Environment and Transportation Measures and Actions

These measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Program (Action T-5.1). Other measures and actions would affect the design of existing and planned roadways. Action T-6.2 would Implement transit-

supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Several measures and actions would further support alternative modes of transportation without resulting in physical changes that could affect visual character or quality.

Additional nighttime lighting may be required for security purposes with implementation of these measures and actions, but these lighting sources would be generally smaller in scale and provide less illumination than typical lighting on streetscape. If required, new lighting would be installed within or adjacent to already urbanized corridors where street and building lighting is already present. New lighting would not substantially increase nighttime lighting levels or glare in the area to an extent that would affect views.

In addition, future development would be required to comply with the San Diego County Light Pollution Code for outdoor light fixtures standards to minimize impacts on the dark skies and on astronomical observatories, comply with General Plan Policies COS-13.1 and COS-13.2 to restrict outdoor light and glare from development projects, and implement 2011 GPU PEIR Mitigation Measure Aes-4.1 (coordinating with communities and stakeholders to review or amend light pollution controls) and Mitigation Measure Aes-4.2 (maintaining light and glare regulations) to reduce impacts to dark skies and adjacent properties and communities. Design modifications to existing and planned transportation infrastructure is not anticipated to generate substantial sources of light or glare due to use of outdoor light fixtures that do not conform to the San Diego County Light Pollution Code, use of highly reflective materials, or other features that do not conform to applicable federal, state, or local statute or regulation related to dark skies or glare.

Summary

Implementation of the CAP Update solid waste, water and wastewater, agriculture and conservation, and built environment and transportation measures and actions may result in limited development with the potential to introduce new sources of light or glare. Implementation of these projects would be within the scope of the lighting and nighttime views evaluated in the 2011 GPU PEIR. Based on the type of subsequent projects anticipated, implementation of these measures and actions is not expected to generate substantial sources of light or glare due to use of outdoor light fixtures that do not conform to the San Diego County Light Pollution Code, use of highly reflective materials, or other features that do not conform to applicable federal, state, or local statute or regulation related to dark skies or glare.

As defined in the 2011 GPU PEIR, premier astronomical sites are high-quality astronomical research sites meeting the following five criteria: elevation over 5,000 feet above sea level; clear, cloud-free night sky; proximity to the Pacific Ocean; distance from urban areas; and freedom from nearby sources of light, dust, and smoke. These sites are defined in the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Dark Skies and Glare*. No new sites have been added since 2009 and the CAP Update would not result in the potential for new sources of light

and glare that could result in effects to these sites that are substantially greater than disclosed in the 2011 GPU PEIR.

Development that occurs as part of implementation of the CAP Update solid waste, water and wastewater, agriculture and conservation, and built environment and transportation measures and actions would be required to comply with adopted General Plan Policy COS-13.1, which restricts outdoor light and glare in semi-rural and rural lands; Policy COS-13.2, which requires minimizing impact on the dark skies surrounding Palomar and Mount Laguna observatories; and Policy COS-13.3, which requires coordination with other agencies to retain the night skies quality. In addition, 2011 GPU PEIR Mitigation Measure Aes-4.1 requires coordination with communities and stakeholders to review or amend light pollution controls; Mitigation Measure Aes-4.2 requires maintaining light and glare regulations, such as Light Pollution Code and Zoning Ordinance, to minimize light and glare impacts. Compliance with the adopted General Plan policies and implementation of applicable 2011 GPU PEIR mitigation measures would ensure that new development would conform to the County's light and glare regulations to protect the scenic values of the county and minimize light and glare impacts. Light and glare from new and expanded facilities would be less than significant with mitigation. However, implementation of CAP Update Action E-3.3, which would result in the development of large-scale renewable energy systems, could result in significant light and glare impacts even with implementation of CAP Update Mitigation Measures Aes-1 through Aes-3 as discussed above. Implementation of the CAP Update **would not result in new or more severe impacts** than discussed in the 2011 GPU PEIR.

2.1.3.6 Cumulative Impact Analysis

The cumulative impact analysis study area for aesthetic and visual resources in the 2011 GPU PEIR was identified as the immediate vicinity of view corridors, viewsheds, or scenic resources in the county, as well as areas near existing community development, and areas surrounding the two astronomical observatory sites (as described on page 2.1-53 of the 2011 GPU PEIR). This analysis uses the same scope identified in the 2011 GPU PEIR. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Change or Obstruct Scenic Vistas and Scenic Resources

Project impacts would be cumulative in nature if the project in combination with cumulative development, would contribute to the loss or impairment of scenic vistas or scenic resources in the county. The 2011 GPU PEIR concluded that cumulative impacts to scenic vistas and scenic resources would be less than significant with implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures listed in Section 2.1.2, "Regulatory Framework," and Section 2.1.5, "Mitigation Measures."

Implementation of the CAP Update solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions would have the potential to result in construction of new or expanded solid waste, renewable energy, and transportation facilities in the unincorporated county. As discussed

in Section 2.1.3.3, “Issue 1: Change or Obstruct Scenic Vistas and Scenic Resources,” new facilities would be required to implement applicable General Plan policies and 2011 GPU PEIR Mitigation Measures Aes-1.2 and Aes-1.6 through Aes-1.9, which would reduce the effects of solid waste, renewable energy, and transportation facilities. However, project impacts related to implementation of CAP Update Action E-3.3 could result in the development of large-scale renewable energy systems that would remain potentially significant even with implementation of the adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Aes-1.

The 2011 GPU PEIR did not identify a cumulative impact related to scenic vistas or scenic resources, and the project, in combination with other reasonably foreseeable projects in the unincorporated county, could result in a new significant impact due to development of large-scale renewable energy infrastructure. The 2013 Wind Energy Ordinance EIR concluded that wind turbines would potentially contribute to a significant cumulative impact to scenic vistas and scenic resources, and the proposed project would contribute to that significant impact. Therefore, the project would result in a considerable contribution to an existing cumulative effect. Implementation of the CAP Update **would result in a new impact** not disclosed in the 2011 GPU PEIR **(Impact-C-Aes-1)**.

Issue 2: Substantially Degrade Visual Character or Quality

This section describes potential cumulative impacts on visual character or quality with implementation of the project. Impacts would be cumulative in nature if the project in combination with cumulative development would substantially degrade the existing visual character or quality of the site and its surroundings by introducing features that would detract from or contrast with the existing visual character and/or quality of a neighborhood, community, or localized area.

The 2011 GPU PEIR concluded that cumulative impacts to visual character or quality would be significant and unavoidable even with implementation of General Plan policies and 2011 GPU PEIR mitigation measures. Further mitigation measures that would place restrictions on development were determined to be infeasible because they would conflict with goals to provide housing and the character of some communities will change as they continue to grow regardless of the amount of zoning regulation and design review that is imposed.

Implementation of the CAP Update would result in small and dispersed infrastructure improvements within the unincorporated county that are not substantially different than the type of development anticipated with buildout of the General Plan in the 2011 GPU PEIR. All development proposals resulting from implementation of the CAP Update measures and actions would be required to undergo review by the County and comply with applicable local and state regulations, as well as adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Aes-1.2, Aes-1.6, and Aes-1.8 that would protect visual resources, resulting in the mitigation of impacts associated with General Plan buildout. However, even with implementation of General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Aes-1, new large-scale renewable energy facilities could result in a substantial effect related to visual character or quality.

Therefore, a significant cumulative impact related to changes in visual character and quality may result from cumulative development within the unincorporated county. Given the nature of the large-scale renewable energy projects that are anticipated to result from renewable energy measures in the CAP Update and the fact that impacts resulting from the proposed CAP Update Action E.3.3 would result in the substantial changes to visual character or quality, the project would result in a considerable contribution to a significant cumulative impact. The cumulative impact would be significant, as identified in the 2011 GPU PEIR. Implementation of the CAP Update **would not result in a new or more severe impact** than discussed in the 2011 GPU PEIR.

Issue 3: Adversely Affect Views due to New Light and Glare

This section describes potential cumulative impacts resulting from light or glare effects with implementation of the project. Cumulative projects would have the potential to result in a cumulative impact related to light and glare if, in combination, they would introduce a new source of substantial light or glare that would adversely affect day or nighttime views in the unincorporated county or that specifically would result in a lighting impact to the dark skies and on astronomical observatories.

Cumulative light and glare impacts were determined to be significant and unavoidable in the 2011 GPU PEIR. Implementation of CAP Update would result in the following improvements in the unincorporated county: new or expanded solid waste facilities, water efficient appliances, smart irrigation systems, stormwater and grey water treatment systems, mechanical retrofits, small-scale renewable energy infrastructure (ground and roof-mounted PV solar panels and small wind turbines), and new or expanded pedestrian and bicycle infrastructure. As discussed in Section 2.1.3.5, “Issue 3: Adversely Affect Views due to New Light and Glare,” implementation of these improvements would be required to comply with the adopted General Plan policies (Policies COS-13.1 through COS-13.3) and to implement the 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Aes-4.1 and Aes-4.2), which would minimize light and glare impacts and ensure that the CAP Update would not result in a new substantial source of light or glare that would adversely affect day or nighttime views in the area and would not create a lighting impact to the Palomar Mountain and Mount Laguna observatories. However, even with implementation of General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measures AES-1 through AES-3, could result in a substantial effect related to light and glare.

Therefore, a significant cumulative impact related to light and glare may result from cumulative development within the unincorporated county. It is foreseeable that future projects proposed in the unincorporated county would be required to comply with the same General Plan policies and 2011 GPU EIR mitigation measures, resulting in the mitigation of impacts associated with General Plan buildout. However, given the nature of the large-scale renewable energy projects that are anticipated to indirectly result from implementation of the CAP Update and the fact that impacts resulting from the proposed CAP Update Action E.3.3 would result in the substantial effects related to light and glare, implementation of CAP Update would have a considerable contribution to a significant cumulative impact. The cumulative impact would be significant, consistent with the

conclusion in the 2011 GPU PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.1.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would result in new or more severe significant impacts and would have considerable contribution to a new significant cumulative impact related to scenic vistas and scenic resources (**Impact Aes-1 and Impact-C-Aes-1**). Impacts related to visual character and quality, and light and glare would be consistent with the 2011 GPU PEIR.

2.1.5 Mitigation Measures

The following section lists the mitigation measures from the 2011 GPU PEIR that are applicable to the proposed project. No new mitigation measures have been proposed to avoid or minimize aesthetic impacts resulting from the proposed project.

2.1.5.1 Issue 1: Change or Obstruct Scenic Vistas and Scenic Resources

The mitigation measures applicable to aesthetic and visual resources that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Aes-1.2: Protect sensitive biological habitats and species through regulations that require avoidance and mitigation of impacts. Existing programs include the County MSCP and associated BMOs, RPO, and California Environmental Quality Act (CEQA) Guidelines. While protecting biological resources, these programs also preserve natural open space that contributes to the quality of many of the County's scenic vistas.
>
> Adopted Mitigation Measure Aes-1.6: Require that project approvals with significant potential to adversely affect the scenic quality of a community require community review and specific findings of community compatibility. Examples can be found in the Zoning Ordinance with the numerous special uses or exceptions allowed pursuant to Administrative and Use Permits, and Site Plans. This practice has been proven useful for reducing impacts to aesthetic resources and their usefulness will increase as community plans and design guideline are updated pursuant to Aes-1.3 and Aes-1.4.
>
> Adopted Mitigation Measure Aes-1.7: Develop and implement programs and regulations that preserve agricultural lands. Agricultural lands are often key components of scenic vistas and community character. Therefore, preservation of these lands will help to minimize potential impacts to scenic resources.
>
> Adopted Mitigation Measure Aes-1.8: Continue to develop and implement programs and regulations that minimize landform alteration and preserve

ridgelines and steep slopes where appropriate. Examples include the County's Grading Ordinance, RPO, and CEQA Guidelines.

Adopted Mitigation Measure Aes-1.9: Work with communities and other stakeholders to identify key scenic vistas, viewsheds of County scenic road and highways, and other areas of specific scenic value. Apply Resource Conservation Area designations or other special area designators, guidelines, and tools to guide future development of parcels within these viewsheds to avoid impacts to the scenic vistas.

The 2013 Wind Energy Ordinance included the following mitigation measure to minimize the potentially significant impacts related to large wind turbine projects:

Adopted Mitigation Measure-M-AES-1: During the environmental review process for future Major Use Permits for wind turbines, the County Guidelines for Determining Significance for Visual Resources and Dark Skies and Glare shall be applied. When aesthetic impacts are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: siting/location considerations; minimizing development and grading of steep slopes; natural screening and landscaping; undergrounding utilities; inclusion of buffers; and lighting restrictions.

As described in Section 2.1.3.3, additional wind turbine mitigation was considered but rejected as infeasible through the Wind Energy EIR. Mitigation Measure M-AES-1 shall be incorporated into the Mitigation Monitoring and Reporting Program for the CAP Update and shall be applied to all large-scale renewable energy projects including but not limited to PV solar, concentrator solar, and wind turbines systems during the discretionary review process which would be implemented as a condition of receiving an MUP. As described in the impact analysis, future large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of discretionary review and project-specific mitigation would minimize or eliminate impacts to scenic vistas and scenic resources to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Mitigation Measure M-AES-1 from the 2013 Wind Energy Ordinance EIR has been revised to include all large-scale renewable energy projects as follows:

CAP Update Mitigation Measure Aes-1: During the environmental review process for future Major Use Permits for all large-scale renewable energy projects, the County Guidelines for Determining Significance for Visual Resources and Dark Skies and Glare shall be applied. When aesthetic impacts are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: siting/location considerations; minimizing development and grading of steep slopes; natural screening and landscaping; undergrounding utilities; inclusion of buffers; and lighting restrictions.

CAP Update Mitigation Measure Aes-1 would reduce the potential for significant impacts related to scenic vistas and scenic resources; however, it is not possible to guarantee that all projects and cumulative impacts to scenic vistas and scenic resources would be reduced to a less-than-significant level because of the uncertainty of the types, locations, and scale of future renewable energy projects. Additional mitigation was contemplated as part of this ~~draft~~ SEIR that would implement a development cap upon large-scale renewable energy projects. However, this potential mitigation measure was rejected as infeasible because it may reduce the effectiveness of CAP Update Action E-3.3 and diminish the potential for the County to achieve the 2030 GHG emissions reduction target established by the CAP Update. It is unknown how many individual projects and specific type of large-scale renewable energy systems would be required to meet the GHG reduction goals of the CAP Update because the design, siting, and economic feasibility characteristics of the options under consideration vary widely. No other additional feasible mitigation is available.

2.1.5.2 Issue 2: Substantially Degrade Visual Character or Quality

The mitigation measures applicable to aesthetic and visual resources that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Aes-1.2: Protect sensitive biological habitats and species through regulations that require avoidance and mitigation of impacts. Existing programs include the County MSCP and associated BMOs, RPO, and California Environmental Quality Act (CEQA) Guidelines. While protecting biological resources, these programs also preserve natural open space that contributes to the quality of many of the County's scenic vistas.
>
> Adopted Mitigation Measure Aes-1.6: Require that project approvals with significant potential to adversely affect the scenic quality of a community require community review and specific findings of community compatibility. Examples can be found in the Zoning Ordinance with the numerous special uses or exceptions allowed pursuant to Administrative and Use Permits, and Site Plans. This practice has been proven useful for reducing impacts to aesthetic resources and their usefulness will increase as community plans and design guideline are updated pursuant to Aes-1.3 and Aes-1.4.
>
> Adopted Mitigation Measure Aes-1.8: Continue to develop and implement programs and regulations that minimize landform alteration and preserve ridgelines and steep slopes where appropriate. Examples include the County's Grading Ordinance, RPO, and CEQA Guidelines.

As described above in Section 2.1.5.1, the 2013 Wind Energy Ordinance EIR identified Mitigation Measure M-AES-1 (described above) which would be implemented at the discretionary review process for large wind turbines.

Also, as described above in Section 2.1.3.4, additional wind turbine mitigation was considered but rejected as infeasible through the Wind Energy EIR. CAP Update

Mitigation Measure Aes-1 shall be incorporated into the Mitigation Monitoring and Reporting Program for the CAP Update and shall be applied to all large-scale renewable energy projects including but not limited to PV solar, concentrator solar, and wind turbines systems during the discretionary review process which would be implemented as a condition of receiving an MUP. As described in the impact analysis, future large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of a discretionary review application and project-specific mitigation would minimize or eliminate impacts to visual character and quality to the extent feasible in compliance with State CEQA Guidelines Section 15126.4.

CAP Update Mitigation Measure Aes-1 would reduce the potential for significant impacts related to visual character and quality; however, it is not possible to guarantee that all projects and cumulative impacts to visual character and quality would be reduced to a less-than-significant level because of the uncertainty of the types, locations, and scale of future renewable energy projects. Additional mitigation was contemplated as part of this ~~draft~~ SEIR that would implement a development cap upon large-scale renewable energy projects. However, this potential mitigation measure was rejected as infeasible because it may reduce the effectiveness of CAP Update Action E-3.3 and diminish the potential for the County to achieve the 2030 GHG emissions reduction target established by the CAP Update. This mitigation would also be infeasible because it would conflict with the County's goal for expanding renewable energy resources. It is unknown how many individual projects and specific type of large-scale renewable energy systems would be required to meet the GHG reduction goals of the CAP because the design, siting, and economic feasibility characteristics of the options under consideration vary widely. No other additional feasible mitigation is available.

2.1.5.3 Issue 3: Adversely Affect Views due to New Light and Glare

The mitigation measures applicable to light and glare that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Aes-4.1: County to coordinate with communities and stakeholders to review light pollution controls and consider amendments or expansions to those controls as determined necessary to reduce impacts to dark skies that are important to community character. This will ensure that potential artificial lighting impacts from development are monitored and controlled as needed to preserve community character.
>
> Adopted Mitigation Measure Aes-4.2: County to maintain light and glare regulations that minimize impacts to adjacent properties, sensitive areas, community character, observatories, and dark skies. These regulations are currently found in the Light Pollution Code and Zoning Ordinance. Additional reviews are implemented on discretionary projects in accordance with CEQA and the County's CEQA guidelines. These efforts will help protect the existing unincorporated area and surrounding environment from excessive artificial lighting impacts.

The 2013 Wind Energy Ordinance EIR identified Mitigation Measure M-AES-1 (described above). In addition, Mitigation Measures M-AES-2 and M-AES-3 would be implemented at the discretionary review process for large wind turbines.

> Adopted Mitigation Measure-M-AES-2: Require that a Lighting Mitigation Plan be prepared as part of the MUP discretionary review process. The Lighting Mitigation Plan would demonstrate that the design and installation of all permanent lighting for large wind turbine ancillary facilities is such that light bulbs and reflectors are not visible from public viewing areas; lighting does not cause reflected glare; and illumination of the project facilities, vicinity, and nighttime sky is minimized. The Lighting Mitigation Plan would demonstrate consistency with the Light Pollution Code (Section 59.100 et al.) and Sections 6322 and 6324 of the Zoning Ordinance to ensure outdoor light fixtures emitting light into the night sky do not result in a detrimental effect on astronomical research and to ensure reflected glare and light trespass is minimized.
>
> Adopted Mitigation Measure-M-AES-3: Require that a Shadow Flicker Study be prepared as part of the MUP discretionary review process. The Shadow Flicker Study would utilize a shadow flicker model run to determine the potential shadow flicker that could occur at sensitive receptors within 2,000 meters (6,562 feet) of the proposed turbines. Due to the fact that some receptors may lie within 60° due north of the turbines, outside of the sun's path at any given point in the year, those receptors may be excluded from the study. Beyond 2,000 meters, the human eye would not be able to discern a shadow cast from a wind turbine. The modeling should utilize many different inputs, including:
>
> 1) Real Data
>
>   - Actual coordinates of turbines
>   - Actual coordinates of receptors
>   - Actual topographic data
>
> 2) Conservative Assumptions
>
>   - Specifications of the turbines being considered with the highest hub height and longest rotor diameter
>   - 100 percent turbine operation
>   - No vegetative screening
>   - Receptors can be impacted from all directions (i.e., "greenhouse mode")
>
> 3) Realistic Features
>
>   - Actual wind data from a local meteorological tower to account for the percentage of time wind blows from each direction
>   - National Weather Service sunshine probability data to approximate average cloud cover.

As described in Section 2.1.3.5, additional wind turbine mitigation was considered but rejected as infeasible through the 2013 Wind Energy Ordinance EIR. An Obstacle Collision Avoidance Systems was considered and would alert pilots if their aircraft is in immediate danger of flying into an obstacle by using ground-based radar to provide detection and tracking of an aircraft's proximity to an obstacle. This capability allows the visual warning lights to remain passive until an aircraft is detected and known to be tracking on an unsafe heading. However, this mitigation was determined to be infeasible because the technology is not widely available.

As described in the impact analysis, future large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of a discretionary review application and project-specific mitigation would minimize or eliminate impacts to light and glare to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Mitigation Measure M-AES-1 from the 2013 Wind Energy Ordinance EIR has been revised to include all large-scale renewable energy projects as described above. Mitigation Measure M-AES-2 from the 2013 Wind Energy Ordinance also EIR has been revised to include all large-scale renewable energy projects as follows:

> CAP Update Mitigation Measure Aes-2: Require that a Lighting Mitigation Plan be prepared as part of the MUP discretionary review process for all large-scale renewable energy projects. The Lighting Mitigation Plan shall demonstrate that the design and installation of all permanent lighting for large wind turbines is such that light bulbs and reflectors are not visible from public viewing areas; lighting does not cause reflected glare; and illumination of the project facilities, vicinity, and nighttime sky is minimized. The Lighting Mitigation Plan shall demonstrate consistency with the Light Pollution Code (Section 59.100 et al.) and Sections 6322 and 6324 of the Zoning Ordinance to ensure outdoor light fixtures emitting light into the night sky do not result in a detrimental effect on astronomical research and to ensure reflected glare and light trespass is minimized.

Mitigation Measure M-AES-3 from the 2013 Wind Energy Ordinance EIR has been incorporated into this ~~draft~~ SEIR as follows:

> CAP Update Mitigation Measure Aes-3: Require that a Shadow Flicker Study be prepared as part of the MUP discretionary review process for large-scale wind turbine projects. The Shadow Flicker Study shall utilize a shadow flicker model run to determine the potential shadow flicker that could occur at sensitive receptors within 2,000 meters (6,562 feet) of the proposed turbines. Due to the fact that some receptors may lie within 60 degrees due north of the turbines, outside of the sun's path at any given point in the year, those receptors may be excluded from the study. Beyond 2,000 meters, the human eye would not be able to discern a shadow cast from a wind turbine. The modeling shall utilize many different inputs, including:
>
> 1) Real Data
>
> - Actual coordinates of turbines
> - Actual coordinates of receptors

- Actual topographic data

2) Conservative Assumptions

- Specifications of the turbines being considered with the highest hub height and longest rotor diameter
- 100 percent turbine operation
- No vegetative screening
- Receptors can be impacted from all directions (i.e., “greenhouse mode”)

3) Realistic Features

- Actual wind data from a local meteorological tower to account for the percentage of time wind blows from each direction
- National Weather Service sunshine probability data to approximate average cloud cover

CAP Update Mitigation Measures Aes-1, Aes-2, and Aes-3 would reduce the potential for significant impacts related to light and glare; however, it is not possible to guarantee that all projects and cumulative impacts to light and glare would be reduced to a less-than-significant level because of the uncertainty of the types, locations, and scale of all future renewable energy projects. Additional mitigation was contemplated as part of this SEIR that would implement a development cap upon large-scale renewable energy projects. However, this potential mitigation measure was rejected as infeasible because it may reduce the effectiveness of CAP Update Action E-3.3 and diminish the potential for the County to achieve the 2030 GHG emissions reduction target established by the CAP Update. This mitigation would also be infeasible because it would conflict with the County’s goal for expanding renewable energy resources. It is unknown how many individual projects and specific type of large-scale renewable energy systems would be required to meet the GHG reduction goals of the CAP Update because the design, siting, and economic feasibility characteristics of the options under consideration vary widely. No additional feasible mitigation is available.

2.1.6 Significance Conclusions

2.1.6.1 Issue 1: Change or Obstruct Scenic Vistas and Scenic Resources

The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. There is a potential for large-scale renewable energy projects to detract from views of a scenic vista from a public viewing location. Even with compliance with existing regulations related to scenic vistas and scenic resources and implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Aes-1, impacts from large-scale renewable energy projects could remain significant. No other feasible project-related mitigation beyond compliance with the County’s adopted General Plan policies, 2011 GPU PEIR mitigation measures, and MUP discretionary process is available and

could be applied to large-scale renewable energy projects. Therefore, the project's impacts related to scenic vistas and scenic resources from development of new small wind turbines and large-scale renewable energy facilities would remain **significant and unavoidable** and the project **would result in a considerable contribution** such that a new significant cumulative impact to scenic vistas and resources could occur. This **would be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.1.6.2 Issue 2: Substantially Degrade Visual Character or Quality

The CAP Update would further existing programs and provide new and modified infrastructure in new and established communities to reduce GHG emissions. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project impacts associated with the deterioration of visual character and quality. Even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Aes-1 that reduce impacts to visual character, impacts could remain significant. No other feasible project-related mitigation beyond compliance with the County's adopted General Plan policies or 2011 GPU PEIR mitigation measures is available and could be applied to large-scale renewable energy projects. Therefore, the project's impacts related to visual character or quality from development of small wind turbines and large-scale renewable energy facilities would remain **significant and unavoidable** and the project **would result in a considerable contribution** to an existing significant and unavoidable cumulative impact. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.1.6.3 Issue 3: Adversely Affect Views due to New Light and Glare

Implementation of the CAP Update may result in limited development with the potential to introduce new sources of light or glare. Implementation of these projects would be within the scope of the changes to the day and nighttime views evaluated in the 2011 GPU PEIR. Based on the type of subsequent projects anticipated, implementation of the CAP Update is not expected to generate substantial sources of light or glare due to use of outdoor light fixtures that do not conform to the San Diego County Light Pollution Code, use of highly reflective materials, or other features that do not conform to applicable federal, state, or local statute or regulation related to dark skies or glare.

With implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures, impacts related to light and glare resulting from CAP Update implementation would be reduced. Even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measures Aes-1 through Aes-3 that reduce light and glare impacts, impacts could remain significant and unavoidable. No other feasible project-related mitigation beyond compliance with the County's adopted General Plan policies or 2011 GPU PEIR mitigation measures is available and could be applied to large-scale renewable energy projects. Therefore, the project's light and glare impacts from large scale renewable energy facilities would remain **significant and unavoidable** and the project **would result in a considerable contribution** to an existing significant cumulative impact. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.2 Agriculture and Forestry Resources

This section describes existing conditions for agricultural resources (including Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance ["Important Farmland"]); zoning for agricultural use, Williamson Act contracts, and other agricultural uses in the county; and evaluates the potential effects that implementation of the CAP Update may have on these resources. This section also describes existing conditions for forest land in the county and evaluates potential effects that implementation of the CAP Update may have on these forestry resources. Because this analysis is subsequent to the certified 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the agriculture resources setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU PEIR. In 2009, Appendix G of the State CEQA Guidelines was amended to include additional significance criteria to evaluate a project's potential impact on forestry resources. Because the amended significance criteria addressing forestry resources were not yet adopted in 2008, when the Notice of Preparation (NOP) for the 2011 GPU PEIR was released, an evaluation of potential impacts on forestry resources was not included in the 2011 GPU PEIR.

Table 2.2-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. The impact evaluations presented in the 2011 GPU PEIR related to the direct and indirect conversion of agricultural resources have been consolidated in this ~~draft~~ SEIR because the physical changes associated with implementation of the CAP Update would result in similar impacts in these issue areas. As indicated in Table 2.2-1, implementation of the CAP Update would result in new or more severe significant impacts on agriculture and forestry resources.

During the NOP scoping process, the County received several comments regarding agriculture and forestry resources. The comments generally expressed support for reducing GHG emissions through carbon sequestration on agricultural lands. Other comments expressed that the County should consider using agricultural land as local GHG mitigation banks; estimating net carbon sequestration in agricultural lands; engaging experts on carbon farming to advance agricultural strategies in the region; making CAP measures applicable to farming voluntary; working with the County Farm Bureau and agriculture community to develop carbon farming as a viable strategy for the CAP; and encouraging carbon sequestration with regenerative soil practices and climate friendly agriculture. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

Table 2.2-1 Summary of Agriculture and Forestry Resources–Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			Potential New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Direct or Indirect Conversion of Agricultural Resources[1]	General Plan Only: Significant and Unavoidable	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
2	Conflict with Agricultural or Forest Zoning or Williamson Act Contract Lands	General Plan Only: Less than Significant (agriculture)[2]	CAP Update Only: Yes (agriculture) No (forest)	CAP Update Only: Yes (agriculture) No (forest)
		General Plan Cumulative Contribution: Less than Significant (agriculture)[2]	CAP Update Cumulative Contribution: Yes (agriculture) No (forest)	CAP Update Cumulative Contribution: Yes (agriculture) No (forest)
3	Direct and Indirect Conversion or Loss of Forest Land	Not evaluated[2]	CAP Update Only: Yes	CAP Update Only: Yes
			CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: Yes

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

[1] **The impact evaluations presented in the 2011 GPU PEIR related to the direct and indirect conversion of agricultural resources have been consolidated in this ~~draft~~ SEIR because the physical changes associated with implementation of the CAP Update would result in similar impacts in these issue areas.**

[2] **Evaluation of forestry resources was not required at the time the Notice of Preparation for the 2011 General Plan Update Program Environmental Impact Report was released.**

Source: Compiled by Ascent Environmental in 2023.

2.2.1 Existing Conditions

2.2.1.1 Agriculture Resources

Pages 2.2-1 through 2.2-8 in Section 2.2, "Agricultural Resources," of the 2011 GPU PEIR include a discussion of existing conditions related to agriculture resources in the unincorporated county. The following discussion includes a summary of changes to the existing conditions related to agricultural resources in the unincorporated county since certification of the 2011 GPU PEIR.

The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Under the FMMP, agricultural land is rated according to soil quality and irrigation status and the best quality land is classified as Prime Farmland. As shown in Table 2.2-1 of the 2011 GPU PEIR, 2006 data from the FMMP

identified 314,032 acres of land within San Diego County as agricultural land, of which 207,352 acres were categorized as Important Farmland and 106,680 acres were categorized as grazing land (County of San Diego 2011). Based on more recent data from 2018, the DOC FMMP identified 278,541 acres of land within San Diego County as agricultural land, of which 181,635 acres were categorized as Important Farmland and 96,606 acres were categorized as grazing land (DOC 2022) (see Figure 2.2-1). Therefore, there was a decrease of 35,491 acres in agricultural land, as identified by the FMMP, within the unincorporated county between 2006 and 2018.

As described on page 2.2-2 of the 2011 GPU PEIR, the County used 2008 data from the County's Department of Planning and Land Use and Department of Agricultural Weights, Measures, and Commodities; the California Department of Water Resources; and the US Department of Agriculture to better estimate the acreage of agricultural resources within the county. Using these data sources, the County identified approximately 407,600 acres of farmland within its boundaries, which are categorized into one of two commodity categories: grazing lands or croplands (County of San Diego 2011). These data sources are no longer maintained by the County. The San Diego Geographic Information Source (SanGIS), a Joint Powers Authority of the City of San Diego and the County of San Diego, maintains geographic information system data for the San Diego region. SanGIS identified 404,758 acres of agricultural preserves within the unincorporated county, as shown on Figure 2.2-2. An agricultural preserve is an area devoted to either agricultural use, open space use, recreational use, or any combination of such uses, and compatible uses which are designated by the County.

The Williamson Act Program is the California regulation enabling local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. As described on page 2.2-8 of the 2011 GPU PEIR, approximately 80,504 acres of private, federal, and state lands in the unincorporated county were enrolled in a Williamson Act contract, with 40 parcels in the process of non-renewal (i.e., termination of a Williamson Act contract) (County of San Diego 2011). Based on more recent data from 2022, 84,821 acres of land in the unincorporated county is enrolled in a Williamson Act contract, with 950 acres identified in the non-renewal process (see Figure 2.2-3). Therefore, there has been an increase in the acreage of lands enrolled in a Williamson Act contract in the unincorporated county since certification of the 2011 GPU PEIR.

As discussed on page 2.2-7 of the 2011 GPU PEIR, the General Plan identifies two agricultural land use designations: Limited Agricultural Use (A70) and General Agricultural Use (A72). Lands designated for Limited Agricultural use are intended primarily for agricultural crop production. The land use regulations for Limited Agricultural uses are intended for the protection of moderate to high quality agricultural land. Lands designated for General Agricultural use are intended for the raising of crops and animals, as well as the processing of products produced or raised on the premises and certain commercial activities associated with crop and animal raising. The General Agricultural land use designation is applied to areas distant from urban centers where dust, odor, and noise of agricultural operations would not interfere with urban uses, and where urban development would not encroach on agricultural uses. Approximately 31 percent of land

within the unincorporated county is zoned Limited Agricultural Use (A70) and General Agricultural Use (A72) (County of San Diego 2011). The percent of land that is designated for agricultural land use in the unincorporated county remains at 31 percent (716,890 acres) and has not changed since certification of the 2011 GPU PEIR (SanGIS 2023).

2.2.1.2 Forestry Resources

As stated above, the NOP for the 2011 GPU PEIR was released on April 28, 2008. Appendix G of the State CEQA Guidelines was amended in 2009 to include additional significance criteria to evaluate a project's potential impact on forestry resources. Because the amended significance criteria addressing forestry resources were not yet adopted at the time the NOP for the 2011 GPU PEIR was released, an evaluation of potential impacts on forestry resources was not included in the 2011 GPU PEIR. Therefore, this section includes a discussion of existing conditions related to forestry and timberland resources within the unincorporated county.

The US Forest Service (USFS) defines a forested area as "forest land" if it is at least 1 acre in size and at least 10 percent occupied by forest trees of any size or formerly had such tree cover and not currently developed for non-forest use. Non-forest uses may include cropland, pasturelands, residential areas, and other land uses. Forest land also includes transition zones, which are those "areas located between heavily forested and non-forested lands that are at least 10% stocked with forest trees, and forest areas adjacent to urban and built-up lands" (County of San Diego 2016: 2.2-1).

Most federal forest land is managed as the National Forest System, which includes the following:

- national forest lands reserved from the US public domain;
- national forest lands acquired through purchase, exchange, donation, or other means;
- national grasslands; and
- other lands, waters, or interests administered by USFS or designated for administration through USFS as part of the system.

Furthermore, Section 12220(g) of the California Public Resources Code defines forest land as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. "Timberland" is land owned by the federal government and designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Sections 51112 and 51113(h) of the California Public Resources Code define "Timberland Production Zone" as land used for growing and harvesting timber and compatible uses.

The county does not include lands zoned specifically for forest land, timberland, or timberland production. However, lands that are managed by USFS and included within

the Cleveland National Forest are located within the unincorporated county, including portions of Alpine, Central Mountain, Jamul–Dulzura, Julian, Mountain Empire, North Mountain, and Pendleton–De Luz. While the Cleveland National Forest lands are under the jurisdiction of USFS, the private lands adjacent to and surrounding the Cleveland National Forest lands are under the County's jurisdiction.

2.2.2 Regulatory Framework

Section 2.2 of the 2011 GPU PEIR (pages 2.2-9 through 2.2-12) describes the regulatory framework related to agricultural resources and is incorporated herein by reference. Specific regulations discussed in the 2011 GPU PEIR and applicable to the CAP Update include the following:

2.2.2.1 Federal

- Farmland Protection Policy Act

2.2.2.2 State

- California Civil Code Section 3482.5 (Right to Farm Act)
- California Land Conservation Act of 1965 (Williamson Act)
- California Farmland Conservancy Program
- Open Space Subvention Act
- FMMP
- Farm and Ranch Lands Protection Program

2.2.2.3 Local

- County of San Diego Board of Supervisors (BOS) Policy I-38, Agricultural Preserves
- County of San Diego BOS Policy I-133, Support and Encouragement of Farming in San Diego County
- County of San Diego Farming Program
- Local Agricultural Resource Assessment (LARA) Model

The regulatory framework discussed in the 2011 GPU PEIR regarding agricultural resources largely has not changed since adoption of the General Plan in August 2011 (except for the expansion of the Purchase of Agricultural Conservation Easement [PACE] Program described below and the adoption of ordinances and programs that are not applicable to the CAP Update) and continues to apply to the unincorporated county as addressed in this ~~draft~~ SEIR.

Purchase of Agricultural Conservation Easement Program

The PACE Program is an agricultural conservation program that promotes the long-term preservation of agriculture in the county. Under the PACE Program, agricultural property owners are compensated for placing a perpetual easement on their property that limits future uses to agriculture. As a result, the agricultural land is preserved, and the property owner receives compensation making the land's continued use for agriculture more viable. The County's BOS adopted a resolution expanding the properties eligible to participate in the PACE Program on March 3, 2021. Properties must meet the following eligibility criteria to apply for the expanded program: (1) the property has had active agriculture for at least 2 years immediately prior to application; and (2) the property must be zoned A70 (Limited Agriculture), A72 (General Agriculture), RR (Rural Residential), S90 (Holding Area), or S92 (General Rural). The PACE Program also includes a mitigation bank and credit component, which allows PACE Program lands to be utilized as off-site mitigation for agricultural impacts resulting from private development projects.

2011 San Diego County General Plan

The General Plan policies related to agricultural resources and applicable to the CAP Update include the following:

> Policy LU-6.4: Sustainable Subdivision Design. Require that residential subdivisions be planned to conserve open space and natural resources, protect agricultural operations including grazing, increase fire safety and defensibility, reduce impervious footprints, use sustainable development practices, and, when appropriate, provide public amenities.
>
> Policy LU-7.1: Agricultural Land Development. Protect agricultural lands with lower-density land use designations that support continued agricultural operations.
>
> Policy LU-7.2: Parcel Size Reduction as Incentive for Agriculture. Allow for reductions in lot size for compatible development when tracts of existing historically agricultural land are preserved in conservation easements for continued agricultural use.
>
> Policy LU-16.1: Location of Waste Management Facilities. Site new solid waste management facilities identified in the San Diego County Integrated Waste Management Plan, in a manner that minimizes environmental impacts and prevents groundwater degradation, and in accordance with applicable local land use policies.
>
> Policy LU-16.3: New Waste Management Facilities. Encourage the establishment of additional recycling and resource recovery facilities in areas with Industrial land use designations or other appropriate areas based on the type of recycling.
>
> Policy COS-6.2: Protection of Agricultural Operations. Protect existing agricultural operations from encroachment of incompatible land uses by doing the following:

- Limiting the ability of new development to take actions to limit existing agricultural uses by informing and educating new projects as to the potential impacts from agricultural operations.

- Encouraging new or expanded agricultural land uses to provide a buffer of non-intensive agriculture or other appropriate uses (e.g., landscape screening) between intensive uses and adjacent non-agricultural land uses.

- Allowing for agricultural uses in agricultural areas and designing development and lots in a manner that facilitates continued agricultural use within the development.

- Requiring development to minimize potential conflicts with adjacent agricultural operations through the incorporation of adequate buffers, setbacks, and project design measures to protect surrounding agriculture.

- Supporting local and state right-to-farm regulations.

- Retain or facilitate large and contiguous agricultural operations by consolidation of development during the subdivision process.

Policy COS-6.3: Compatibility with Recreation and Open Space. Encourage siting compatible recreational and open space uses and multi-use trails that are compatible with agriculture adjacent to the agricultural lands when planning for development adjacent to agricultural land uses.

Policy COS-6.4: Conservation Easements. Support the acquisition or voluntary dedication of agriculture conservation easements and programs that preserve agricultural lands.

2011 San Diego County GPU PEIR

The following mitigation measures relevant to agricultural resources were adopted as part of the 2011 GPU PEIR and are applicable to the CAP Update:

Adopted Mitigation Measure Agr-1.1: Implement the General Plan Regional Category map and Land Use Maps which protect agricultural lands with lower density land use designations that will support continued agricultural.

Adopted Mitigation Measure Agr-1.2: Develop and implement programs and regulations that protect agricultural lands (such as the CEQA guidelines, Zoning Ordinance, Right to Farm Act, Open Space Subvention Act, Farm and Ranch Lands Protection Program, San Diego County Agricultural Enterprises and Consumer Information Ordinance, BOS Policy I-133, and the San Diego County Farming Program), as well as, those that support implementation of the Williamson Act (including the CEQA Guidelines, Zoning Ordinance, and Subdivision Ordinance).

Adopted Mitigation Measure Agr-1.3: Create a Conservation Subdivision Program that facilitates conservation-oriented project design through changes to the Subdivision Ordinance, Resource Protection Ordinance, Zoning Ordinance, Groundwater Ordinance, and other regulations as necessary with the goal of promoting conservation of natural resources and open space (including agricultural lands) while improving mechanisms for flexibility in project design so that the production of housing is not negatively impacted.

Adopted Mitigation Measure Agr-1.4: Develop and implement the PACE program which compensates landowners for voluntarily limiting future development on their land.

Adopted Mitigation Measure Agr-1.5: Revise community plans to identify important agricultural areas within them and specific compatible uses and desired buffers necessary to maintain the viability of that area. Community plans are used to review development projects (including General Plan Amendments).

Adopted Mitigation Measure Agr-2.1: Prior to the approval of any Zoning Ordinance Amendment that would result in the removal of an "A" designator from a certain property, an analysis shall be conducted to ensure that the action removing such a designation will not result in any significant direct or indirect adverse impact to a Williamson Act Contract lands.

2.2.3 Analysis of Effects and Significance Determinations

2.2.3.1 Significance Criteria

Based on Appendix G of the State CEQA Guidelines, the proposed project would result in a significant impact on agriculture and forestry resources if it would:

- convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- conflict with existing zoning for agricultural use, or a Williamson Act contract;
- conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
- result in the loss of forest land or conversion of forest land to non-forest use;
- involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

2.2.3.2 Approach to Analysis

Impacts related to agriculture and forestry resources were analyzed qualitatively based on a review of CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area was analyzed in the context of existing laws and regulations, as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant adopted General Plan policies and 2011 GPU PEIR mitigation measures have been applied to the proposed project as needed to avoid or minimize project impacts.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether approval and implementation of the CAP Update would result in new or more severe impacts than what were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward the established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impact of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unincorporated county) and its role as a planning document designed to guide future decision-making related to the reduction of GHG emissions within the unincorporated county, the study area for the CAP Update is the unincorporated area of the county within the County's jurisdiction (i.e., excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. This ~~draft~~ SEIR does not speculate about the potential site-specific physical impacts (i.e., project-level analysis) that could occur if and when specific improvements are proposed in the future at locations still to be determined. Rather, this SEIR considers the types of impacts that could occur with implementation of future that support implementation of the proposed GHG reduction measures and actions. Future discretionary projects would be evaluated by the County to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to below a significant impact.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions, proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update actions and measures that would have

the potential to affect agricultural or forestry resources are provided below. CAP Update actions and measures that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to agriculture and forestry resources.

Solid Waste Measures and Actions. This category includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to agriculture and forestry resources include those that would result in the development of new or expanded recycling and composting facilities (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b).

Water and Wastewater Measures and Actions. This category includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to agriculture and forestry resources include those that would result in the construction of new recycled water and stormwater capture and reuse infrastructure (Actions W-1.1, W-2.2, W-2.3, and W-2.4).

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. These measures and actions are not expected to result in new or more severe impacts related to agriculture and forestry resources. Rather, actions that support Measures A-1 and A-3 would result in the acquisition of conservation lands. Actions that support Measure A-4 would incentivize carbon farming to expand carbon storage capacity on agricultural land and support climate-friendly farming practices in the unincorporated area and encourage the construction of farmworker housing. This group of measures and actions would have potential to benefit agriculture resources.

Energy Measures and Actions. This category includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to agriculture and forestry resources include those that would result in the construction of new infrastructure to promote renewable energy use and electrification (Actions E-1.1, E-2.1, E-2.2, E-3.1, E-3.2.a, E-3.2.b, and E-3.3). Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more severe impacts related to agriculture and forestry resources include those that support

Measures T-3 and T-5, and which would result in the construction of pedestrian, bicycle, and transit network improvements and zero-emission vehicle infrastructure.

2.2.3.3 Issue 1: Directly or Indirectly Convert Agricultural Resources

This section describes the potential impact related to direct or indirect conversion of agricultural resources that would result from implementation of the CAP Update measures.

Guidelines for Determination of Significance

The *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Agricultural Resources* (County of San Diego 2015), which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, provides guidance for addressing the following significance criteria listed in Appendix G of the State CEQA Guidelines:

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

Direct Conversion of Agricultural Resources

Based on the County's guidelines, a project would result in a significant direct impact on agricultural resources as a result of project implementation if:

- The project site has important agricultural resources as defined by the County's LARA Model; and the project would result in the conversion of agricultural resources that meet the soil quality criteria for Prime Farmland or Farmland of Statewide Importance, as defined by the FMMP; and as a result, the project would substantially impair the ongoing viability of the site for agricultural use.

Indirect Conversion of Agricultural Resources

Based on the County's guidelines, a project would result in a significant indirect impact on agricultural resources as a result of project implementation if:

- The project proposes a non-agricultural land use within one-quarter mile of an active agricultural operation or land under a Williamson Act contract and as a result of the project, land use conflicts between the agricultural operation or contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use.

- The project proposes a school, church, day care or other use that involves a concentration of people at certain times within 1 mile of an agricultural operation or land under a Williamson Act contract and as a result of the project, land use conflicts between the agricultural operation or contract land and the proposed

project would likely occur and could result in conversion of agricultural resources to a non-agricultural use.

- The project would involve other changes to the existing environment, which due to their location or nature, could result in the conversion of offsite agricultural resources to a non-agricultural use or could adversely impact the viability of agriculture on land under a Williamson Act contract.

Impact Analysis

2011 GPU PEIR Determination

Direct Conversion of Agricultural Resources

The 2011 GPU PEIR evaluated direct conversion of agricultural resources related to the adoption of the goals and policies contained within the General Plan and development anticipated through the planning horizon. The 2011 GPU PEIR determined that development anticipated through the planning horizon would result in a potentially significant direct impact to agricultural resources. The 2011 GPU PEIR determined that agricultural conversion could be reduced through a combination of the following:

- Complying with a combination of federal, state, and local regulations and existing County regulatory processes to protect agricultural resources in the county from conversion, including the Farmland Protection Policy Act, Right to Farm Act, Williamson Act, California Farmland Conservancy Program, Open Space Subvention Act, Farmland Mapping and Monitoring Program, Farm and Ranch Lands Protection Program, San Diego County BOS Policies I-38 and I-133, the San Diego County Farming Program, San Diego County zoning regulations (e.g., density and lot size restrictions), the County discretionary review process, and policies identified in community plans.
- Implementing the General Plan policies to protect agricultural operations and preserve agricultural lands through requiring sustainable subdivision design, lower-density land use designations, parcel size reductions, and conservation easements (e.g., Policies LU-6.4, LU-7.1, LU-7.2, and COS-6.4).
- Implementing the mitigation measures (Mitigation Measures Agr-1.1 through Agr-1.5) identified in the 2011 GPU PEIR that promote the protection of existing agricultural lands and operations.

Although the General Plan policies and 2011 GPU PEIR mitigation measures would reduce the potential for agricultural conversion, these policies and mitigation measures would not reduce the impact to a less-than-significant level because the General Plan would allow growth and development on land that supports agricultural uses. The impact related to direct agricultural conversion in the 2011 GPU PEIR was, therefore, determined to be significant and unavoidable. The discussion of the impact related to direct agricultural conversion can be found in Section 2.2, “Agricultural Resources” (pages 2.2-12 through 2.2-20, 2.2-27, and 2.2-29), and is incorporated herein by reference.

Indirect Conversion of Agricultural Land

The 2011 GPU PEIR evaluated the potential for other changes to cause indirect conversion of agricultural land related to the adoption of the goals and policies contained within the plan and development anticipated through the planning horizon. The 2011 GPU PEIR determined that the development anticipated through the planning horizon would result in potentially significant indirect impacts to agricultural resources. The 2011 GPU PEIR determined that agricultural conversion could be reduced through a combination of the following:

- Complying with the federal, state, and local regulations and existing County regulatory processes to protect agricultural resources in the county from conversion, as listed in the "Direct Conversion of Agricultural Land" section above.
- Implementing adopted General Plan Policies COS-6.2 and COS-6.3, which would reduce the potential for agricultural conversion from encroachment of incompatible land uses.
- Implementing Mitigation Measures Agr-1.1 through Agr-1.5, which would preserve and protect existing agricultural lands and operations from development and adjacent uses.

The 2011 GPU PEIR concluded that the impact related to indirect agricultural resources conversion would be reduced through implementation of a combination of the adopted General Plan goals and policies and the mitigation measures identified in the 2011 GPU PEIR, but not to a less-than-significant level because the General Plan would designate land uses that would allow additional growth and development that could indirectly result in the conversion of agricultural land uses. The indirect agricultural impacts of the General Plan were, therefore, determined to be significant and unavoidable. The discussion of impacts related to indirect agricultural conversion can be found in Section 2.2, "Agricultural Resources" (pages 2.2-23 through 2.2-27, 2.2-28, and 2.2-31 through 2.2-33), and is incorporated herein by reference.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures to result in direct and indirect agricultural conversion.

Solid Waste Measures and Actions

The CAP Update includes measures and actions to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to agriculture resources include those that would result in the development of new or expanded recycling and composting facilities. For example, Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b include development of zero waste policies and improvements to waste management practices that may result in new or expanded composting and recycling facilities to increase waste diversion from landfills. Specific locations for new and expanded facilities have not been identified. Therefore, these improvements are analyzed at a programmatic level.

As discussed in Section 2.2.1.1, the county contains approximately 181,635 acres of Important Farmland and 404,758 acres of agricultural preserves. Specific locations for new and expanded solid waste facilities have not been identified, but it is assumed that the development of these facilities would occur in accordance with the General Plan. Specifically, Policy LU-16.1 requires that new solid waste management identified in the San Diego County Integrated Waste Management Plan (County of San Diego 2005) are sited in a manner that minimizes environmental impacts and in accordance with applicable local land use policies. Policy LU-16.3 encourages the establishment of new recycling and resource recovery facilities in areas with industrial land use designations or other appropriate areas based on the type of recycling. For example, the General Plan states that some agricultural areas may be appropriate for management or recycling agricultural waste (i.e., composting). Therefore, it is not anticipated that new or expanded solid waste facilities would be sited in areas designated as Important Farmland or in areas defined by the County's LARA Model as important agricultural resources, except in instances where such facilities would support ongoing agricultural operations. Additionally, Policy COS-6.2 requires development to minimize potential conflicts with adjacent agricultural operations through the incorporation of adequate buffers, setbacks, and project design measures to protect surrounding agriculture. Therefore, it is not anticipated that solid waste facilities would be sited in areas where operation of these facilities could interfere with nearby agricultural operations. Because development of new and expanded solid waste facilities would occur in accordance with the General Plan, the indirect or direct conversion of agricultural land to non-agricultural use would be consistent with the potential for conversion disclosed in the 2011 GPU PEIR.

Based on the discussion above, implementation of solid waste measures and actions that would be implemented under the CAP Update would result in less-than-significant impacts related to the direct and indirect conversion of agricultural resources.

Water and Wastewater Measures and Actions

The CAP Update includes measures and actions to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Actions W-1.1, W-2.2, W-2.3, and W-2.4 include development of policies that may result in the construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The construction of new recycled water and stormwater capture and reuse infrastructure would occur in conjunction with existing or proposed development and would not result in the potential for substantial conversion of agricultural land in excess of the potential for conversion disclosed in the 2011 GPU PEIR. Rather, these actions would facilitate water efficiency and conservation for existing development and new development as it is approved. Further, these actions could indirectly support agricultural operations by

ensuring that unincorporated areas in the county would continue to have adequate water supplies. Accordingly, the indirect or direct conversion of agricultural land to non-agricultural use is not anticipated.

Based on the discussion above, water and wastewater measures and actions that would be implemented under the CAP Update would result in less-than-significant impacts related to the direct and indirect conversion of agricultural resources.

Agriculture and Conservation Measures and Actions

The CAP Update includes measures and actions to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. Actions A-1.1, A-1.2, A-1.2.a, A-3.1, A-4.1, and A-4.1.c would result in acquiring and managing conservation lands and improving land management practices on existing agricultural land to improve carbon sequestration. These actions would be consistent with General Plan Policies LU-7.1, COS-6.2, and COS-6.4, which were adopted for the purpose of protecting agricultural operations and preserving agricultural lands. Some actions could result in the conversion of existing General Plan land uses by dedicating existing agricultural land (including Important Farmland and areas identified as agricultural resources by the County's LARA Model) in the unincorporated county for agricultural uses in perpetuity. Action A-4.1.b would result in the evaluation of opportunities for future construction of farmworker housing. This action has potential to indirectly result in the development of farmworker housing to reduce emissions from farmworker transportation. New farmworker housing would be constructed as an accessory use to support existing agricultural operations. Accordingly, the indirect or direct conversion of agricultural land to non-agricultural use is not anticipated.

Based on the discussion above, implementation of agriculture and conservation measures and actions that would be implemented under the CAP Update would result in less-than-significant impacts related to the direct and indirect conversion of agricultural resources.

Energy Measures and Actions

The CAP Update includes measures and actions to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Actions E-1.1, E-2.1, E-2.2, E-3.1, E-3.2.a, E-3.2.b, and E-3.3 include development of policies and programs that may result in the construction of new small- and large-scale infrastructure to promote renewable energy use and electrification.

Small-Scale Renewable Energy Systems

CAP Update Actions E-1.1, E-2.1, E-2.2, E-3.1, E-3.2.a, E-3.2.b, and E-3.3 have potential to result in the development of small-scale renewable energy systems. Programs would include retrofitting and improving existing buildings to meet energy efficiency requirements and installing new energy infrastructure, including small-scale solar and energy storage systems and small-scale wind turbines (roof- or ground-mounted systems). With the exception of wind turbines, these types of improvements would be made to existing

buildings or would be made in connection with new development as it is approved. These energy infrastructure improvements are not expected to occur on or adjacent to agricultural lands, except in instances where such infrastructure would support ongoing agricultural operations.

Specific locations for new small-scale wind turbines have not been identified; however, these facilities would be developed in accordance with the County's Wind Energy Ordinance. Some small wind turbines would be roof-mounted and would not result in ground disturbance, while others would require the erection of turbine towers and construction of concrete foundations. Small-scale wind turbines could be installed in areas designated as Important Farmland; however, these turbines would be permitted as accessory uses and would not convert farmland to a non-agricultural use. The purpose of a small wind turbine is to generate energy that can be used to provide a reliable power source for uses such as homes, agricultural facilities, or small businesses; therefore, small wind turbines would assist in agricultural operations (County of San Diego 2012). Accordingly, the indirect or direct conversion of agricultural land to non-agricultural use is not anticipated.

Large-Scale Renewable Energy Systems

Implementation of CAP Update Action E-3.3 has potential to indirectly result in the development of large-scale renewable energy systems to satisfy increased demand for renewable energy. These systems could include solar photovoltaic (PV), concentrator solar, and large-scale wind turbines. Because the demand generated by such programs and the types of renewable energy systems that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assumes impacts would be associated with the most prevalent current technologies.

Large-scale renewable energy facilities would vary in size and could be as large as several thousand acres. It is anticipated that these facilities would be constructed in primarily undeveloped locations that are suitable for generating renewable energy. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses due to the size, massing, coverage, and scale of this type of infrastructure that relies on large amounts of land unencumbered by buildings or shadowed by buildings or trees. Suitable locations could include areas with existing agricultural land or adjacent to existing agricultural land.

The construction of large-scale renewable energy facilities could result in the direct conversion of several thousand acres of agricultural land to non-agricultural use. Additionally, indirect conversion of agricultural resources has potential to occur if the operation of a facility is incompatible with adjacent agricultural land uses. For example, tall structures (e.g., PV panels, wind turbines, water tanks, and measurement towers) could generate shade and prevent crops from receiving adequate sunlight. In addition, construction and maintenance activities could generate air pollutant emissions, dust, and noise that could interfere with adjacent agricultural operations (e.g., cause damage to crops or livestock).

Each large-scale renewable energy project would be required to obtain applicable permits (e.g., Administrative Permit or Major Use Permit). During the permit process, individual projects would be reviewed to ensure that the physical character (i.e., scale, bulk, coverage, and density) of each project complies with the County's zoning regulations and is compatible with adjacent properties. In addition, the physical characteristics of the site would be reviewed to determine if the site is suitable for the type and intensity of the proposed use or development. Large-scale wind turbine systems are further governed by the County's Wind Energy Ordinance, which sets forth requirements related to location, size, design, and operating characteristics of proposed facilities.

In addition, each large-scale renewable energy project would be required to undergo evaluation for project-specific impacts under CEQA at the time of application. As applicable, individual projects would be required to demonstrate consistency with General Plan Policies COS-6.2 and COS-6.3 and implement the 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Agr-1.1 through Agr-1.5) listed in Section 2.2.2.3 that are intended to protect existing agricultural operations from being converted to other land uses and from encroachment of incompatible land uses. Large-scale wind turbine systems would also need to comply with Mitigation Measure M-AGR-1, identified in the 2013 Wind Energy Ordinance EIR, which requires that project-specific mitigation be incorporated, where applicable, to minimize or eliminate impacts related to the direct or indirect conversion of agricultural resources to the extent feasible (see Section 2.2.5.1). Examples of standard mitigation measures include avoidance of agricultural resources, preservation of agriculture, and inclusion of compatibility buffers near areas intended for agricultural uses. Other large-scale renewable energy projects would be required to incorporate similar types of project-specific mitigation, as identified during the CEQA process.

Mitigation Measure M-AGR-1 has been modified and incorporated into CAP Update Mitigation Measure Agr-1, which requires that all large-scale renewable energy projects (including both solar and wind projects) apply the County Guidelines for Determining Significance for Agricultural Resources. When impacts to farmland are determined to be significant, these projects are required to implement feasible and appropriate project-specific mitigation measures, including avoidance of agricultural resources, preservation of agriculture, and inclusion of compatibility buffers near areas intended for agricultural uses. However, it cannot be guaranteed that impacts related to the indirect or direct conversion of agricultural land to non-agricultural use would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects. Therefore, impacts related to the indirect or direct conversion of agricultural land to non-agricultural use would be significant and unavoidable.

Built Environment and Transportation Measures and Actions

The CAP Update includes measures and actions to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Actions T-3.1, T-3.1.a, T-3.1.b, T-5.1, and T-6.2 would include the development of plans and programs that may result in the construction of pedestrian, bicycle, and transit network improvements and

zero-emission vehicle infrastructure. Because of the nature of such improvements (i.e., limited size and within existing transportation corridors), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. These improvements, when considered separately from the future development that they may accompany, are not expected to result in the direct or indirect conversion of agricultural lands.

Based on the discussion above, implementation of built environment and transportation measures and actions that would be implemented under the CAP Update would result in less-than-significant impacts related to the direct and indirect conversion of agricultural resources.

Summary

Based on the discussion above, solid waste, water and wastewater, agriculture and conservation, small-scale renewable energy, and built environment and transportation measures and actions that would be implemented under the CAP Update are not anticipated to result in the direct and indirect conversion of agricultural resources. However, large-scale renewable energy projects could result in the direct or indirect conversion of agricultural resources. Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible; however, it cannot be guaranteed that impacts related to direct or indirect conversion of agricultural resources would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects. Therefore, large-scale renewable energy facilities would have a potentially significant impact related to direct or indirect conversion of agricultural resources. The 2011 GPU PEIR concluded that the impact related to direct and indirect agricultural conversion would be significant and unavoidable, and implementation of the CAP Update **would not result in a new or more severe impact**.

2.2.3.4 Issue 2: Conflict with Agricultural or Forest Zoning or Williamson Act Contract Lands

This section describes the potential impact related to conflicts with agricultural or forest zoning that would result from implementation of the CAP Update measures. As discussed in Section 2.2.1.2, “Forestry Resources,” the County does not include lands zoned specifically for forest land, timberland, or timberland production. The County also does not have land use authority over development in national forests, such as Cleveland National Forest, where most of the county’s forest land exists. Therefore, implementation of the CAP Update would have no impact related to conflicts with zoning for forest land or timberland and this topic is not discussed further.

Guidelines for Determination of Significance

The *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Agricultural Resources* (County of San Diego 2015), which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, provides guidance for addressing the following significance criteria listed in Appendix G of the State CEQA Guidelines:

- Conflict with existing zoning for agricultural use, or a Williamson Act contract.

Direct Impacts to Williamson Act Contract Lands

Based on the County's guidelines, any conflict with a Williamson Act contract or the Williamson Act is significant because conflicts with contract provisions and the Williamson Act are prohibited by law. Furthermore, no project may be approved that is in conflict with a Williamson Act contract or the Williamson Act.

Indirect Impacts to Williamson Act Contract Lands

Based on the County's guidelines, a project would result in a significant indirect impact related to conflicts with agricultural zoning or with Williamson Act contract lands as a result of project implementation if:

- The project proposes a non-agricultural land use within one-quarter mile of an active agricultural operation or land under a Williamson Act contract and as a result of the project, land use conflicts between the agricultural operation or contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use.

- The project proposes a school, church, day care or other use that involves a concentration of people at certain times within 1 mile of an agricultural operation or land under a Williamson Act contract and as a result of the project, land use conflicts between the agricultural operation or contract land and the proposed project would likely occur and could result in conversion of agricultural resources to a non-agricultural use.

- The project would involve other changes to the existing environment, which due to their location or nature, could result in the conversion of offsite agricultural resources to a non-agricultural use or could adversely impact the viability of agriculture on land under a Williamson Act contract.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated potential land use conflicts between Williamson Act contracts, provisions of the Williamson Act, and existing zoning for agricultural use and the adoption of the goals and policies contained within the plan and development

anticipated through the planning horizon. The 2011 GPU PEIR determined that the development anticipated through the planning horizon would result in potentially significant impacts to Williamson Act contract lands, but these impacts would be reduced to a less-than-significant level through a combination of the following:

- Complying with a combination of federal, state, and local regulations and existing County regulatory processes to protect agricultural resources in the county, including the Farmland Protection Policy Act, Right to Farm Act, Williamson Act, California Farmland Conservancy Program, Open Space Subvention Act, Farmland Mapping and Monitoring Program, Farm and Ranch Lands Protection Program, San Diego County BOS Policies I-38 and I-133, the San Diego County Farming Program, San Diego County zoning regulations (e.g., density and lot size restrictions), the County discretionary review process, and policies identified in community plans.

- Implementing the General Plan policies that promote the protection of agricultural lands and compatible land uses adjacent to agricultural lands (e.g., Policies LU-7.1, and COS-6.3).

- Implementing the mitigation measure (Mitigation Measure Agr-2.1) identified in the 2011 GPU PEIR that promotes the protection of Williamson Act Contract lands.

The 2011 GPU PEIR determined that the impact related to conflicts with Williamson Act contract lands and agricultural zoning could be reduced to a less-than-significant level through compliance with the regulations and implementation of the adopted General Plan policies and mitigation measure listed above. The discussion of the impact related to conflicts with Williamson Act contracts and agricultural zoning can be found in Section 2.2, “Agricultural Resources” (pages 2.2-20 through 2.2-23, 2.2-28, and 2.2-31), of the 2011 GPU PEIR, and is incorporated herein by reference.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures to result in conflicts with agricultural zoning and Williamson Act contracts.

Solid Waste Measures and Actions

The CAP Update measures and actions to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to agriculture resources include those that would result in the development of new or expanded recycling and composting facilities (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b).

As discussed in Section 2.2.1.1, approximately 31 percent of lands within the unincorporated county are zoned for agricultural use. Specific locations for new and expanded solid waste facilities have not been identified, but the development of these

facilities would occur in accordance with the General Plan. As discussed under Issue 1 above, the development of solid waste management facilities and recycling and resource recovery facilities would comply with General Plan Policies LU-16.1, LU-16.3, and COS-6.2. In accordance with these policies, new recycling and resource recovery facilities would be sited in areas with industrial land use designations or other appropriate areas based on the type of recycling. Appropriate buffers, setbacks, and project design measures would be required for new development that occurs adjacent to agricultural operations. Certain types of recycling processing and collection facilities and organic materials processing are permitted uses within the County's Limited Agricultural and General Agricultural land use designations, but the development of these facilities would be subject to limitations or use permits. These types of facilities are intended to support existing agricultural operations and would not result in conflicts with existing agricultural land uses.

As discussed in Section 2.2.1.1, approximately 84,821 acres of land within the unincorporated county are enrolled in a Williamson Act contract. As noted in the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Agricultural Resources*, the County would not approve any projects, including any new solid waste facilities, that are in conflict with a Williamson Act contract or the Williamson Act (County of San Diego 2015). Therefore, new or expanded solid waste facilities would not be sited in areas enrolled in a Williamson Act contract, except in instances where such facilities would support ongoing agricultural operations. Accordingly, development of new or expanded solid waste facilities would not result in conflicts with Williamson Act contracts.

Based on the discussion above, solid waste measures and actions that would be implemented under the CAP Update would result in less-than-significant impacts related to conflicts with agricultural zoning and Williamson Act contracts.

Water and Wastewater Measures and Actions

The CAP Update includes measures and actions to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Actions W-1.1, W-2.2, W-2.3, and W-2.4 include development of policies that may result in the construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The construction of new recycled water and stormwater capture and reuse infrastructure would not result in development that would be incompatible with existing agricultural zoning or Williamson Act contracts; rather, these actions would facilitate water efficiency and conservation for new development as it is approved. These infrastructure improvements, when considered separately from the future development that they may accompany, are not expected to occur on or adjacent to agricultural lands, except in

instances where such infrastructure would support water-efficient irrigation practices for ongoing agricultural operations. Accordingly, conflicts with agricultural zoning and Williamson Act contracts from water and wastewater measures and actions are not anticipated.

Based on the discussion above, implementation of water and wastewater measures and actions that would be implemented under the CAP Update would result in less-than-significant impacts related to conflicts with agricultural zoning or Williamson Act contracts.

Agriculture and Conservation Measures and Actions

The CAP Update includes measures and actions to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. For example, Actions A-1.1, A-1.2, A-1.2.a, A-3.1, A-4.1, and A-4.1.c would result in acquiring and managing conservation lands and improving land management practices on existing agricultural land to improve carbon sequestration. These actions would be consistent with General Plan Policies LU-7.1, COS-6.2, and COS-6.4, which were adopted for the purpose of protecting agricultural operations and preserving agricultural lands. Some actions could result in the dedication of existing agricultural land in the unincorporated county for agricultural uses in perpetuity. Therefore, these actions could increase the acreage of lands designated for agricultural land uses within the unincorporated county. Action A-4.1.b would result in the evaluation of opportunities for future construction of farmworker housing. This action has potential to indirectly result in the development of farmworker housing to reduce emissions from farmworker transportation. New farmworker housing would be constructed as an accessory use to support existing agricultural operations. Accordingly, conflicts with agricultural zoning and Williamson Act contracts from agriculture and conservation measures and actions are not anticipated.

Based on the discussion above, implementation of agriculture and conservation measures and actions that would be implemented under the CAP Update would result in less-than-significant impacts related to conflicts with agricultural zoning and Williamson Act contracts.

Energy Measures and Actions

The CAP Update includes measures and actions to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Actions E-1.1, E-2.1, E-2.2, E-3.1, E-3.2.a, E-3.2.b, and E-3.3 include development of policies and programs that may result in the construction of new small- and large-scale infrastructure to promote renewable energy use and electrification.

Small-Scale Renewable Energy Systems

CAP Update Actions E-1.1, E-2.1, E-2.2, E-3.1 E-3.2.a, E-3.2.b, and E-3.3 have potential to result in the development of small-scale renewable energy systems. Requirements for new development would include retrofitting and improving existing buildings to meet energy efficiency requirements and installing new energy infrastructure, including small-scale solar

and energy storage systems and small-scale wind turbines (roof- or ground-mounted systems). With the exception of wind turbines, these types of improvements would be made to existing buildings or would be made in connection with new development as it is approved. These energy infrastructure improvements, when considered separately from the future development that they may accompany, are not expected to occur on or adjacent to agricultural lands, except in instances where such infrastructure would support ongoing agricultural operations.

Specific locations for new small-scale wind turbines have not been identified; however, these facilities would be developed in accordance with the County's Wind Energy Ordinance. The County's Wind Energy Ordinance permits small wind turbines (as an accessory use) in zones where agricultural production is allowed. Small wind turbines and other accessory uses are not specifically permitted by current Williamson Act regulations but are typically permitted if these uses are compatible with existing agricultural operations. The purpose of a small wind turbine is to generate energy that can be used to provide a reliable power source for uses such as homes, agricultural facilities, or small businesses; therefore, small wind turbines would assist in agricultural operations. Additionally, because the space requirements necessary to construct and operate small wind turbine would be relatively small and because these facilities would be permitted as accessory uses (including [potentially] lands entered into Williamson Act contracts), small wind turbines would not substantially alter or impact the viability of active agricultural operations. Small wind turbines would not preclude agricultural operations on agriculturally zoned lands, existing lands with Williamson Act contracts, or lands entered into Williamson Act contracts (County of San Diego 2012: 2.2-11). Accordingly, conflicts with agricultural zoning and Williamson Act contracts from energy measures and actions are not anticipated.

Large-Scale Renewable Energy Systems

Implementation of CAP Update Action E-3.3 has potential to indirectly result in the development of large-scale renewable energy systems to satisfy increased demand for renewable energy. These systems would include development of solar energy generation technologies such as PV and concentrator solar, and large-scale wind turbines. Because the demand generated by such programs and the types of renewable energy systems that would be constructed to satisfy demand are unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assumes use of commonly utilized solar and wind generation technologies.

Large-scale renewable energy facilities would vary in size and could be as large as several thousand acres. It is anticipated that these facilities would be constructed in primarily undeveloped locations that are suitable for generating renewable energy. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses due to the size, massing, coverage, and scale of this type of infrastructure that relies on large amounts of land unencumbered by buildings or shadowed by buildings or trees. Suitable locations could include areas with agricultural zoning. Large-scale renewable energy facilities are not likely to be proposed

on lands enrolled in a Williamson Act contract, but suitable locations could include areas adjacent to Williamson Act contract lands.

The construction of large-scale renewable energy facilities in areas with agricultural zoning would result in conflicts with the County's Zoning Ordinance. Additionally, indirect impacts on agriculturally zoned lands or lands enrolled in a Williamson Act contract have potential to occur if the operation of a facility is incompatible with adjacent agricultural land uses. For example, tall structures (e.g., PV panels, wind turbines, water tanks, and measurement towers) could generate shade and prevent crops from receiving adequate sunlight. In addition, construction and maintenance activities could generate air pollutant emissions, dust, and noise that could interfere with adjacent agricultural operations (e.g., cause damage to crops or livestock).

Each large-scale renewable energy project would be required to obtain applicable permits (e.g., Administrative Permit or Major Use Permit). During the permit process, individual projects would be reviewed to ensure that the physical character (i.e., scale, bulk, coverage, and density) of each project complies with the County's zoning regulations and is compatible with adjacent properties. In addition, the physical characteristics of the site would be reviewed to determine if the site is suitable for the type and intensity of the proposed use or development. Large-scale wind turbine systems are further governed by the County's Wind Energy Ordinance, which sets forth requirements related to location, size, design, and operating characteristics of proposed facilities.

Each large-scale renewable energy project also would be required to undergo evaluation for project-specific impacts under CEQA at the time of application. As applicable, individual projects would be required to demonstrate consistency with General Plan policies (Policies LU-7.1 and COS-6.3) and implement the 2011 GPU PEIR mitigation measure (Agr-2.1) listed in Section 2.2.2.3 that are intended to protect existing agricultural operations from being converted to other land uses and from encroachment of incompatible land uses. Large-scale wind turbine systems would also need to comply with Mitigation Measure M-AGR-1, identified in the 2013 Wind Energy Ordinance EIR, which requires that project-specific mitigation be incorporated, where applicable, to minimize or eliminate impacts related to conflicts with agricultural zoning and Williamson Act contracts to the extent feasible (see Section 2.2.5.2). Examples of standard mitigation measures include avoidance of agricultural resources, preservation of agriculture, and inclusion of compatibility buffers near areas intended for agricultural uses. Other large-scale renewable energy projects would be required to incorporate similar types of project-specific mitigation, as identified during the CEQA process.

Mitigation Measure M-AGR-1 has been modified and incorporated into CAP Update Mitigation Measure Agr-1, which requires that all large-scale renewable energy projects (including both solar and wind projects) apply the County Guidelines for Determining Significance for Agricultural Resources. When impacts to farmland are determined to be significant, these projects are required to implement feasible and appropriate project-specific mitigation measures, including avoidance of agricultural resources, preservation of agriculture, and inclusion of compatibility buffers near areas intended for agricultural uses. However, it cannot be guaranteed that impacts related to conflicts with agricultural

zoning and Williamson Act contracts would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects. Therefore, impacts related to conflicts with agricultural zoning and Williamson Act contracts would be significant and unavoidable.

Built Environment and Transportation Measures and Actions

The CAP Update includes measures and actions to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Actions T-3.1, T-3.1.a, T-3.1.b, T-5.1, and T-6.2 would include the development of plans and programs that may result in the construction of pedestrian, bicycle, and transit network improvements and zero-emission vehicle infrastructure. Because of the nature of such improvements (i.e., limited size and within existing transportation corridors), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. These improvements are not expected to occur on or adjacent to agricultural lands. Accordingly, conflicts with agricultural zoning and Williamson Act contracts from built environment and transportation measures and actions are not anticipated.

Based on the discussion above, implementation of built environment and transportation measures and actions proposed in the CAP Update would result in less-than-significant impacts related to conflicts with agricultural zoning and Williamson Act contracts.

Summary

Based on the discussion above, solid waste, water and wastewater, agriculture and conservation, small-scale renewable energy, and built environment and transportation measures and actions that would be implemented under the CAP Update are not anticipated to result in conflicts with agricultural zoning and Williamson Act contracts. However, large-scale renewable energy projects could result in conflicts with agricultural zoning and Williamson Act contracts. Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible; however, it cannot be guaranteed that impacts related to conflicts with agricultural zoning and Williamson Act contracts would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects. Therefore, large-scale renewable energy facilities would have a potentially significant impact related to conflicts with agricultural zoning and Williamson Act contracts **(Impact AG-2)**. The 2011 GPU PEIR concluded that the impact related to direct and indirect agricultural conversion would be less than significant, and implementation of the CAP Update **would result in a new significant impact** not disclosed in the 2011 GPU PEIR.

2.2.3.5 Issue 3: Result in the Loss or Direct or Indirect Conversion of Forest Land

This section describes the potential impact related to direct or indirect conversion of or loss of forest land that would result from implementation of the CAP Update measures.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, a project would result in a significant impact if it would result in the direct or indirect loss of forest land or conversion of forest land to non-forest use. A potentially significant indirect impact to San Diego County forest land would occur if a project would result in compatibility conflicts with forest land. Land use/forest land interface issues often arise from dust, access restrictions, noise, pest introduction, and conflicts with pesticide use. The type of forest land and the type of adjacent land use would be key considerations in determining forest land compatibility. As an example, forest land would be more likely to be compatible with surrounding quiet activities than noise-generating activities in terms of forest land being managed for wildlife. If these conflicts would result in the conversion of forest land to non-forest land, then a potentially significant impact would occur.

The County of San Diego has not published specific guidelines for determining significant impacts related to the loss of forest land or conversion of forest land to non-forest use under CEQA.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR did not analyze direct or indirect loss or conversion of forest land.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures to result in direct or indirect conversion or loss of forest land.

Solid Waste Measures and Actions

The CAP Update includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to forest resources include those that would result in the development of new or expanded recycling and composting facilities (e.g., Actions SW-1.1, SW-2.1, SW-4.1.a, and SW-4.1.b).

As discussed in Section 2.2.1.2, the county does not include lands zoned specifically for forest land, timberland, or timberland production. However, forest resources may be present in areas within the County's jurisdiction, including areas surrounding state parks and national forests. California Public Resources Code Section 12220(g) defines "forest land" as land that can support 10 percent native tree cover of any species, including hardwoods, under natural

conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Forest land could occur in many portions of the county, but the presence of forest land would need to be verified through site-specific analysis.

As discussed under Issues 1 and 2 above, specific locations for new and expanded solid waste facilities have not been identified, but these facilities would be developed in accordance with the General Plan (i.e., Policies LU-16.1 and LU-16.3 regarding the siting of new solid waste management facilities and recycling and resource recovery facilities). In accordance with these policies, development of new recycling and resource recovery facilities would occur in areas with industrial land use designations or other appropriate areas based on the type of recycling. For example, the General Plan states that some agricultural areas may be appropriate for management or recycling agricultural waste (i.e., composting). Compliance with General Plan policies would ensure that new or expanded solid waste facilities would not be sited in areas managed for forest resources. Accordingly, development of new or expanded solid waste facilities would not result in the direct or indirect conversion of forest land.

Implementation of solid waste measures and actions proposed in the CAP Update would result in less-than-significant impacts related to the direct and indirect conversion of forest land due to the limited presence of forest land in the county and compliance with established County policies.

Water and Wastewater Measures and Actions

The CAP Update includes measures and actions to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Actions W-1.1, W-2.2, W-2.3, and W-2.4 include development of policies that may result in the construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The construction of new recycled water and stormwater capture and reuse infrastructure would not result in the conversion of any land uses. Rather, these actions would facilitate water efficiency and conservation for existing development and new development as it is approved. These infrastructure improvements, when considered separately from the future development that they may accompany, are not expected to occur on forest lands. Accordingly, water and wastewater measures and actions would not result in the direct or indirect conversion of forest land. Implementation of water and wastewater measures and actions that would be implemented under the CAP Update would result in less-than-significant impacts related to the direct and indirect conversion of forest land.

Agriculture and Conservation Measures and Actions

The CAP Update includes measures and actions to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. For example, Actions A-1.1, A-1.2, A-1.2.a, A-3.1, A-4.1, and A-4.1.c would result in acquiring and managing conservation lands and improving land management practices on existing agricultural land to improve carbon sequestration. Some actions could result in the conversion of existing General Plan land uses by dedicating existing agricultural land in the unincorporated county for agricultural uses in perpetuity. These actions would apply to areas that are already used for agricultural operations and would not result in the development of agricultural uses in areas with existing forest land. Action A-4.1.b would result in the evaluation of opportunities for future construction of farmworker housing. This action has potential to indirectly result in the development of farmworker housing to reduce emissions from farmworker transportation. New farmworker housing would be constructed as an accessory use to support existing agricultural operations. Therefore, agriculture and conservation measures and actions would result in less-than-significant impacts related to the direct or indirect conversion of forest land.

Energy Measures and Actions

The CAP Update includes measures and actions to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Actions E-1.1, E-2.1, E-2.2, E-3.1, E-3.2.a, E-3.2.b, and E-3.3 include development of policies and programs that may result in the construction of new infrastructure to promote renewable energy use and electrification.

Small-Scale Renewable Energy Systems

CAP Update Actions E-1.1, E-2.1, E-2.2, E-3.1 E-3.2.a, E-3.2.b, and E-3.3 have potential to result in the development of small-scale renewable energy systems. Requirements for new development would include retrofitting and improving existing buildings to meet energy efficiency requirements and installing new energy infrastructure, including small-scale solar and energy storage systems and small-scale wind turbines (roof- or ground-mounted systems). With the exception of wind turbines, these types of improvements would be made to existing buildings or would be made in connection with new development as it is approved. These energy infrastructure improvements, when considered separately from the future development that they may accompany, are not expected to occur on or adjacent to forest lands.

Specific locations for new small-scale wind turbines have not been identified; however, these facilities would be developed in accordance with the County's Wind Energy Ordinance. As described on page 2.2-14 of the 2013 Wind Energy EIR, some small wind turbines would be roof-mounted and would not result in ground disturbance, while others would require the erection of turbine towers and construction of concrete foundations. However, the Wind Energy Ordinance permits small wind turbines as accessory uses to existing development under the zoning verification and would not convert forest land to a

non-forest use (County of San Diego 2012). Accordingly, the CAP Update would result in less-than-significant impacts related to the direct and indirect conversion of forest land from the development of small-scale renewable energy systems.

Large-Scale Renewable Energy Systems

Implementation of CAP Update Action E-3.3 has potential to indirectly result in the development of large-scale renewable energy systems to satisfy increased demand for renewable energy. These systems would include solar energy development technologies such as solar PV and concentrator solar, and large-scale wind turbines. Because the demand generated by such programs and the types of renewable energy systems that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assuming development of commonly used technologies.

Large-scale renewable energy facilities would vary in size and could be as large as several thousand acres. It is anticipated that these facilities would be constructed in primarily undeveloped locations that are suitable for generating renewable energy. Specific locations that may be chosen for these large-scale utility projects are unknown. It is likely that suitable locations would include areas that are not highly developed with residential and commercial uses due to the size, massing, coverage, and scale of this type of infrastructure that relies on large amounts of land unencumbered by buildings or shadowed by buildings or trees. However, suitable locations for large-scale renewable energy facilities could include areas that qualify as forest land.

The construction of large-scale renewable energy facilities could result in the direct loss or conversion of forest land through ground-disturbing activities, such as excavation and grading. Each large-scale renewable energy project would be required to obtain applicable permits (e.g., Administrative Permit or Major Use Permit). During the permit process, individual projects would be reviewed to ensure that the physical character (i.e., scale, bulk, coverage, and density) of each project is in harmony with the County's zoning regulations and compatible with adjacent properties. In addition, the physical characteristics of the site would be reviewed to determine if the site is suitable for the type and intensity of the proposed use or development. Large-scale wind turbine systems are further governed by the County's Wind Energy Ordinance, which sets forth requirements related to location, size, design, and operating characteristics of proposed facilities.

Each large-scale renewable energy project also would be required to undergo evaluation for project-specific impacts under CEQA at the time of application. Large-scale wind turbine systems would need to comply with Mitigation Measure M-AGR-2, identified in the 2013 Wind Energy Ordinance EIR, which requires that project-specific mitigation be incorporated, where applicable, to minimize or eliminate impacts related to the loss or conversion of forest land to the extent feasible (see Section 2.2.5.3). Examples of standard mitigation measures include avoidance of sensitive resources, preservation of habitat, revegetation, and resource management. Other large-scale renewable energy projects would be required to incorporate similar types of project-specific mitigation, as identified during the CEQA process.

Mitigation Measure M-AGR-2 has been modified and incorporated into CAP Update Mitigation Measure Agr-2, which requires that all large-scale renewable energy projects (including both solar and wind projects) apply the County Guidelines for Determining Significance for Biological Resources. When impacts to forest land are determined to be significant, these projects are required to implement feasible and appropriate project-specific mitigation measures, including avoidance of sensitive resources, preservation of habitat, revegetation, and resource management. However, it cannot be guaranteed that impacts related to the loss or conversion of forest land would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects. Therefore, impacts related to the direct and indirect conversion of forest land would be significant and unavoidable.

Built Environment and Transportation Measures and Actions

The CAP Update includes measures and actions to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Actions T-3.1, T-3.1.a, T-3.1.b, T-5.1, and T-6.2 would include the development of plans and programs that may result in the construction of pedestrian, bicycle, and transit network improvements and zero-emission vehicle infrastructure. Because of the nature of such improvements (i.e., limited size and within existing transportation corridors), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. These improvements are not expected to occur on forest lands. Accordingly, built environment and transportation measures and actions would not result in the direct or indirect conversion of forest land.

Implementation of built environment and transportation measures and actions proposed in the CAP Update would result in less-than-significant impacts related to the direct and indirect conversion of forest land.

Summary

Based on the discussion above, solid waste, water and wastewater, agriculture and conservation, small-scale renewable energy, and built environment and transportation measures and actions that would be implemented under the CAP Update are not anticipated to result in the loss or conversion of forest land. However, large-scale renewable energy projects could result in the loss or conversion of forest land. Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible; however, it cannot be guaranteed that impacts related to the loss or conversion of forest land would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects. Therefore, large-scale renewable energy facilities would have a potentially significant impact related to the loss and conversion of forest land **(Impact AG-3)**. Implementation of the CAP Update **would result in a new significant impact** not disclosed in the 2011 GPU PEIR.

2.2.3.6 Cumulative Impact Analysis

The cumulative analysis in the 2011 GPU PEIR provides an evaluation of the San Diego region, including all of San Diego County, Riverside County, Orange County, and Imperial County. This scope of analysis was defined by the climatic conditions of southern California "that create a subtropical climate that optimizes the production of a variety of crops that would be more difficult to produce elsewhere" (see page 2-2.27 of the 2011 GPU PEIR). This analysis uses the same scope identified in the 2011 GPU PEIR. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Directly or Indirectly Convert Agricultural Resources

Impacts would be cumulative in nature if the CAP Update in combination with cumulative development would contribute to a regional loss of agricultural resources because of direct or indirect conversion. The 2011 GPU PEIR concluded that cumulative development would contribute to significant cumulative impacts related to direct and indirect conversion of agricultural resources resulting from the build-out associated with the General Plan.

As discussed in the 2011 GPU PEIR, agricultural resources are in decline in the San Diego region. The decline can be attributed, in part, to the increasing population in the region and subsequent pressures that would require the direct conversion of lands supporting agricultural resources to be converted to non-agricultural uses (see page 2.2-27 of the 2011 GPU PEIR). Accordingly, there is an existing significant cumulative impact with respect to the conversion of agricultural resources from past, present, and reasonably foreseeable future development in the cumulative impact analysis study area.

As described in Section 2.2.3.3, most CAP Update measures and actions would result in direct and indirect benefits to agricultural resources within the cumulative setting. For example, solid waste measures and actions that would result in new facilities for recycling agricultural wastes (i.e., composting) would support ongoing agricultural operations. In addition, water and wastewater measures and actions would indirectly support agricultural operations by ensuring that unincorporated areas in the county would continue to have adequate water supplies. Agricultural and conservation measures and actions would result in the protection of agricultural operations and preservation of agricultural lands. Further, small-scale renewable energy measures and actions would result in new renewable energy infrastructure that would serve as a reliable power source for supporting agricultural operations. Other CAP Update measures and actions not included in the categories listed above would not involve the development of land uses that would result in the direct or indirect conversion of agricultural resources.

However, large-scale renewable energy projects could result in the direct or indirect conversion of agricultural resources. Because projects would be implemented by utility companies in response to the demand generated by CAP Update policies, there is uncertainty regarding the types, locations, and scale of future large-scale renewable energy projects. Although large-scale renewable energy projects would be required to

obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible, it cannot be guaranteed that impacts related to direct or indirect conversion of agricultural resources would be reduced to a level below significance.

Based on the above discussion, implementation of the CAP Update would include measures and actions to ensure the preservation of existing agricultural land and improve land management practices. In addition, implementation of the CAP Update would generally help to prevent the indirect conversion of agricultural resources by ensuring that adequate water and energy resources, as well as agricultural waste facilities, are available to support ongoing agricultural operations. However, large-scale renewable energy projects that could indirectly result from implementation of the CAP Update could result in the conversion of agricultural resources. Accordingly, implementation of the CAP Update would result in a considerable contribution to an existing cumulative effect related to the conversion of agricultural resources, consistent with the conclusion in the 2011 GPU PEIR. There **would not be a new or more severe impact.**

Issue 2: Conflict with Agricultural or Forest Zoning or Williamson Act Contract Lands

Agricultural Zoning and Williamson Act Contract Lands

Impacts would be cumulative in nature if the CAP Update in combination with cumulative development would contribute to a regionally significant impact resulting from conflicts with agricultural zoning and Williamson Act contracts. The 2011 GPU PEIR concluded that cumulative impacts related to Williamson Act contracts and agricultural zoning resulting from the build-out of the General Plan would be less than significant with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures listed above.

As discussed in the 2011 GPU PEIR, incorporated cities and surrounding counties designate and adopt Agricultural Preserves, enter lands into Williamson Act Contracts, and adopt agricultural zoning to protect agricultural resources in the San Diego region (see page 2.2-28 of the 2011 GPU PEIR). Because existing regulations are in place, no existing significant cumulative impact exists with respect to conflicts with agricultural zoning or Williamson Act Contract lands from past, present, and reasonably foreseeable future development in the cumulative impact analysis study area.

As described in Section 2.2.3.4, CAP Update measures and actions would result in land management strategies and installation of new infrastructure and facilities that would be compatible with existing agricultural zoning and Williamson Act contracts. For example, solid waste measures and actions that would result in new facilities for recycling agricultural wastes (i.e., composting) would support ongoing agricultural operations in areas that are zoned for agricultural use or enrolled in Williamson Act contracts. In addition, water and wastewater measures and actions would indirectly support areas zoned for agricultural use and areas enrolled in Williamson Act contracts by ensuring that unincorporated areas in the county would continue to have adequate water supplies.

Agricultural and conservation measures and actions would increase the acreage of lands designated for agricultural land uses within the unincorporated county. Further, energy measures and actions would result in new renewable energy infrastructure that would serve as a reliable power source for supporting agricultural operations. CAP Update measures and actions would not require rezoning because the types of proposed infrastructure and facilities would be allowed within any zone, subject to limitations or use permits. Other CAP Update measures and actions not included in the categories listed above would not result in conflicts with agricultural zoning or Williamson Act contracts.

However, large-scale renewable energy projects could result in conflicts with agricultural zoning or Williamson Act contracts. Because projects would be implemented by utility companies in response to the demand generated by CAP Update policies, there is uncertainty regarding the types, locations, and scale of future large-scale renewable energy projects. Although large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible, it cannot be guaranteed that impacts related to conflicts with agricultural zoning or Williamson Act contracts would be reduced to a level below significance.

Based on the above discussion, implementation of the CAP Update would generally prevent conflicts with agricultural zoning and Williamson Act contracts in the San Diego region through measures and actions to ensure the preservation of existing agricultural land and improve land management practices. In addition, implementation of the CAP Update would ensure that adequate water and energy resources, as well as agricultural waste facilities, are available to support ongoing agricultural operations within areas zoned for agricultural uses or enrolled in Williamson Act contracts. However, large-scale renewable energy projects under the CAP Update could result in conflicts with agricultural zoning or Williamson Act contracts. Therefore, the CAP Update would result in a considerable contribution to an adverse cumulative condition related to conflicts with agricultural zoning or Williamson Act contracts. There **would be a new significant impact** not disclosed in the 2011 GPU PEIR **(Impact-C-AG-2)**.

Forest Zoning

Impacts would be cumulative in nature if the CAP Update in combination with cumulative development would contribute to a regionally significant impact resulting from conflicts with forest or timberland zoning. The 2011 GPU PEIR did not evaluate cumulative impacts related to the direct or indirect loss or conversion of forest land.

Regional growth and land use changes within the San Diego region have resulted in and will continue to result new urban development in areas with existing forest resources. Accordingly, there is an existing significant cumulative impact with respect to conflicts with forest zoning from past, present, and reasonably foreseeable future development in the cumulative impact analysis study area.

As discussed in Section 2.2.1.2, “Forestry Resources,” the county does not include lands zoned specifically for forest land, timberland, or timberland production. The County also

does not have land use authority over development in national forests, such as Cleveland National Forest, where most of the county's forest land exists. Because implementation of the CAP Update would have no impact related to conflicts with zoning for forest land or timberland, the CAP Update would not result in a new significant cumulative impact related to conflicts with forestry zoning. This impact would be **less than significant**. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 3: Result in the Loss or Direct or Indirect Conversion of Forest Land

Impacts would be cumulative in nature if the CAP Update in combination with cumulative development would contribute to a regionally substantial impact resulting from direct or indirect conversion or loss of forest resources. The 2011 GPU PEIR did not evaluate cumulative impacts related to the conversion or loss of forest resources.

Regional growth and land use changes have resulted in and will continue to result in the conversion or loss of existing forest lands. Accordingly, there is an existing significant cumulative impact with respect to the conversion of forest lands from past, present, and reasonably foreseeable future development in the cumulative impact analysis study area.

As discussed in Section 2.2.1.2, "Forestry Resources," the county does not include lands zoned specifically for forest land, timberland, or timberland production. The County also does not have land use authority over development in national forests, such as Cleveland National Forest, where most of the county's forest land exists. As described in Section 2.2.3.5, most CAP Update measures and actions would not result in the siting new facilities or infrastructure in areas with existing forest land, except in cases where the infrastructure is permitted as an accessory use. However, large-scale renewable energy measures and actions could result in the loss or conversion of forest land. Because projects would be implemented by utility companies in response to the demand generated by CAP Update policies, there is uncertainty regarding the types, locations, and scale of future large-scale renewable energy projects. Although large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible, it cannot be guaranteed that impacts related to loss or conversion of forest land would be reduced to a level below significance.

Because large-scale renewable energy infrastructure built in response to measures and actions in the CAP Update could result in the direct or indirect conversion of forest land within the cumulative setting, the CAP Update would result a considerable contribution to an existing cumulative effect related to the conversion or loss of forest land. There **would be a new significant impact** not identified in the 2011 GPU PEIR **(Impact-C-AG-3)**.

2.2.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update may indirectly result in the construction of large-scale renewable infrastructure that would result in new and more severe impacts related to agriculture and forestry resources, as summarized below.

Impact AG-2: Conflict with Agricultural or Forest Zoning or Williamson Act Contract Lands. Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible; however, it cannot be guaranteed that impacts related to conflicts with agricultural zoning and Williamson Act contracts would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects.

Impact AG-3: Result in the Loss or Direct or Indirect Conversion of Forest Land. Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible; however, it cannot be guaranteed that impacts related to the loss or conversion of forest land would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects.

Impact-C-AG-2: Result in a Cumulatively Considerable Contribution to Conflicts with Agricultural Zoning and Williamson Act Contract Lands. Based on the above discussion, implementation of the CAP Update would generally prevent conflicts with agricultural zoning and Williamson Act contracts in the San Diego region through measures and actions to ensure the preservation of existing agricultural land and improve land management practices. In addition, implementation of the CAP Update would ensure that adequate water and energy resources, as well as agricultural waste facilities, are available to support ongoing agricultural operations within areas zoned for agricultural uses or enrolled in Williamson Act contracts. However, implementation of large-scale renewable energy projects under the CAP Update could result in conflicts with agricultural zoning or Williamson Act contracts.

Impact-C-AG-3: Result in a Cumulatively Considerable Contribution to the Loss or Direct or Indirect Conversion of Forest Land. Large-scale renewable energy infrastructure built in response to measures and actions in the CAP Update could result in the direct or indirect conversion of forest land within the cumulative setting.

2.2.5 Mitigation Measures

2.2.5.1 Issue 1: Directly or Indirectly Convert Agricultural Resources

The following mitigation measures were adopted as part of the 2011 GPU PEIR and are applicable to the CAP Update:

> Adopted Mitigation Measure Agr-1.1: Implement the General Plan Regional Category map and Land Use Maps which protect agricultural lands with lower density land use designations that will support continued agricultural.
>
> Adopted Mitigation Measure Agr-1.2: Develop and implement programs and regulations that protect agricultural lands (such as the CEQA guidelines, Zoning Ordinance, Right to Farm Act, Open Space Subvention Act, Farm and Ranch

Lands Protection Program, San Diego County Agricultural Enterprises and Consumer Information Ordinance, BOS Policy I-133, and the San Diego County Farming Program), as well as, those that support implementation of the Williamson Act (including the CEQA Guidelines, Zoning Ordinance, and Subdivision Ordinance).

Adopted Mitigation Measure Agr-1.3: Create a Conservation Subdivision Program that facilitates conservation-oriented project design through changes to the Subdivision Ordinance, Resource Protection Ordinance, Zoning Ordinance, Groundwater Ordinance, and other regulations as necessary with the goal of promoting conservation of natural resources and open space (including agricultural lands) while improving mechanisms for flexibility in project design so that the production of housing is not negatively impacted.

Adopted Mitigation Measure Agr-1.4: Develop and implement the PACE program which compensates landowners for voluntarily limiting future development on their land.

Adopted Mitigation Measure Agr-1.5: Revise community plans to identify important agricultural areas within them and specific compatible uses and desired buffers necessary to maintain the viability of that area. Community plans are used to review development projects (including General Plan Amendments).

The 2013 Wind Energy Ordinance EIR included the following mitigation measure to minimize the potentially significant impacts related to large wind turbine projects:

Adopted Mitigation Measure M-AGR-1: During the environmental review process for future Major Use Permits for wind turbines, the County Guidelines for Determining Significance for Agricultural Resources shall be applied. When impacts to Farmland are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of agricultural resources; preservation of agriculture; and inclusion of compatibility buffers near areas intended for agricultural uses.

An additional mitigation was considered that would prohibit construction of large wind turbine projects in areas supporting Important Farmland; however, this measure was determined to be infeasible because areas supporting Important Farmland may be located within high-quality wind resource areas. This prohibition within the wind resource areas would conflict with CAP Update objectives to facilitate the use of renewable wind energy within the county, to maximize the production of energy from renewable wind sources, and to reduce the potential for energy shortages and outages by facilitating local energy supply.

A modified version of Mitigation Measure M-AGR-1 shall be incorporated into the Mitigation Monitoring and Reporting Program (MMRP) for the CAP Update and shall be applied to all large-scale renewable energy projects, including PV and concentrator solar

systems, during the discretionary review process which would be implemented as a condition of receiving a Major Use Permit. As described in the impact analysis, future large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of discretionary review and project-specific mitigation would minimize or eliminate impacts related to the conversion of agricultural resources to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Mitigation Measure M-AGR-1 from the 2013 Wind Energy Ordinance EIR has been revised to include all large-scale renewable energy projects as follows:

> CAP Update Mitigation Measure Agr-1: During the environmental review process for future Major Use Permits for all large-scale renewable energy projects, the County Guidelines for Determining Significance for Agricultural Resources shall be applied. When impacts to Important Farmland are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of agricultural resources; preservation of agriculture; and inclusion of compatibility buffers near areas intended for agricultural uses.

CAP Update Mitigation Measure Agr-1 would reduce the potential for significant impacts related to the conversion of agricultural resources; however, it is not possible to guarantee that these impacts would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects. Additional mitigation was contemplated as part of this ~~draft~~ SEIR that would implement a development cap on large-scale renewable energy projects. However, this potential mitigation measure was rejected as infeasible because it may reduce the effectiveness of CAP Update Action E-3.3 and diminish the potential for the County to achieve the 2030 GHG emissions reduction target established by the CAP Update. This mitigation would also be infeasible because it would conflict with the County's goal for expanding renewable energy resources. It is unknown how many individual projects and the specific types of large-scale renewable energy systems that would be required to meet the GHG reduction goals of the CAP Update because the design, siting, and economic feasibility characteristics of the options under consideration vary widely. No other additional feasible mitigation is available.

2.2.5.2 Issue 2: Conflict with Agricultural or Forest Zoning or Williamson Act Contract Lands

The following mitigation measure was adopted as part of the 2011 GPU PEIR and is applicable to the CAP Update:

> Adopted Mitigation Measure Agr-2.1: Prior to the approval of any Zoning Ordinance Amendment that would result in the removal of an "A" designator from a certain property, an analysis shall be conducted to ensure that the action removing such a designation will not result in any significant direct or indirect adverse impact to a Williamson Act Contract lands.

The 2013 Wind Energy Ordinance EIR identified Mitigation Measure M-AGR-1, described in Section 2.2.5.1, above, which would be implemented during the discretionary review process for large wind turbines.

An additional mitigation was considered that would prohibit construction of large wind turbine projects in areas zoned for agriculture, areas under Williamson Act contract, and areas near Williamson Act contract lands; however, this measure was determined to be infeasible because high-quality wind resource areas may have agricultural zoning or Williamson Act contracts lands. This prohibition within the wind resource areas would conflict with the project objectives to facilitate the use of renewable wind energy within the county, to maximize the production of energy from renewable wind sources, and to reduce the potential for energy shortages and outages by facilitating local energy supply.

CAP Update Mitigation Measure Agr-1, described in Section 2.2.5.1 above, shall be incorporated into the MMRP for the CAP Update and shall be applied to all large-scale renewable energy projects, including PV and concentrator solar systems, during the discretionary review process, which would be implemented as a condition of receiving a Major Use Permit. As described in the impact analysis, future large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of a discretionary review application and project-specific mitigation would minimize or eliminate impacts to visual character and quality to the extent feasible in compliance with State CEQA Guidelines Section 15126.4.

CAP Update Mitigation Measure Agr-1 would reduce the potential for significant impacts related to conflicts with agricultural zoning and Williamson Act contracts; however, it is not possible to guarantee that all projects and cumulative impacts to conflicts with agricultural zoning and Williamson Act contracts would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future renewable energy projects. Additional mitigation was contemplated as part of this ~~draft~~ SEIR that would implement a development cap upon large-scale renewable energy projects. However, this potential mitigation measure was rejected as infeasible because it may reduce the effectiveness of CAP Update Action E-3.3 and diminish the potential for the County to achieve the 2030 GHG emissions reduction target established by the CAP Update. This mitigation would also be infeasible because it would conflict with the County's goal for expanding renewable energy resources. It is unknown how many individual projects and specific type of large-scale renewable energy systems would be required to meet the GHG reduction goals of the CAP because the design, siting, and economic feasibility characteristics of the options under consideration vary widely. No other additional feasible mitigation is available.

2.2.5.3 Issue 3: Result in the Loss or Direct or Indirect Conversion of Forest Land

As discussed in Section 2.2.3.5, above, the 2011 GPU PEIR did not analyze the loss or direct or indirect conversion of forest land; therefore, no mitigation measures were adopted as part of the 2011 GPU PEIR for the purpose of reducing the potential for the loss or conversion of forest land.

The 2013 Wind Energy Ordinance EIR included the following mitigation measure to minimize the potentially significant impacts related to large wind turbine projects:

> Adopted Mitigation Measure M-AGR-2: During the environmental review process for future Major Use Permits for wind turbines, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts to forest land are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; and resource management.

Additional mitigation was considered that would prohibit construction of large wind turbine projects in areas supporting forest land; however, this measure was determined to be infeasible because forest land may be located within high-quality wind resource areas. This prohibition within the wind resource areas would conflict with CAP Update objectives to facilitate the use of renewable wind energy within the county, to maximize the production of energy from renewable wind sources, and to reduce the potential for energy shortages and outages by facilitating local energy supply.

A modified version of Mitigation Measure M-AGR-2 shall be incorporated into the MMRP for the CAP Update that encompasses all large-scale renewable energy projects, including PV and concentrator solar systems, during the discretionary review process which would be implemented as a condition of receiving a Major Use Permit. As described in the impact analysis, future large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of discretionary review and project-specific mitigation would minimize or eliminate impacts related to the loss or conversion of forest land to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Mitigation Measure M-AGR-2 from the 2013 Wind Energy Ordinance EIR has been revised to include all large-scale renewable energy projects as follows:

> CAP Update Mitigation Measure Agr-2: During the environmental review process for future Major Use Permits for all large-scale renewable energy projects, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts to forest land are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; and resource management.

CAP Update Mitigation Measure Agr-2 would reduce the potential for significant impacts related to the loss or conversion of forest land; however, it is not possible to guarantee that these impacts would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects. Additional mitigation was contemplated as part of this ~~draft~~ SEIR that would implement a development cap on large-scale renewable energy projects. However, this potential mitigation measure was rejected as infeasible because it may reduce the effectiveness of CAP Update Action E-3.3 and diminish the potential for the County to

achieve the 2030 GHG emissions reduction target established by the CAP Update. This mitigation would also be infeasible because it would conflict with the County's goal for expanding renewable energy resources. It is unknown how many individual projects and the specific types of large-scale renewable energy systems that would be required to meet the GHG reduction goals of the CAP Update because the design, siting, and economic feasibility characteristics of the options under consideration vary widely. No other additional feasible mitigation is available.

2.2.6 Significance Conclusions

2.2.6.1 Issue 1: Directly or Indirectly Convert Agricultural Resources

With implementation of the CAP Update, large-scale renewable energy projects have potential to result in the direct or indirect conversion of agricultural resources. Even with compliance with existing regulations related to agricultural resources and implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Agr-1, impacts from large-scale renewable energy projects could remain significant. No other feasible project-related mitigation is available that could be applied to large-scale renewable energy projects. Therefore, the project's impact related to the direct and indirect conversion of agricultural resources would be **significant and unavoidable** and the project **would result in a considerable contribution** to a cumulative impact related to the conversion of agricultural resources could occur. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

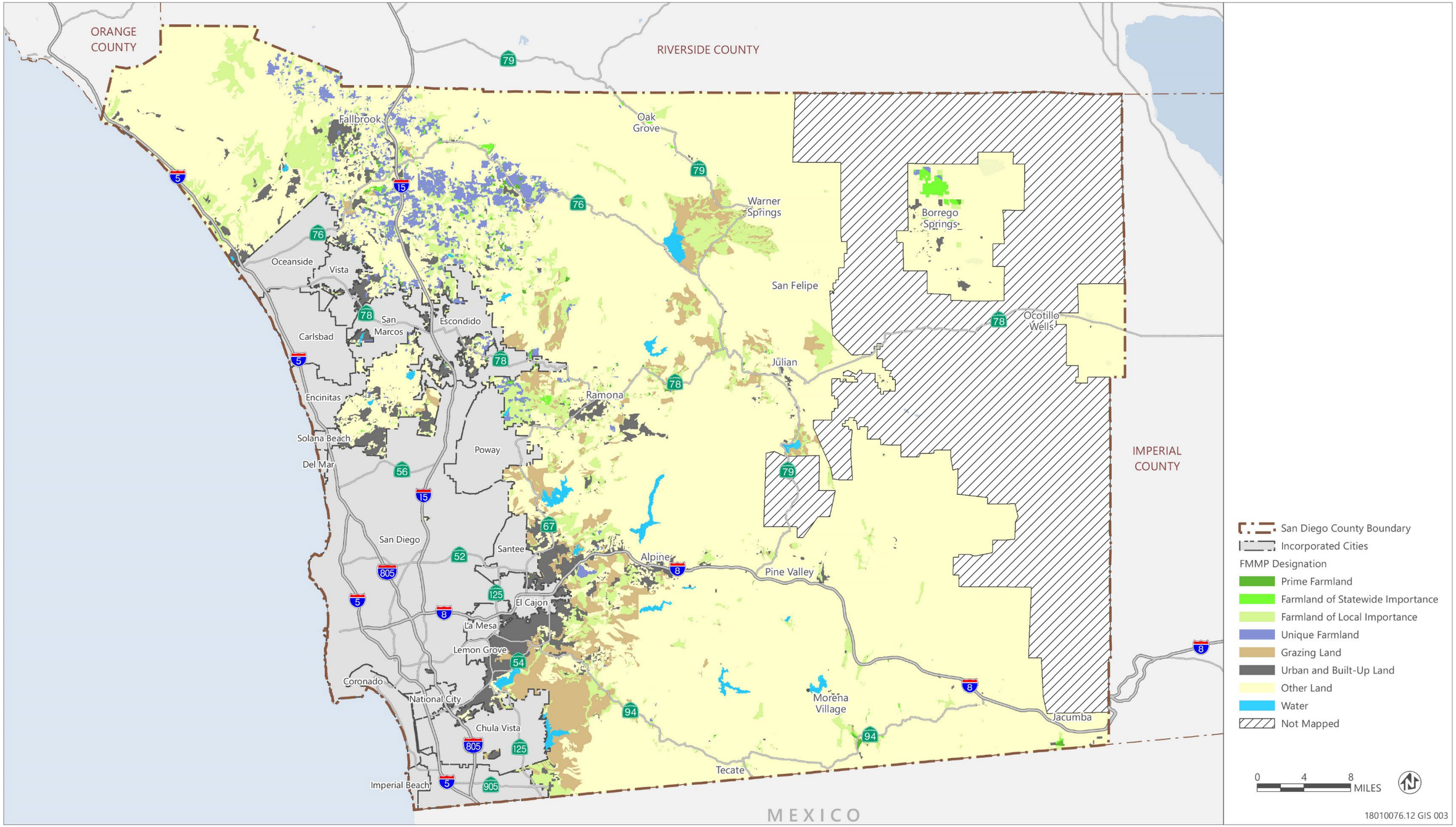
2.2.6.2 Issue 2: Conflict with Agricultural or Forest Zoning or Williamson Act Contract Lands

With implementation of the CAP Update, large-scale renewable energy projects have potential to result in conflicts with agricultural zoning or Williamson Act contracts. Even with compliance with existing regulations related to agricultural resources and implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Agr-1, impacts from large-scale renewable energy projects could remain significant. No other feasible project-related mitigation is available that could be applied to large-scale renewable energy projects. Therefore, the project's impact related to conflicts with agricultural zoning or Williamson Act contracts would be **significant and unavoidable** and the project **would result in a considerable contribution** such that a new significant cumulative impact related to conflicts with agricultural zoning or Williamson Act contracts could occur. This **would be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.2.6.3 Issue 3: Result in the Loss or Direct or Indirect Conversion of Forest Land

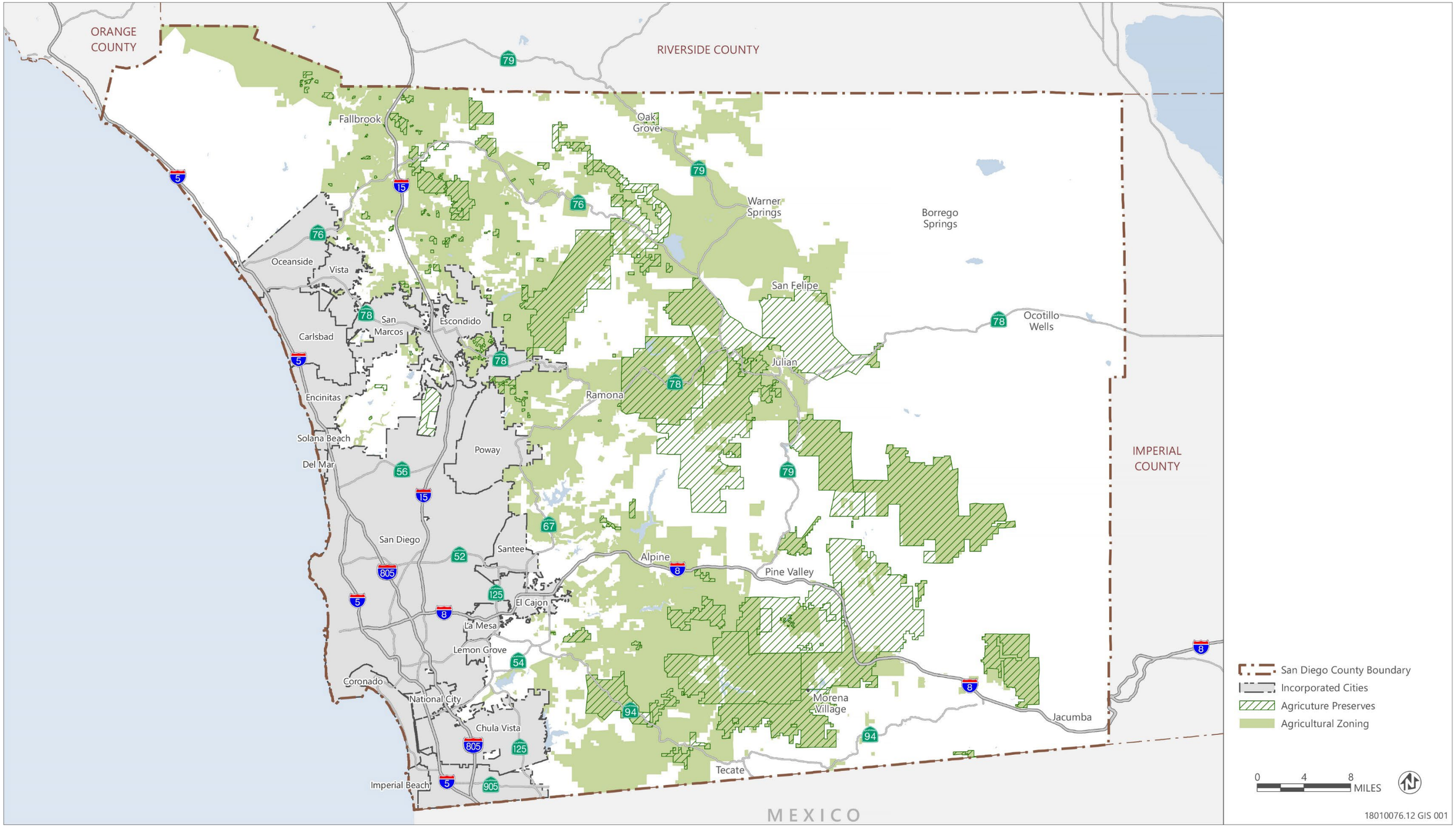
With implementation of the CAP Update, large-scale renewable energy projects have potential to result in the loss or conversion of forest land. Even with compliance with existing regulations related to forest resources and implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Agr-2, impacts from large-scale renewable energy projects could remain significant. No other feasible project-related mitigation is available that could be applied to large-scale renewable energy projects. Therefore, the project's impact related to the loss or conversion of forest land would be **significant and unavoidable** and the project **would result in a considerable contribution** such that a new significant cumulative impact related to the conversion of agricultural resources could occur. This **would be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

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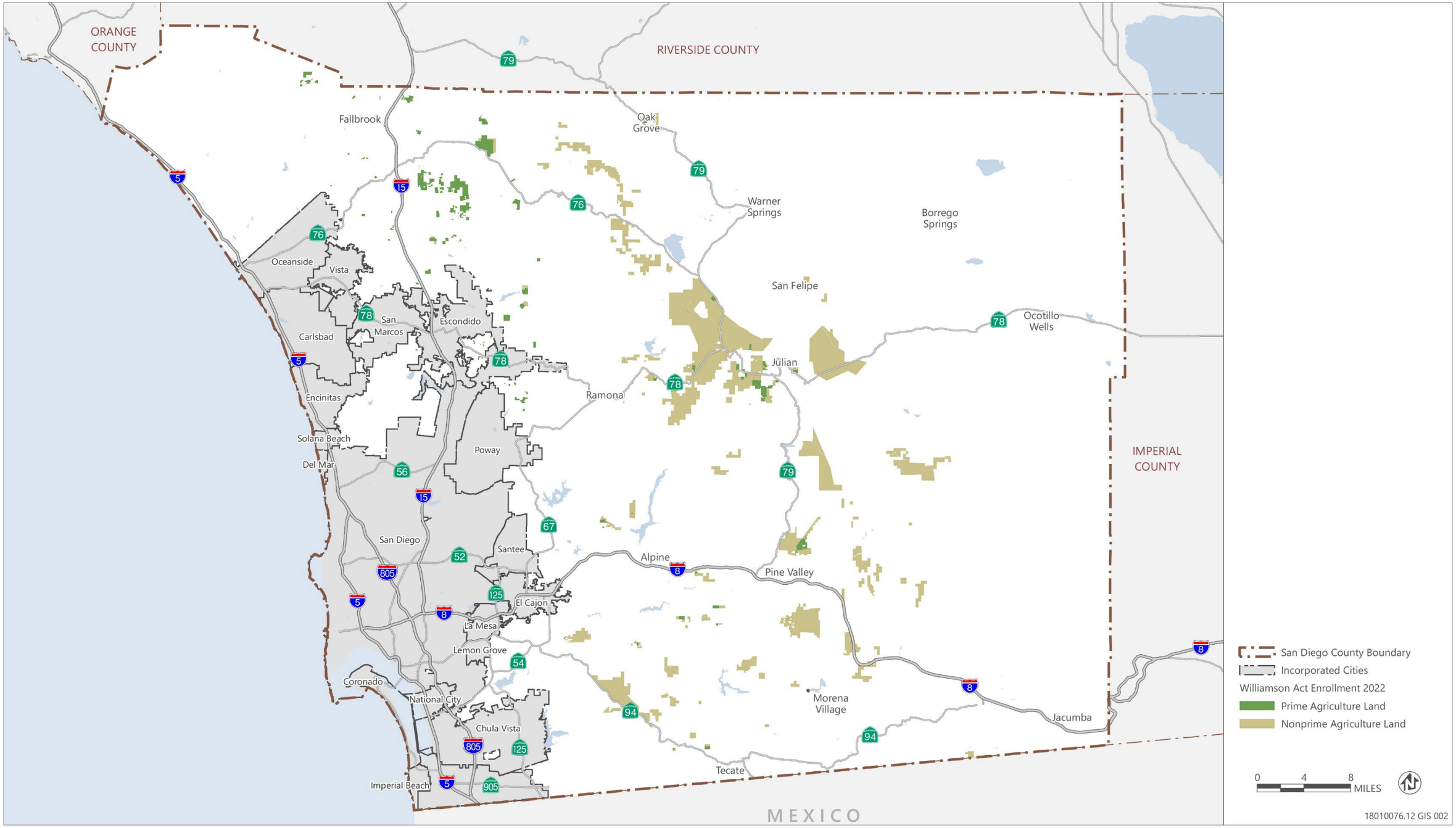
Sources: Data downloaded from the California Department of Conservation in 2023; adapted by Ascent in 2023.

Figure 2.2-1 **Farmland Designations**



Sources: Data downloaded from SanGIS in 2023; adapted by Ascent in 2023.

Figure 2.2-2 **Agricultural Zoning**



Sources: Data downloaded from the California Department of Conservation in 2023; adapted by Ascent in 2023 .

Figure 2.2-3 **Williamson Act Enrollment 2022**

2.3 Air Quality

This section includes a discussion of existing air quality conditions, a summary of applicable regulations, and an analysis of potential short-term and long-term air quality impacts that could result from implementation of the project. Because this analysis is subsequent to the adopted 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the air quality setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU PEIR. In 2018, Appendix G of the State CEQA Guidelines was updated to combine two checklist items (related to air quality violations and nonattainment of criteria pollutants) into a single checklist item and amend the last checklist item to expand the question beyond objectionable odors. However, to distinguish impacts between these two issue areas, the analysis below uses the same separate checklist items used in the 2011 GPU PEIR.

Table 2.3-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. As indicated, implementation of the proposed project would not result in new or more severe significant impacts on air quality (with implementation of mitigation).

Table 2.3-1 Summary of Air Quality–Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Air Quality Plans	General Plan Only: Less-Than-Significant Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less-Than-Significant Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
2	Air Quality Violations	General Plan Only: Significant and Unavoidable Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable Cumulative Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
3	Non-Attainment Criteria Pollutants	General Plan Only: Significant and Unavoidable Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable Cumulative Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
4	Sensitive Receptors	General Plan Only: Significant and Unavoidable Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable Cumulative Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
5	Odors	General Plan Only: Less-Than-Significant Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less-Than-Significant Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

Compiled by Ascent Environmental in 2023.

No comments received during the Notice of Preparation (NOP) scoping process included specific concerns regarding air quality. However, several commenters provided suggestions for improvements that should be included in the CAP Update that would positively impact air quality such as increased alternative transportation infrastructure, complete streets, energy efficiency improvements, increased renewable energy, building electrification, and natural resource conservation. Copies of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.3.1 Existing Conditions

The 2011 GPU PEIR included a discussion of existing conditions related to air quality in Section 2.3.1 on pages 2.3-1 through 2.3-3. The 2011 GPU PEIR reported data from 2003 to 2007 for criteria air pollutants addressed in the ambient air quality standards. Since certification of the 2011 GPU PEIR in August 2011, more recent ambient background air quality data has been made available by the San Diego County Air Pollution Control District (SDAPCD). Changes to the monitoring station concentration data, ambient risk levels in the county, and attainment designations for the county have been updated and

are provided below; however, this updated information does not substantially change the existing conditions described for air quality in the 2011 GPU PEIR, which are incorporated herein by reference.

Criteria Air Pollutants

The federal and state governments have established air quality standards for six criteria pollutants: ozone (O_3); carbon monoxide (CO); lead (Pb); nitrogen dioxide (NO_2); sulfur dioxide (SO_2); and particulate matter (PM), which consists of particulate matter 10 micrometers or less in diameter (PM_{10}) and particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$). O_3 is considered a regional pollutant because its precursors affect air quality on a regional scale. Pollutants such as CO, NO_2, SO_2, and Pb are considered local pollutants that tend to accumulate in the air locally. PM is both a local and a regional pollutant. The primary criteria pollutants of concern generated by the project are O_3 precursors (volatile organic compounds [VOCs] and oxides of nitrogen [NO_X, CO, and PM.[1]

All criteria pollutants can have human health and environmental effects at certain concentrations. The ambient air quality standards for these pollutants are set to protect public health and the environment within an adequate margin of safety (Clean Air Act Section 109). Epidemiological, controlled human exposure, and toxicology studies evaluate potential health and environmental effects of criteria pollutants, and form the scientific basis for new and revised ambient air quality standards.

Principal characteristics and possible health and environmental effects from exposure to the primary criteria pollutants generated by the project are provided in Table 2.3-2, presented at the end of this section.

Monitoring Station Data and Attainment Area Designations

SDAPCD operates and maintains nine regional monitoring stations throughout the San Diego Air Basin (SDAB). The Alpine – 2300 Victoria Drive monitoring station is the only station located in unincorporated San Diego County. Alpine is the SDAPCD's easternmost monitoring station and measures for O_3 and fine particulate matter ($PM_{2.5}$) concentrations downwind of the region's major metropolitan areas. The Escondido – 600 East Valley Parkway monitoring station closed in 2015 and has not yet been replaced. Monitoring data from the Escondido monitoring station was used in the 2011 GPU PEIR to establish existing conditions. The next closest monitoring station is the El Cajon – Lexington Elementary station, which is located within the City of El Cajon near unincorporated areas. The El Cajon – Lexington Elementary station reports O_3, respirable particulate matter (PM_{10}), and $PM_{2.5}$ concentrations. Data from the El Cajon – Lexington Elementary station is included below. In general, the local ambient air quality measurements from these stations are representative of the air quality within the unincorporated county. Table 2.3-

[1] As discussed, there are also ambient air quality standards for SO_2, Pb, sulfates, hydrogen sulfide, vinyl chloride, and visibility particulates. However, these pollutants are typically associated with large stationary sources (such as manufacturing), which are not included as part of the project.

3, presented at the end of this section, summarizes the air quality data for the three most recent calendar years for which data are available (i.e., 2019–2021).

Both the California Air Resources Board (CARB) and US Environmental Protection Agency (EPA) use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify those areas with air quality problems and thereby initiate planning efforts for improvement. The three basic designation categories are "nonattainment," "attainment," and "unclassified." In addition, the California designations include a subcategory of the nonattainment designation, called "nonattainment-transitional." The nonattainment-transitional designation is given to nonattainment areas that are progressing and nearing attainment. Unclassified is designated in an area that cannot be classified based on available information as meeting or not meeting the standards. Attainment designations for San Diego County are shown in Table 2.3-4, presented at the end of this section, for each criteria air pollutant. As of the 2011 GPU PEIR, San Diego County was designated as a nonattainment area for the National Ambient Air Quality Standards (NAAQS), the California Ambient Air Quality Standards (CAAQS), or both for O_3 (NAAQS and CAAQS), PM_{10} (CAAQS), and $PM_{2.5}$ (CAAQS), as well as a maintenance area for CO (NAAQS). San Diego County remains a nonattainment area for O_3 (NAAQS and CAAQS), PM_{10} (CAAQS), and $PM_{2.5}$ (CAAQS), but is no longer considered a maintenance area for CO.

Toxic Air Contaminants

Toxic air contaminants (TACs) are pollutants that have no ambient standard but pose the potential to increase the risk of developing cancer or acute or chronic health risks. The most relevant TAC associated with the proposed project is diesel particulate matter (DPM). DPM was established as a TAC in 1998, while some of the chemicals in diesel exhaust, such as benzene and formaldehyde, had previously been identified as TACs and listed as carcinogens under either the state's Proposition 65 or the federal hazardous air pollutants program.

For TACs like DPM that are known or suspected carcinogens, CARB has consistently found that there are no levels or thresholds below which exposure is risk-free. Therefore, no NAAQS or CAAQS exist for TACs. Individual TACs vary greatly in the risks they present. At a given level of exposure, one TAC may pose a hazard that is many times greater than another. TACs are identified and their toxicity is studied by the California Office of Environmental Health Hazard Assessment (OEHHA). Adverse health effects of TACs can be carcinogenic (cancer-causing), short-term (acute) noncarcinogenic, and long-term (chronic) noncarcinogenic. Direct exposure to these pollutants has been shown to cause cancer, birth defects, damage to the brain and nervous system, and respiratory disorders.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among

the population and overall is quite subjective. Some individuals can smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant or a coffee roaster). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity. Odor sources of concern include wastewater treatment plants, sanitary landfills, composting facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting operations, rendering plants, and food packaging plants. Odor sources of concern exist throughout the county.

2.3.2 Regulatory Framework

Air quality in the SDAB is regulated by EPA, CARB, and the SDAPCD. Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable legislation. The regulatory framework described in Section 2.3.2 on pages 2.3-8 through 2.3-9 of the 2011 GPU PEIR is incorporated by reference. Specific regulations that are discussed in the 2011 GPU PEIR and are applicable to the project include the following:

2.3.2.1 Federal

- Federal Clean Air Act
- NAAQS
- New Source Performance Standards
- National Emissions Standards for Hazardous Air Pollutants Program
- New Source Review (NSR)
- Prevention of Significant Deterioration

2.3.2.2 State

- California Clean Air Act
- CAAQS
- California State Implementation Plan (SIP)
- California Air Toxics “Hot Spots” Information and Assessment Act (Assembly Bill 2588)

2.3.2.3 Local

- San Diego County Regional Air Quality Strategy (RAQS)

- County of San Diego Code of Regulatory Ordinances, Title 8, Division 7, Chapter 4, Section 87.428, Dust Control Measures
- County of San Diego Code of Regulatory Ordinances, Title 6, Division 3, Chapter 4, Sections 63.401 and 63.402, Nuisance

All projects in San Diego County are subject to the adopted SDAPCD rules and regulations. Specific rules applicable may include, but are not limited to the following:

- SDAPCD Rule 10—Permits Required,
- SDAPCD Rule 20.1 et. seq.—New Source Review,
- SDAPCD Rule 50—Visible Emissions,
- SDAPCD Rule 51—Nuisance,
- SDAPCD Rule 52—Particulate Matter,
- SDAPCD Rule 53—Specific Contaminants,
- SDAPCD Rule 54—Dust and Fumes,
- SDAPCD Rule 55—Fugitive Dust,
- SDAPCD Rule 59—Control of Waste Disposal Site Emissions,
- SDAPCD Rule 59.1—Municipal Solid Waste Landfills,
- SDAPCD Rule 62—Sulfur Content of Fuels,
- SDAPCD Rule 67.0—Architectural Coatings,
- SDAPCD Rule 69.4—Stationary Reciprocating Internal Combustion Engines,
- SDAPCD Rule 1200—Toxic Air Contaminants-New Source Review,
- SDAPCD Rule 1210—Toxic Air Contaminant Public Health Risks – Public Notification and Risk Reduction, and
- SDAPCD Regulation XI, Subpart M, Rule 361.145—National Emission Standards for Asbestos – Standard for Demolition and Renovation.

Applicable local regulations that were not included in or were adopted after adoption of the 2011 GPU PEIR are described below.

Regional Air Quality Strategy and State Implementation Plan

CARB, SDAPCD, and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego RAQS outlines SDAPCD's plans and control measures designed to attain and maintain the state standards, while San Diego's portions of the SIP are designed to attain and maintain federal standards. The RAQS was initially adopted in 1991 and is updated on a triennial basis. The

RAQS was updated in 1995, 1998, 2001, 2004, 2009, 2016, and most recently in 2022 (SDAPCD 2023).

SDAPCD Rulemaking

SDAPCD Rule 1210 was first adopted in 1996 to establish public notification and risk reduction thresholds and procedures for San Diego County. Rule 1210 was amended in December 2021 to decrease the cancer risk reduction threshold from 100 in one million to 10 in one million. The intent of the regulation is to improve air quality by reducing cancer-causing air pollutants in the region.

2011 San Diego County General Plan

The General Plan policies addressing air quality that are applicable to the CAP Update include the following:

> Policy COS-14.1: Land Use Development Form. Require that development be located and designed to reduce vehicular trips (and associated air pollution) by utilizing compact regional and community-level development patterns while maintaining community character.
>
> Policy COS-14.2: Villages and Rural Villages. Incorporate a mixture of uses within Villages and Rural Villages that encourage people to walk, bicycle, or use public transit to reduce air pollution and greenhouse gas (GHG) emissions.
>
> Policy COS-14.8: Minimize Air Pollution. Minimize land use conflicts that expose people to significant amounts of air pollutants.
>
> Policy COS-14.9: Significant Producers of Air Pollutants. Require projects that generate potentially significant levels of air pollutants and/or GHGs such as quarries, landfill operations, or large land development projects to incorporate renewable energy, and the best available control technologies and practices into the project design.
>
> Policy COS-14.10: Low-Emission Construction Vehicles and Equipment. Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.
>
> Policy COS-15.1: Design and Construction of New Buildings. Require that new buildings be designed and constructed in accordance with “green building” programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.
>
> Policy COS-15.3: Green Building Programs. Require all new County facilities and the renovation and expansion of existing County buildings to meet identified “green

building" programs that demonstrate energy efficiency, energy conservation, and renewable technologies.

Policy COS-15.4: Title 24 Energy Standards. Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.

Policy COS-15.5: Energy Efficiency Audits. Encourage energy conservation and efficiency in existing development through energy efficiency audits and adoption of energy saving measures resulting from the audits.

Policy COS-15.6: Design and Construction Methods. Require development design and construction methods to minimize impacts to air quality.

Policy COS-16.2: Single-Occupancy Vehicles. Support transportation management programs that reduce the use of single-occupancy vehicles.

Policy COS-16.3: Low-Emissions Vehicles and Equipment. Require County operations and encourage private development to provide incentives (such as priority parking) for the use of low- and zero-emission vehicles and equipment to improve air quality and reduce GHG emissions. [Refer also to Policy M-9.3 (Preferred Parking) in the Mobility Element]

Policy COS-20.3: Regional Collaboration. Coordinate air quality planning efforts with federal and state agencies, San Diego Association of Governments (SANDAG), and other jurisdictions.

Policy LU-2.8: Mitigation of Development Impacts. Require measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise, vibrations, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.

2011 San Diego County GPU PEIR

The mitigation measures addressing air quality that were adopted as part of the 2011 GPU PEIR and are applicable to the project include the following:

Adopted Mitigation Measure Air-2.1: Provide incentives such as preferential parking for hybrids or alternatively fueled vehicles such as compressed natural gas (CNG) vehicles or hydrogen- or electric-powered vehicles. The County shall also establish programs for priority or free parking on County streets or in County parking lots for hybrids or alternatively fueled vehicles.

Adopted Mitigation Measure Air-2.2: Replace existing vehicles in the County fleet as needed with the cleanest vehicles commercially available that are cost-effective and meet vehicle use needs.

Adopted Mitigation Measure Air-2.3: Implement transportation fleet fueling standards to improve the number of alternatively fueled vehicles in the County fleet.

Adopted Mitigation Measure Air-2.4: Provide incentives to promote the siting or use of clean air technologies where feasible. These technologies shall include, but not be limited to, fuel cell technologies, renewable energy sources, and hydrogen fuel.

Adopted Mitigation Measure Air-2.5: Require that the following measures be implemented on all construction projects where project emissions are above the SLTs:

- multiple applications of water during grading between dozer/scraper passes;
- paving, chip sealing, or chemical stabilization of internal roadways after completion of grading;
- use of sweepers or water trucks to remove “track-out” at any point of public street access;
- termination of grading if winds exceed 25 miles per hour;
- stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control;
- use of low-sulfur fuels in construction equipment;
- use of low VOC paints; and
- projects exceeding SLTs will require 10 percent of the construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and/or CARB certified Tier I, II, III, IV equipment. Equipment is certified if it meets emission standards established by the EPA for mobile non-road diesel engines of almost all types. Standards established for hydrocarbons, oxides of nitrogen (NO_X), CO, and PM. Tier I standards are for engines over 50 horsepower (hp) (such as bulldozers) built between 1996 and 2000, and engines under 50 hp (such as lawn tractors) built between 1999 and 2000. Tier II standards are for all engine sizes from 2001 to 2006, and Tier III standards are for engines rated over 50 hp from 2006 to 2008. Tier IV standards apply to engines of all sizes built in 2008 or later. Standards are increasingly stringent from Tier I to Tier IV.

Adopted Mitigation Measure Air-2.6: Use County Guidelines for Determining Significance for Air Quality to identify and mitigate adverse environmental effects on air quality.

Adopted Mitigation Measure Air-2.7: Implement County Air Pollution Control District regulations for air emissions from all sources under its jurisdiction.

Adopted Mitigation Measure Air-2.8: Require NSRs to prevent permitting projects that are "major sources."

Adopted Mitigation Measure Air-2.9: Implement the Grading, Clearing, and Watercourses Ordinance by requiring all clearing and grading to be conducted with dust control measures.

Adopted Mitigation Measure Air-2.10: Revise Board Policy F-50 to strengthen the County's commitment and requirement to implement resource-efficient design and operations for County-funded renovation and new building projects. This could be achieved by making the guidelines within the policy mandatory rather than voluntary.

Adopted Mitigation Measure Air-2.11: Implement County RAQS to attain state air quality standards for ozone.

Adopted Mitigation Measure Air-2.12: Revise Board Policy G-15 to require County facilities to comply with Silver Leadership in Energy and Environmental Design (LEED) standards or other equivalent Green Building rating systems.

Adopted Mitigation Measure Air-2.13: Revise Board Policy G-16 to require the County to:

- adhere to the same or higher standards it would require from the private sector when locating and designing facilities concerning environmental issues and sustainability, and
- require government contractors to use low-emission construction vehicles and equipment.

Adopted Mitigation Measure Air-4.1: Use the policies set forth in the CARB's Land Use and Air Quality Handbook as a guideline for siting sensitive land uses. Implementation of this measure will ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of TACs.

2.3.3 Analysis of Effects and Significance Determinations

2.3.3.1 Significance Criteria

The analysis is informed by the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements*: *Air Quality* (County of San Diego 2007), which has not been updated since the 2011 GPU PEIR was prepared.

Per Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements*: *Air Quality* (County of San Diego 2007), a project's impact to air quality is considered significant if it would:

- conflict with or obstruct implementation of the applicable air quality plan,
- violate any air quality standard or contribute substantially to an existing or projected air quality violation,
- result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors),
- expose sensitive receptors to substantial pollutant concentrations,
- result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The County's Screening Level Thresholds (SLTs), as informed by SDAPCD's Trigger Levels in Rules 20.2 and 20.3, are tied to achieving or maintaining attainment designations with the NAAQS and CAAQS. The NAAQS and CAAQS, in turn, are scientifically substantiated numerical concentrations of criteria air pollutants considered to be protective of human health. Using federal and state guidance pertaining to TACs, SDAPCD developed cancer risk thresholds for TAC exposure. Unlike criteria air pollutants, there are no known safe concentrations of TACs. Moreover, TAC emissions contribute to the deterioration of localized air quality because of the dispersion characteristics of TAC emissions that do not typically cause regional-scale air quality impacts. SDAPCD thresholds are designed to ensure that a source of TACs does not contribute to a localized, significant impact to existing or new receptors. These risk-based TAC thresholds have been incorporated into the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Air Quality* analyses under CEQA.

2.3.3.2 Approach to Analysis

Impacts related to air quality were analyzed qualitatively based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area was analyzed in the context of existing laws and regulations, as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant adopted General Plan policies and 2011 GPU PEIR mitigation measures have been applied to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether approval and implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies overarching strategies, measures, and supporting actions (referred to

herein as measures and actions) to demonstrate progress toward the established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impacts of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unincorporated county) and its role as a planning document designed to guide future decision-making related to the reduction of GHG emissions within the unincorporated county, the study area for the CAP Update is the unincorporated area of the county within the County's jurisdiction (i.e., excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects that would be implemented under the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of future projects. Future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they would result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, additional CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to below a significant impact.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update measures and actions with the potential to result in effects related to air quality are summarized below. CAP Update measures and actions that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to air quality.

Solid Waste Measures and Actions. This category includes measures and actions intended to increase organic waste diversion, increase recycling, and increase gas capture. Within these measures are associated actions that would achieve the goals of the measures by implementing actions such as adopting a County operations zero waste policy to achieve zero waste (90 percent diversion) by 2030 (Action SW-1.1) and incentivizing the development of new composting/anaerobic digestion facilities and on-farm digesters (Action SW-4.1a).

Water and Wastewater Measures and Actions. This category includes measures and actions intended to increase water efficiency and conservation. Within these measures are associated actions that would update the County's Water Efficiency Plan to require water-efficiency measures in new and existing County buildings/operations to reduce potable water use intensity by ~~19~~28 percent (Action W-1.1) and amend the County's Code of Regulatory Ordinances to require Tier 2 California Green Building Standards Code

(CALGreen) water efficiency requirements (water efficiency and conservation requirements include installation of stormwater and greywater capture systems for irrigation) for existing development projects with qualifying improvements (Action W-2.2).

Agriculture and Conservation Measures and Actions. This category includes the acquisition and preservation of natural lands, improvements to land management practices to protect habitat and increase carbon storage, and the reduction of GHG emissions from agricultural operations. Within these measures are associated actions that would achieve the goals of the measures by implementing actions such as acquiring 11,000 acres of conservation lands by 2030 to preserve land in perpetuity (Action A-1.1), implementing the County's Landscaping Ordinance to require tree planting in single family residential development (Action A-2.2), and developing a ~~Carbon Farming~~ Climate Smart Land Stewardship Program to increase carbon sequestration on 3,000 acres by 2030 (Action A-4.1). This category also includes an action that would evaluate opportunities for the construction of farmworker housing (Action A-4.1.b).

Energy Measures and Actions. This category includes increases to building energy efficiency, the development of renewable energy generation infrastructure, and increasing electrification. Specific measures and actions include implementing the County Facilities Zero Carbon Portfolio Plan to achieve 90 percent reduction in operational carbon emissions by 2030 (Action E-1.1), updating the Green Building Incentive program to include incentives for energy efficiency and conservation improvements (including installation of efficient energy-use equipment, insulation, and replacement of non-electrically powered equipment) for new and existing development (Action E-2.3), and developing a program to provide 100 percent renewable energy from San Diego Community Power to increase renewable energy use in the unincorporated area (Action E-3.3). Action E-3.3 may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes a shift towards alternative modes of transportation, the encouragement of alternative fuel use, and reduced single-occupancy vehicle trips. Within these measures are associated actions that would achieve the goals of the measures by implementing actions such as using alternative fuel and/or zero-emission construction equipment in County projects (Action T-1.1.a), developing a program to provide residents and businesses incentives for alternative fuel and/or zero-emission construction and landscaping equipment (Action T-2.1), developing a program to fund and/or construct 2,040 publicly available electric vehicle (EV) charging stations at County facilities and in the unincorporated area by 2028 (Action T-3.1), and amending the San Diego County Code of Regulatory Ordinances to require Tier 2 CALGreen EV charging infrastructure installations for new multi-family residential and non-residential construction (Action T-43.1).

2.3.3.3 Issue 1: Conflict with Air Quality Plans

This section describes potential project impacts resulting from conflicts with the RAQS and SIP.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines as well as the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Air Quality* (County of San Diego 2007), which remains the most recent guidance for San Diego County, the project would have a significant impact if it would conflict with or obstruct the implementation of the San Diego RAQS and/or the SIP.

The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for O_3. In addition, the SDAPCD relies on the SIP, which includes the SDAPCD's plans and control measures for attaining the O_3 NAAQS. These plans consider emissions from all sources, including natural sources, and seek to achieve the appropriate standards through implementation of feasible control measures on stationary sources. Mobile sources are regulated by EPA and CARB, and the emissions and reduction strategies related to mobile sources are also considered in the RAQS and the SIP.

The RAQS relies on information from CARB and SANDAG, including projected growth in the county, as well as mobile, area and all other source emissions to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. The RAQS is updated on a triennial basis with more current projections for population growth and the resulting effects of increased population on air quality in the region such as vehicle miles traveled (VMT), number of vehicle trips in the area, and electricity demand. The RAQS also details measures that, when enacted, are meant to improve air quality in the region. Each subsequent update of the RAQS provides current projections of the items above but maintains the underlying goal of improving air quality in the region. Therefore, the standards applied to the 2011 GPU PEIR are similar to those applied to the project, as the RAQS remains the applicable plan with updated projections being the primary difference. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County. As such, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS and SIP.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR included land use designations that would allow development of residential, commercial, industrial, and other land uses in the unincorporated areas. Based on the requirements for consistency with emission control strategies in the RAQS and SIP, the 2011 GPU PEIR concluded that the General Plan would not conflict with or obstruct the implementation of the RAQS and/or the SIP because future development would be required to demonstrate compliance with the strategies and measures adopted as part of the RAQS and SIP during the County's environmental review process, as well as with the requirements of the County and/or air pollution control district (APCD) to reduce emissions of PM. It was determined that, based on the requirements for consistency with emission control strategies in the RAQS and SIP, the General Plan

would not conflict with or obstruct the implementation of the San Diego RAQS and/or applicable portions of the SIP. The discussion of this impact can be found in Section 2.3.3.1 (pages 2.3-13 to 2.3-15) of the 2011 GPU PEIR and is incorporated by reference. Specific General Plan policies related to the protection of air quality are listed above in Section 2.3.2, "Regulatory Framework." The 2011 GPU PEIR concluded that the General Plan would result in a less-than-significant impact associated with conflicts with applicable air quality plans.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures and actions to result in conflicts with the RAQS and SIP.

Solid Waste Measures and Actions

Implementation of measures and actions within the solid waste group would increase organic waste diversion (Actions SW-1.1, SW-1.1a, and SW-1.1b), increase recycling (Actions SW-2.1, SW-2.1a, SW-2.1b, and SW-4.1b), and increase gas capture (Actions SW-3.1 and SW-4.1). Implementation of the measures within this group and their associated actions include solid waste diversion/recycling programs/incentives, development of new composting/anaerobic digestion facilities and on-farm digesters, and biogas capture at existing landfills (Borrego and Otay). Specific locations for projects have not been identified. Implementation of the measures within this group could result in or facilitate the construction of new facilities, which could result in new sources of temporary emissions. Regarding solid waste, operation of new or expanded organics processing facilities throughout the county would require a small increase in the number of full-time employees, and therefore a small increase in vehicle trips and associated vehicle emissions, to operate and maintain the facilities; however, these types of facilities are not substantial employment generators and would therefore not result in substantial population increases. Therefore, implementation of these measures and actions would not result in population growth that could obstruct the implementation of the San Diego RAQS and/or the SIP by exceeding the projected emissions associated with increases in population such as from vehicle trips, energy consumption, and waste generation. Construction of these projects would result in short-term increases in emissions of criteria pollutants associated with construction activities such as heavy equipment use, hauling trips, and worker commute trips. However, these activities would be temporary and would not likely result in prolonged emissions. Operation of these projects would likely result in improvements to air quality as the actions and measures identified above would collectively reduce the consumption of fossil fuels used for generating electricity by improving building efficiency, improve gas capture at solid waste and recycling facilities as well as on farms, and reduce emissions from decomposition by diverting waste from landfills. Additionally, since the CAP Update does not propose changes in land use types, the emissions that would be generated during construction have been previously accounted for in the 2011 GPU PEIR. Implementation of the measures within the solid waste group would result in a less-than-significant impact, consistent with the 2011 GPU PEIR.

Water and Wastewater Measures and Actions

Implementation of measures and actions within the water and wastewater group would increase water efficiency and conservation (Actions W-1.1, W-2.1, W-2.2, W-2.3, W-2.3.a, W-2.3.b, W-2.4, and W-3.1). Implementation of the measures within this group and their associated actions include new building requirements, building retrofits, expansion of recycled water/greywater infrastructure, the installation of water-efficient appliances and smart irrigation systems, and water efficiency programs. Specific locations for projects have not been identified. Implementation of the measures within this group would result in the installation of new greywater systems, smart irrigation, and stormwater capture systems, which could result in new sources of temporary emissions. The operation of these utilities would likely require small increases in full-time employees and would thus not substantially increase population. Therefore, implementation of these measures and actions would not result in population growth that could obstruct the implementation of the San Diego RAQS and/or the SIP by exceeding the projected emissions associated with increases in population such as from vehicle trips, energy consumption, and waste generation. Construction of these projects would result in short-term increases in emissions of criteria pollutants associated with construction activities, such as heavy equipment use, hauling trips, and worker commute trips. However, these activities would be temporary and would not likely result in prolonged emissions. Additionally, since the CAP Update does not propose changes in land use types, the emissions that would be generated during construction have been previously accounted for in the 2011 GPU PEIR. Implementation of the measures within the water and wastewater group would result in a less-than-significant impact, consistent with the 2011 GPU PEIR.

Agriculture and Conservation Measures and Actions

Implementation of agriculture and conservation measures and actions would result in the acquisition and preservation of natural lands (Action A-1.1) and would improve land management practices to protect habitat and increase carbon storage (Actions A-1.2, A-1.2.a, and A-3.1). Additionally, measures and actions in the group aim to reduce GHG emissions from agricultural operations (Action A-5.1 and Action A-5.1.a). Projects that could result from implementation of these measures could include creating agricultural programs, restoring natural/working lands, reducing on-farm anaerobic digesters, incentivizing manure composting, improving foraging/grazing lands, reducing agricultural water costs, implementing carbon farming programs, preparing open space/habitat restoration plans, planting trees, promoting low-carbon/zero emissions landscaping, and evaluating the potential for increasing farmworker housing. This list is not intended to be exhaustive but represents some of the types of projects that could be considered in the future.

Some measures within this group could involve some type of ground disturbing construction activity and would generate criteria pollutant emissions. For example, Action A-4.1.b would evaluate opportunities for increased farmworker housing, which could involve the subsequent construction of housing for farmworkers. Construction activities and project operations associated with these measures could result in air quality emissions. Implementation of these projects may result in a small number of new jobs,

specifically related to construction and maintenance services, but are not expected to result in new residents or growth in activity or development that would conflict with the RAQS or SIP. Therefore, implementation of these measures and actions would not result in population growth that could obstruct the implementation of the San Diego RAQS and/or the SIP by exceeding the projected emissions associated with increases in population, such as from vehicle trips, energy consumption and waste generation. Construction of these projects would result in short-term increases in emissions of criteria pollutants associated with construction activities such as heavy equipment use, hauling trips, and worker commute trips. However, these activities would be temporary and would not likely result in prolonged emissions. Additionally, since the CAP Update does not propose changes in land use types, the emissions that would be generated during construction have been previously accounted for in the 2011 GPU PEIR. All projects would be required to comply with applicable existing federal, state, and local regulations. Implementation of the measures within the agriculture and conservation group would result in a less-than-significant impact, consistent with the 2011 GPU PEIR.

Energy Measures and Actions

Implementation of measures and actions within the energy group would increase building energy efficiency and increase electrification in the unincorporated county (Measures E-1 and E-2) and develop policies and programs to increase use of renewable energy (Measure E-3). These measures and actions would result in investments in local job training and incentive programs and amendments to County codes regarding energy, among other initiatives. Other measures and actions could result in large-scale wind turbines and solar arrays, as well as energy-storage systems. Additional actions include energy efficiency retrofits on existing residential and non-residential structures, including small-scale rooftop or ground-mounted solar photovoltaic arrays or small wind turbines, and incentivizing the use of renewable energy. Implementation of these measures would generally involve some type of ground-disturbing construction activity. Implementation of these projects would result in a small amount of new jobs, specifically related to construction services, but implementation of these projects is not expected to result in new residents or growth in activity or development that would conflict with the RAQS or SIP. All projects would be required to comply with applicable existing federal, state, and local regulations. Specifically, projects would be evaluated for their consistency with adopted General Plan policies, 2011 GPU PEIR mitigation measures, County Grading Ordinance regulations, and County Resources Protection Ordinance regulations.

Installation and operation of both large- and small-scale solar arrays, wind turbines, and energy storage solutions would not result in an increase in population in the county, and the growth in jobs would be minor and related primarily with construction services. Therefore, implementation of these measures would not result in population growth that could obstruct the implementation of the San Diego RAQS and/or the SIP by exceeding the projected emissions associated with increases in population, such as from vehicle trips, energy consumption, and waste generation. Further, increased renewable energy generation would result in decreased reliance on fossil fuels for energy consumption, which would improve air quality by reducing areawide emissions associated with the generation of electricity, consistent with the goals of the RAQS and SIP.

Construction of these projects would result in short-term increases in emissions of criteria pollutants associated with construction activities such as heavy equipment use, hauling trips, and worker commute trips. However, these activities would be temporary and would not likely result in prolonged emissions. Additionally, since the CAP Update does not propose changes in land use types, the emissions that would be generated during construction have been previously accounted for in the 2011 GPU PEIR. Implementation of the measures within the energy group would result in a less-than-significant impact, consistent with the 2011 GPU PEIR.

Built Environment and Transportation Measures and Actions

Implementation of these measures and actions would encourage a shift towards alternative modes of transportation (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, and T-5.1.b), encourage alternative fuel use (Action T-3.1.a), and reduce single-occupancy vehicle trips (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, T-5.1.b, and T-5.2). These measures and their associated actions would be implemented through activities such as constructing EV charging stations, implementing transit-supportive roadway treatments (e.g., transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes), implementing transportation demand management (TDM) programs, improving roadways to encourage/expand multimodal transportation, incentivizing active transportation, and constructing new bicycle and pedestrian projects as well as improving existing infrastructure.

Implementation of these measures and actions would generally involve some type of ground-disturbing construction activity and/or result in temporary or permanent change to air quality due to the installation of new transportation infrastructure features as well as upgrades to existing features. Because of the nature of the built environment and transportation measures and actions, projects anticipated to result from implementation of the CAP Update would most likely occur near existing residential and commercial areas throughout the unincorporated area. Emissions of criteria air pollutants during construction activities typically include emissions CO and O_3 precursors (VOCs and NO_X) from the use of heavy equipment, worker commutes, and delivery hauling trips, as well as emissions of PM_{10} and $PM_{2.5}$ from dust generated by material movement and the combustion of diesel fuels used to power heavy equipment and trucks. While construction-related emissions would be generated, these measures would be anticipated to reduce long-term emissions by reducing the amount of fossil fuels combusted primarily from reduced vehicle use trips, reduced VMT, and increased alternative fuel use. These measures would improve air quality by reducing fossil fuel combustion and reducing PM_{10} and $PM_{2.5}$ emissions associated with dust and diesel exhaust. Implementation of these measures would align with the goals of the San Diego RAQS and SIP.

Implementation of these measures and actions would not result in population growth beyond SANDAG's projections for the county. Population growth associated with project development is tied to the generation of emissions of criteria air pollutants from VMT, vehicle trip rates, energy demand, and waste generation. Because population growth would not be affected by implementation of the project, emissions related to these factors

affected by population also would not change. Construction of these projects would result in short-term increases in emissions of criteria pollutants associated with construction activities, such as heavy equipment use, hauling trips, and worker commute trips. However, these activities would be temporary and would not likely result in prolonged emissions. Additionally, since the CAP Update does not propose changes in land use types, the emissions that would be generated during construction have been previously accounted for in the 2011 GPU PEIR.

Accordingly, implementation of these measures and actions would not conflict with or obstruct the implementation of the RAQS and/or the SIP. Further, as described above, adopted General Plan policies would ensure that new development would minimize emissions consistent with County policies and requirements to comply with federal and state standards. Implementation of the measures within the built environment and transportation group would result in a less-than-significant impact, consistent with the 2011 GPU PEIR.

Summary

Implementation of the CAP Update would not conflict with or obstruct implementation of the RAQS or SIP. This impact would remain less than significant, as identified in the 2011 GPU PEIR. Therefore, there is **no new or more severe significant impact** related to obstruction of the implementation of the San Diego RAQS and/or applicable portion of the SIP.

2.3.3.4 Issue 2: Violate Any Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation

This section describes potential project impacts related to conformance with federal and state ambient air quality standards because of implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines as well as the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Air Quality* (County of San Diego 2007), which remains the most recent guidance for San Diego County, the project would have a significant impact if it would result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. County SLTs are established for both attainment-criteria pollutants (NO_2, SO_2, and CO), and nonattainment-criteria pollutants (O_3 precursors, PM_{10}, and $PM_{2.5}$). Specifically, the CAP Update would result in a significant impact if it would result in:

- emissions that exceed 250 pounds per day of NO_X, or 75 pounds per day of VOCs; and/or
- emissions of CO that, when totaled with the ambient concentrations, will exceed a 1-hour concentration of 20 parts per million (ppm) or an 8-hour average of 9 ppm, or exceed 550 pounds per day of CO, or 100 pounds per year of CO; and/or

- emissions that exceed 55 pounds per day of $PM_{2.5}$; and/or
- emissions of PM_{10} that exceed 100 pounds per day and increase the ambient PM_{10} concentration by 5 micrograms per cubic meter or greater at the maximum exposed individual; and/or
- expose sensitive receptors to a substantial incremental increase in TAC emissions that exceed 10 in one million for carcinogenic risk (i.e., the risk of contracting cancer) and/or a noncarcinogenic hazard index of 1.0 or greater.

Because the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Air Quality* remains the most recent guidance for San Diego County, the standards of significance described above remain consistent with those applied to the 2011 GPU PEIR analysis.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR included a discussion of emissions of criteria pollutants and precursors associated with future development consistent with the land use plan of the adopted General Plan. The 2011 GPU PEIR concluded that buildout of the General Plan would exceed the SLTs for PM_{10}, $PM_{2.5}$, NO_X, and VOCs, primarily due to emissions resulting from vehicle trips.

The 2011 GPU PEIR determined that the impacts related to conformance with federal and state air quality standards would be reduced through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; adopted General Plan policies; and mitigation measures identified in the 2011 GPU PEIR. However, even with these programs and identified mitigation measures (Air-2.1 through Air-2.13), the direct impacts would remain significant and unavoidable because the mitigation measures deemed feasible would not be sufficient to reduce impacts associated with air quality violations below a significant level. Other mitigation measures were proposed but ultimately deemed infeasible because they would restrict new development in areas identified for growth, would require the use of new technology and would be more restrictive than the existing air quality regulations, and would require all applicants to provide on-site renewable energy systems. The discussion of impacts related to air quality can be found in Section 2.3, “Air Quality,” of the 2011 GPU PEIR on pages 2.3-1 to 2.3-52 and is herein incorporated by reference. The 2011 GPU PEIR concluded that the General Plan would result in a significant and unavoidable impact associated with air quality violations.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures and actions to result in conflicts with the state and federal ambient air quality standards.

Solid Waste Measures and Actions

Implementation of measures and actions within the solid waste group would increase organic waste diversion (Actions SW-1.1, SW-1.1a, and SW-1.1b), increase recycling (Actions SW-2.1, SW-2.1a, SW-2.1b, and SW-4.1b), and increase gas capture (Actions SW-3.1 and SW-4.1). Implementation of the measures within this group and their associated actions include solid waste diversion/recycling programs/incentives, development of new composting/anaerobic digestion facilities and on-farm digesters, and biogas capture at existing landfills (Borrego and Otay). Specific locations for projects have not been identified. Air emissions from new waste handling and recycling facilities (Actions SW-4.1.a and SW-4.1.b) could occur from construction activities, including operation of heavy-duty equipment, vehicle travel by worker commute trips, material delivery, and haul trips. Construction activities associated with these actions could result in construction-related air quality emissions and would, therefore, lead to a short-term increase in air emissions.

Regarding the operation of new waste handling and recycling facilities, the anaerobic decomposition of waste would result in operational emissions of VOCs. These organics processing facilities could generate additional VOC emissions that would be analyzed during discretionary review of individual projects. These types of projects were accounted for in the 2011 GPU PEIR as light- and medium-impact industrial development. These projects would be subject to additional review to ensure that emissions resulting from the project would be below applicable thresholds before a stationary source permit would be issued. Stationary source emissions are reported to the SDAPCD and are not anticipated to change unless new stationary sources are constructed. However, if new stationary sources were constructed, they would be subject to the SDAPCD's requirements for permitting and must demonstrate that they will not cause or contribute to a violation of an air quality standard. Organics processing can be conducted outdoors or in partially or fully enclosed facilities, which could result in variations of air quality emissions depending on the type of facility. Operation of new or expanded organics processing facilities would result in increased haul truck trips to and from the facility; however, it is anticipated that the haul truck trips to the organics processing facility would displace the haul truck trips that would be diverted from the landfill and would not result in increased emissions from hauling trips. Therefore, a net increase in the number of haul truck trips within the county is not anticipated. Similarly, increased construction and demolition waste recycling and collection of commercial food scraps and household hazardous waste is expected to displace trips already occurring to transport this waste to landfills.

At the programmatic level, it is not possible to determine with certainty that impacts to air quality standards from construction activities would be reduced to a less-than-significant level. Additionally, emissions of VOCs resulting from operation of solid waste facilities could result in significant levels of VOC emissions. Because the scale of physical development necessary to implement the above measures and actions is unknown, it cannot be assured that adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the impacts related to construction emissions to a less-than-significant level. Adopted Mitigation Measures Air-2.1 through Air-2.13, as well as proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of criteria pollutants

from construction equipment by requiring Tier 3 engines, would reduce emissions associated with project construction and operation. Additionally, at the programmatic level, VOC emissions from operations related to the measures and associated actions of the solid waste group cannot be estimated and it cannot be assured that adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce operations related VOC emissions to a level that would not exceed the local air quality threshold for VOCs. Therefore, implementation of the measures and actions within the solid waste group would result in significant and unavoidable impacts, consistent with buildout of the General Plan.

Water and Wastewater Measures and Actions

Implementation of measures and actions within the water and wastewater group would increase water efficiency and conservation (Actions W-1.1, W-2.1, W-2.2, W-2.3, W-2.3a, W-2.3b, W-2.4, and W-3.1). Implementation of the measures within this group and their associated actions include new building requirements, building retrofits, expansion of recycled water/greywater infrastructure, the installation of water-efficient appliances and smart irrigation systems, and water efficiency programs. Specific locations for projects have not been identified. Implementation of the measures within this group would result in the installation of new greywater systems, smart irrigation, and stormwater capture systems, which could result in new sources of temporary emissions. Air emissions from the implementation of water and wastewater facilities and upgrades could occur from construction activities, including operation of heavy-duty equipment, vehicle travel by worker commute trips, and material delivery. Construction activities would primarily consist of the installation of small structures, such as stormwater capture systems, as well as the installation of new irrigation systems, which could involve some ground-disturbing activities. Operation of these facilities and structures would generate air quality emissions from maintenance trips, worker commute trips, and the use of electricity to power pumps. However, operation of these facilities does not typically require a substantial number of employees, and maintenance activities are typically infrequent and last for short periods of time. Regarding electricity demand, all projects would be required to comply with state building code requirements for energy efficiency.

At the programmatic level, it is not possible to determine with certainty that impacts to air quality standards from construction activities would be reduced to a less-than-significant level. Because the scale of physical development necessary to implement the above measures and actions is unknown, it cannot be assured that adopted General Plan, 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Air-2.1 through Air-2.13), and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of criteria pollutants from construction equipment by requiring Tier 3 engines, would reduce the impacts related to construction emissions to a less-than-significant level.

Agriculture and Conservation Measures and Actions

Implementation of measures and actions within the agriculture and conservation group would acquire and preserve natural lands (Action A-1.1), as well as improve land management practices to protect habitat and increase carbon storage (Actions A-1.2, A-

1.2.a, and A-3.1). Additionally, actions in the group aim to reduce GHG emissions from agricultural operations (Actions A-5.1 and A-5.1.a). Projects that could result from implementation of these measures and actions could include creating agricultural programs, restoring natural/working lands, reducing on-farm anaerobic digesters, incentivizing manure composting, improving foraging/grazing lands, reducing agricultural water costs, implementing, carbon farming programs, developing open space/habitat restoration plans, planting trees, promoting low-carbon/zero emissions landscaping, and evaluating the potential for increasing farmworker housing. This list is not intended to be exhaustive but represents some of the types of projects that could be considered in the future.

Measures and actions within this group may involve some level of construction and physical disturbance of the land (e.g., Action A-4.1.b, which would create additional housing for farmers), as well as the combustion of fossil fuels for the delivery and planting of trees as stated in Actions A-2.1 and A-2.2. This analysis assumes that implementation of the measures and actions within this group would result in construction activities that could include the use of heavy equipment for earthmoving, materials processing, or compost spreading; vehicle trips during construction/equipment replacement/monitoring activities; possible changes in landform and views; and installation or upgrades of mechanical equipment or facilities. Construction activities associated with these measures could result in construction-related air quality emissions and would therefore lead to a short-term increase in air emissions to the extent that air quality thresholds may be exceeded.

It would be speculative to assume the precise impacts that could occur with implementation of the agriculture and conservation measures and actions in the CAP Update, or what new regulations or mitigation measures would be available to minimize potential environmental impacts. However, all projects would be required to comply with applicable existing federal, state, and local regulations, as described above. Specifically, projects would be evaluated for their consistency adopted General Plan policies, 2011 GPU PEIR mitigation measures, County Grading Ordinance regulations, and County Resources Protection Ordinance regulations.

At the programmatic level, it is not possible to determine with certainty that impacts to air quality standards from construction and operations activities would be reduced to a less-than-significant level. Projects would be subject to additional review as part of the County's discretionary review process and all applicable feasible mitigation (Air-2.2, Air-2.4, Air-2.5, Air-2.6, Air-2.7, Air-2.9, Air-2.10, Air-2.11, Air-2.13, and CAP Air-2.1) would be applied at the project level as part of this process. However, construction of projects associated with the agriculture and conservation measures and actions could still adversely affect the attainment of air quality standards because they would likely require the use of heavy construction equipment and involve earth moving activities and the duration and intensity of these activities is unknown at the programmatic level. It is also unknown if the mitigation measures listed above would be sufficient in reducing operational impacts to a less-than-significant level. While adopted General Plan policies and 2011 GPU PEIR mitigation measures would likely reduce construction and operational emissions, these measures may not be able to fully mitigate the impacts. Therefore,

implementation of the measures and actions within the agriculture and conservation group would result in significant and unavoidable impacts, consistent with buildout of the General Plan.

Energy Measures and Actions

Implementation of measures and actions within the energy group would increase building energy efficiency (Measures E-1 and E-2), and develop policies and programs to increase use of renewable (Measure E-3). These measures and actions would result in investments in local job training and incentive programs and amendments to County codes regarding energy, among other initiatives. Other measures and actions could result in large-scale renewable energy development, such as wind turbines and solar arrays. Additional actions include energy efficiency retrofits on existing residential and non-residential structures, including rooftop or ground-mounted solar photovoltaic arrays or small wind turbines, and incentivizing the use of renewable energy. Implementation of some of these measures and actions would involve some type of ground-disturbing construction activity.

Implementation of measures that result in the installation of new large- and small-scale rooftop wind turbines and solar panels (Actions E-1.1, E-2.2, E-3.2, and E-3.3) would produce emissions of criteria air pollutants related to construction. Air emissions from construction activities would result from use of heavy-duty equipment, fugitive dust from earth moving and grading activities, and worker commute trips, vendor truck trips, and haul trips.

Construction activities associated with small-scale renewables would likely be relatively small in scale, occur intermittently, and last for only short periods of time. Therefore, emissions from construction activities would not be concentrated in one area for an extended period of time. Solar photovoltaic energy panels and small-scale wind turbines typically do not result in substantial activities related to operating the equipment, and include only minor maintenance activities, such as regular inspections, repairs, and removing debris, as necessary.

Implementation of new mechanical equipment or new renewable energy equipment would be regulated by the County Zoning Ordinance Section 6952(b), which governs the use of solar energy systems, and would require approval of a building permit to ensure County codes and requirements are met. In the cases of small photovoltaic energy systems, (under 500 square feet) or small wind turbines (up to three turbines allowed as accessory use), the County would not require a discretionary permit and would not require mitigation for air quality impacts. In these cases, the scale of the projects would not require large construction equipment and would likely not violate air quality standards. In the case of larger renewable energy systems, the County would have the discretion to review the projects and could require mitigation if any air quality violations were identified.

Large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating the renewable energy resource. Because the amount of demand generated by such a program and the mix of renewable

energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assumes development of current, common renewable energy technologies.

Large-scale renewable energy systems, specifically wind and solar photovoltaic (PV) or concentrator solar, require large swaths of undeveloped land that are productive for generating renewable energy. Specific locations of potential facilities are unknown. Future discretionary projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would be required to minimize or eliminate impacts to air quality standards to the extent feasible in compliance with State CEQA Guidelines Section 15126.4, as necessary. The large-scale production of energy from solar energy generation systems generally includes a variety of infrastructure components such as arrays, substation sites, battery storage, collection system, and overhead and underground transmission facilities. Large-scale wind turbine infrastructure generally includes wind turbines (300-500 feet to the topmost blade tip), substations, meteorological towers, overhead and underground collector cable systems, and overhead transmission lines.

Air emissions resulting from construction activities include fugitive dust emissions from earth moving and grading activities; products of combustion from heavy-duty equipment, vendor vehicles, haul trips, and worker commute vehicles; and stationary sources such as generators. Earth moving and grading activities would be subject to the County Grading Ordinance, which requires the implementation of dust control measures, minimization of land disturbance to the extent feasible, application of water to active grading areas to decrease fugitive dust emissions, reduced speed limits on unpaved roads, and requirements for trucks hauling soil materials to be covered. Construction emissions associated with large-scale renewable energy facilities may lead to a short-term increase in air emissions to the extent that County SLTs may be exceeded.

The operation of large-scale renewable energy systems would not directly produce substantial air emissions because no large emission-generating equipment would be operated. Operation would result in a minimal increase in the number of full-time employees commuting to and from these facilities. Other operational emissions include minor VOC emissions during routine changes of lubricating and cooling fluids and greases; fugitive dust emissions from vehicle travel; and products of combustion from panel washing equipment operation, water trucks, and stationary sources such as generators. While the sizes, scale, and location of renewable infrastructure is unknown, typical emissions associated with these facilities are low and occur infrequently such that County SLTs are not anticipated to be violated. Implementation of the measures and actions in the energy group generally would reduce the combustion of fossil fuels by incentivizing and developing electricity use as well as the generation and utilization of renewable energy. This would result in improvements in air quality in the region and would likely offset emissions of criteria pollutants generated during construction. Applicable regulatory requirements, General Plan policies, 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Air-2.1 through Air-2.13), and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of criteria pollutants from construction equipment by requiring Teir 3 engines, would be applied to implementation

of the proposed measures and actions within this group. The operation of these projects is not expected to result in the emission of significant levels of criteria pollutants because, as noted above, implementation of the measures and actions in the energy group would reduce the combustion of fossil fuels by incentivizing and developing electricity use as well as the generation and utilization of renewable energy. However, at the programmatic level, it cannot be assured that construction projects associated with these measures would not exceed a local significance threshold at a project-level. While adopted General Plan policies and 2011 GPU PEIR mitigation measures would likely reduce construction and operational emissions, these measures may not be able to fully mitigate the impacts. Therefore, implementation of the measures and actions within the energy group would result in significant and unavoidable impacts, consistent with buildout of the General Plan.

Built Environment and Transportation Measures and Actions

Implementation of the built environment and transportation group would encourage a shift towards alternative modes of transportation (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, and T-5.1.b), encourage alternative fuel use (Action T-3.1.a), and reduce single-occupancy vehicle trips (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, T-5.1.b, and T-5.2). These measures and actions would be implemented through activities such as constructing EV charging stations, implementing transit-supportive roadway treatments (e.g., transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes), implementing TDM programs, improving roadways to encourage/expand multimodal transportation, incentivizing active transportation, and constructing new bicycle and pedestrian projects as well as improving existing infrastructure. While locations for such improvements have not been identified, it is assumed due to the nature and scale of these improvements that they would most likely occur near residential and commercial centers throughout the unincorporated areas.

Implementation of measures that would result in new hydrogen fueling and EV charging stations (Actions T-3.1 and T-3.1.a), as well as the implementation of transit-supportive roadway treatments and bicycle and pedestrian infrastructure (Actions T-5.1 and T-6.2), would generally involve some type of ground-disturbing construction activity and would therefore lead to a short-term increase in air emissions to the extent that air quality thresholds may be exceeded. Air emissions from construction activities would include fugitive dust from earth moving and grading activities, and emissions from heavy-duty equipment, worker commute trips, vendor truck trips, and haul trips. Construction activities may include grading, clearing, and paving, but would not include construction of new buildings or large structures (e.g., bridges, overpasses, parking structures), which could prolong the duration of construction activities and would potentially include more intense ground-disturbing activities such as excavation and would also increase haul truck and worker commute trips.

Operational emissions would be primarily from mobile sources. However, the proposed measures and their associated actions are anticipated to result in an overall decrease in long-term emissions by reducing the amount of fossil fuels combusted primarily from reduced vehicle use trips. It is reasonable to assume that implementation of the measures and actions which comprise the built environment and transportation group would result

in reductions in criteria air pollution because the improvements would involve activities to reduce vehicle use, reduce VMT, and increase alternative fuel use, resulting in an overall reduction in countywide air emissions. However, at the programmatic level, it cannot be assured that construction projects associated with these measures and actions would not exceed a local significance threshold at a project-level. While adopted General Plan policies, 2011 GPU PEIR mitigation measures (Air-2.1, Air-2.2, Air-2.3, Air-2.4, Air-2.5, Air-2.6, Air-2.7, Air-2.8, Air-2.9, Air-2.11, Air-2.12, and Air-2.13), and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of criteria pollutants from construction equipment by requiring Tier 3 engines, would reduce construction emissions, depending on the size of the facilities, these measures may not be able to fully mitigate the impacts. Therefore, implementation of the measures and actions within the built environment and transportation group would result in significant and unavoidable impacts, consistent with buildout of the General Plan.

Summary

Construction related to implementation of the GHG reduction measures and their associated actions could result in exceedances of local criteria air pollutant thresholds. Because of the programmatic nature of the CAP Update, it is not possible to determine the size and location of projects that would be built, nor the details of their construction typically used to estimate emissions, such as duration, equipment use, and intensity. Despite the potential for reductions in operational emissions to offset those related to construction, project-level emissions from construction and operations activities are addressed separately by the SDAPCD and are therefore subject to different numerical emissions thresholds. It is possible that emissions from individual projects could exceed one or more construction or operations emissions thresholds. Therefore, it cannot be determined that reductions in operational emissions would offset construction emissions on a project level. Despite Adopted Mitigation Measures Air-2.1 through Air-2.13 and proposed CAP Update Mitigation Measure Air-2.1 being applied to all projects, it is not possible at this level of analysis to determine that these mitigation measures would reduce impacts below a significant level. Therefore, this impact would be significant.

Additionally, it is also uncertain at this level of analysis if VOC emissions related to operation of solid waste facilities would exceed the local air quality threshold for this pollutant. Due to this uncertainty, this impact would also be significant. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Air-2.1 through Air-2.13) would lessen impacts related to air quality violations that could result from implementation of the measure groups described above. However, the 2011 GPU PEIR determined that even with implementation of the adopted General Plan policies and mitigation measures, impacts associated with air quality violations would not be reduced to a less-than-significant level because some mitigation measures were determined to be infeasible while the feasible mitigation measures were determined to be insufficient in reducing impacts to a less-than-significant level.

The types of projects that would result from implementation of the CAP Update are consistent with the scope and type of development evaluated in the 2011 GPU PEIR. As indicated in the 2011 GPU PEIR, construction and operational emissions would generally

be addressed with the application of adopted regulations, General Plan policies, and 2011 GPU PEIR mitigation measures. However, due to the programmatic nature of the General Plan and CAP Update, the potential that subsequent projects may result in emissions that cannot be reduced below established thresholds remains. Implementation of the CAP Update would not result in a new significant impact, and the impact would not be substantially more severe than the impact identified in the 2011 GPU PEIR. This impact would remain significant and unavoidable following mitigation. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

2.3.3.5 Issue 3: Result in a Cumulatively Considerable Net Increase of any Nonattainment Criteria Pollutant

This section describes potential project impacts due to release of criteria pollutants from implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines as well as the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Air Quality* (County of San Diego 2007), which remains the most recent guidance for San Diego County, the project would have a significant impact if it would result in a cumulatively considerable net increase of any criteria pollutant for which the SDAB is in nonattainment under an applicable federal or state ambient air quality standard (including emissions that exceed the SLTs for O_3 precursors listed under Section 2.3.3.2). This is consistent with the guidelines for determination of significance applied in the 2011 GPU PEIR. The SDAB is currently classified as a nonattainment area for the NAAQS and CAAQS for O_3, which is caused by O_3 precursors NO_X and VOCs. The SDAB is also classified as a nonattainment area for the CAAQS for PM_{10} and $PM_{2.5}$.

Therefore, impacts would occur if implementation of the CAP Update would generate:

- emissions that exceed 250 pounds per day of NO_X, or 75 pounds per day of VOCs; and/or
- emissions that exceed 55 pounds per day of $PM_{2.5}$; and/or
- emissions of PM_{10} that exceed 100 pounds per day and increase the ambient PM_{10} concentration by 5 micrograms per cubic meter or greater at the maximally exposed individual (MEI).

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR included a discussion of emissions of criteria pollutants associated with future development consistent with the land use plan of the adopted General Plan. The 2011 GPU PEIR concluded that the General Plan would generate a cumulatively

significant impact regarding PM_{10}, $PM_{2.5}$, NO_X, and VOCs. These emissions would primarily come from vehicles trips associated with new development under the General Plan, and equipment and construction materials used during construction of future development and infrastructure.

The 2011 GPU PEIR determined that the impacts related to nonattainment criteria pollutants would be reduced through the implementation of the federal, state, and local regulations; existing County regulatory processes; the adopted General Plan policies and mitigation measures (Air-2.1 through Air-2.13) identified in the 2011 GPU PEIR. However, even with these programs and identified mitigation measures meant to reduce emissions of criteria pollutants that would result from project construction and operation (Adopted Mitigation Measures Air-2.1 through Air-2.13), the direct impacts would remain significant and unavoidable because the mitigation measures deemed feasible would not be sufficient in reducing impacts associated with nonattainment air pollutant violations below a significant level. Other mitigation measures were proposed but ultimately deemed infeasible because they would have restricted new development in areas identified for growth, would have required the use of new technology and would have been more restrictive than the existing air quality regulations, and would have required all applicants to provide on-site renewable energy systems. The discussion of impacts related to air quality can be found in Section 2.3, “Air Quality,” of the 2011 GPU PEIR on pages 2.3-1 to 2.3-52 and is herein incorporated by reference. The 2011 GPU PEIR concluded that the General Plan would result in a significant and unavoidable impact associated with air quality violations.

CAP Update Impact Analysis

The following sections describe the potentially significant impacts related to criteria air pollutants for which the SDAB is not in attainment that could result from the implementation of the measures.

Solid Waste Measures and Actions

Implementation of measures within the solid waste group would increase organic waste diversion (Actions SW-1.1, SW-1.1.a, and SW-1.1.b), increase recycling (Actions SW-2.1, SW-2.1.a, SW-2.1.b, and SW-4.1.b), and increase gas capture (Actions SW-3.1 and SW-4.1). Implementation of the measures within this group and their associated actions include solid waste diversion/recycling programs/incentives, development of new composting/anaerobic digestion facilities and on-farm digesters, and biogas capture at existing landfills (Borrego and Otay). Specific locations for projects have not been identified.

Air emissions from new waste handling and recycling facilities (Actions SW-2.1.b, SW-4.1.a, SW-4.1.b) could occur from construction activities including operation of heavy-duty equipment, vehicle travel by worker commute trips, material delivery, and haul trips. Construction activities associated with these actions could result in construction-related air quality emissions and would, therefore, lead to a short-term increase in air emissions. These activities could result in exceedances of local thresholds NO_x from the use of heavy

equipment, VOCs from architectural coating applications, and PM_{10} and $PM_{2.5}$ from diesel exhaust and dust. This could contribute to the exceedance of air quality thresholds for these pollutants and therefore contribute to the SDAB's nonattainment status for NO_x, VOCs, PM_{10} and $PM_{2.5}$.

Regarding the operation of new waste handling and recycling facilities, the anaerobic decomposition of the waste would result in operational emissions of VOCs. These organics processing facilities could generate additional VOC emissions that would be analyzed during discretionary review of individual projects. These types of projects were accounted for in the 2011 GPU PEIR as light- and medium-impact industrial development. These projects would be subject to additional review to ensure that emissions resulting from each project would be below applicable thresholds before a stationary source permit would be issued. Stationary source emissions are reported to the APCD and are not anticipated to change unless new stationary sources are constructed. However, if new stationary sources were constructed, they would be subject to the APCD's requirements for permitting and must demonstrate that they will not cause or contribute to a violation of an air quality standard. Organics processing can be conducted outdoors or in partially or fully enclosed facilities, which could result in variations of air quality emissions depending on the type of facility. It is possible that VOC emissions from operation of these facilities could contribute to the SDAB's nonattainment status for VOCs. Operation of new or expanded organics processing facilities would result in increased haul truck trips to and from the facility; however, it is anticipated that the haul truck trips to the organics processing facility would displace the haul truck trips that would be diverted from the landfill. Therefore, a net increase in the number of haul truck trips within the county is not anticipated. Similarly, increased construction and demolition waste recycling and collection of commercial food scraps and household hazardous waste is expected to displace trips already occurring to transport this waste to landfills.

General Plan policies, 2011 GPU PEIR Mitigation Measures Air-2.1 through Air-2.13, and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of criteria pollutants from construction equipment by requiring Tier 3 engines, would be applied to future projects that result from implementation of measures and actions in the CAP Update. However, at the programmatic level, it is not possible to determine with certainty that impacts related to nonattainment pollutants from construction activities would be reduced below a level of significance. Additionally, emissions of VOCs resulting from operation of solid waste facilities could result in significant levels of VOC emissions and contribute to the SDAB's nonattainment status for VOCs. Because the scale of physical development necessary to implement the above measures and actions is unknown, it cannot be assured that adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the impacts related to construction emissions of nonattainment pollutants to a less-than-significant level. Additionally, at the programmatic level, VOC emissions from operations related to the measures and associated actions of the solid waste group cannot be estimated and it cannot be assured that adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce operations related VOC emissions to a level that would not exceed the local air quality threshold for VOCs and therefore contribute to the SDAB's nonattainment status for VOCs. Implementation

of the measures within the solid waste group would result in a significant and unavoidable impact, consistent with the 2011 GPU PEIR.

Water and Wastewater Measures and Actions

Implementation of measures within the water and wastewater group would increase water efficiency and conservation (Actions W-1.1, W-2.1, W-2.2, W-2.3, W-2.3.a, W-2.3.b, W-2.4, and W-3.1). Implementation of the measures within this group and their associated actions include new building requirements, building retrofits, expansion of recycled water/greywater infrastructure, the installation of water-efficient appliances and smart irrigation systems, and water efficiency programs. Specific locations for projects have not been identified.

Action W-1.1 would implement the County's Water Efficiency Plan, which could involve utilities upgrades such as greywater systems, smart irrigation, and stormwater capture systems. Air emissions from water and wastewater infrastructure installation and upgrades could occur from construction activities including operation of heavy-duty equipment, vehicle travel by worker commute trips, and material delivery. Construction activities would primarily consist of the installation of small structures, such as stormwater and greywater capture systems, as well as the installation of new irrigation systems, which could involve ground-disturbing activities. These activities could result in emissions of NO_x from the use of heavy equipment, VOCs from architectural coating applications, and PM_{10} and $PM_{2.5}$ from diesel exhaust and dust. This could contribute to the exceedance of air quality thresholds for these pollutants and therefore contribute to the SDAB's nonattainment status for NO_x, VOCs, PM_{10} and $PM_{2.5}$.

Operation of these facilities and structures would generate air quality emissions from maintenance trips, worker commute trips, and the use of electricity to power pumps and treatment facilities. However, operation of these facilities does not typically require a substantial number of employees, and maintenance activities are typically infrequent and last for short periods of time.

General Plan policies, 2011 GPU PEIR Mitigation Measures Air-2.1 through Air-2.13, and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of criteria pollutants from construction equipment by requiring Tier 3 engines, would be applied to future projects implemented consistent with these measures and actions. However, at the programmatic level, it is not possible to determine with certainty that impacts related to nonattainment pollutants from construction activities would be reduced below a level of significance. Because the scale of physical development necessary to implement the above measures and actions is unknown, it cannot be assured that adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the impacts related to construction emissions of nonattainment pollutants to a less-than-significant level. Implementation of the measures within the water and wastewater group would result in a significant and unavoidable impact, consistent with the 2011 GPU PEIR.

Agriculture and Conservation Measures and Actions

Implementation of measures within the agriculture and conservation group would acquire and preserve natural lands (Action A-1.1), as well as improve land management practices to protect habitat and increase carbon storage (Actions A-1.2, A-1.2.a, and A-3.1). Additionally, measures in this group aim to reduce GHG emissions from agricultural operations (Actions A-5.1 and A-5.1.a).

Projects that could result from implementation of these measures and actions could include, but would not be limited to preservation of agricultural lands, carbon farming, natural/working lands restoration, on-farm anaerobic digesters, incentivizing manure composting, reducing agricultural water costs, carbon farming programs, open space/habitat restoration plans, tree planting, incentivizing transition to cleaner (e.g., renewable diesel and electric) agricultural equipment, and increasing farmworker housing.

Some measures within this group could involve some type of ground disturbing construction activity that would generate criteria pollutant emissions. For example, Action A-4.1.b would evaluate opportunities for increased farmworker housing, which could involve the subsequent construction of housing for farmworkers, while Actions A-2.1 and A-2.2 could result in the combustion of fossil fuels for the delivery and planting of trees. This analysis assumes that implementation of the measures within this group would result in construction activities that could include the use of heavy equipment for earthmoving, materials processing, or compost spreading; vehicle trips during construction/equipment replacement/monitoring activities; possible changes in landform and views; and installation or upgrades of mechanical equipment or facilities. These activities would result in criteria pollutant emissions and could result in exceedances of local thresholds NO_x from the use of heavy equipment and PM_{10} and $PM_{2.5}$ from diesel exhaust and dust from material movement. This could contribute to the exceedance of air quality thresholds for these pollutants and therefore contribute to the SDAB's nonattainment status for NO_x, PM_{10} and $PM_{2.5}$.

Regarding operations, all projects would be required to comply with applicable existing federal, state, and local regulations, as described above in Section 2.3.2, "Regulatory Framework." Specifically, projects would be evaluated for their consistency with General Plan policies, County Grading Ordinance regulations, and County Resources Protection Ordinance regulations. Additionally, 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Air-2.2, Air-2.4, Air-2.5, Air-2.6, Air-2.7, Air-2.9, Air-2.10, Air-2.11, and Air-2.13) and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of criteria pollutants from construction equipment by requiring Tier 3 engines, would be applied to future activities in this category of measures and actions to reduce impacts to the extent feasible. Furthermore, future discretionary projects may also be required to undergo additional CEQA analysis to evaluate project-specific impacts. If a determination is made that potentially significant impacts would result from implementation of one or more projects, then additional feasible mitigation would be required to be implemented in accordance with State CEQA Guidelines Section 15126.4. However, because the specifics of projects that may be approved and ultimately

undertaken by the County is not known, it is not possible to speculate on the specific impacts that could occur and whether implementation of regulatory requirements or mitigation measures would fully avoid or minimize potential environmental impacts relating to criteria pollutants for which the SDAB is in nonattainment.

Therefore, at the programmatic level, it is not possible to determine with certainty that impacts related to nonattainment pollutants from construction and operations activities would be reduced below a level of significance. While all feasible mitigation would be applied at the project level as part of the County's discretionary review process, construction and operation of projects associated with the agriculture and conservation measures and their associated actions could still contribute to the nonattainment status of the SDAB because they would likely require the use of heavy construction equipment and involve earth moving activities. The duration and intensity of these activities is unknown at the programmatic level. It is also unknown if the mitigation measures listed above would be sufficient in reducing operational impacts to a less-than-significant level. While adopted General Plan policies and 2011 GPU PEIR mitigation measures (Air-2.2, Air-2.4, Air-2.5, Air-2.6, Air-2.7, Air-2.9, Air-2.10, Air-2.11, Air-2.13) would likely reduce construction and operational emissions, these measures may not be able to fully mitigate the impacts to a less-than-significant level. This impact would remain significant and unavoidable following mitigation, consistent with the 2011 GPU PEIR.

Energy Measures and Actions

Implementation of measures within the energy group would increase building energy efficiency (Measures E-1 and E-2) and develop policies and programs to increase use of renewable energy (Measure E-3). These measures and actions would result in investments in local job training and incentive programs and amendments to County codes regarding energy, among other initiatives. Other measures and actions could result in large-scale wind turbines and solar arrays. Additional actions include energy efficiency retrofits on existing residential and non-residential structures, including rooftop or ground-mounted solar photovoltaic arrays or small wind turbines, and incentivizing the use of renewable energy. Implementation of these measures and their associated actions would generally involve some type of ground-disturbing construction activity.

Implementation of measures that promote use of renewable energy could indirectly result in installation of new large- and small-scale rooftop wind turbines and solar panels (Actions E-1.1, E-2.2, E-3.2, and E-3.3), which would produce emissions of criteria air pollutants related to construction. Air emissions from construction activities would result from use of heavy-duty equipment, fugitive dust from earth moving and grading activities, and worker commute trips, vendor truck trips, and haul trips. Construction activities may include grading and clearing but would not include construction of new buildings or structures. These activities could result in exceedances of local thresholds for NO_x from the use of heavy equipment, VOCs from architectural coating applications, and PM_{10} and $PM_{2.5}$ from diesel exhaust and dust. This could contribute to the exceedance of air quality thresholds for these pollutants and therefore contribute to the SDAB's nonattainment status for NO_x, VOCs, PM_{10} and $PM_{2.5}$. Construction activities associated with small-scale renewables would likely be relatively small in scale, occur intermittently, and last for only short periods of time.

Therefore, emissions from construction activities would not be concentrated in one area for an extended period of time, but rather occur intermittently across a large area. Solar photovoltaic energy panels and small-scale wind turbines typically do not result in substantial activities related to operating the equipment, and include only minor maintenance activities, such as regular inspections, repairs, and removing debris, as necessary.

Large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating renewable energy resources. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assumes development of common current technologies.

Large-scale renewable energy systems require large swaths of undeveloped land that are productive for generating renewable energy. Specific locations of potential facilities are unknown. Future discretionary projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts to air quality standards to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. The large-scale production of energy from solar photovoltaic systems generally includes a variety of infrastructure components such as arrays, substation site, battery storage, collection system, and overhead and underground transmission facilities. Large-scale wind turbine infrastructure generally includes wind turbines (300-500 feet to the topmost blade tip), substations, meteorological towers, overhead and underground collector cable systems, and overhead transmission lines.

Air emissions resulting from construction activities include fugitive dust emissions from earth moving and grading activities; products of combustion from heavy-duty equipment, vendor vehicles, haul trips, and worker commute vehicles; and stationary sources such as generators. Earth moving and grading activities would be subject to the County Grading Ordinance, which requires the implementation of dust control measures, minimization of land disturbance to the extent feasible, application of water to active grading areas to decrease fugitive dust emissions, reduced speed limits on unpaved roads, and requirements for trucks hauling soil materials to be covered. Construction activities could contribute to the exceedance of air quality thresholds for these pollutants and therefore contribute to the SDAB's nonattainment status for NO_x, VOCs, PM_{10} and $PM_{2.5}$.

The operation of large-scale renewable energy systems including solar and wind would not directly produce substantial air emissions because no large emission-generating equipment would be operated. Operation could result in a minimal increase in the number of full-time employees commuting to and from these facilities. Other operational emissions include minor VOC emissions during routine changes of lubricating and cooling fluids and greases, fugitive dust emissions from vehicle travel, and products of combustion from panel washing, equipment operation, water trucks, and stationary sources such as generators. While the sizes, scale, and location of renewable

infrastructure is unknown, typical emissions associated with these facilities are low and occur infrequently such that County SLTs for nonattainment pollutants are not anticipated to be violated.

Implementation of new mechanical equipment or new renewable energy equipment would be regulated by the County Zoning Ordinance Section 6952(b), which governs the use of solar energy systems, and would require approval of a building permit to ensure County codes and requirements are met. In the cases of small photovoltaic energy systems, (under 500 square feet) or small wind turbines (up to three turbines allowed as accessory use), the County would not require a discretionary permit and would not require mitigation for air quality impacts. In these cases, the scale of the projects would not require large construction equipment and would likely not violate air quality standards for nonattainment pollutants. Overall, implementation of the measures and actions in the energy group would reduce the combustion of fossil fuels by incentivizing and developing electricity use as well as the generation and utilization of renewable energy. This would result in overall improvements in air quality in the region and would likely offset emissions of criteria pollutants generated during construction.

Applicable regulatory requirements, General Plan policies, 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Air-2.1 through Air-2.13), and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of criteria pollutants from construction equipment by requiring Tier 3 engines, would be applied to implementation of the proposed measures and actions within this group. The operation of these projects is not expected to result in the emission of significant levels of nonattainment pollutants because implementation of the measures and actions in the energy group would reduce the combustion of fossil fuels by incentivizing and developing electricity use as well as the generation and utilization of renewable energy. However, at the programmatic level, it cannot be assured that construction projects associated with these measures would not exceed a local significance threshold for one or more nonattainment pollutants at a project-level. While adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce construction emissions, these measures may not be able to fully mitigate the impacts to a less-than-significant level. This impact would remain significant and unavoidable following mitigation, consistent with the 2011 GPU PEIR.

Built Environment and Transportation Measures and Actions

Implementation of the measures and actions within the built environment and transportation group would encourage a shift towards alternative modes of transportation (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, and T-5.1.b), encourage alternative fuel use (Action T-3.1.a), and reduce single-occupancy vehicle trips (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, T-5.1.b, and T-5.2). These measures and their associated actions would be implemented through activities such as constructing EV charging stations, implementing transit-supportive roadway treatments (e.g., transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes), implementing TDM programs, improving roadways to encourage/expand multimodal transportation, incentivizing active transportation, and constructing

new bicycle and pedestrian projects as well as improving existing bicycle and pedestrian facilities.

Locations for such improvements have not been identified. Because of the nature of these improvements, they would most likely occur near residential and commercial centers throughout the unincorporated areas. The size, scale, and location of these improvements is unknown. As described above, the impacts of the proposed measures and actions are analyzed at a programmatic level.

Implementation of measures that would result in new hydrogen fueling and EV charging stations (Actions T-3.1 and T-3.1.a), as well as the implementation of transit-supportive roadway treatments and bicycle and pedestrian infrastructure (Actions T-5.1 and T-6.2) would generally involve some type of ground-disturbing construction activity and would, therefore, lead to short-term air emissions. Air emissions from construction activities would result from use of heavy-duty equipment, fugitive dust from earth moving and grading activities, and worker commute trips, vendor truck trips, and haul trips. Construction activities may include grading, clearing, and paving, but would not include construction of new buildings or structures. These activities could result in exceedances of the local thresholds for NO_x from the use of heavy equipment, VOCs from the application of paint to new or upgraded facilities (e.g., curbs, bike path striping, pavement markings), and PM_{10} and $PM_{2.5}$ from diesel exhaust and dust. This could contribute to the exceedance of air quality thresholds for these pollutants and therefore contribute to the SDAB's nonattainment status for NO_x, VOCs, $PM_{10,}$ and $PM_{2.5}$. Emissions of criteria air pollutants, especially those for which the SDAB is in nonattainment, would primarily occur from mobile sources.

The measures and actions within the built environment and transportation group are anticipated to reduce long-term emissions of criteria air pollutants by reducing the amount of fossil fuels combusted, primarily from reduced vehicle use trips. Therefore, it is reasonable to assume that implementation of the measures and actions that comprise the built environment and transportation group would result in reductions in emissions of criteria air pollutants, including nonattainment pollutants, because the improvements would involve activities to reduce vehicle use, reduce VMT, and increase alternative fuel use resulting in an overall reduction in countywide air emissions.

Applicable General Plan policies and 2011 GPU PEIR mitigation measures (Air-2.1, Air-2.2, Air-2.3, Air-2.4, Air-2.5, Air-2.6, Air-2.7, Air-2.8, Air-2.9, Air-2.11, Air-2.12, and Air-2.13) would be applied to individual future actions implemented as a result of these measures and actions.

At the programmatic level, it cannot be assured that construction projects associated with these measures and actions would not exceed a local significance threshold for a nonattainment pollutant at a project-level and thereby contribute to its nonattainment. Therefore, while adopted General Plan policies and 2011 GPU PEIR mitigation measures (Air-2.1 through Air-2.13) would reduce construction emissions, depending on the size of the facilities, these measures may not be able to fully mitigate the impacts to a less-than-significant level. Despite the potential for reductions in operational emissions to offset

those related to construction, project-level emissions from construction and operations activities are addressed separately by the SDAPCD and are therefore subject to different numerical emissions thresholds. It is possible that emissions from individual projects could exceed one or more construction or operations emissions thresholds. Therefore, it cannot be determined that reductions in operational emissions would offset construction emissions on a project level. Despite application of Mitigation Measures Air-2.1 through Air-2.13 and proposed CAP Update Mitigation Measure Air-2.1 to all projects, it is not possible at this level of analysis to determine that these mitigation measures would reduce impacts below a significant level. This impact would remain significant and unavoidable with implementation of mitigation, consistent with the 2011 GPU PEIR.

Summary

Construction related to implementation of the measures and their associated actions listed and described above could result in exceedances of local criteria air pollutant thresholds for nonattainment pollutants (i.e., NO_x, VOCs, PM_{10}, and $PM_{2.5}$). Because of the programmatic approach of this analysis, it is not possible to determine the size and location of projects that would be built, nor the details of their construction typically used to estimate emissions, such as duration, equipment use, and intensity. Despite the potential for reductions in operational emissions to offset those related to construction, this impact would be potentially significant. Additionally, it is also uncertain at this level of analysis if VOC emissions related to operation of solid waste facilities would exceed the SLT for VOC emissions, and therefore contribute to the SDAB's nonattainment status for O_3. Due to this uncertainty, this would also be potentially significant. Implementation of the General Plan policies and 2011 GPU PEIR mitigation measures would lessen impacts related to potential violations of thresholds for nonattainment pollutants that could result from implementation of the measure groups described above. However, the 2011 GPU PEIR determined that even with implementation of the adopted General Plan policies and mitigation measures, impacts associated with air quality violations for nonattainment pollutants would not be reduced to below a level of significance because the full suite of these and other mitigation measures considered and addressed in the 2011 GPU PEIR were found to be infeasible by the County for the reasons given in Section 2.3.6.2 of the 2011 GPU PEIR and described above. This impact would remain significant and unavoidable following mitigation, consistent with the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.3.3.6 Issue 4: Expose Sensitive Receptors to Substantial Pollutant Concentrations

This section describes potential project impacts related to the exposure of sensitive receptors to TACs and CO.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements:*

Air Quality (County of San Diego 2007), which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, the project would have a significant impact if it would:

- expose sensitive receptors to substantial pollutant concentrations.

The County of San Diego defines sensitive receptors as schools (preschool to 12th grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely affected by changes in air quality. For CEQA purposes, the County of San Diego also includes residents as sensitive receptors. Two primary emissions of concern regarding impacts to sensitive receptors are CO and TACs.

An air quality impact is considered significant if project emissions create a CO "hotspot" where either the 1-hour concentration of 20 ppm or 8-hour average of 9 ppm is exceeded. CO "hotspots" typically occur only at signalized intersections that operate at or below level of service E with peak-hour trips for intersections exceeding 3,000 trips. Therefore, the project would result in a significant impact if it would result in a CO "hotspot."

Air quality impacts relative to sensitive receptors are also considered significant if the project would result in exposure to TACs resulting in maximum incremental cancer risk greater than 10 in one million without application of Toxics-Best Available Control Technology, or a non-cancer acute or chronic health hazard index greater than 1. These TACs include acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and DPM. Some of these TACs are groups of compounds that contain many individual substances (e.g., copper compounds and polycyclic organic matter).

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR included a discussion of emissions that could contribute to impacts on sensitive receptors associated with future development consistent with the land use plan of the adopted General Plan. The 2011 GPU PEIR concluded that the General Plan under project and cumulative conditions would have significant impacts on sensitive receptors by exposing sensitive receptors to substantial concentrations of TACs, especially from diesel exhaust, from increased number of diesel truck trips, other vehicle trips, and other sources of DPM.

The 2011 GPU PEIR determined that the impacts to sensitive receptors would be reduced through the implementation of the federal, state, and local regulations; existing County regulatory processes; the adopted General Plan policies; and mitigation measures (Air-4.1) identified in the 2011 GPU PEIR. However, even with these programs, implementation measures, and identified mitigation measures, the direct and cumulative impacts would remain significant and unavoidable because the mitigation measures considered and addressed in the 2011 GPU PEIR were either found to be infeasible by the County for the reasons given in Section 2.3.6.4 of the 2011 GPU PEIR or would not

be sufficient in reducing impacts below a significant level. The mitigation measures were found infeasible because they would have required the prohibition of all off-road diesel engines or for those engines to be equipped with filters. This was determined to be costly and difficult to enforce, and remains infeasible currently. The discussion of impacts related to air quality can be found in Section 2.3, "Air Quality," of the 2011 GPU PEIR on pages 2.3-1 through 2.3-52 and is herein incorporated by reference.

CAP Update Impact Analysis

The following sections describe the potentially significant impacts to sensitive receptors that could result from implementation of the measure groups listed above and their associated actions.

Carbon Monoxide "Hotspots"

The project would not introduce or change land use designations that would increase traffic or have the potential to result in CO hotspots. The project does not propose any residential development that would result in regional population increases. The goal of the CAP Update is to reduce GHG emissions in the county and many of the measures would also have the co-benefit of reducing air emissions at the regional and local scale. The project would not lead to an increase in vehicular traffic or associated emissions that could cause CO hotspots because, while new trips may be generated as a result of the implementation of measures that would explore opportunities for the development of farmworker housing, such as Action A-4.1.b, the number of new vehicle trips would be minimal and distributed throughout the county. Therefore, the project would not contribute to a CO hotspot.

Toxic Air Contaminants

The 2011 GPU PEIR determined that the proposed land use designations and accompanying future development based on those designations would result in significant and unavoidable impacts related to the exposure of sensitive receptors to substantial amounts of TACs. The discussion of impacts related to exposure of sensitive receptors can be found in Section 2.3.3.4 of the 2011 GPU PEIR and is herein incorporated by reference.

The focus of the analysis of TACs for the CAP Update is DPM. Although other TACs exist (e.g., benzene, 1,3-butadiene, hexavalent, chromium, formaldehyde, and methylene chloride), they are primarily associated with industrial operations. The potential cancer risk from the inhalation of DPM outweighs the potential for all other health impacts (i.e., noncancer chronic risk and short-term acute risk) and health impacts from other TACs (CARB 2003). With regards to exposure of DPM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor. According to OEHHA's Air Toxics Hot Spots Program Risk Assessment Guidelines, exposure of

sensitive receptors to TAC emissions should be based on a 30-year exposure period for estimating cancer risk at the MEI, with 9- and 70-year exposure periods at the MEI as supplemental information. Furthermore, a 70-year exposure period is recommended for estimating cancer burden or providing an estimate of population-wide risk (OEHHA 2015).

Solid Waste Measures and Actions

Implementation of measures within the solid waste group would increase organic waste diversion (Actions SW-1.1, SW-1.1.a, and SW-1.1.b), increase recycling (Actions SW-2.1, SW-2.1.a, SW-2.1.b, and SW-4.1.b), and increase gas capture (Actions SW-3.1 and SW-4.1). Implementation of the measures within this group and their associated actions include new building requirements, building retrofits, solid waste diversion/recycling programs/incentives, and biogas at existing landfills. Specific locations for projects have not been identified.

Emissions of TACs from solid waste facilities and upgrades would occur from diesel exhaust during construction activities, including operation of heavy-duty equipment, vehicle travel by worker commute trips, material delivery, and haul trips. Operation of new or expanded organics processing facilities would result in increased haul truck trips to and from the facility; however, it is anticipated that the haul truck trips to the organics processing facility would displace the haul truck trips that would be diverted from the landfill. Therefore, a net increase in the number of haul truck trips within the county is not anticipated. Similarly, increased construction and demolition waste recycling and collection of commercial food scraps and household hazardous waste is expected to displace trips already occurring to transport this waste to landfills. As stated above, the location of projects associated with the measures and actions of the solid waste group have not been identified. However, it is possible that construction and operations activities, such as hauling trips, could occur near residential areas.

Buildout of the projects within the solid waste group would require the implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measure Air-4.1) to reduce emissions of TACs and minimize the exposure of sensitive receptors to TACs from project construction and operation. At a programmatic level, it is not possible to determine with certainty that impacts related to the exposure of sensitive receptors to TACs during construction activities would be reduced below a level of significance. Additionally, hauling trips related to operation of solid waste facilities could expose sensitive receptors to TAC emissions.

Because the scale of physical development necessary to implement the above measures and actions is unknown, it cannot be assured that adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the impacts related to construction-generated TACs to a less-than-significant level. Additionally, at the programmatic level, TAC emissions from operations related to the measures and associated actions of the solid waste group cannot be estimated and it cannot be assured that adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the exposure of sensitive receptors to TACs emitted during operation. Implementation of the measures

within the solid waste group would result in a significant and unavoidable impact, as identified in the 2011 GPU PEIR.

Water and Wastewater Measures and Actions

Implementation of measures within the water and wastewater group would increase water efficiency and conservation (Actions W-1.1, W-2.1, W-2.2, W-2.3, W-2.3.a, W-2.3.b, W-2.4, and W-3.1). Implementation of the measures within this group and their associated actions include new building requirements, building retrofits, expansion of recycled water/greywater infrastructure, the installation of water-efficient appliances and smart irrigation systems, and water efficiency programs. Specific locations for projects have not been Identified.

Emissions of TACs from measures pertaining to water and wastewater facilities and upgrades would occur from diesel exhaust during construction activities, including operation of heavy-duty equipment, vehicle travel by worker commute trips, and material delivery. Construction activities would primarily consist of the installation of small structures, such as stormwater and greywater capture systems and water-efficient appliances, as well as the installation of new irrigation systems, which could involve ground-disturbing activities. The operation of these facilities and structures do not generally require the use of diesel equipment; therefore, it is not likely that operations would result in substantial emissions of TACs.

Buildout of the projects within the water and wastewater group would require the implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measure Air-4.1), as well as proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of TACs from construction equipment by requiring Tier 3 engines, to reduce emissions of TACs and minimize the exposure of sensitive receptors to TACs from project construction and operation. At a programmatic level, it is not possible to determine with certainty that impacts related to the exposure of sensitive receptors to TACs during construction activities would be reduced below a level of significance.

Because the scale of physical development necessary to implement the above measures and actions is unknown, it cannot be assured that adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the impacts related to construction-generated TACs to a less-than-significant level. Implementation of the measures within the water and wastewater group would result in a significant and unavoidable impact, as identified in the 2011 GPU PEIR.

Agriculture and Conservation Measures and Actions

Measures A-1 and A-3 within the agriculture and conservation group would require the County to acquire and preserve natural lands, as well as develop programs to improve land management practices to protect habitat and increase carbon storage (Actions A-1.1, A-1.2, A-1.2.a, and A-3.1). Additionally, measures in the group aim to reduce GHG emissions from agricultural operations (Actions A-5.1 and A-5.1.a).

Projects that could result from implementation of these measures and actions could include, but would not be limited to: preservation of agricultural lands, carbon farming, natural/working lands restoration, on-farm anaerobic digesters, incentivizing manure composting, reducing agricultural water costs, carbon farming programs, open space/habitat restoration plans, tree planting, incentivizing transition to cleaner (e.g., renewable diesel and electric) agricultural equipment, and increasing farmworker housing.

Some measures within this group could involve some type of ground disturbing construction activity that could generate emissions of TACs. For example, Action A-4.1.b would evaluate opportunities for increased farmworker housing, which could involve the subsequent construction of housing for farmworkers, while Actions A-2.1 and A-2.2 could result in the combustion of diesel fuel for the delivery and planting of trees. This analysis assumes that implementation of the measures within this group would result in construction activities that could include the use of heavy equipment for earthmoving, materials processing, or compost spreading; vehicle trips during construction/equipment replacement/monitoring activities; possible changes in landform and views; and installation or upgrades of mechanical equipment or facilities. These activities could result in emissions of TACs. The greatest potential for TAC emissions during construction would be DPM emissions from construction equipment and heavy-duty truck trips. While activities related to the measures in the agriculture and conservation group, due to their nature, are not likely to occur near urban areas, it is not possible to determine at the programmatic level the exact scale and location of projects that would result from the implementation of these measures. Therefore, it is conservatively assumed that sensitive receptors could be exposed to emissions of TACs from construction activities associated with these measures.

Regarding operations, because the variety of projects that may be approved and ultimately undertaken by the County is not known, it is not possible to speculate on the specific impacts that could occur and whether regulations or mitigation measures would be available to minimize potential environmental impacts relating to TACs. However, all projects would be required to comply with applicable existing federal, state, and local regulations. Specifically, projects would be evaluated for their consistency with General Plan policies, 2011 GPU PEIR mitigation measures (Adopted Mitigation Measure Air-4.1), County Grading Ordinance regulations, and County Resources Protection Ordinance regulations.

Applicable General Plan policies, 2011 GPU PEIR mitigation measures, and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of TACs from construction equipment by requiring Tier 3 engines, would be applied to future projects that result from implementation of the GHG reductions measures and actions to avoid or minimize their impacts.

However, at the programmatic level, it is not possible to determine with certainty that impacts related to TACs emitted from construction and operations activities would be reduced below the County of San Diego threshold for maximum incremental cancer risk of greater than 10 in one million. While all feasible mitigation would be applied at the

project level as part of the County's discretionary review process, construction of projects associated with the agriculture and conservation measures and their associated actions could still expose sensitive receptors to TACs because they could require the use of heavy construction equipment and involve earth moving activities and the duration and intensity of these activities is unknown at the programmatic level. While adopted General Plan policies and 2011 GPU PEIR mitigation measures would likely reduce construction emissions, these measures may not be able to fully mitigate the impacts to a less-than-significant level. This impact would remain significant and unavoidable following mitigation, consistent with the 2011 GPU PEIR.

Energy Measures and Actions

Implementation of measures within the energy group would increase building energy efficiency (Measures E-1 and E-2) and develop policies and programs to increase use of renewable energy that could result in renewable energy generation infrastructure, including energy storage (Measure E-3). These measures and actions would result in investments in local job training and incentive programs and amendments to County codes regarding energy, among other initiatives. Other measures and actions could result in large-scale wind turbines and solar arrays, as well as energy-storage systems (Action E-3.2.b). Additional actions include energy efficiency retrofits on existing residential and non-residential structures, including rooftop or ground-mounted solar photovoltaic arrays or small wind turbines, and incentivizing the use of renewable energy.

Implementation of measures that promote use of renewable energy could indirectly result in the installation of new large- and small-scale rooftop wind turbines and solar panels (Actions E-1.1, E-2.2, E-3.2, and E-3.3), the construction of which would produce emissions of TACs. Air emissions from construction activities would result from use of heavy-duty equipment, fugitive dust from earth moving and grading activities, and worker commute trips, vendor truck trips, and haul trips. Construction activities may include grading and clearing but would not include construction of new buildings or structures. These activities would result in emissions of TACs. The greatest potential for TAC emissions during construction would be DPM emissions from construction equipment and heavy-duty truck trips (such as those used to transport renewable systems components). Construction activities associated with small-scale renewables would likely be relatively small in scale, occur intermittently, and last for only short periods of time. Therefore, emissions from construction activities would not be concentrated in one area for an extended period of time, but rather would occur intermittently across a large area. However, it is likely that some construction would occur near residential areas and therefore has the potential to expose sensitive receptors to significant concentrations of TACs emitted from construction activities.

Solar photovoltaic energy panels and small-scale wind turbines typically do not result in substantial activities related to operating the equipment, and include only minor maintenance activities, such as regular inspections, repairs, and removing debris, as necessary. Implementation of new mechanical equipment or new renewable energy equipment would be regulated by the County Zoning Ordinance Section 6952(b), which governs the use of solar energy systems, and would require approval of a building permit

to ensure County codes and requirements are met. In the cases of small photovoltaic energy systems, (under 500 square feet) or small wind turbines (up to three turbines allowed as accessory use), the County would not require a discretionary permit and would not require mitigation for air quality impacts. In these cases, the scale of the projects would not require large construction equipment and would likely not violate air quality standards. In the case of larger renewable energy systems, the County would have the discretion to review the projects and could require mitigation if any air quality violations were identified. However, implementation of the measures and actions in the energy group would reduce the combustion of fossil fuels by incentivizing and developing electricity use as well as the generation and utilization of renewable energy.

Large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating the renewable energy resource. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assumes development of common current renewable energy technologies.

Large-scale renewable energy systems, specifically wind and solar photovoltaic, require large swaths of undeveloped land that are productive for generating renewable energy. Specific locations of potential facilities are unknown. Future discretionary projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would be required to minimize or eliminate impacts to air quality standards to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. The large-scale production of energy from solar photovoltaic systems generally includes a variety of infrastructure components such as arrays, substation site, battery storage, collection system, and overhead and underground transmission facilities. Large-scale wind turbines infrastructure generally includes wind turbines (300-500 feet to the topmost blade tip), substations, meteorological towers, overhead and underground collector cable systems, and overhead transmission lines.

Air emissions from construction activities would result from use of heavy-duty equipment, fugitive dust from earth moving and grading activities, and worker commute trips, vendor truck trips, and haul trips. Construction activities may include grading and clearing, but would not include construction of new buildings or structures. These activities would result in emissions of TACs. The greatest potential for TAC emissions during construction would be DPM emissions from construction equipment and heavy-duty truck trips (such as those used to transport renewable systems components). It is likely that some construction would occur near residential areas and therefore has the potential to expose sensitive receptors to significant concentrations of TACs emitted from construction activities.

Operation of large-scale renewable energy systems would not directly produce substantial TAC emissions because no large emission-generating equipment would be operated. Operation could result in a minimal increase in the number of full-time employees commuting to and from these facilities as well as the operation of stationary sources, such as generators. While the sizes, scale, and location of renewable

infrastructure is unknown, typical emissions associated with these facilities are low and occur infrequently such that County SLTs are not anticipated to be violated.

Buildout of the projects within the energy group would require the implementation of applicable General Plan policies, 2011 GPU PEIR mitigation measures (Adopted Mitigation Measure Air-4.1), and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of TACs from construction equipment by requiring Tier 3 engines, to reduce emissions of TACs and minimize the exposure of sensitive receptors to TACs from project construction and operation.

However, at the programmatic level, it cannot be assured that construction projects associated with these measures would not expose sensitive receptors to emissions of TACs, as it is likely that at least some construction would occur near residential areas. While adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce construction emissions, these measures may not be able to fully mitigate the impacts to a less-than-significant level. This impact would remain significant and unavoidable following mitigation, as consistent with the 2011 GPU PEIR.

Built Environment and Transportation Measures and Actions

Implementation of measures within the built environment and transportation group would encourage a shift toward alternative modes of transportation (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, and T-5.1.b), encourage alternative fuel use (Action T-3.1.a), and reduce single-occupancy vehicle trips (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, T-5.1.b, and T-5.2). These measures and their associated actions would be implemented through activities such as constructing EV charging stations, implementing transit-supportive roadway treatments (e.g., transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes), implementing TDM programs, improving roadways to encourage/expand multimodal transportation, incentivizing active transportation, and constructing new bicycle and pedestrian projects as well as improving existing ones.

The greatest potential for TAC emissions during construction would be DPM emissions from construction equipment and heavy-duty truck trips. Implementation of measures that would result in new hydrogen fueling and EV charging stations (Actions T-3.1 and T-3.1.a) as well as the implementation of transit-supportive roadway treatments and bicycle and pedestrian infrastructure (Actions T-5.1 and T-6.2) would generally involve the use of off-road construction equipment and haul trucks which would result in the emission of TACs and possibly expose sensitive receptors to these emissions.

Operational emissions would be primarily from diesel-powered mobile sources, but the proposed measures and their associated actions are anticipated to reduce long-term emissions by reducing the amount of fossil fuels combusted primarily from reduced vehicle use, reduced VMT, and increased alternative fuel use. Therefore, it is reasonable to assume that implementation of the measures that comprise the built environment and transportation group would result in reductions in emissions of TACs because the

improvements would involve activities to reduce vehicle use, reduce VMT, and increase alternative fuel use resulting in an overall reduction in countywide air emissions.

Buildout of the projects within the built environment and transportation group would require the implementation of applicable General Plan policies, 2011 GPU PEIR mitigation measures (Adopted Mitigation Measure Air-4.1), and proposed CAP Update Mitigation Measure Air-2.1, which would reduce emissions of TACs from construction equipment by requiring Tier 3 engines, to reduce emissions of TACs and minimize the exposure of sensitive receptors to TACs from project construction and operation. Additionally, future discretionary projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts to sensitive receptors to the extent feasible in compliance with State CEQA Guidelines Section 15126.4.

The size, scale, and location of these improvements is unknown; however, given the nature of these improvements, they most likely would occur near residential and commercial centers throughout the unincorporated areas. Therefore, sensitive receptors including residences, schools, and childcare facilities could be located near the project locations. While adopted General Plan policies and 2011 GPU PEIR mitigation measures listed above would require the implementation of mitigation to reduce construction emissions, depending on the size of the facilities, these measures may not be able to fully mitigate the impacts to a less-than-significant level. Therefore, implementation of GHG reduction measures and their associated actions, described above, would have a significant and unavoidable impact following mitigation, consistent with the 2011 GPU PEIR.

Summary

Future projects related to implementation of the measures and their associated actions described above could result in the exposure of sensitive receptors to TACs. Because of the programmatic approach of this analysis, it is not possible to determine the location, size, and types of projects that would be built, nor the details of their construction typically used to estimate emissions of TACs and exposure to sensitive receptors, such as construction duration, equipment use, location and intensity. Additionally, it is also uncertain at this level of analysis if TAC emissions from hauling activities occurring during operation of solid waste facilities would occur at significant levels near sensitive receptors.

Implementation of the General Plan policies, 2011 GPU PEIR mitigation measures (Adopted Mitigation Measure Air-4.1), and proposed CAP Update Mitigation Measure Air-2.1 would lessen impacts related to the exposure of sensitive receptors to TACs that could result from implementation of the measure groups described above. However, the 2011 GPU PEIR determined that even with implementation of the adopted General Plan policies and mitigation measures, impacts associated with the exposure of sensitive receptors to TACs would not be reduced to a less-than-significant level because the mitigation measures considered and addressed in the 2011 GPU PEIR were found to either be infeasible by the County for the reasons given in the 2011 GPU PEIR or would not be sufficient in reducing impacts related to TACs to a less-than-significant level. This impact would remain significant and unavoidable following mitigation, consistent with the

2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.3.3.7 Issue 5: Result in Emissions of Odors Adversely Affecting a Substantial Number of People

This section describes potential project impacts related to odor resulting from the implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Air Quality* (County of San Diego 2007), which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, the project would result in a significant impact if it would either generate objectionable odors or place sensitive receptors next to existing objectionable odors, which would affect a considerable number of persons or the public.

SDAPCD Rule 51 (Public Nuisance) and California Health & Safety Code, Division 26, Part 4, Chapter 3, Section 41700 prohibit the emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public. Projects required to obtain permits from SDAPCD, typically industrial and some commercial projects, are evaluated by SDAPCD staff for potential odor nuisance. Conditions may be applied (e.g., control equipment requirement), where necessary, to prevent the occurrence of public nuisance.

Odor issues are subjective by the nature of odors themselves and their measurements are difficult to quantify. As a result, odor impact assessments are qualitative and each project would be reviewed on an individual basis, focusing on the existing and potential surrounding uses and location of sensitive receptors.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR included a discussion of objectionable odors associated with the future development consistent with the land use plan of the adopted General Plan. The 2011 GPU PEIR concluded that the General Plan under project and cumulative conditions would result in less-than-significant impacts associated with objectionable odors.

The 2011 GPU PEIR also acknowledged that potential odor impacts would be reduced through the implementation of the federal, state, and local regulations; existing County regulatory processes; and the adopted General Plan policies and 2011 GPU PEIR mitigation measures listed above in Section 2.3.2. The discussion of impacts related to odors can be found in Section 2.3, “Air Quality,” on pages 2.3-1 to 2.3-52, and is herein incorporated by reference.

CAP Update Impact Analysis

The following sections describe the potentially significant impacts related odors that could result from the implementation of the measures.

Solid Waste Measures and Actions

Implementation of measures within the solid waste group would increase organic waste diversion (Actions SW-1.1, SW-1.1.a, and SW-1.1.b), increase recycling (Actions SW-2.1, SW-2.1.a, SW-2.1.b, and SW-4.1.b), and increase gas capture (Actions SW-3.1 and SW-4.1). Implementation of the measures within this group and their associated actions include new building requirements, building retrofits, solid waste diversion/recycling programs/incentives, and biogas at existing landfills.

Odors may result from construction of organics waste facilities and water/wastewater facilities. Potential odor sources may result from equipment exhaust during construction activities. These emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Because construction odors would be temporary and would disperse rapidly with distance from source, construction-generated odors would not result in the frequent exposure of nearby receptors to objectionable odor emissions and these impacts would not be expected to result in significant emissions.

CAP Update Action SW-4.1.a would incentivize the development of new composting/anaerobic digestion facilities and on-farm digesters (e.g., amend zoning ordinance to pre-zone or permit land for composting/anaerobic digestion and provide technical assistance) to divert compostable waste from landfills in the unincorporated area. This action is also included in the General Plan as Policy COS-17.5, which promotes efficient methods for methane recapture in landfills and the use of composting facilities and anaerobic digesters and other sustainable strategies to reduce the release of GHG emissions from waste disposal or management sites and to generate additional energy such as electricity. Organics processing techniques include open and enclosed configurations and have the potential to produce objectionable odors. As stated in the 2011 GPU PEIR, potential odor impacts from implementation of the General Plan would be reduced through the implementation of the federal, state, and local regulations; existing County regulatory processes; and the adopted General Plan policies. While the specific location of these types of facilities and activities is not known, solid waste projects would be subject to the County odor policies enforced by the SDAPCD, including Rule 51 and County Code Sections 63.401 and 63.402, which prohibit nuisance odors and identify enforcement measures to reduce odor impacts to nearby receptors. Therefore, implementation of measures and their associated actions within the solid waste group that would result in the development of new composting/anaerobic digestion facilities and on-farm digesters would result in a less-than-significant impact associated with objectionable odors consistent with buildout of the General Plan, as evaluated in the 2011 GPU PEIR.

Water and Wastewater Measures and Actions

Implementation of measures within the water and wastewater group would increase water efficiency and conservation (Actions W-1.1, W-2.1, W-2.2, W-2.3, W-2.3.a, W-2.3.b, W-2.4, and W-3.1). Implementation of the measures within this group and their associated actions include new building requirements, building retrofits, expansion of recycled water/greywater infrastructure, the installation of water-efficient appliances and smart irrigation systems, and water efficiency programs.

Odors may result from construction of water/wastewater facilities. Potential odor sources may result from equipment exhaust during construction activities. These emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Because construction odors would be temporary and would disperse rapidly with distance from source, construction-generated odors would not result in the frequent exposure of nearby receptors to objectionable odor emissions and these impacts would not be expected to result in significant emissions.

The operation of water/wastewater facilities that handle grey water and stormwater, as is proposed in the project, does not typically result in the generation of odors. Additionally, these facilities are not typically associated with increased odor complaints. Therefore, the operation of facilities related to water and wastewater would have a less-than-significant impact related to odors. Therefore, implementation of the water and wastewater measures and actions would result in impacts consistent with buildout of the General Plan, as evaluated in the 2011 GPU PEIR.

Agriculture and Conservation Measures and Actions

Measures A-1 and A-3 within the agriculture and conservation group would require the County to acquire and preserve natural lands, as well as improve land management practices to protect habitat and increase carbon storage (Actions A-1.1, A-1.2, A-1.2.a, and A-3.1). Additionally, measures in the group aim to reduce GHG emissions from agricultural operations (Actions A-5.1 and A-5.1.a). Projects that could result from implementation of these measures could include creating agricultural programs, restoring natural/working lands, reducing on-farm anaerobic digesters, incentivizing manure composting, improving foraging/grazing lands, reducing agricultural water costs, implementing carbon farming programs, developing open space/habitat restoration plans, planting trees, promoting low-carbon/zero emissions landscaping, and increasing farmworker housing. This list is not intended to be exhaustive but represents some of the types of projects that could be considered in the future.

Potential odors may be emitted from equipment exhaust during construction activities. These emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Because odors would be temporary and would disperse rapidly with distance from source, construction-generated odors would not result in the frequent exposure of nearby receptors to objectionable odor emissions. Additionally, it is likely that construction activities resulting from implementation of the measures and their associated actions within the agriculture and conservation group

would not occur near residential areas, due to their nature. Further, as described above, the 2011 GPU PEIR also acknowledged that potential odor impacts would be reduced through the implementation of the federal, state, and local regulations; existing County regulatory processes; and implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures. Agricultural projects would also be subject to the County odor policies enforced by the SDAPCD, including Rule 51 and County Code Sections 63.401 and 63.402, which prohibit nuisance odors and identify enforcement measures to reduce odor impacts to nearby receptors. Overall, odor impacts associated with these measures would be less than significant**,** as identified in the 2011 GPU PEIR. Therefore, implementation of the agriculture and conservation measures and actions would result in impacts consistent with buildout of the General Plan, as evaluated in the 2011 GPU PEIR.

Energy Measures and Actions

Implementation of measures within the energy group would increase building energy efficiency (Measures E-1 and E-2) and develop policies and programs to increase use of renewable energy (Measure E-3). These measures and actions would result in investments in local job training and incentive programs and amendments to County codes regarding energy, among other initiatives. Other measures and actions could result in large-scale wind turbines and solar arrays, as well as energy-storage systems. Additional actions include energy efficiency retrofits on existing residential and non-residential structures, including rooftop or ground-mounted solar photovoltaic arrays or small wind turbines, and incentivizing the use of renewable energy. Implementation of these measures and their associated actions could involve some level of ground-disturbing construction activity. Air emissions from construction activities would result from use of heavy-duty equipment, fugitive dust from earth moving and grading activities, and worker commute trips, vendor truck trips, and haul trips. Construction activities may include grading and clearing but would not include construction of new buildings or structures. Development of renewable energy infrastructure does not typically result in the emission of objectionable odors. Potential odor sources may result from equipment exhaust during construction activities. These emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Because odors would be temporary and would disperse rapidly with distance from source, construction-generated odors would not result in the frequent exposure of nearby receptors to objectionable odorous emissions. Small-scale renewable energy systems do not require substantial operational activities; only minor maintenance activities are required, such as regular inspections, repairs, and removing debris, as necessary. No significant odor sources would be developed under these measures. With implementation of the General Plan policies and 2011 GPU PEIR mitigation measures, overall impacts would be less than significant, as identified in the 2011 GPU PEIR.

Built Environment and Transportation Measures and Actions

Implementation of measures within the built environment and transportation group would encourage a shift toward alternative modes of transportation (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, and T-5.1.b), encourage alternative fuel use (Action T-3.1.a), and reduce single-occupancy vehicle trips (Actions T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, T-5.1.b, and

T-5.2). These measures and their associated actions would be implemented through activities, such as constructing EV charging stations, implementing transit-supportive roadway treatments (e.g., transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes), implementing TDM programs, improving roadways to encourage/expand multimodal transportation, incentivizing active transportation, and constructing new bicycle and pedestrian projects as well as improving existing infrastructure. Locations for such improvements have not been identified. Because of the nature of these improvements, they would most likely occur near residential and commercial centers throughout the unincorporated areas. The size, scale, and location of these improvements is unknown.

Potential odors may be emitted from equipment exhaust during construction activities. These emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of construction. Because odors would be temporary and would disperse rapidly with distance from source, construction-generated odors would not result in the frequent exposure of nearby receptors to objectionable odor emissions. Further, as described above, the 2011 GPU PEIR also acknowledged that potential odor impacts would be reduced through the implementation of the federal, state, and local regulations; existing County regulatory processes; and implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures. Overall, odor impacts associated with these measures would be less than significant**,** as identified in the 2011 GP PEIR.

Summary

Implementation of the measure groups described above and their associated actions could result in impacts related to odors because measures within the solid waste measures and actions could result in the construction of new waste handling facilities that are typically associated with odor complaints. Implementation of the General Plan policies and 2011 GPU PEIR mitigation measures listed above in Section 2.3.2 would reduce impacts associated with odor management. Therefore, the solid waste measures group, which would include actions that could result in new or expanded solid waste facilities, would result in less-than-significant project impacts related to odors, consistent with the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.3.3.8 Cumulative Impacts

The cumulative impact analysis study area for air quality in the 2011 GPU PEIR was identified as the county and surrounding vicinity, including the San Diego region or the airshed for reactive air pollutants and surrounding vicinity for nonreactive or less reactive pollutants (as described on page 2.3-28 of the 2011 GPU PEIR). This analysis uses the same scope identified in the 2011 GPU PEIR. The scope and approach to the cumulative impact analysis are described in the “Cumulative Impact Assessment Overview” section in the introduction to this chapter.

Issue 1: Conflict with Air Quality Plans

The 2011 GPU PEIR concluded that the General Plan would not contribute to a significant cumulative impact because cumulative projects located in adjacent jurisdictions, including incorporated cities, adjacent counties, and state-managed lands, would be required to comply with the RAQS and SIP, while development in the county would be required to comply with the General Plan or would not be approved. Additionally, cumulative projects not included in the proposed General Plan would be required to show compliance with applicable air quality plans or would not be approved.

It remains true that, as discussed in the 2011 GPU PEIR, cumulative projects located in adjacent jurisdictions, including incorporated cities, adjacent counties, and state-managed lands, would still be required to comply with the RAQS and SIP. As discussed in Section 2.3.4.1, "Issue 1: Conflict with Air Quality Plans," CAP Update implementation could lead to projects such as solid waste, water, and wastewater facilities development, transportation infrastructure improvements, agricultural improvements and land conservation, and energy infrastructure improvements, all of which would not result in significant direct impacts. Future discretionary projects would be required to comply with existing federal, state, and local regulations to ensure that conflicts with applicable air quality plans would not occur.

No significant cumulative impact related to conflicts with applicable air quality plans was identified in the 2011 GPU PEIR, and the project would not result in a new significant impact. Therefore, the project would not result in a substantial incremental effect that would result in a new significant cumulative impact. The impact would be less than significant. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 2: Violate Any Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation

The 2011 GPU PEIR concluded that, despite projects within the General Plan and other cumulative projects located in the unincorporated county and adjacent jurisdictions being required to comply with NAAQS and CAAQS pursuant to CEQA prior to approval, air quality violations could potentially occur. In combination with other cumulative projects, the General Plan's contribution to a significant cumulative impact was determined to be cumulatively considerable.

It remains true that projects within the unincorporated county are required to comply with NAAQS and CAAQS pursuant to CEQA prior to approval and that feasible mitigation would be implemented to reduce impacts. As discussed in Section 2.3.4.2, "Issue 2: Conformance to Federal and State Air Quality Standards," CAP Update implementation could lead to projects such as solid waste, water, and wastewater facility development; transportation infrastructure improvements; agricultural improvements and land conservation; and energy infrastructure improvements. As identified in Section 2.3.4.2 of this analysis, the project would result in a significant and unavoidable impact related to violations of federal and state air quality standards, primarily due to emissions of PM_{10}, $PM_{2.5}$, VOCs, and NO_x associated with construction activities.

Therefore, emissions resulting from the project would have a considerable contribution to an existing cumulative effect. Because the CAP Update does not propose changes to the land use types identified in the General Plan, emissions of criteria pollutants are not expected to be greater than those accounted for in the 2011 GPU PEIR. Therefore, the cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 3: Result in a Cumulatively Considerable Net Increase of any Nonattainment Criteria Pollutant

The 2011 GPU PEIR concluded that, despite projects within the General Plan and other cumulative projects located in the unincorporated county and adjacent jurisdictions being required to comply with NAAQS and CAAQS pursuant to CEQA prior to approval, air quality violations pertaining to nonattainment pollutants (NO_X, VOCs, PM_{10}, and $PM_{2.5}$) could potentially occur. Emissions of these pollutants were identified to occur primarily from construction activities involving the use of heavy machinery and architectural coatings, as well as operational vehicle trips. In combination with other cumulative projects, the General Plan's contribution to a significant cumulative impact was determined to be cumulatively considerable.

It remains true that projects within the unincorporated county are required to comply with NAAQS and CAAQS pursuant to CEQA prior to approval and that feasible mitigation would be implemented to reduce impacts. The SDAB also remains in nonattainment for NO_X, VOCs, PM_{10}, and $PM_{2.5}$. As discussed in Section 2.3.4.3, "Issue 3: Nonattainment Criteria Pollutants," CAP Update implementation could lead to projects such as solid waste, water, and wastewater facilities development; transportation infrastructure improvements; agricultural improvements and land conservation; and energy infrastructure improvements. As identified in Section 2.3.4.3 of this analysis, the project would result in a significant and unavoidable impact related to violations of federal and state air quality standards for PM_{10}, $PM_{2.5}$, VOCs, and NO_x primarily associated with construction activities and operational vehicle trips. Because the CAP Update does not propose changes to the land use types identified in the General Plan, emissions of nonattainment criteria pollutants are not expected to be greater than those accounted for in the 2011 GPU PEIR. Therefore, the project would result in a considerable contribution to an existing cumulative effect. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 4: Expose Sensitive Receptors to Substantial Pollutant Concentrations

The 2011 GPU PEIR stated that cumulative projects located in adjacent jurisdictions, including incorporated cities, adjacent counties, and state-managed lands would be required to comply with CARB's recommendations for siting new sensitive receptors, and stationary sources in the SDAB would be required to comply with emission thresholds for TACs or hazardous air pollutants. However, it was addressed that some cumulative projects are located outside of the SDAB and/or may not be subject to state and local

emissions regulations. It was determined that, because the General Plan would result in a potentially significant impact associated with sensitive receptors, its contribution to this significant cumulative impact would be cumulatively considerable.

As discussed in Section 2.3.4.4, "Issue 4: Toxic Air Contaminants and Carbon Monoxide Effects on Sensitive Receptors," CAP Update implementation could lead to projects such as solid waste, water, and wastewater facilities development; transportation infrastructure improvements; agricultural improvements and land conservation; and energy infrastructure improvements. Because changes have not been made to the land use designations outlined in the 2011 GPU PEIR, the CAP Update would not change the potential for sensitive receptors to be located near sources of substantial pollutant concentrations. Cumulative projects located in adjacent jurisdictions, including incorporated cities, adjacent counties, and state-managed lands, would be required to comply with CARB's recommendations for siting new sensitive receptors, and stationary sources in the SDAB would be required to comply with emission thresholds for TACs. However, as identified in the 2011 GPU PIER, some cumulative projects are located outside of the SDAB and/or may not be subject to state and local emissions regulations.

The CAP Update would result in a considerable contribution to an existing cumulative effect. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR. Because the CAP Update does not propose changes to the land use types identified in the General Plan, the exposure of sensitive receptors to TACs and CO is not expected to be more severe than what was accounted for in the 2011 GPU PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 5: Result in Emissions of Odors Adversely Affecting a Substantial Number of People

The 2011 GPU PEIR stated that land use types within the General Plan that are typically associated with odor complaints, such as agricultural operations and landfills, would be subject to County odor policies enforced by SDAPCD, including Rule 51 and County Code Sections 63.401 and 63.402, which prohibit nuisance odors and identify enforcement measures to reduce odor impacts to nearby receptors. The 2011 GPU PEIR also cited the localized nature of odor impacts. For these reasons, it was determined that odors resulting from implementation of the General Plan would not combine to result in a cumulative odor impact and the General Plan would not contribute to a significant cumulative impact.

Land use types potentially affected by the CAP Update that are typically associated with odor complaints, such as agricultural operations and landfills, would similarly be subject to County odor policies enforced by SDAPCD, including Rule 51 and County Code Sections 63.401 and 63.402. As discussed in Section 2.3.4.5, "Issue 5: Objectionable Odors," CAP Update implementation could lead to projects such as solid waste, water, and wastewater facilities development; transportation infrastructure improvements; agricultural improvements and land conservation; and energy infrastructure improvements, all of which would not result in significant direct impacts. No significant cumulative impact related to objectionable odors was identified in the 2011 GPU PEIR,

and the project would not result in a substantial incremental effect that would result in a new significant cumulative impact. The impact would be less than significant. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.3.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would not result in new or more severe significant impacts related to air quality.

2.3.5 Mitigation Measures

This section lists the mitigation measures from the 2011 GPU PEIR that are applicable to the proposed project as well as new mitigation measures that have been proposed to avoid or minimize air quality impacts resulting from the proposed project. The mitigation measures addressing air quality that were adopted as part of the 2011 GPU PEIR and are applicable to the project include the following:

Issue 1: Conflict with Air Quality Plans

No mitigation required.

Issue 2: Conformance to Federal and State Air Quality Standards

2011 General Plan PEIR Mitigation Measures

Adopted Mitigation Measure Air-2.1: Provide incentives such as preferential parking for hybrids or alternatively fueled vehicles such as compressed natural gas (CNG) vehicles or hydrogen- or electric-powered vehicles. The County shall also establish programs for priority or free parking on County streets or in County parking lots for hybrids or alternatively fueled vehicles.

Adopted Mitigation Measure Air-2.2: Replace existing vehicles in the County fleet as needed with the cleanest vehicles commercially available that are cost-effective and meet vehicle use needs.

Adopted Mitigation Measure Air-2.3: Implement transportation fleet fueling standards to improve the number of alternatively fueled vehicles in the County fleet.

Adopted Mitigation Measure Air-2.4: Provide incentives to promote the siting or use of clean air technologies where feasible. These technologies shall include, but not be limited to, fuel cell technologies, renewable energy sources, and hydrogen fuel.

Adopted Mitigation Measure Air-2.5: Require that the following measures be implemented on all construction projects where project emissions are above the SLTs:

- multiple applications of water during grading between dozer/scraper passes;
- paving, chip sealing, or chemical stabilization of internal roadways after completion of grading;
- use of sweepers or water trucks to remove "track-out" at any point of public street access;
- termination of grading if winds exceed 25 miles per hour;
- stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control;
- use of low-sulfur fuels in construction equipment;
- use of low VOC paints; and
- projects exceeding SLTs will require 10 percent of the construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and/or CARB certified Tier I, II, III, IV equipment. Equipment is certified if it meets emission standards established by the EPA for mobile non-road diesel engines of almost all types. Standards established for hydrocarbons, oxides of nitrogen (NO_X), CO, and PM. Tier I standards are for engines over 50 horsepower (hp) (such as bulldozers) built between 1996 and 2000, and engines under 50 hp (such as lawn tractors) prop built between 1999 and 2000. Tier II standards are for all engine sizes from 2001 to 2006, and Tier III standards are for engines rated over 50 hp from 2006 to 2008. Tier IV standards apply to engines of all sizes built in 2008 or later. Standards are increasingly stringent from Tier I to Tier IV.

Adopted Mitigation Measure Air-2.6: Use County Guidelines for Determining Significance for Air Quality to identify and mitigate adverse environmental effects on air quality.

Adopted Mitigation Measure Air-2.7: Implement County Air Pollution Control District regulations for air emissions from all sources under its jurisdiction.

Adopted Mitigation Measure Air-2.8: Require NSRs to prevent permitting projects that are "major sources."

Adopted Mitigation Measure Air-2.9: Implement the Grading, Clearing, and Watercourses Ordinance by requiring all clearing and grading to be conducted with dust control measures.

Adopted Mitigation Measure Air-2.10: Revise Board Policy F-50 to strengthen the County's commitment and requirement to implement resource-efficient design and operations for County-funded renovation and new building projects. This could be achieved by making the guidelines within the policy mandatory rather than voluntary.

Adopted Mitigation Measure Air-2.11: Implement County RAQS to attain state air quality standards for ozone.

Adopted Mitigation Measure Air-2.12: Revise Board Policy G-15 to require County facilities to comply with Silver Leadership in Energy and Environmental Design (LEED) standards or other equivalent Green Building rating systems.

Adopted Mitigation Measure Air-2.13: Revise Board Policy G-16 to require the County to:

- adhere to the same or higher standards it would require from the private sector when locating and designing facilities concerning environmental issues and sustainability, and
- require government contractors to use low-emission construction vehicles and equipment.

2011 General Plan PEIR Infeasible Mitigation Measures

As part of the preparation of the 2011 GPU PEIR, the County determined that the following measures were infeasible. These measures have been reviewed and a discussion is provided related to the feasibility with respect to the reduction measures in the CAP Update that would reduce emissions related to conformance to federal and state air quality standards.

Infeasible measures related to construction equipment in the 2011 GPU PEIR were as follows:

- Require all construction activities to use equipment that is CARB certified Tier 3 or better. This measure could not be accomplished because it would require all construction contractors working within the county to turn over their existing equipment which remains usable and would require a more stringent emissions standard than implemented by CARB. The CARB is currently implementing regulations that will require turnover of equipment to meet its regulatory standards for large vehicle fleets. The measure would limit which construction contractors would be allowed to work within the county and could result in undue costs to project applicants.

The CAP Update includes measures to reduce emissions from construction equipment. For example, Action T-2.2 requires the County to develop an ordinance that would require the use of alternative fuel and/or zero-emission equipment, which will reduce VOC, NOx, PM_{10}, and $PM_{2.5}$ emissions from construction equipment. The goal of this measure is to require that 100 percent of all construction equipment used in County projects be zero emission by 2045. Although the emission reductions would be potentially substantial, it is not possible to quantify these reductions at this time given that specific construction timing and fleet mix are unknown. Because the CAP Update includes measures related to the reduction of emissions from construction equipment, no additional mitigation is feasible.

Infeasible measures related to locally sourced construction materials in the 2011 GPU PEIR were as follows:

- Require the use of locally made building materials for construction projects. This measure would not be feasible because it would severely limit development projects, as some specialized building materials for projects may not be available locally. The measure would also require the County to monitor and enforce building material purchases at construction projects within its jurisdiction, which it does not have the funding or staffing available to accomplish.

The CAP Update includes Action SW-1.1.a, which would revise the County's Environmentally Preferred Purchasing policy (B-67) to include a requirement for departments to use evaluation criteria for purchasing Environmentally Preferrable Products to demonstrate compliance and increase the effectiveness and enforcement of the policy. This reduction measure included in the CAP Update would achieve the intent of the above infeasible mitigation measure by requiring that construction materials be acquired in a sustainable manner.

Infeasible measures related to on-road motor vehicles in the 2011 GPU PEIR were as follows:

- Prohibit new development that would result in emissions from new vehicle trips that would exceed the screening level thresholds. This measure would result in restrictions on future development in areas identified for increased growth in the General Plan because, with current vehicle emissions standards, it would severely limit development densities. This would conflict with the project's objective to support a reasonable share of projected regional population growth, because it would prohibit new development in the unincorporated county. In addition, if vehicle trips exceed screening level thresholds but a project is not proposing densities greater than what was expected by the General Plan, those trips are accounted for in the RAQS and does not automatically mean the actual ambient air quality standards will be exceeded.
- Encourage the construction of new development that would result in a reduction of vehicle trips because developers are able to demonstrate that they tie into an existing or planned alternative transportation network, such as transit (bus, train, trolley), bicycle network, walkways, and trails. This measure would result in restrictions on future development in areas identified for increased growth in the General Plan because not all areas of planned growth have an existing or planned alternative transportation network that new development could tie into. Implementation of this mitigation measure would conflict with the proposed project's objective to reinforce the vitality, local economy and individual character of existing communities by restricting future development to areas with existing alternative transportation networks, which excludes many rural areas.

The CAP Update includes measures to reduce emissions from on-road motor vehicles. For example, Action T-3.1 and Action T-3.1.a would collectively reduce emissions from the combustion of fossil fuels in on-road vehicles by increasing the use of alternative fuels

in on-road vehicles through the implementation of EV and hydrogen fueling infrastructure as well as the incentivization of EV purchases. Additionally, Action T-5.1 would implement the County's Active Transportation Plan pedestrian and bicycle network improvements to encourage alternative modes of transportation. This would reduce on-road vehicle emissions by replacing vehicle trips with alternative forms of transportation, such as walking and biking. These measures and actions would collectively reduce emissions resulting from on-road vehicle use and would therefore achieve the intent of the infeasible mitigation measures described above.

Infeasible measures related to renewable energy and energy efficiency were as follows:

- Require all applicants to provide on-site renewable energy systems, including solar, wind, geothermal, low-impact hydro power, biomass, and bio-gas. This measure would not be feasible because all applicants may not be able to provide renewable energy systems at all proposed locations. In addition, some energy systems may trigger additional regulatory requirements from the CPUC or CEC [California Energy Commission] that would make individual projects infeasible to construct. Implementation of this measure would potentially increase infrastructure costs, which would conflict with the proposed project's objective to minimize public costs of infrastructure and services. However, in circumstances where feasible, applicants will be encouraged to provide on-site renewable energy systems.

The CAP Update includes measures to incorporate renewable energy and energy efficiency in new development. For example, Action E-3.1 would amend the San Diego County Code of Regulatory Ordinances to require Tier 2 CALGreen renewable energy requirements for new residential and non-residential construction to increase renewable energy generation in new development. Additionally, Action 3.2.b would promote and support on-site renewable (wind and solar) energy generation and storage (microgrids, site-specific and/or community scale) to increase renewable energy generation and use in the unincorporated area, while Action E-3.2 would expand and implement the County's streamlined solar permitting process to install 5,002 kilowatts of renewable energy on existing development by 2030. Collectively, these measures and actions would achieve the intent of the infeasible mitigation measure described above by requiring and incentivizing the addition of renewable energy generation infrastructure to new and existing development.

Infeasible measures related to architectural coatings or other building materials that may in the 2011 GPU PEIR were as follows:

- Prohibit use of architectural coatings or other building materials that may result in emissions of VOCs. Only zero-VOC coatings and building materials would be allowed for use in the county. This measure would result in undue hardship on the entitlement process because most architectural coatings contain some VOCs and the measure would restrict the types of coatings that could be used to a limited type and number of formulations that may not be feasible for all applications. The VOC content in architectural coatings is regulated by the APCD, which has established a phase-in schedule for reduction of VOCs in accordance with the SIP requirements. The measure would also require the county to monitor and enforce

the use of architectural coatings at all construction projects within its jurisdiction, which it does not have the funding or staffing available to accomplish.

The CAP Update does not include any measures related to limiting the VOC content in architectural coatings. However, SDAPCD amended Rule 67.0 in 2021 which included changes to regulations regarding the VOC content of architectural coatings used in the county. With these recently updated regulations in place, VOC emissions from architectural coatings would be reduced to the extent feasible and would therefore require no additional mitigation.

New Mitigation Measures

CAP Update Mitigation Measure Air-2.1: Require construction contractors to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall operate on at least an EPA-approved Tier 3 or newer engine. Exemptions can be made for specialized equipment where Tier 3 engines are not commercially available within 200 miles of the proposed project location. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA-approved Tier 2 engine.

Issue 3: Nonattainment Criteria Pollutants

The 2011 GPU PEIR mitigation measures and new mitigation measures identified above for Issue 2: Air Quality Violations would minimize impacts associated with non-attainment criteria pollutants.

Issue 4: Toxic Air Contaminants and Carbon Monoxide Effects on Sensitive Receptors

2011 General Plan PEIR Mitigation Measures

Adopted Mitigation Measure Air-4.1: Use the policies set forth in the CARB's Land Use and Air Quality Handbook as a guideline for siting sensitive land uses. Implementation of this measure will ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of TACs.

2011 General Plan PEIR Infeasible Mitigation Measures

As part of the preparation of the 2011 GPU PEIR, the County determined that the following measures were infeasible. These measures have been reviewed and a discussion is provided related to the feasibility with respect to the reduction measures in the CAP Update that would reduce TAC emissions resulting in effects on sensitive receptors.

Infeasible measures related to construction equipment in the 2011 GPU PEIR were as follows:

- Require that all off-road or non-road diesel engines, such as those associated with construction or extraction operations, be replaced by an alternative power source, such as electricity. This measure would limit which construction contractors would be allowed to work within the county because not all contractors have alternative power source equipment available and the measure could result in undue costs to the project applicant. Limiting the construction contractors allowed to work within the County would conflict with the proposed project's objective to reinforce the vitality, local economy, and individual character of existing communities while balancing housing, employment and recreational opportunities. In addition, the County cannot monitor and enforce all construction activities within its jurisdiction due to funding and staffing deficiencies and ultimately because CARB has the responsibility of regulating emissions from off-road construction equipment.

The CAP Update includes measures to reduce emissions from construction equipment. For example, Measure T-1.1.a requires the use of alternative fuel and/or zero-emission equipment, which will reduce TAC emissions from construction equipment. The goal of this measure is to require that 100 percent of all construction equipment used in county projects be zero emission by 2045. Although the emission reductions would be potentially substantial, it is not possible to quantify these reductions at this time given that specific construction timing and fleet mix are unknown. Because the CAP Update includes measures related to the reduction of TAC emissions from construction equipment, no additional mitigation is feasible.

Infeasible measures related to diesel trucks in the 2011 GPU PEIR were as follows:

- Require all diesel trucks that travel on county roads to be equipped with filters or other devices that would limit diesel emissions to below a significant level. This measure is considered to be infeasible [because] the county cannot monitor all diesel traffic within its jurisdiction due to funding and staffing deficiencies and ultimately because CARB has the responsibility of regulating emissions from vehicles. Implementing this measure would result in increased public costs, which would conflict with the proposed project's objective to minimize public costs of infrastructure and services.

The CAP Update includes measures to reduce emissions from diesel trucks. Measure T-4 supports the installation of EV charging stations and provides incentives for zero-emissions vehicles in the unincorporated county. Specific to trucks, Measure T-4.1 supports actions to install 2,040 publicly available EV charging stations by 2028 and require the electrification of loading docks and idling reduction in new commercial and industrial development, while Measure T-3.1.a supports the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts.

Although the emission reductions would be potentially substantial, it is not possible to quantify these reductions at this time given that specific fleet mix and number of trucks are unknown. Because the CAP Update includes measures related to the reduction of TAC emissions from medium- and heavy-duty vehicles, no additional mitigation is feasible.

New Mitigation Measures

> CAP Update Mitigation Measure Air-2.1: Require construction contractors to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall operate on at least an EPA-approved Tier 3 or newer engine. Exemptions can be made for specialized equipment where Tier 3 engines are not commercially available within 200 miles of the proposed project location. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA-approved Tier 2 engine.

Issue 5: Odor Impacts

No mitigation required.

2.3.6 Significance Conclusion

Issue 1: Conflict with Air Quality Plans

The proposed CAP Update would not conflict with or obstruct implementation of the San Diego RAQS and/or applicable portion of the SIP. Therefore, there is no new significant impact related to obstruction of the implementation of the San Diego RAQS and/or applicable portion of the SIP and the impact is not substantially more severe than the impact identified in the 2011 GPU PEIR. This impact would remain **less than significant** and the project **would not result in a considerable contribution** to a significant cumulative impact. This **would not be a new or more severe impact** than identified in the 2011 GPU PEIR.

Issue 2: Conformance to Federal and State Air Quality Standards

Construction and operation of subsequent future projects may result in emissions of criteria pollutants that would exceed the SLTs for PM_{10}, $PM_{2.5}$, NO_X, and VOCs. Implementation of the 2011 GPU PEIR Mitigation Measures Air-2.1 through Air-2.13, 2011 General Plan policies, along with various CAP measures would reduce construction and operational emissions. While these measures and policies would result in a decrease in criteria pollutants during construction and operation, the impact related to conformance to federal and state air quality standards would be **significant and unavoidable** and the project **would result in a considerable contribution** to a significant cumulative impact. This **would not be a new or more severe impact** than identified in the 2011 GPU PEIR.

Issue 3: Nonattainment Criteria Pollutants

Construction and operation of subsequent future projects may result in a cumulatively considerable increase in nonattainment pollutants (PM_{10}, $PM_{2.5}$, NO_X, and VOCs). Implementation of the 2011 GPU PEIR Mitigation Measures Air-2.1 through Air-2.13, 2011 General Plan policies, along with various CAP Update measures would reduce construction and operational emissions. While these measures and policies would result in a decrease in nonattainment pollutants during construction and operation, the impact related to emissions of nonattainment criteria pollutants would remain **significant and unavoidable** and the project **would result in a considerable contribution** to a significant cumulative impact. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 4: Toxic Air Contaminants and Carbon Monoxide Effects on Sensitive Receptors

Future projects related to implementation of the measures and their associated actions described above could result in the exposure of sensitive receptors to TACs. Because of the programmatic approach of this analysis, it is not possible to determine the location or size of projects that would be built, nor the details of their construction typically used to estimate emissions of TACs and exposure to sensitive receptors such as construction duration, equipment use, location and intensity.

Implementation of the 2011 GPU PEIR Mitigation Measure Air-4.1, 2011 General Plan policies, along with various CAP Update measures would reduce sensitive receptor exposure to TAC emissions. While these measures and policies would reduce sensitive receptor exposure to TAC emissions, the impact related to sensitive receptor exposure to TAC emissions would remain **significant and unavoidable**, and the project **would result in a considerable contribution** to a significant cumulative impact. This **would not be a new or more severe impact** than identified in the 2011 GPU PEIR.

Issue 5: Objectionable Odors

Implementation of the proposed CAP Update could result in impacts related to odors because measures and actions related to solid waste could result in the construction of new waste handling facilities that are typically associated with odor complaints. Additionally, the operation of new composting/anaerobic digestion facilities and on-farm digesters could result in new sources of odors within existing agricultural lands, which are often near residences.

SDAPCD rules, including Rule 51, along with and County Code Sections 63.401 and 63.402, prohibit nuisance odors and identify enforcement measures to reduce odor impacts to nearby receptors. Development of any waste handling, composting, or digester facilities would be required to comply with these regulations. Compliance with existing rules would ensure objectionable odors are not a nuisance on nearby receptors. Therefore, impacts would be **less than significant** at both the project and cumulative scale, as identified in the 2011 GPU PEIR, and the project **would not result in a**

considerable contribution to a significant cumulative impact. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Table 2.3-2 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO_2)	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/ developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

1. **"Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.**

2 **"Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.**

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.

Source: EPA 2023a.

Table 2.3-3 Summary of Annual Ambient Air Quality Data in San Diego County (2019-2021)

Pollutant	2019	2020	2021
Ozone (2015 standard)[1]			
Maximum concentration (1-hr/8-hr avg, ppm)	0.110/0.085	0.105/0.090	0.099/0.080
Number of days state standard exceeded (1-hr/8-hr)	2/18	5/28	2/15
Number of days national standard exceeded (8-hr)	16	24	15
Fine Particulate Matter ($PM_{2.5}$)[2]			
Maximum concentration (24-hour µg/m^3)	25.7	41.6	31.5
Annual Average (µg/m^3)	8.5	11.6	10.4
Number of days national standard exceeded (measured)	0	2	0
Respirable Particulate Matter (PM_{10})[2]			
Maximum concentration (24-hour µg/m^3)	38.7	-	-
Number of days state standard exceeded	0	-	-
Number of days national standard exceeded (estimated days)	0.0	-	-

Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million; - = data not available

[1] Data from the Alpine – 2300 Victoria Drive station

[2] Data from the El Cajon – Lexington Elementary School station

Source: CARB 2023.

Table 2.3-4 Ambient Air Quality Standards and Attainment Status for the San Diego Air Basin

Pollutant	Averaging Time	California (CAAQS)		National (NAAQS)	
		Standards	Attainment Status	Standards – Primary	Attainment Status
Ozone (O_3)	1-hour	0.090 ppm (180 µg/m^3)	Nonattainment	—	—
	8-hour	0.070 ppm (137 µg/m^3)	Nonattainment	0.070 ppm (137 µg/m^3)	Nonattainment
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment
	8-hour	9 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Attainment
	1-hour	0.18 ppm (339 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Attainment
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	Attainment	—	—
	3-hour	—	Attainment	—	—
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	Attainment	—	—
	24-hour	50 µg/m^3	Nonattainment	150 µg/m^3	Unclassified/ Attainment
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	Nonattainment	12 µg/m^3	Unclassified/ Attainment
	24-hour	—	—	35 µg/m^3	Unclassified/ Attainment
Lead	Calendar quarter	—	—	1.5 µg/m^3	Attainment
	30-Day average	1.5 µg/m^3	Attainment	—	—
	Rolling 3-Month Average	—	—	0.15 µg/m^3	Attainment
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No national standards	
Sulfates	24-hour	25 µg/m^3	Attainment		
Vinyl chloride	24-hour	0.01 ppm (26 µg/m^3)	Unclassified		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km	Unclassified		

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; mg/m^3 = milligrams per cubic meter; ppb = parts per billion; ppm = parts per million (by volume).

Sources: EPA 2023b; SDAPCD n.d.

2.4 Biological Resources

This section summarizes the existing common and sensitive biological resources in the unincorporated county, including vegetation communities and special-status wildlife and plant species. Potential impacts of the project on special-status plant and wildlife species, riparian habitat and other sensitive natural communities, state and federally protected wetlands, wildlife movement corridors and nursery sites, local policies and ordinances, and habitat conservation plans (HCPs) and natural community conservation plans (NCCPs) are analyzed. Because this analysis is subsequent to the certified 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the General Plan. This section incorporates by reference the biological resources setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU PEIR. The 2011 GPU PEIR mitigation measures that are applicable to the proposed project also are incorporated herein.

Table 2.4-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. As indicated below, implementation of the proposed project would not result in new or more severe significant impacts on biological resources (with implementation of mitigation).

Table 2.4-1 Summary of Biological Resources–Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Special-Status Plant and Wildlife Species	General Plan Only: Significant and Unavoidable Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
2	Riparian Habitat and Other Sensitive Natural Communities	General Plan Only: Significant and Unavoidable Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
3	State and Federally Protected Wetlands	General Plan Only: Less-Than-Significant Impact after Mitigation	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less than Significant	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
4	Wildlife Movement Corridors and Nursery Sites	General Plan Only: Significant and Unavoidable Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
5	Local Policies and Ordinances	General Plan Only: Less than Significant	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: No	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
6	Habitat Conservation Plans and Natural Community Conservation Plans	General Plan Only: Less than Significant Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

Source: Compiled by Ascent Environmental in 2023.

Comments received during the Notice of Preparation (NOP) scoping process included the following issues regarding the CAP Update that pertained to biological resources: species adaptation to climate change and native habitat preservation. These concerns are addressed and summarized in this section, as appropriate. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.4.1 Existing Conditions

The 2011 GPU PEIR included a description of existing conditions in Section 2.4, “Biological Resources.” No substantial changes have occurred to the existing conditions described in the 2011 GPU PEIR. Therefore, the existing conditions in the 2011 GPU PEIR remain applicable and are incorporated by reference. The following discussion summarizes the information in the 2011 GPU PEIR and provides supplemental discussion of recent wildfire events as they relate to change in land cover.

2.4.1.1 Terrestrial Communities and Habitats

Vegetation communities and habitats within the county, as described on pages 2.4-2 through 2.4-11 of the 2011 GPU PEIR include the following: chaparral, coastal sage scrub, coniferous forests, desert chaparral, desert dunes, desert scrub, dry wash woodlands, grasslands, marshes, meadows and seeps, oak forest, other woodlands, pinyon juniper woodland, playas/badlands/mudhill forbs, riparian forest, riparian scrub, riparian woodland, southern foredunes, beach, saltpan, mudflats, urban, disturbed habitat, agriculture, Eucalyptus, and water.

Special-Status Species

Special-status species are plants and animals that are legally protected or otherwise considered sensitive by federal, state, or local resource conservation agencies and organizations. In this document, special-status species are defined as plants and animals in the following categories:

- Species listed or proposed for listing as threatened, rare, or endangered under the federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA).
- Species considered as candidates for listing under the ESA or CESA.
- Wildlife species identified by California Department of Fish and Wildlife (CDFW) as Species of Special Concern.
- Animals fully protected under the California Fish and Game Code.
- Plants considered by CDFW to be “rare, threatened, or endangered in California” (California Rare Plant Ranks of 1A, presumed extinct in California; 1B, considered rare or endangered in California and elsewhere; and 2, considered rare or endangered in California but more common elsewhere). The California Rare Plant Ranks correspond with and replace former California Native Plant Society (CNPS) listings. While these rankings do not afford the same type of legal protection as ESA or CESA, the uniqueness of these species requires special consideration under CEQA.
- Other species determined to be sensitive within the county.

Tables C-1 and C-2 of the 2011 GPU PEIR provide comprehensive lists of special-status plants and special-status animals that were listed at the time of adoption of the 2011 GPU PEIR. Since adoption of the 2011 GPU PEIR, several additional special-status species have been added to the California Natural Diversity Database (CNDDB) and the CNPS Inventory of Rare and Endangered Plants. A total of 139 special-status animal species and 301 special-status plants are now listed as potentially occurring within the boundaries of the county. Special-status plant and animal species are listed at the end of this section in Table 2.4-2 and Table 2.4-3, respectively. Some of these species are listed under the ESA and federally designated critical habitat for the species that occurs within the county (Table 2.4-4, presented at the end of this section).

2.4.2 Regulatory Framework

The 2011 GPU PEIR included a summary of the regulatory framework related to biological resources in Section 2.4 (pages 2.4-13 to 2.4-19), which is incorporated by reference. Specific regulations discussed in the 2011 GPU PEIR and applicable to the project include the following. Regulations that appear in a list format have not changed substantially and continue to apply to the unincorporated county. Regulations that have been adopted or updated since certification of the 2011 GPU PEIR are described in full.

2.4.2.1 Federal

- ESA
- Migratory Bird Treaty Act
- Bald and Golden Eagle Protection Act
- Clean Water Act (CWA)

2.4.2.2 State

- CESA
- California Fish and Game Code Sections 3503 and 3503.5
- California Fish and Game Code Section 1602 – Streambed Alteration
- Porter-Cologne Water Quality Control Act
- Natural Community Conservation Planning Act of 1991

2.4.2.3 Local

- San Diego County Zoning Ordinance (Zoning Ordinance)
- Multiple Species Conservation Program (MSCP)
- County of San Diego Code of Regulatory Ordinances Sections 86.501–86.509: Biological Mitigation Ordinance (BMO)
- County of San Diego Code of Regulatory Ordinances Sections 67.801–67.814: Watershed Protection, Stormwater Management, and Discharge Control Ordinance
- County of San Diego Code of Regulatory Ordinances Sections 86.601–86.608: Resource Protection Ordinance (RPO)
- San Diego County Board of Supervisors Policy I-123: Conservation Agreement for the MSCP

Habitat Loss Permit Ordinance

The Habitat Loss Permit (HLP) Ordinance was adopted in March of 1994 as a response to both the listing of the coastal California gnatcatcher as a federally threatened species and the adoption of the Natural Community Conservation Planning Act by the State of California. Pursuant to the Special 4(d) Rule under the federal ESA, the County is authorized to issue "take permits" for the California gnatcatcher (in the form of HLPs) in lieu of Section 7 or 10(a) Permits typically required from USFWS. Although issued by the County, the wildlife agencies must concur with the issuance of an HLP for it to become valid as a take authorization under the federal ESA. The HLP Ordinance states that projects must obtain an HLP prior to the issuance of a grading permit, clearing permit, or improvement plan if the project will directly or indirectly adversely affect any of several coastal sage scrub habitat types. The ordinance requires an HLP if coastal sage scrub or related habitat will be adversely affected, regardless of whether the site is currently occupied by gnatcatchers. HLPs are not required for projects within the boundaries of the MSCP because take authorization is conveyed to those projects through compliance with the MSCP. HLPs are also not required for projects that have separately obtained Section 7 or 10(a) permits for take of the gnatcatcher.

The "Planning Agreement by and among the County of San Diego, the California Department of Fish and Wildlife, and the United States Fish and Wildlife Service regarding the North and East County Multiple Species Conservation Program Plans: Natural Community Conservation Program Plans and Habitat Conservation Plans" was most recently restated and amended in March 2021 (County of San Diego et al. 2021).

2011 San Diego County General Plan

The General Plan policies addressing biological resources that are applicable to the CAP Update include the following:

> Policy COS-1.1: Coordinated Preserve System. Identify and develop a coordinated biological preserve system that includes Pre-Approved Mitigation Areas, Biological Resource Core Areas, wildlife corridors, and linkages to allow wildlife to travel throughout their habitat ranges.
>
> Policy COS-1.2: Minimize Impacts. Prohibit private development within established preserves. Minimize impacts within established preserves when the construction of public infrastructure is unavoidable.
>
> Policy COS-1.3: Management. Monitor, manage and maintain the regional preserve system facilitating the survival of native species and the preservation of healthy populations of rare, threatened, or endangered species.
>
> Policy COS-1.4: Collaboration with Other Jurisdictions. Collaborate with other jurisdictions and trustee agencies to achieve well-defined common resource preservation and management goals.

Policy COS-1.5: Regional Funding. Collaborate with other jurisdictions and federal, state, and local agencies to identify regional, long-term funding mechanisms that achieve common resource management goals.

Policy COS-1.6: Assemblage of Preserve Systems. Support the proactive assemblage of a biological preserve system to protect biological resources and to facilitate development through mitigation banking opportunities.

Policy COS-1.7: Preserve System Funding. Provide adequate funding for assemblage, management, maintenance, and monitoring through coordination with other jurisdictions and agencies.

Policy COS-1.8: Multiple-Resource Preservation Areas. Support the acquisition of large tracts of land that have multiple resource preservation benefits, such as biology, hydrology, cultural, aesthetics, and community character. Establish funding mechanisms to serve as an alternative when mitigation requirements would not result in the acquisition of large tracts of land.

Policy COS-1.9: Invasive Species. Require new development adjacent to biological preserves to use non-invasive plants in landscaping. Encourage the removal of invasive plants within preserves.

Policy COS-1.10: Public Involvement. Ensure an open, transparent, and inclusive decision-making process by involving the public throughout the course of planning and implementation of habitat conservation plans and resource management plans.

Policy COS-1.11: Volunteer Preserve Monitor. Encourage the formation of volunteer preserve managers that are incorporated into each community planning group to supplement professional enforcement staff.

Policy COS-2.1: Protection, Restoration and Enhancement. Protect and enhance natural wildlife habitat outside of preserves as development occurs according to the underlying land use designation. Limit the degradation of regionally important natural habitats within the Semi-Rural and Rural Lands regional categories, as well as within Village lands where appropriate.

Policy COS-2.2: Habitat Protection through Site Design. Require development to be sited in the least biologically sensitive areas and minimize the loss of natural habitat through site design.

Policy COS-3.1: Wetland Protection. Require development to preserve existing natural wetland areas and associated transitional riparian and upland buffers and retain opportunities for enhancement.

Policy COS-3.2: Minimize Impacts of Development. Require development projects to:

- Mitigate any unavoidable losses of wetlands, including its habitat functions and values; and
- Protect wetlands, including vernal pools, from a variety of discharges and activities, such as dredging or adding fill material, exposure to pollutants such as nutrients, hydromodification, land and vegetation clearing, and the introduction of invasive species.

Policy LU-6.1: Environmental Sustainability. Require the protection of intact or sensitive natural resources in support of the long-term sustainability of the natural environment.

Policy LU-6.2: Reducing Development Pressures. Assign lowest-density or lowest intensity land use designations to areas with sensitive natural resources.

Policy LU-6.3: Conservation-Oriented Project Design. Support conservation-oriented project design. This can be achieved with mechanisms such as, but not limited to, Specific Plans, lot area averaging, and reductions in lot size with corresponding requirements for preserved open space (Planned Residential Developments). Projects that rely on lot size reductions should incorporate specific design techniques, perimeter lot sizes, or buffers, to achieve compatibility with community character. [See applicable community plan for possible relevant policies.]

Policy LU-6.4: Sustainable Subdivision Design. Require that residential subdivisions be planned to conserve open space and natural resources, protect agricultural operations including grazing, increase fire safety and defensibility, reduce impervious footprints, use sustainable development practices, and, when appropriate, provide public amenities. [See applicable community plan for possible relevant policies.]

Policy LU-6.6: Integration of Natural Features into Project Design. Require incorporation of natural features (including mature oaks, indigenous trees, and rock formations) into proposed development and require avoidance of sensitive environmental resources.

Policy LU-6.7: Open Space Network. Require projects with open space to design contiguous open space areas that protect wildlife habitat and corridors; preserve scenic vistas and areas; and connect with existing or planned recreational opportunities.

Policy LU-10.2: Development-Environmental Resource Relationship. Require development in Semi-Rural and Rural areas to respect and conserve the unique natural features and rural character, and avoid sensitive or intact environmental resources and hazard areas.

Policy M-12.9: Environmental and Agricultural Resources. Site and design specific trail segments to minimize impacts to sensitive environmental resources,

ecological system and wildlife linkages and corridors, and agricultural lands. Within the MSCP preserves, conform siting and use of trails to County MSCP Plans and MSCP resource management plans.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Bio-1.5: Utilize County Guidelines for Determining Significance for Biological Resources to identify adverse impacts to biological resources. Also, utilize the County's Geographic Information System (GIS) records and the Comprehensive Matrix of Sensitive Species to locate special-status species populations on or near project sites. This information will be used to avoid or mitigate impacts as appropriate.

Adopted Mitigation Measure Bio-1.6: Implement the RPO, BMO, and HLP Ordinance to protect wetlands, wetland buffers, sensitive habitat lands, biological resource core areas, linkages, corridors, high-value habitat areas, subregional coastal sage scrub focus areas, and populations of rare, or endangered plant or animal species.

Adopted Mitigation Measure Bio-1.7: Minimize edge effects from development projects located near sensitive resources by implementing the County Noise Ordinance, the County Groundwater Ordinance, the County's Landscaping Regulations (currently part of the Zoning Ordinance), and the County Watershed Protection, Storm Water Management, and Discharge Control Ordinance.

Adopted Mitigation Measure Bio-2.1: Revise the Ordinance Relating to Water Conservation for Landscaping to incorporate appropriate plant types and regulations requiring planting of native or compatible non-native, non-invasive plant species in new development.

Adopted Mitigation Measure Bio-2.2: Require that development projects obtain CWA Section 401/404 permits issued by the California Regional Water Quality Control Board and U.S. Army Corps of Engineers for all project-related disturbances of waters of the U.S. and/or associated wetlands. Also, continue to require that projects obtain Fish and Game Code Section 1602 Streambed Alteration Agreements from the California Department of Fish and Game for all project-related disturbances of streambeds.

Adopted Mitigation Measure Bio-2.3: Ensure that wetlands and wetland buffer areas are adequately preserved whenever feasible to maintain biological functions and values.

Adopted Mitigation Measure Bio-2.4: Implement the Watershed Protection, Storm Water Management, and Discharge Control Ordinance to protect wetlands.

2.4.3 Analysis of Effects and Significance Determinations

2.4.3.1 Significance Criteria

Based on the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Biological Resources* (County of San Diego 2010) and Appendix G of the State CEQA Guidelines, the proposed project would result in a significant impact if it would:

- have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS;
- have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.

2.4.3.2 Approach to Analysis

Impacts related to biological resources were analyzed qualitatively based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area was analyzed in the context of existing laws and regulations, as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. The following impact analysis is informed by databases that address biological resources in the unincorporated county, including the CNDDB and CNPS Inventory of Rare and Endangered Plants. Because this SEIR tiers from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation measures have been applied to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether approval and implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward the established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impact of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unincorporated county) and its role as a planning document designed to guide future decision-making related to the reduction of GHGs within the unincorporated county, the study area for the CAP Update is the unincorporated area of the county within the County's jurisdiction (i.e., excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects required to implement the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of the proposed GHG reduction measures and actions programmatically. Future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, additional CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to a less-than-significant level.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions proposed in the CAP Update (see Table 1-2) have been grouped into subcategories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update measures and actions with the potential to result effects related to biological resources are summarized below. CAP Update actions and measures that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to biological resources.

Solid Waste Measures and Actions. This category includes strategies, measures, implementing actions aimed at achieving zero solid waste in County operations and within the unincorporated county. Key measures and actions with potential to result in new or more severe impacts related to biological resources include those that would result in the development of new or expanded recycling and composting facilities (Action SW-4.1).

Water and Wastewater Measures and Actions. This category includes strategies to decrease water consumption and increase wastewater and stormwater treatments. Key measures and actions with potential to result in new or more severe impacts related to biological resources include those that would result in the construction of new recycled water and stormwater capture and reuse infrastructure (Actions W-2.2, W-2.3, and W-2.4).

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural land and agricultural land, improve land management practices, and support climate-friendly farming practices. Therefore, the measures and actions are not expected to result in new or more severe impacts related to biological resources. Rather, actions that would result in the acquisition and management of conservation lands (Actions A-1.1, A-1.2, A-3.1, and A-4.1) would have potential to benefit biological resources.

Energy Measures and Actions. This category includes strategies to develop policies and programs to increase energy efficiency and renewable energy use. Key measures and actions with potential to result in new or more severe impacts related to biological resources include those that would result in the construction of new infrastructure to promote renewable energy use and electrification (Actions E-1.1, E-3.2, and E-3.2.a). Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize vehicle fleet and to support transit and ridesharing. Key measures and actions with potential to result in new or more severe impacts related to biological resources include those that would result in the construction of new electric vehicle charging stations (Actions T-3.1.b, T-3.1.c, and T-4.2) and hydrogen fueling infrastructure (Action T-3.1.a).

2.4.3.3 Issue 1: Special-Status Plant and Wildlife Species

This section describes potential project impacts on special-status species, based on effects that CAP Update implementation would have on vegetation communities that could support special-status species. These effects could also affect designed critical habitat for federally listed plant and animal species.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, the project could result in a significant adverse effect related to biological resources if it would:

- have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts on special-status species on a habitat-scale, because biological resources were analyzed at a regional level and the disturbance or loss of some habitats could substantially affect these species. Potential impacts identified in the 2011 GPU PEIR were related to the development of land uses, and construction of new infrastructure to support these land uses. Development, such as construction of new buildings and infrastructure, would result in the removal of several common and sensitive habitat types, which could affect special-status species associated with those habitats. The 2011 GPU PEIR determined that buildout of the General Plan would result in potentially significant direct (e.g., removal of habitat), indirect (e.g., impacts on water quality, introduction of nonnative plants, edge effects), and cumulative impacts on special-status species. The discussion of impacts and mitigation measures related to special-status species can be found in Section 2.4, "Biological Resources," on pages 2.4-19 through 2.4-25 and 2.4-34 through 2.4-35; and 2.4-37 through 2.4-40 of the 2011 GPU PEIR and is hereby incorporated by reference.

The General Plan establishes Policies COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-1.10, COS-1.11, COS-2.1, COS-2.2, LU-6.1, LU-6.2, LU-6.3, LU-6.4, LU-6.6, LU-6.7, LU-10.2, and M-12.9 that would reduce impacts associated with special-status species (see Section 2.4.2.3, "Local," for full text of GPU PEIR policies). In addition, adopted 2011 GPU PEIR mitigation measures establish uniform methods and data sources for identifying adverse effects on biological resources (Mitigation Measure Bio-1.5); implementing established County ordinances including the RPO, BMO, HLP, the Noise Ordinance, the Groundwater Ordinance, and the County Watershed Protection, Storm Water Management, and Discharge Control Ordinance (Mitigation Measures Bio-1.6 and Bio-1.7); and revising the ordinance relating to water conservation for landscaping to encourage use of native plants (Mitigation Measure Bio-2.1).

Although these impacts would be reduced with implementation of the adopted General Plan policies, 2011 GPU PEIR mitigation measures, and compliance with applicable regulations, they remain significant and unavoidable because even with mitigation measures in place, implementation of the General Plan would allow land uses and development to occur in areas outside of an adopted regional conservation plan, thereby resulting in direct, indirect, and cumulative impacts on species identified as candidate, sensitive, or with special-status. Specific General Plan policies related to the protection of biological resources are listed above under Section 2.4.2, "Regulatory Framework," and adopted 2011 GUP PEIR mitigation measures that apply to CAP Update implementation are also listed in Section 2.4.2 above.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures and actions to result in impacts on special-status species. Impacts to

designated critical habitat for listed species could also result if such habitat was modified or converted as a result of the proposed CAP Update measures and actions.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and more generally in the unincorporated county. Implementing CAP Update measures and actions could result in potential construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies which may result in new or expanded composting and recycling facilities to divert solid waste from landfills. Specific locations for new and expanded facilities have not been identified. Therefore, these improvements are analyzed at a programmatic level.

Construction of new facilities in rural or semi-rural areas may result in direct loss or loss of habitat for special-status plant and wildlife species when project activities involve vegetation removal, ground disturbance, or disruption of wildlife activity due to construction noise.

Although all feasible applicable policies (Policies COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-1.10, COS-1.11, COS-2.1, COS-2.2, LU-6.1, LU-6.2, LU-6.3, LU-6.4, LU-6.6, LU-6.7, LU-10.2, and M-12.9) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, and Bio-1.6) would be applied at the project level as part of the County's discretionary review process, potential construction of new or expanded solid waste facilities could still adversely affect special-status species because of the nature of the projects. Therefore, the impacts related to special-status plants and wildlife species would be significant, consistent with the conclusions in the 2011 GPU PEIR.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. Implementation of these measures would not result in substantial effects on special-status plant and wildlife species because any new or expanded physical structures associated with implementing water conservation measures and actions would be ancillary to existing or proposed development and consistent with the existing habitat function for special-status plant and wildlife species. Impacts would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 and A-2 would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. Implementation of CAP Update Actions A-1.2 and A-2.1 could result in habitat restoration activities and tree planting and associated tree watering. Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified.

Construction of new farmworker housing in rural or semi-rural areas may result in direct loss or loss of habitat for special-status plant and wildlife species when project activities involve vegetation removal, ground disturbance, or disruption of wildlife activity due to construction noise. Development of farmworker housing would be required to comply with County policies and ordinances, including adopted General Plan Policies COS-1.3, COS-1.6, COS-1.7, COS-1.9, COS-1.9, COS-1.10, COS-2.2, LU-6.1, LU-6.2, LU-6.3, LU-6.4, LU-6.6, LU-6.7, and LU-10.2. In addition, adopted 2011 GPU PEIR mitigation measures require that project proponents utilize the established *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Biological Resources* (Mitigation Measure Bio-1.5).

Mitigation Measure Bio-1.5 of the 2011 GPU PEIR would be applied to reduce this impact. This measure requires that County guidelines are utilized to determine the significance for biological resources, including utilization of the County's GIS records and matrix of sensitive species to locate sensitive populations.

While all feasible General Plan policies and 2011 GPU PEIR mitigation measures would be applied at the project level, potential construction of new or expanded farmworker housing could still adversely affect special-status species. Therefore, the impacts related to special-status species would be significant, consistent with the conclusions in the 2011 GPU PEIR.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects.

Implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.2.a could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted photovoltaic (PV) solar arrays or small wind turbines, energy storage systems, upgraded mechanical systems, and other similar improvements. Development of alternative energy infrastructure may be required to support implementation of some measures. Although removal of common and sensitive habitats that could support special-status plants or

animals is not specifically proposed, implementation of the energy measures and actions listed above could result in removal of these habitats or other disturbances to special-status species. However, while the location of improvements associated with potential future projects is unknown it is likely that retrofits would occur in areas of existing development. Further, because of the small scale and nature of the energy measures, building retrofits generally would not be expected to result in substantial effects on special-status species.

Renewable energy projects, including on-site renewable energy generation supported through proposed CAP Update Action E-3.2.b, would be regulated by existing County ordinances and policies. The placement of small-scale PV solar renewable energy equipment on new and existing buildings is regulated by the existing County Renewable Energy Zoning Ordinance Section 6954(a). Rooftop PV solar energy panels generally do not involve construction that would result in substantial changes to habitats that support special-status species. Additionally, installation and operation of small-scale wind turbines would be regulated by the County's Wind Energy Ordinance Sections 6950 through 6952. A small wind turbine is defined as a wind turbine, with or without a tower, which has a rated capacity of not more than 50 kilowatts; is consistent with the requirements of existing Zoning Ordinance Sections 6156 and 6951; and generates electricity primarily for use on the same lot on which the wind turbine is located. These turbines would be allowed as an accessory use in all zones, provided the turbine complies with the Renewable Energy Regulations in Zoning Ordinance Section 6950 and the turbine proponent obtains a Zoning Verification Permit prior to issuance of a building permit. Small wind turbines are limited to a height of no more than 80 feet (but not more than the height designator of the Zoning District in which they are located) and have relatively small blades on a vertical or horizontal axis. Ground-mounted PV solar arrays could result in small-scale impacts on special-status habitat because small systems can be installed as an accessory use without obtaining a discretionary permit. Operation of solar systems and other building retrofits would not result in impacts on special-status species.

Operation of small wind turbines could result in significant direct impacts on special-status avian and bat species as described on pages 2.4-27 to 2.4-28 of the 2012 Wind Energy Ordinance EIR (County of San Diego 2012). Wind turbine projects would result in the loss of functional foraging habitat for raptors, avian species may be hit by spinning wind turbine blades, and wind turbines may result in direct injury to bats whose flight can be disrupted by the air pressure differential created around wind turbines, resulting in injury or death of individuals. Ground-mounted facilities may require ground disturbance and, therefore, could affect sensitive species if habitat is present. Small wind turbines are prohibited within 4,000 feet of a known golden eagle nest, per the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Biological Resources* (County of San Diego 2010). Additionally, pursuant to the County's Wind Energy Ordinance setbacks of 300 feet, or five times the turbine height, whichever is greater, are required from known significant roosts of sensitive bat species, blueline watercourses, or water bodies mapped on the US Geological Survey topographic maps and known locations of transmission towers or power lines.

Implementation of Action E-3.3 could result in the construction of new large-scale renewable energy systems, such as large-scale PV solar and concentrated solar systems, and/or wind turbines. Requirements for new development would include retrofitting and improving existing buildings to meet energy efficiency requirements and installing new energy infrastructure, including small-scale solar and small-scale wind turbines (roof- or ground-mounted systems) and energy storage systems. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assumes construction of commonly used existing solar and wind technology. Specific locations for projects have not been identified. While the potential for the construction of large-scale renewable energy infrastructure was not evaluated in the 2011 GPU PEIR, potential wind energy impacts were evaluated in the 2012 Wind Energy EIR, and a summary of that analysis is provided below and is hereby incorporated by reference.

Large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating renewable energy source. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure which relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Solar array fields and wind turbines typically encompass large areas, and implementation of the projects could result in the conversion of sensitive habitat, resulting in habitat loss or fragmentation.

Large-scale solar and wind energy systems could result in impacts to special-status species due to f construction activities, implementation of access roads and transmission lines, and conversion of large areas of land to industrial uses, resulting in habitat loss. Wildlife could potentially be displaced within the construction areas and use of access roads around the construction area has the potential to result in the direct mortality of less mobile wildlife and rare plants.

Additionally, as described on pages 2.4-27 through 2.4-31 of the 2012 Wind Energy EIR, both small- and large-scale wind turbines could result in direct impacts to avian and bat species because of collision risk. To reduce potential impacts, the Wind Energy Ordinance prohibits small wind turbines within 4,000 feet of a known golden eagle nest. Additionally, setbacks of 300 feet, or five times the turbine height, whichever is greater, are required from known significant roosts of sensitive bat species, blueline watercourses or water bodies mapped on the US Geological Survey topographic maps, and known locations of transmission towers or power lines. Small turbines cannot include guy wires for structural support or aboveground power lines because these features pose additional collision risk. The environmental design considerations included in the zoning verification process would minimize potential impacts to sensitive species from small wind turbines, but not to a level below significance (County of San Diego 2012).

All large-scale renewable energy projects are subject to discretionary review and are required to obtain a Major Use Permit (MUP). As part of the County's discretionary review process, all large-scale energy projects would be evaluated under CEQA and would be required to implement measures to minimize impacts to candidate, sensitive, or special-status species, as necessary. However, permanent impacts to native vegetation communities could potentially result from the construction of infrastructure such as wind turbines, solar arrays, and solar fields, including support facilities, and access roads. Because of the potential for future large-scale projects to directly and indirectly affect sensitive wildlife, rare plants, and native habitat, large-scale renewable projects could result in potentially significant impacts related to candidate, sensitive, or special-status species.

As described in the 2012 Wind Energy EIR on pages 2.4-28 through 2.4-31, all large-scale wind energy projects would be required to obtain a MUP and be evaluated as part of the County's discretionary review process. Additionally, the 2012 Wind Energy EIR adopted Mitigation Measures M-Bio-1 and M-Bio-2, described below in Section 2.4.5, require significant impacts to special-status species to be mitigated and require updates to the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Biological Resources* to include mitigation which could reduce impacts related to avian and bat species. The 2012 Wind Energy EIR considered mitigation that would have required the County to prepare and adopt MSCP plans for North and East County. However, this mitigation was determined to be infeasible because approvals from other agencies would be required and the timing of these plans could not be guaranteed. The North County MSCP is currently being prepared, but the East County MSCP plan has not been initiated. No other feasible mitigation is available. The measure is still considered infeasible because the timing of completion of these plans is undetermined.

Future projects would be required to be evaluated for project-specific impacts under CEQA at the time of application. Project-specific mitigation would minimize or eliminate impacts to special-status species to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Implementation of the General Plan policies and 2011 GPU PEIR mitigation measures listed above also would reduce potential impacts to biological resources as part of the County's discretionary review process. However, construction and operation of facilities associated with implementation of Action E-3.3 could still adversely affect special-status species because of the scale and nature of the projects. At the programmatic level, it is not possible to determine with certainty that impacts to special-status species from construction and operation of large-scale renewable energy projects would occur. With implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local regulations that protect sensitive resources; and completion of subsequent project-level planning and environmental review, potential impacts on special-status species because of implementation of measures would be reduced, however, the potential loss of special-status plant or animal species would be a significant impact.

Built Environment and Transportation Measures and Actions

The CAP Update built environment and transportation measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Program (Action T-5.1). Other measures and actions would affect the design of existing and planned roadways. Action T-6.2 would implement transit-supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction. Several measures and actions would further support alternative modes of transportation without resulting in physical changes that could affect biological resources.

Because of the nature of such improvements (i.e., limited size, along existing roadways, not accompanied by tall or expansive buildings), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. Specific locations for such improvements have not been identified. However, it is possible that the locations of such improvements would disturb existing vegetation communities. Although removal of common and sensitive habitats that could support special-status plants or animals is not specifically proposed, implementation of the measures listed above could result in removal of these habitats or other disturbances to special-status species. Construction activities and project operations associated with these measures and actions could result in direct and indirect disturbances or loss of special-status species through ground disturbance, tree removal, or habitat conversion in areas suitable for some special-status species.

As explained in the 2011 GPU PEIR, implementation of the General Plan and 2011 GPU PEIR mitigation measures identified in Section 2.4, "Biological Resources," on pages 2.4-19 through 2.4-25, 2.4-34, 2.4-35; and 2.4-37 through 2.4-40 of the 2011 GPU PEIR would reduce potential impacts on special-status species: Bio-1.1 requires that a Conservation Subdivision Program is created which facilitates conservation-oriented project design; Bio-1.5 requires that County guidelines are utilized to determine the significance for biological resources, including utilization of the County's GIS records and matrix of sensitive species to locate sensitive populations; and Bio-1.6 requires that the RPO, BMO, and HLP Ordinance protects wetland buffers, sensitive habitat lands, biological resource core areas, linkages, corridors, high-value habitat areas, subregional coastal sage scrub focus areas, and populations of rare or endangered plant or animal species.

Additionally, all future development projects would be required to follow County development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of sensitive biological resources, which would minimize impacts on special-status species. Furthermore, as described in

Section 2.4.2, “Regulatory Framework,” above, several federal, state, and local regulations and policies (e.g., ESA, CESA) are in place to protect special-status species in the county. Furthermore, future projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts on special-status species to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. With implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local regulations that protect sensitive resources; and completion of subsequent project-level planning and environmental review, potential impacts on special-status species because of implementation of measures would be minimized. Nonetheless, the impacts related to special-status species would be significant, consistent with the conclusions in the 2011 GPU PEIR.

Summary

Implementation of CAP Update Actions SW-1.1, SW-1.2, SW-2.1.b, SW-3.1, SW-4.1.a, SW-4.1.b, W-1.1, E-3.2.a, T-3.1, T-3.1.a, and E-3.3 would result in new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, small wind turbines, transportation infrastructure improvements, and large-scale renewable energy infrastructure that could result in new development, which would have construction and operational impacts. Subsequent projects associated with CAP Update implementation would be required to comply with applicable existing federal, state, and local regulations, as well as with the General Plan Policies COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-1.10, COS-1.11, COS-2.1, COS-2.2, LU-6.1, LU-6.2, LU-6.3, LU-6.4, LU-6.6, LU-6.7, LU-10.2, and M-12.9 that would reduce the potential for impacts to special-status species. Specifically, projects would be evaluated for their consistency with policies and regulations including County Grading Ordinance regulations, and the County RPO regulations, and the 2011 GPU PEIR Mitigation Measures Bio-1.1, Bio-1.5, and Bio-1.6. CAP Update Mitigation Measures Bio-1 and Bio-2 also would be applied to the project to further reduce impacts associated with large-scale renewable energy development. These measures would require implementation of measures to avoid sensitive biological resources; preserve habitat; requirement revegetation of disturbed areas; and restrict lighting, runoff, access and/or noise on future renewable energy development sites. Additionally, standard measures as outlined in the *County Guidelines for Determining Significance for Biological Resources* would be required to be implemented.

While all feasible mitigation would be applied at the project level as part of the County’s discretionary review process, construction of projects associated with CAP Update Actions SW-1.1, SW-1.2, SW-2.1.b, SW-3.1, SW-4.1.a, SW-4.1.b, W-1.1, E-3.2.a, T-3.1, and T-3.1.a could still adversely affect special-status species because of the nature of the projects. At the programmatic level, it is not possible to determine with certainty that impacts resulting from construction activities to special-status species would be reduced to a level below significance. The 2011 GPU PEIR concluded that implementation of the General Plan would have the potential to adversely impact special-status species and their habitat. At a programmatic level, and thus the potential loss of special-status plant or animal species would remain a **significant impact**, consistent with the 2011 GPU

PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** to special-status species beyond the scope of the 2011 GPU PEIR.

2.4.3.4 Issue 2: Riparian Habitat and Other Sensitive Natural Communities

This section describes potential project impacts on riparian habitat or other sensitive natural communities for the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, the project could result in a significant adverse effect related to biological resources if it would:

- have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS.

Impact Analysis

2011 GPU PEIR Determination

Impacts identified in the 2011 GPU PEIR were primarily related to new development which could affect up to 10,131 acres of riparian habitat within the county. Development under the 2011 GPU PEIR would also result in development of various vegetation communities, presented in Table 2.4-2 on pages 2.4-46 and 2.4-47 of the 2011 GPU PEIR; many of which may contain sensitive natural communities. The 2011 GPU PEIR determined that proposed development would result in potentially significant direct (e.g., removal of habitat), and indirect (e.g., impacts on water quality, introduction of nonnative plants) impacts on riparian habitat and other sensitive natural communities. This determination was developed by reviewing the potential for project-related clearing, grading, or construction activities which may remove sensitive natural habitat; potential work within jurisdictional wetlands or riparian habitats as defined by the US Army Corps of Engineers, CDFW, and the County of San Diego; potential of groundwater draw on groundwater-dependent habitat; introduction of disturbance along edge habitat; and potential disruption to the habitat function of wetlands. The discussion of impacts on riparian habitat and other sensitive natural communities can be found in Section 2.4, “Biological Resources” (pages 2.4-25 through 2.4-27, 2.4-35, and 2.4-40 through 2.4-41), of the 2011 GPU PEIR and is incorporated by reference.

The 2011 GPU PEIR concluded that even with implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures listed above, and compliance with applicable state and federal regulations, potential impacts were determined to be significant and unavoidable because implementation of the General Plan would allow land uses and development to occur in areas outside of any adopted regional conservation plan, thereby resulting in direct and indirect impacts on riparian habitat and other sensitive natural communities. Specific General Plan policies related to the protection of riparian

habitat and other sensitive resources include Policies COS-1.1, COS-1.2, COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-2.1, COS-2.2, COS-3.1, and COS-3.2. Adopted 2011 GPU PEIR mitigation measures related to the protection of riparian habitat and other sensitive resources include Bio-2.1, Bio-2.2, Bio-2.3, Bio-2.4. Applicable General Plan policies and 2011 GPU PEIR mitigation measures are listed above under Section 2.4.2, "Regulatory Framework."

CAP Update Impact Analysis

Riparian vegetation occurs along rivers, streams, and other drainages in the unincorporated county. Riparian areas connect terrestrial and aquatic habitats and provide linkages between water bodies and upstream vegetation communities. Sensitive natural communities in the unincorporated county can be associated with several vegetation communities, including grassland, chaparral, and coastal scrub. The following section describes the potentially significant impacts on riparian habitat and other sensitive natural communities that could result from the implementation of the CAP Update measures and actions.

Solid Waste Measures and Actions

Implementation of CAP Update Measures SW-1 through SW-4 and associated implementing actions have the potential to result in the construction of new or expanded solid waste facilities. These projects would involve some level of construction and physical disturbance to the land. This analysis assumes that implementation of these projects would result in construction activities that could include: the use of heavy equipment for earthmoving, materials processing, or compost spreading; and vehicle trips during construction/equipment replacement/monitoring activities. Construction activities and project operations associated with these measures could result in direct and indirect disturbances to riparian habitat or other sensitive natural communities through ground disturbance, or conversion of habitat. Depending on the location of these projects, construction could result in erosion, direct removal of habitat, or water quality issues.

However, all projects would be required to comply with applicable existing federal, state, and local regulations. Specifically, projects would be evaluated for their consistency with General Plan policies, 2011 GPU PEIR mitigation measures, County Grading Ordinance regulations, and County RPO regulations. General Plan policies related to the protection of riparian habitat and other sensitive resources include Policies COS-1.1, COS-1.2, COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-2.1, COS-2.2, COS-3.1, and COS-3.2. Adopted 2011 GPU PEIR mitigation measures related to the protection of riparian habitat and other sensitive resources include Bio-2.1, Bio-2.2, Bio-2.3, and Bio-2.4. Applicable General Plan policies and 2011 GPU PEIR mitigation measures are listed above under Section 2.4.2, "Regulatory Framework."

Potential impacts associated with implementation of CAP Update Measures SW-1 through SW-4 would be related to disturbance of riparian and other sensitive natural communities as a result of construction of new or expanded solid waste facilities. As noted above, these impacts would be addressed through implementation of General Plan

policies and 2011 GPU PEIR mitigation measures, as well as other regulatory requirements. Consistent with the 2011 GPU PEIR conclusion, implementation of these measures and actions could allow development to occur in areas outside of any adopted regional conservation plan, thereby resulting in direct and indirect impacts on riparian habitat and other sensitive natural communities. Accordingly, implementation of the CAP Update solid waste measures could result in impacts on riparian habitat or other natural communities but would not result in new or substantial increase in magnitude of impacts on any riparian habitat or other sensitive natural community compared to the General Plan. Impacts would remain significant.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. As discussed under Section 2.4.3.3, “Issue 1: Special-Status Plant and Wildlife Species,” implementation of CAP Update water and wastewater measures and actions would result in new or replaced ancillary structures within existing development or developed areas and would not result in substantial effects on riparian habitat and other sensitive natural communities. Impacts would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 and A-2 would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. Implementation of CAP Update Actions A-1.2 and A-2.1 could result in habitat restoration activities and tree planting, including associated watering of planted vegetation. Agriculture and conservation projects associated with the CAP Update would contribute to preservation of natural and agricultural lands and habitat restoration. Therefore, it would result in beneficial effects to riparian habitats and other sensitive natural communities.

Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. Development of farmworker housing would be required to comply with County policies and ordinances, including adopted General Plan Policies COS-1.1, COS-1.2, COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-2.1, COS-2.2, COS-3.1, and COS-3.2. These policies would reduce impacts to riparian resources by requiring management of riparian resources, maintenance of a preserve system, funding for the system, public involvement, protection and enhancement of riparian habitat through site design and land use, conservation-oriented project design,

and wetland protection. In addition, 2011 GPU PEIR Mitigation Measures Bio-2.1, Bio-2.2, Bio-2.3, and Bio-2.4 would require that landscaping addresses water conservation and invasive plant species, require that development projects obtain CWA Section 401/404 permits and Fish and Game Code Section 1602 Streambed Alteration Agreements when appropriate, ensure that wetlands and wetland buffer areas are adequately preserved, and require that adequate watershed protection, storm water management, and discharge control ordinances are followed. With the implementation of these policies and mitigation measures, impacts to riparian habitats and other sensitive natural communities as a result of the agriculture and conservation measures and actions in the CAP Update would be less than significant.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects (including large- and small-scale PV solar arrays and small-scale wind turbines). While exact locations for these projects have not been determined, it is possible that the locations of such improvements would disturb some riparian habitat and other sensitive natural communities.

The placement of small-scale PV solar renewable energy equipment on new and existing buildings is regulated by the existing County Renewable Energy Zoning Ordinance Section 6954(a). Rooftop PV solar energy panels would not involve construction that would substantially alter riparian habitat or other sensitive natural communities; however, ground-mounted PV solar arrays could result in impacts on these habitats because of ground disturbance.

Wind turbines of all sizes are regulated by the County's Zoning Ordinance, Wind Energy Sections 6950–6952 and would be required to comply with regulations specific to the size and scale of the turbines. These turbines would be allowed as accessory use in all zones provided the turbine complies with the Zoning Ordinance Section 6950 and the proponent obtains a Zoning Verification Permit prior to issuance of a building permit. However, small wind turbines could result in significant impacts on riparian habitat and other sensitive natural communities as described on pages 2.4-31 and 2.4-32 of the 2012 Wind Energy EIR due to removal or disturbance of riparian habitat and sensitive natural communities (County of San Diego 2012). Ground-mounted facilities may require ground disturbance that would not be subject to environmental review and, therefore, could affect riparian habitat or other sensitive natural communities if present. The Wind Energy Ordinance requires setbacks of 300 feet, or five times the turbine height, whichever is greater, from blueline watercourses or water bodies mapped on the US Geological Survey topographic maps.

The 2012 Wind Energy Ordinance EIR concluded that small turbines may result in a potentially significant adverse impact on riparian habitat or other sensitive natural

communities because multiple small turbines are allowed on a single parcel as an accessory use without discretionary review (County of San Diego 2012). The 2012 Wind Energy Ordinance EIR considered mitigation that would have required the County to prepare and adopt MSCP plans for North and East County. However, this mitigation was determined to be infeasible because approvals from other agencies would be required and the timing of these plans could not be guaranteed. The North County MSCP is currently being prepared, but the East County MSCP plan has not been initiated. No other feasible mitigation is available.

Implementation of CAP Update Action E-3.3 could result in the construction of new large-scale renewable energy systems, such as large-scale PV solar or concentrated solar power systems, and/or wind turbines. Requirements for new development would include retrofitting and improving existing buildings to meet energy efficiency requirements and installing new energy infrastructure, including small-scale solar and small-scale wind turbines (roof- or ground-mounted systems) and energy storage systems. As described in detail above in Section 2.4.4.3 large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating renewable energy source. As a result, it is likely that the locations of such renewable energy projects would disturb some riparian communities. Specific locations for projects have not been identified. PV solar, concentrator solar, and/or wind turbines could result in impacts to riparian habitat and habitat loss because of construction activities, implementation of access roads and transmission lines, and conversion of large areas of land to infrastructure uses.

The 2012 Wind Energy EIR evaluated impacts to riparian habitat associated with the development of large-scale wind turbines on pages 2.4-32 and 2.4-33. Future projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts to riparian habitat to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. All large-scale wind projects would be subject to discretionary review and required to obtain a MUP. As part of the County's discretionary review process all large wind projects would be evaluated under CEQA and would be required to implement measures to minimize impacts to riparian habitat, as necessary. MUPs are also subject to several biological resources protection ordinances including the County's RPO, MSCP, Biological Mitigation Ordinance, Natural Communities Conservation Planning program, and other local or regional plans, policies, or regulations. Additionally, the 2012 Wind Energy EIR adopted Mitigation Measures M-Bio-1 and M-Bio-2 as described below in Section 2.4.5 require mitigation of significant impacts to riparian species. While these mitigation programs are in place, there is no guarantee that project-level impacts would not occur. Therefore, the 2012 Wind Energy EIR concluded that impacts to riparian habitat would remain potentially significant because there is no guarantee that mitigation could resolve all impacts (see page 2.4-33).

All other large-scale renewable energy projects allowed under these measures would be required to follow County development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of sensitive riparian habitat. Large-scale solar projects over 10 acres would be required to

obtain a MUP and undergo discretionary review under CEQA. Furthermore, as described in Section 2.4.2, “Regulatory Framework,” several federal, state, and local regulations and policies are in place to protect sensitive biological resources in the county. Compliance with General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, would minimize and reduce potential impacts. However, the construction of renewable energy facilities could still adversely affect riparian habitat because of the scale and nature of the projects. The potential loss of riparian habitat would result in a significant impact.

Built Environment and Transportation Measures and Actions

CAP Update built environment and transportation measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Program (Action T-5.1). Other measures and actions would affect the design of existing and planned roadways. Action T-6.2 would Implement transit-supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction.

As discussed in Section 2.4.3.3, “Issue 1: Special-Status Plant and Wildlife Species,” it is likely that most improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved because of the nature of these improvements. Improvements occurring within developed and residential areas would not result in substantial impacts to riparian habitats and other sensitive natural communities given that these areas are already disturbed due to prior development. Furthermore, all future projects associated with the CAP Update would be required to comply with existing federal, state, and local regulations that protect sensitive resources.

In addition, future projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts on riparian habitat and other sensitive natural communities to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Although removal of riparian habitat and other sensitive natural communities is not specifically proposed, implementation of the measures listed above could result in removal of these habitat types during construction or development of improvements, if these resources are present in individual project areas. Construction activities and project operations associated with these measures could result in direct and indirect disturbances or loss of riparian habitat and other sensitive natural communities through ground disturbance, tree removal, or conversion of habitat. Depending on the location of these new facilities, construction could result in erosion, or water quality issues. However, as described above in Section 2.4.3.3,

implementation of the relevant General Plan policies (Policies COS-1.1, COS-1.2, COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-2.1, COS-2.2, COS-3.1, and COS-3.2) would reduce impacts to riparian resources by requiring management of riparian resources, maintenance of a preserve system, funding for the system, public involvement, protection and enhancement of riparian habitat through site design and land use, conservation-oriented project design, and wetland protection. Additionally, implementation of the 2011 GPU PEIR Mitigation Measures Bio-2.1, Bio-2.2, Bio-2.3, and Bio-2.4 would require that landscaping addresses water conservation and invasive plant species; require that development projects obtain CWA Section 401/404 permits and Fish and Game Code Section 1602 Streambed Alteration Agreements when appropriate; ensure that wetlands and wetland buffer areas are adequately preserved; and require that adequate watershed protection, storm water management, and discharge control ordinances are followed. With the implementation of these policies and mitigation measures, impacts to riparian habitats and other sensitive natural communities as a result of the built environment and transportation measures and actions in the CAP Update would be less than significant.

Summary

All future projects that result from implementation of the CAP Update would be required to comply with applicable existing federal, state, and local regulations. Specifically, projects would be evaluated for their consistency with General Plan policies (Policies COS-1.1, COS-1.2, COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-2.1, COS-2.2, COS-3.1, and COS-3.2), 2011 GPU PEIR mitigation measures (Bio-2.1, Bio-2.2, Bio-2.3, Bio-2.4), County Grading Ordinance regulations, and County RPO regulations.

While all feasible mitigation would be applied at the project level as part of the County's discretionary review process, construction of projects associated with CAP Update Actions SW-1.1, SW-1.2, SW-2.1.b, SW-3.1, SW-4.1.a, SW-4.1.b, W-1.1, E-3.2.a, T-3.1, T-3.1.a, and E-3.3 could still adversely affect riparian habitat and other sensitive natural communities because of the nature of the projects. The 2011 GPU PEIR concluded that it is not possible to determine with certainty that impacts on riparian habitat and other sensitive natural communities at the programmatic level, because a comprehensive NCCP is not in place for the long-term protection of the sensitive natural communities in San Diego and the surrounding landscape. Therefore, loss of riparian and other sensitive habitat may occur even after mitigation has been implemented. The potential impact related to riparian habitat and other sensitive natural communities would remain significant, consistent with the conclusion identified in the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** on any riparian habitat or other sensitive natural community compared to the 2011 GPU PEIR

2.4.3.5 Issue 3: State and Federally Protected Wetlands

This section describes potential impacts on state and federally protected wetlands because of implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, implementation of the project could result in a significant adverse effect related to biological resources if it would:

- have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Impact Analysis

2011 GPU PEIR Determination

As described in the 2011 GPU PEIR, new development proposed under the General Plan could potentially affect approximately 1,841 acres of federally protected wetlands in the unincorporated county. The 2011 GPU PEIR determined that this development would result in potentially significant direct impacts on federally protected wetlands, including direct filling, removal, or hydrological interruption. The discussion of impacts on wetlands can be found in Section 2.4, "Biological Resources" (pages 2.4-27, 2.4-28, 2.4-35, 2.4-41, and 2.4-42), of the 2011 GPU PEIR and is hereby incorporated by reference. With implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures, and compliance with applicable state and federal regulations, these potential impacts were determined to be reduced to a less-than-significant level. Specific policies and mitigation measures related to the protection of biological resources are listed above under Section 2.4.2, "Regulatory Framework."

In 2020, the US Environmental Protection Agency and the US Department of the Army's Navigable Waters Protection Rule: Definition of "Waters of the United States" (NWPR) was updated. In 2023, the 2020 NWPR was vacated and replaced in the Code of Federal Regulations by the "Revised Definition of 'Waters of the United States'" (2023 rule). The 2023 rule uses a pre-2015 definition of waters of the United States as the foundation, updated to reflect consideration of Supreme Court decisions, the science, and the agencies' technical expertise. The agencies' definition of "waters of the United States" provides jurisdiction over waterbodies that Congress intended to protect under the CWA, including traditional navigable waters (e.g., certain large rivers and lakes), territorial seas, and interstate waters. To determine jurisdiction for tributaries, adjacent wetlands, and additional waters, the 2023 rule relies on the relatively permanent standard or significant nexus standard.

The state wetland delineation procedures will continue to follow the methods set forth in the USACE 1987 wetlands delineation manual (Environmental Laboratory 1987) and applicable regional supplement (i.e., the Mountains, Valleys, and Coasts supplement). However, if there is a conflict between these federal methods and the state procedures, the State Board directs that the state procedures will be used.

These wetland definitions and procedures do not affect the meaning of waters of the state as it pertains to the State and Regional Boards' jurisdiction and do not change the

authority of the State and Regional Boards to protect water quality. The guidance specifies that it is the intent of the State Board to apply a broad interpretation of waters of the United States into the definition of waters of the state, including both historic and current definitions of waters of the United States. The state will continue to regulate wetlands and waters that may no longer be protected under new federal rules pertaining to the CWA. Waters of the state continue to be broadly defined to include any surface or groundwater, including saline waters, within the boundaries of the state.

In addition to the 2023 rule, since certification of the 2011 GPU PEIR, guidance in the State CEQA Guidelines regarding determining significance has been changed to include waters of the state. As a result, waters of the state and wetlands under the jurisdiction of the state were not directly addressed in the 2011 GPU PEIR. However, the 2011 GPU PEIR Mitigation Measure Bio-1.6 requires protection of wetlands through implementation of the County RPO, which defines wetlands more broadly and encompassing than the federal definition in that it only requires the presence of one of the following: hydrophytic vegetation, hydric soils, or an ephemeral or perennial stream whose substrate is predominately non-soil. The County RPO requires a standard of no net loss for impacts on wetlands and a 3:1 mitigation ratio for impacts on wetlands, which meets or exceeds requirements for impacts on state protected wetlands.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures and actions to affect state and federally protected wetlands.

Solid Waste Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update solid waste measures and actions could result in construction and operation of new or expanded solid waste facilities. Specific locations for the new or expanded solid waste facilities have not been identified. Although removal of wetlands is not specifically proposed, implementation of the measures and efforts listed above could result in degradation or removal of these wetlands. Depending on the locations of new facilities, construction activities and project operations, these measures could result in direct and indirect disturbances or loss of state or federally protected wetlands through ground disturbance or conversion of habitat.

There are many federal, state, and local regulations in place to limit impacts on state or federally protected wetlands in the county. At the federal level, there are prohibitions regarding the discharge of pollutants or fill materials in waters of the United States without obtaining a Section 404 permit and Section 401 Water Quality certification. At the state level, the Lake and Streambed Alteration Program requires written notification to CDFW prior to altering a riparian area supported by a lake, river, or stream, including state or federally protected wetlands. For water quality impacts on all wetlands, the California Porter-Cologne Water Quality Control Act directs the local water boards to develop regional Basin Plans, which, for the San Diego Region, is designed to preserve and enhance the quality of water resources in the region. At the local level, the County's RPO

restricts impacts from certain project types to various wetlands, wetland buffers, floodways, and floodplain fringe areas, which would potentially contain state or federally protected wetlands. In addition, both the Watershed Protection Ordinance and the Zoning Ordinance include special protections for wetlands that would apply to state or federally protected wetlands and would be applied at the time of discretionary project review.

All future projects would be required to follow County development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of sensitive biological resources. Therefore, with implementation of the General Plan policies (Policies COS-3.1 and COS-3.2) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, Bio-2.2, Bio-2.3, and Bio-2); compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, potential direct and indirect impacts on state or federally protected wetlands would be reduced to a less-than-significant level.

Water and Wastewater Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update water and wastewater Measures W-1 through W-3 and actions could result in installation of new or replaced ancillary structures (e.g., water efficient appliances, irrigation systems, and stormwater and wastewater treatment systems) within exiting development or developed areas. Given the nature of these improvements it is assumed that these potential ancillary structures would not be located on state or federally protected wetlands. With compliance of applicable general plan policies from the General Plan policies (Policies COS-3.1 and COS-3.2) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, Bio-2.2, Bio-2.3, and Bio-2); compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, potential direct and indirect impacts on state or federally protected wetlands would be reduced to a less-than-significant level.

Agriculture and Conservation Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update agriculture and conservation Measures A-1 through A-2 and actions would result in preservation of conservation, natural, and agricultural lands, protection of trees, and development of programs to incentivize carbon farming and transition to clean fuels. Implementation of these measures and associated implementing actions would reduce development pressure on vacant and undeveloped lands and conserve natural lands including state or federally protected wetlands.

Implementation of Action A-4.1.b would result in evaluation of opportunities to increase affordable farmworker housing in the unincorporated county. If development of new farmworker housing results from opportunities identified through implementation of this action, such development would be required to comply with applicable federal, state and location regulations regarding protections of wetlands. As described above, there are prohibitions regarding the discharge of pollutants or fill materials in waters of the United

States without obtaining a Section 404 permit and Section 401 Water Quality certification. A Lake and Streambed Alteration Agreement with CDFW would be required prior to altering a riparian area supported by a lake, river, or stream, including state or federally protected wetlands. For water quality impacts on all wetlands, the California Porter-Cologne Water Quality Control Act directs the local water boards to develop regional Basin Plans, which, for the San Diego Region, is designed to preserve and enhance the quality of water resources in the region. The County's RPO also restricts impacts from certain project types to various wetlands, wetland buffers, floodways, and floodplain fringe areas, which would potentially contain state or federally protected wetlands. In addition, both the Watershed Protection Ordinance and the Zoning Ordinance include special protections for wetlands that would apply to state or federally protected wetlands. With compliance of applicable general plan policies from the General Plan policies (Policies COS-3.1 and COS-3.2) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, Bio-2.2, Bio-2.3, and Bio-2); compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, potential direct and indirect impacts on state or federally protected wetlands would be reduced to a less-than-significant level.

Energy Measures and Actions

As discussed in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.3 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. Potential retrofits could include rooftop or ground-mounted PV solar arrays or small wind turbines, energy storage systems, upgraded mechanical systems, and other similar improvements. Rooftop or ground-mounted PV solar arrays and upgraded mechanical systems would likely be located on disturbed areas with existing infrastructure and would not be located in state or federally protected wetlands. Requirements for new development would include retrofitting and improving existing buildings to meet energy efficiency requirements and installing new energy infrastructure, including small-scale solar and small-scale wind turbines (roof- or ground-mounted systems) and energy storage systems. Implementation of CAP Update Action E-3.3 also could result in the construction of new large-scale renewable energy systems, such as large-scale PV solar and concentrated solar and/or wind turbines.

Specific locations for renewable energy projects have not been identified. Although removal of wetlands is not specifically proposed, implementation of the measures and efforts listed above could result in degradation or removal of these wetlands. Depending on the locations of new facilities, construction activities and project operations, these measures could result in direct and indirect disturbances or loss of federally protected wetlands through ground disturbance or conversion of habitat.

Future projects would be required to be evaluated for project-specific impacts under CEQA at the time of discretionary application. Project-specific mitigation would minimize or eliminate impacts to federally protected wetlands to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. As described above in Section 2.4.2, Regulatory Framework, there are many federal, state, and local regulations in place to

limit impacts to federally protected wetlands in the county. At the federal level, there are prohibitions regarding the discharge of pollutants or fill materials in waters of the United States without obtaining a Section 404 permit and Section 401 Water Quality certification. At the state level, the Lake and Streambed Alteration Program requires written notification to CDFW prior to altering a riparian area (a type of wetland) supported by a lake, river, or stream, including federally protected wetlands. For water quality impacts to all wetlands, the California Porter-Cologne Water Quality Control Act directs the local water boards to develop regional Basin Plans, which, for the San Diego Region, is designed to preserve and enhance the quality of water resources in the region. At the local level, the County's RPO restricts impacts from certain project types to various wetlands, wetland buffers, floodways, and floodplain fringe areas, which would potentially contain federally protected wetlands. In addition, both the Watershed Protection Ordinance and the Zoning Ordinance include special protections for wetlands that would apply to federally protected wetlands and would be applied at the time of discretionary project review. All future development projects would be required to follow County development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to the protection of sensitive biological resources.

The County's Wind Energy Ordinance allows small wind turbines projects without discretionary review if they meet the zoning verification requirements. Small wind turbine projects could impact state or federally protected wetlands if they installed in or near state or federally protected wetlands. However, small wind turbine projects would be required to obtain necessary approval from federal, state, and local agencies regarding wetland protection prior to project activities, including but not limited to a Section 404 permit, a Section 401 Water Quality certification, and a Lake and Streambed Alteration Agreement. With compliance with applicable policies from the General Plan (Policies COS-3.1 and COS-3.2) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, Bio-2.2, Bio-2.3, and Bio-2); compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, potential direct and indirect impacts on state or federally protected wetlands would be reduced to a less-than-significant level.

Built Environment and Transportation Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update built environment and transportation measures and associated implementing actions could result in construction and operation of electrification improvements, electric vehicle infrastructure, and infrastructure to support bikes and pedestrians. Specific locations for projects associated with implementation of the CAP Update have not been identified. Implementation of the built environment and transportation measures could result in degradation or removal of state or federally protected wetlands. Depending on the locations of construction activities and project operations, these measures could result in direct and indirect disturbances or loss of state or federally protected wetlands through ground disturbance or conversion of habitat.

Future projects that result from implementation of the CAP Update would be required to comply with federal, state, and local regulations pertaining to wetlands protections,

including but not limited to, obtaining a Section 404 permit and Section 401 Water Quality certification prior to discharging pollutants or fill materials in waters of the United States, obtaining CDFW's approval via a Lake and Streambed Alteration Agreement prior to altering a riparian area supported by a lake, river, or stream, including state or federally protected wetlands, and complying with regional Basin Plans which regulate water quality impacts on all wetlands. With compliance with applicable policies from the General Plan (Policies COS-3.1 and COS-3.2) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, Bio-2.2, Bio-2.3, and Bio-2); compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, potential direct and indirect impacts on state or federally protected wetlands would be reduced to a less-than-significant level.

Summary

All future development projects would be required to comply with federal, state, and location regulations regarding the protection of state or federal wetlands and to follow County development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to the protection of sensitive biological resources.

The 2011 GPU PEIR concluded that implementation of relevant mitigation measures and plan policies would reduce impacts to federally protected wetlands to a less-than-significant level. Implementation of the CAP Update would not result in a new or substantial increase in magnitude of impacts on any riparian habitat or other sensitive natural community compared to the 2011 GPU PEIR. With implementation of applicable policies from the General Plan (Policies COS-3.1 and COS-3.2) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, Bio-2.2, Bio-2.3, and Bio-2); with compliance with existing local, state, and federal regulations that protect sensitive habitats; and with completion of subsequent project-level planning and environmental review, direct and indirect impacts on state or federally protected wetlands resulting from implementation of the project would remain less than significant after mitigation, consistent with the conclusion of the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.4.3.6 Issue 4: Wildlife Movement Corridors and Nursery Sites

This section describes potential impacts on wildlife movement corridors and nursery sites because of implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, the project could result in a significant adverse effect related to biological resources if it would:

- interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts on wildlife movement corridors and nursery sites, including effects of new development proposed under the General Plan. The 2011 GPU PEIR determined that new development would result in potentially significant direct (e.g., development resulting in blockage of a corridor, removal of nursery habitat), indirect (e.g., noise, nighttime lighting), and cumulative impacts on wildlife movement corridors or nursery sites. The discussion of impacts can be found in Section 2.4, "Biological Resources" (pages 2.4-28 through 2.4-31, 2.4-36, and 2.4-42 through 2.4-43), of the 2011 GPU PEIR and is hereby incorporated by reference. Although these impacts would be reduced with implementation of the General Plan policies and 2011 GPU PEIR mitigation measures, and compliance with applicable regulations, they were determined to remain significant and unavoidable. Specific policies and mitigation measures related to the protection of biological resources are listed above under Section 2.4.2, "Regulatory Framework."

CAP Update Impact Analysis

Direct impacts on wildlife movement corridors generally occur from blockage or interference with the connectivity between blocks of habitat, a decrease in the width of a corridor or linkage that constrains movement, or the loss of visual continuity within a linkage or corridor. Depending on the locations of new facilities, construction activities and project operations associated with these measures could result in the conversion and fragmentation of habitat, and blockage of important movement corridors. The following section describes the potentially significant impacts on wildlife corridors and nursery sites that could result from the implementation of the proposed CAP Update measures and actions.

Solid Waste Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update solid waste measures and actions could result in construction and operation of new or expanded solid waste facilities. New or expanded solid waste facilities in rural areas of the county may impact wildlife corridors, habitat linkages, and native wildlife nursery sites if these resources are present. Habitat corridors and linkages may be present in the northern and eastern portions of the unincorporated county, and these may be disrupted if construction results in increased encroachment or fragmentation of these areas, or if construction introduces noise levels or lighting which discourages wildlife use. Nursery sites are located throughout the unincorporated county, and direct impacts to nursery sites may include removal of habitat for development and infrastructure. Implementation of General Plan Policies COS-1.1 through COS-1.5 would protect wildlife movement corridors and nursery sites by establishing preserve systems (including wildlife corridor areas), prohibiting private development on established preserves, requiring monitoring and maintenance of preserves, and requiring cross-jurisdictional collaboration and funding for resource management goals. Additionally, Policies LU-6.1 and LU-6.7 would support the protection

of critical and sensitive resources, including wildlife corridors, through land management policies. Implementation of 2011 GPU PEIR Mitigation Measures Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, and Bio-2.3 would also minimize the impacts to wildlife corridors and nursery sites as a result of infrastructure required to implement the CAP Update solid waste measures and actions. Impacts would be less than significant.

Water and Wastewater Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update water and wastewater Measures W-1 through W-3 and actions could result in installation of new or replaced ancillary structures (e.g., water efficient appliances, irrigation systems, and stormwater and wastewater treatment systems) within exiting development or developed areas. The potential ancillary structures would be installed indoors or within existing or proposed developments. Due to the nature of the proposed improvements (e.g., small size and within existing and proposed development), it is unlikely that these improvements would narrow or remove existing wildlife corridors or native wildlife nursery sites. With compliance with applicable policies from the General Plan (Policies COS-1.1 through COS-1.5) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, and Bio-2.3); compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, potential direct and indirect impacts on wildlife movement corridors and nursery sites would be reduced to a less-than-significant level.

Agriculture and Conservation Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update agriculture and conservation Measures A-1 through A-2 and actions could result in preservation of conservation, natural, and agricultural lands, protection of trees, and development of programs to incentivize carbon farming and transition to clean fuels. Implementation of these measures and associated implementing actions would reduce development pressure on vacant and undeveloped lands and conserve natural lands including wildlife corridors, habitat linkages, and native wildlife nursery site.

Implementation of Action A-4.1.b would result in evaluation of opportunities to increase affordable farmworker housing in the unincorporated county. New or affordable farmworker housing in rural areas of the county would impact wildlife corridors, habitat linkages, and native wildlife nursery sites if farmworker housing construction results in the temporary or permanent disruption, disturbance, or removal of wildlife corridors, habitat linkages, and nursery sites. Habitat corridors and linkages may be present in the northern and eastern portions of the unincorporated county, and these may be disrupted if construction results in increased encroachment or fragmentation of these areas, or if construction introduces noise levels or lighting which discourages wildlife use. Nursery sites are located throughout the unincorporated county, and direct impacts to nursery sites may include removal of habitat for development and infrastructure.

If development of new farmworker housing results from opportunities identified through implementation of this action, such development would be required to comply with

General Plan Policies COS-1.1 through COS-1.5. These would protect wildlife movement corridors and nursery sites by establishing preserve systems including wildlife corridor areas, prohibiting private development on established preserves, requiring monitoring and maintenance of preserves, and requiring cross-jurisdictional collaboration and funding for resource management goals. Additionally, Policies LU-6.1 and LU-6.7 would support the protection of critical and sensitive resources including wildlife corridors through land management policies. 2011 GPU PEIR Mitigation Measures Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, and Bio-2.3 would also reduce impacts to wildlife corridors and nursery sites as a result of infrastructure required to address the CAP Update solid waste measures and actions.

With compliance with applicable policies from the General Plan (Policies COS-1.1 through COS-1.5) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, and Bio-2.3); compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, potential direct and indirect impacts on wildlife movement corridors and nursery sites would be reduced to a less-than-significant level.

Energy Measures and Actions

As discussed in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.3 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. Potential retrofits could include rooftop or ground-mounted PV solar arrays, upgraded mechanical systems, and other similar improvements. Implementation of Action E-3.3 also could result in the construction of large-scale renewable energy generation projects including PV or concentrated solar power and/or wind turbines.

Requirements for new energy generation development would include retrofitting and improving existing buildings to meet energy efficiency requirements and installing new energy infrastructure, including small-scale solar and small-scale wind turbines (roof- or ground-mounted systems) and energy storage systems. Large-scale renewable energy infrastructure would generally be constructed in primarily undeveloped locations that are productive for generating renewable energy source. As a result, it is likely that the locations of such renewable energy projects could disrupt some wildlife corridors and disturb some nursery sites. Large-scale energy generation systems could result in impacts to wildlife corridors and nursery sites because of the scale of the facilities which can require large swaths of land and the possible need for access roadways and transmission lines which result in long linear improvements that could result in a physical deterrent to wildlife corridors. Small-scale renewable energy systems would likely be constructed in developed residential areas of the county but could still result in ground disturbance or disruption of habitat because renewable systems can be installed without a discretionary permit if criteria within the Zoning Ordinance are met.

The 2012 Wind Energy EIR evaluated impacts to nursery corridors related to the development of small- and large-scale wind turbine facilities on pages 2.4-36 and 2.4-37 (County of San Diego 2012). Consistent with the *County of San Diego Guidelines for*

Determining Significance and Report Format and Content Requirements: Biological Resources (County of San Diego 2010), a Biological Resources Report would be required for discretionary projects and must analyze the potential effects of projects on wildlife movement, corridors, and nursery sites, including the application of maximum feasible mitigation. As described on page 2.4-37 of the 2012 Wind Energy EIR, discretionary projects constructed within the County's adopted South County MSCP are required to maintain corridors and linkages. However, the County's Zoning Ordinance allows for the development of small wind turbines without discretionary review if the project meets established criteria. Because these projects would be processed through a ministerial review process, it is possible for small wind turbines to have adverse impacts on wildlife corridors. The EIR concluded that Mitigation Measures M-Bio-1 and M-Bio-2 would minimize impacts related to large-scale wind turbine projects but found mitigation that would require the County to prepare MSCP plans for North and East County to be infeasible because of the uncertainty of their timing.

Therefore, even though all large-scale wind turbine projects would be subject to discretionary review and required to obtain a MUP, and implement measures to minimize impacts to wildlife corridors, there remains potential for large-scale wind turbine projects to result in direct impacts to wildlife movement and nurseries because of the introduction of new structures or vertical elements, and indirect effects may occur from increased noise levels or nighttime lighting that would discourage movement within corridors or linkages. Nursery sites are located throughout the county and include areas that provide the resources necessary for reproduction of a species, including foraging habitat, breeding habitat, and water sources. Determining whether a specific area is a nursery site requires field surveys, which would be evaluated at the project level during discretionary review. Therefore, direct impacts to nursery sites from implementation of the large wind turbine projects would occur if habitat were removed for development and infrastructure. Indirect impacts to nursery sites would have the potential to result from noise, lighting, changes in drainage patterns, and introduction of pests or domestic animals (pages 2.4-36 to 2.4-37 of the Wind Energy EIR).

Small-scale renewable energy systems would likely be constructed in developed residential areas of the county but could still result in ground disturbance or disruption of habitat if they are installed in areas where wildlife movement corridors or nurseries are present. Future large-scale solar projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts to nursery sites and wildlife movement corridors to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. All large-scale renewable energy development projects would be required to follow County development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of wildlife corridors and sensitive habitat that may contain nursery sites. Furthermore, as described in Section 2.4.2, "Regulatory Framework," several federal, state, and local regulations and policies are in place to protect sensitive biological resources in the county.

The 2012 Wind Energy EIR evaluated impacts on nursery corridors related to the development of small- and large-scale wind turbine facilities on pages 2.4-36 to 2.4-37

(County of San Diego 2012), and states that potential habitat linkages and corridors will be formally designated and protected once the County completes preparation of the MSCP plans in the north and east portions of the unincorporated county. However, protections will not be implemented until the MSCP is finalized. With compliance with applicable policies from the General Plan (Policies COS-1.1 through COS-1.5) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, and Bio-2.3); compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, potential direct and indirect impacts on wildlife movement corridors and nursery sites would be minimized. However, implementation of small-and large-scale renewable energy facilities could still adversely affect wildlife corridors and nursery sites because of the ability to install small systems without a discretionary permit, and because of the large swaths of land that would be required for large-scale wind and solar development. The potential disruption or loss of habitat would result in a potentially significant impact.

Built Environment and Transportation Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update built environment and transportation measures and associated implementing actions could result in construction and operation of electrification improvements, electric vehicle infrastructure, and infrastructure to support bikes and pedestrians. Specific locations for such improvements have not been identified. However, because of the nature and scale of the type of improvements that would result from implementation of these measures, it is anticipated that the improvements (e.g., pedestrian improvements, electric vehicle infrastructure) would occur in existing rights-of-way or other developed areas that support existing residents and would not result in disruption to corridors or nursery sites. With compliance with applicable policies from the General Plan (Policies COS-1.1 through COS-1.5) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, and Bio-2.3); compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review, potential direct and indirect impacts on wildlife movement corridors and nursery sites would be reduced to a less-than-significant level.

Summary

Most of the measures and action would result in some level of construction and physical disturbance of the land. This analysis assumes that implementation of these projects would result in construction activities that could include: the use of heavy equipment for earthmoving, materials processing, or compost spreading; vehicle trips during construction/equipment replacement/monitoring activities; possible changes in landform and views; and installation or upgrades of mechanical equipment or facilities. Construction activities and project operations associated with these measures could result in direct and indirect disturbances to wildlife corridors and nurseries through ground disturbance, or conversion of habitat. Depending on the location of these projects, construction could result in erosion, direct removal of habitat, or water quality issues. Implementation of the relevant General Plan policies (Policies COS-1.1 through COS-1.5) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, and Bio-

2.3) listed above would reduce potential impacts on wildlife movement corridors and nursery sites because it would require the preservation of intact or sensitive natural resources and require projects to design contiguous open space area.

While all future development projects would be required to follow County development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of sensitive biological resources, construction of projects associated with CAP Update Actions E-3.2, E-3.3, T-4.1, and T-5.1 could still result in potential direct and indirect impacts on wildlife movement corridors and nursery sites. Regional conservation plans do not cover all areas of the unincorporated county; therefore, development could occur outside areas where protections are in place. The 2011 GPU PEIR concluded that implementation of the General Plan would have the potential to adversely impact wildlife movement corridors and nursery sites. The potential impact to wildlife movement corridors and nursery sites would remain significant, consistent with the 2011 GPU PEIR**.** Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.4.3.7 Issue 5: Conflict with Local Policies or Ordinances

This section describes potential impacts related to inconsistency with local policies or ordinances because of implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, the project could result in a significant adverse effect related to biological resources if it would:

- conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated consistency of planned new development under the General Plan with local policies and ordinances. The discussion of impacts can be found in Section 2.4, “Biological Resources” (pages 2.4-31, 2.4-32, and 2.4-36), of the 2011 GPU PEIR and is hereby incorporated by reference.

Future projects that result from implementation of the General Plan would be required to comply with all applicable local policies and ordinances. There are regulatory processes in place to ensure compliance that would not be impacted by the General Plan. Implementation of the General Plan would result in less-than-significant impacts related to potential conflict with local policies and ordinances, because future projects proposed under the General Plan would be required to comply with applicable local policies and ordinances. Specific policies and mitigation measures related to the protection of biological resources are listed above under Section 2.4.2, “Regulatory Framework.”

CAP Update Impact Analysis

Solid Waste Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update solid waste measures and actions could result in construction and operation of new or expanded solid waste facilities. Construction and operation of all new or expanded solid waste facilities would be required to comply with all applicable federal, state, and local regulations and policies pertaining to biological resources listed in Section 2.4.2, "Regulatory Framework," including tree preservation policy or ordinance if tree removal would be required. In addition, the General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; and Policy COS-1.9 serves to minimize invasive plants near preserves and promotes the removal of invasive species within biological preserves. Therefore, implementation of CAP Update solid waste measures and associated implementing actions would not result in conflict with any local policies or ordinances protecting biological resources. There would be a less-than-significant impact.

Water and Wastewater Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update water and wastewater Measures W-1 through W-3 and actions could result in installation of new or replaced ancillary structures (e.g., water efficient appliances, irrigation systems, and stormwater and wastewater treatment systems) within exiting development or developed areas. Similar to development of new or expanded solid waste facilities, installation of new or replaced ancillary structures would be required to comply with all applicable federal, state, and local regulations and policies pertaining to biological resources listed in Section 2.4.2, "Regulatory Framework," including tree preservation policies and ordinances. In addition, General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; and Policy COS-1.9 serves to minimize invasive plants near preserves and promotes the removal of invasive species within biological preserves. Therefore, implementing CAP Update water and wastewater measures and actions would not result in conflict with any local policies or ordinances protecting biological resources. There would be a less-than-significant impact.

Agriculture and Conservation Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update agriculture and conservation Measures A-1 through A-2 and actions could result in preservation of conservation, natural, and agricultural lands, protection of trees, and development of programs to incentivize carbon farming and transition to clean fuels. Implementing these measures would reduce development pressure on vacant and undeveloped land, conserve natural lands, and protect trees, which would result in benefit impacts related to biological resources protection.

Implementation of Action A-4.1.b would result in evaluation of opportunities to increase affordable farmworker housing in the unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. Development of farmworker housing would be required to comply with all applicable federal, state, and local regulations and policies pertaining to biological resources listed in Section 2.4.2, "Regulatory Framework," including tree preservation policy or ordinance. In addition, General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; and Policy COS-1.9 serves to minimize invasive plants near preserves and promotes the removal of invasive species within biological preserves. Therefore, implementing CAP Update agriculture and conservation measures and actions would not result in conflict with any local policies or ordinances protecting biological resources. There would be a less-than-significant impact.

Energy Measures and Actions

As discussed in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.3 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. Potential retrofits could include rooftop or ground-mounted PV solar arrays, large or small wind turbines, energy storage systems, upgraded mechanical systems, and other similar improvements. Similar to development of new or expanded solid waste facilities, future energy retrofits improvements would be required to comply with all applicable federal, state, and local regulations and policies pertaining to biological resources listed in Section 2.4.2, "Regulatory Framework," including tree preservation policy or ordinance. In addition, General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; and Policy COS-1.9 serves to minimize invasive plants near preserves and promotes the removal of invasive species within biological preserves. Therefore, implementing CAP Update energy measures and actions would not result in conflict with any local policies or ordinances protecting biological resources. There would be a less-than-significant impact.

Built Environment and Transportation Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update built environment and transportation measures and associated implementing actions could result in construction and operation of electrification improvements, electric vehicle infrastructure, and infrastructure to support bikes and pedestrians. Specific locations for projects associated with implementation of the CAP Update have not been identified. Similar to development of new or expanded solid waste facilities, future transportation infrastructure projects would be required to comply with all applicable federal, state, and local regulations and policies pertaining to biological resources listed in Section 2.4.2, "Regulatory Framework," including tree preservation policy or ordinance. In addition, General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; and Policy COS-1.9 serves to minimize invasive plants near

preserves and promotes the removal of invasive species within biological preserves. Therefore, implementing CAP Update built environment and transportation measures and associated implementing actions would not result in conflict with any local policies or ordinances protecting biological resources. There would be a less-than-significant impact.

Summary

All CAP Update measures and associated implementing actions that would require construction and operation of new facilities/structure would be required to comply with local policies and ordinances established to protect biological resources. As described in Section 2.4.2, "Regulatory Framework," several federal, state, and local regulations and policies are in place to protect biological resources in the county. All future development projects would be required to follow County development requirements or other local jurisdiction requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of biological resources. Additionally, project-level planning, environmental analysis, and compliance with existing local regulations and policies would identify potentially significant conflicts with local policies; minimize or avoid those impacts through the design, siting, and permitting process; and provide mitigation for any significant effects as a condition of project approval and permitting.

The 2011 GPU PEIR concluded that implementation of the 2011 GPU PEIR would result in a less-than-significant impact to local policies and ordinances. Consistent with the 2011 GPU PEIR, implementation of the solid waste, water and wastewater, agriculture and conservation, energy and built environment and transportation measures and actions associated with the CAP Update would result in less-than-significant impacts related to conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.4.3.8 Issue 6: Conflict with Adopted Habitat Conservation Plans and Natural Community Conservation Plans

This section describes potential impacts related to inconsistencies with local HCPs or NCCPs because of implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, the project could result in a significant adverse effect related to biological resources if it would:

- conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated consistency of planned new development under the General Plan with the applicable HCPs and NCCPs for the County. The discussion of impacts can be found in Section 2.4, "Biological Resources" (pages 2.4-33, 2.4-34, and 2.4-37), of the 2011 GPU PEIR and is hereby incorporated by reference. Implementation of the General Plan would result in less-than-significant impact related to potential conflict with applicable HCPs and NCCPs, because future projects proposed under the General Plan would be required to comply with applicable HCPs and NCCPs.

CAP Update Impact Analysis

Solid Waste Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update solid waste measures and actions could result in construction and operation of new or expanded solid waste facilities. Construction and operation of all new or expanded solid waste facilities would be required to comply with all applicable federal, state, and local regulations and policies pertaining to biological resources listed in Section 2.4.2, "Regulatory Framework," including applicable HCP, NCCP, and other approved HCPs. In addition, General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; Policies COS-1.4 and COS-1.5 require collaboration with other jurisdictions to achieve resource preservation and management goals; Policies COS-1.6 through COS-1.8 facilitate preserve assembly and funding; Policy COS-1.9 serves to minimize invasive plants near preserves and promotes the removal of invasive species within biological preserves; and Policy COS-1.10 calls for public involvement in the preparation of HCPs and resource management plans. Therefore, implementation of CAP Update solid waste measures and associated implementing actions would not result in conflict with any adopted HCP, NCCP, or other approved local, regional, or state HCP. The impact would be less than significant.

Water and Wastewater Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update water and wastewater Measures W-1 through W-3 and actions could result in installation of new or replaced ancillary structures (e.g., water efficient appliances, irrigation systems, and stormwater and wastewater treatment systems) within exiting development or developed areas. Similar to development of new or expanded solid waste facilities, installation of any new or replaced ancillary structures would be required to comply with applicable HCP, NCCP, and other approved HCPs. In addition, General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; Policies COS-1.4 and COS-1.5 require collaboration with other jurisdictions to achieve resource preservation and management goals; Policies COS-1.6 through COS-1.8 facilitate preserve assembly and

funding; Policy COS-1.9 serves to minimize invasive plants near preserves and promotes the removal of invasive species within biological preserves; and Policy COS-1.10 calls for public involvement in the preparation of HCPs and resource management plans. Therefore, implementation of CAP Update water and wastewater measures and associated implementing actions would not result in conflict with any adopted HCP, NCCP, or other approved local, regional, or state HCP. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update agriculture and conservation Measures A-1 through A-2 and actions could result in preservation of conservation, natural, and agricultural lands, protection of trees, and development of programs to incentivize carbon farming and transition to clean fuels. Implementation of these measures would reduce development pressure on vacant and undeveloped land and conserve natural lands, which would result in beneficial impacts to habitat preservation and conservation.

Implementation of Action A-4.1.b would result in evaluation of opportunities to increase affordable farmworker housing in the unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. Development of farmworker housing would be required to comply with applicable HCP, NCCP, and other approved HCPs, which may require avoidance or mitigation of sensitive biological resources during design or construction activities. In addition, General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; Policies COS-1.4 and COS-1.5 require collaboration with other jurisdictions to achieve resource preservation and management goals; Policies COS-1.6 through COS-1.8 facilitate preserve assembly and funding; Policy COS-1.9 serves to minimize invasive plants near preserves and promotes the removal of invasive species within biological preserves; and Policy COS-1.10 calls for public involvement in the preparation of HCPs and resource management plans. Therefore, implementation of CAP Update agriculture and conservation measures and associated implementing actions would not result in conflict with any adopted HCP, NCCP, or other approved local, regional, or state HCP. The impact would be less than significant.

Energy Measures and Actions

As discussed in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.3 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. Potential retrofits could include rooftop or ground-mounted PV solar arrays, large or small wind turbines, upgraded mechanical systems, and other similar improvements. Similar to development of new or expanded solid waste facilities, energy retrofit improvements would be required to comply with applicable HCP, NCCP, and other approved HCPs. In addition, General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; Policies COS-1.4 and COS-1.5 require collaboration with other jurisdictions to achieve resource preservation and management goals; Policies COS-1.6 through COS-1.8

facilitate preserve assembly and funding; Policy COS-1.9 serves to minimize invasive plants near preserves and promotes the removal of invasive species within biological preserves; and Policy COS-1.10 calls for public involvement in the preparation of HCPs and resource management plans. Therefore, implementation of CAP Update energy measures and associated implementing actions would not result in conflict with any adopted HCP, NCCP, or other approved local, regional, or state HCP. The impact would be less than significant.

Built Environment and Transportation Measures and Actions

As described in Sections 2.4.3.3 and 2.4.3.4, implementation of CAP Update built environment and transportation measures and associated implementing actions could result in construction and operation of electrification improvements, electric vehicle infrastructure, and infrastructure to support bikes and pedestrians. Specific locations for projects associated with implementation of the CAP Update have not been identified. However, similar to development of new or expanded solid waste facilities, future transportation infrastructure improvement projects would be required to comply with applicable HCP, NCCP, and other approved HCPs. In addition, General Plan Policy COS-1.2 would prohibit development in established habitat preserves; Policy COS-1.3 requires the monitoring, management, and maintenance of a regional preserve system; Policies COS-1.4 and COS-1.5 require collaboration with other jurisdictions to achieve resource preservation and management goals; Policies COS-1.6 through COS-1.8 facilitate preserve assembly and funding; Policy COS-1.9 serves to minimize invasive plants near preserves and promotes the removal of invasive species within biological preserves; and Policy COS-1.10 calls for public involvement in the preparation of HCPs and resource management plans. Therefore, implementation of CAP Update water and wastewater measures and associated implementing actions would not result in conflict with any adopted HCP, NCCP, or other approved local, regional, or state HCP. The impact would be less than significant.

Summary

All CAP Update measures and associated implementing actions that would require construction and operation of new facilities/structures would be required to comply with adopted HCPs and NCCPs. As described in Section 2.4.2, “Regulatory Framework,” future development projects located within the county would be required to comply with applicable HCP/NCCP requirements promulgated by local, state, and/or federal agencies to proceed with development. Implementation of General Plan Policies COS-1.2, COS-1.3, COS-1.4, COS-1.5, COS-1.6, COS-1.7, COS-1.8, COS-1.9, and COS-1.10 will further ensure that CAP Update projects do not conflict with any HCP or NCCP.

The 2011 GPU PEIR concluded that implementation of the 2011 GPU PEIR would result in a less-than-significant impact to HCPs and NCCPs. Consistent with the 2011 GPU PEIR, implementation of the solid waste, water and wastewater, agriculture and conservation, energy and built environment and transportation measures and actions associated with the CAP Update would result in less-than-significant impacts related to conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional,

or state HCP. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.4.3.9 Cumulative Impact Analysis

The geographic scope of the cumulative impact analysis for biological resources is the San Diego region, and includes the unincorporated and incorporated county, as well as surrounding counties. The analysis utilizes the same cumulative study area for biological resources as the 2011 GPU PEIR (see page 2.4-34 of the 2011 GPU PEIR). The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Special-Status Plant and Wildlife Species

Cumulative development in the San Diego region has the potential to result in impacts to special status plant and wildlife species, including loss of habitat. Adjacent jurisdictions, including incorporated cities, adjacent counties, tribal governments, and federal and State-managed lands would be required to comply with applicable federal and/or State regulations that provide protections for special status plant and wildlife species such as the Federal ESA, the CESA, and the California NCCP Act. In addition, some projects that affect special status species require approval from the USFWS and the CDFW. Conversion of undeveloped areas to other uses is anticipated in regional planning documents. This may result in loss of habitat or edge effects that would affect special status plant and wildlife species, resulting in a cumulative effect on the resources.

The 2011 GPU PEIR concluded that although cumulative impacts on special-status species resulting from the build-out associated with the General Plan would be reduced with implementation of the General Plan Policies COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-1.10, COS-1.11, COS-2.1, COS-2.2, LU-6.1, LU-6.2, LU-6.3, LU-6.4, LU-6.6, LU-6.7, LU-10.2, and M-12.9, and 2011 GPU PEIR Mitigation Measures Bio-1.1, Bio-1.5, and Bio-1.6; however, the impact would remain potentially significant. With implementation of these measures, and compliance with applicable state and federal regulations, the cumulative impact on special-status species would be significant and unavoidable.

Implementation of CAP Update measures and actions that result in new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, wind turbines, and transportation infrastructure improvements, that could result in new development and construction and operational impacts would result in potentially significant impacts, as described above in Section 2.4.3.3, "Issue 1: Special-Status Plant and Wildlife Species." Projects would be required to be consistent with the General Plan policies and 2011 GPU PEIR mitigation measures identified above, as well as comply with existing federal, state, and local regulations that protect sensitive resources. However, because the location of future projects developed to implement the CAP Update is not known, the potential exists for such projects to make a considerable contribution to a significant cumulative impact.

Therefore, implementation of the CAP Update would result in a considerable contribution to a significant cumulative effect. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 2: Riparian Habitat and Other Sensitive Natural Communities

Cumulative development in the San Diego region could result in impacts to riparian habitat and other sensitive natural communities through direct and indirect loss or degradation. Adjacent jurisdictions, including incorporated cities, adjacent counties, and federal and State-managed lands, would be required to comply with applicable federal and/or State regulations such as the California Lake and Streambed Alteration Program or the California NCCP Act. These programs provide protections for riparian and other sensitive habitats. In addition, many projects that affect riparian or other protected habitat types require approval from the USFWS and the CDFW. Nonetheless, a cumulative effect on sensitive natural communities is anticipated from growth projected to occur in the region.

The 2011 GPU PEIR concluded that although cumulative impacts on riparian habitat and other sensitive natural communities resulting from the build-out associated with the General Plan would be reduced with implementation of the General Plan policies (Policies COS-1.1, COS-1.2, COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-2.1, COS-2.2, COS-3.1, and COS-3.2), and 2011 GPU PEIR mitigation measures (Bio-2.1, Bio-2.2, Bio-2.3, Bio-2.4), and compliance with applicable state and federal regulations, cumulative impacts on riparian habitat and other sensitive natural communities would remain significant and unavoidable because the General Plan would allow for development outside of adopted regional conservation plan areas.

Implementation of CAP Update measures and actions that result in new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, wind turbines, and transportation infrastructure improvements, that could result in new development and construction and operational impacts would result in potentially significant impacts, as described above in Section 2.4.3.4, “Issue 2: Riparian Habitat and Other Sensitive Natural Communities.” Projects would be required to be consistent with the General Plan policies and 2011 GPU PEIR mitigation measures identified above, as well as comply with existing federal, state, and local regulations that protect sensitive resources. However, because the location of future projects developed to implement the CAP Update is not known, the potential exists for such projects to make a considerable contribution to a significant cumulative impact.

Therefore, implementation of the CAP Update would result in a considerable contribution to a significant cumulative impact. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 3: State and Federally Protected Wetlands

Adjacent jurisdictions, including incorporated cities, adjacent counties, tribal lands, and federal and State-managed lands, would be required to comply with applicable federal regulations such as Section 401 and 404 of the CWA. Existing regulations would ensure that a significant cumulative impact associated with federally protected wetlands would not occur. As a result, development in the region would not generate a cumulative effect on the state and federally protected wetlands.

The 2011 GPU PEIR concluded that cumulative impacts on state or federally protected wetlands associated with buildout of the General Plan would be reduced with implementation of the applicable policies from the General Plan (Policies COS-3.1 and COS-3.2) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, Bio-2.2, Bio-2.3, and Bio-2), and compliance with applicable state and federal regulations. The General Plan policies, 2011 GPU PEIR mitigation measures, and state and federal regulations would collectively require each individual project to avoid wetland areas. In addition, the 2011 GPU PEIR Mitigation Measure Bio-1.6 requires protection of wetlands through implementation of the County RPO, which defines wetlands more broadly than the federal definition. The County RPO requires a standard of no net loss for impacts on wetlands and a 3:1 mitigation ratio for impacts on wetlands, which meets or exceeds requirements for impacts on state protected wetlands. Implementation of the CAP Update would not result in a new or substantial increase in magnitude of impacts on any wetland habitat, and each individual project implemented under the plan would meet these high standards.

The project's direct and indirect effects to state or federally protected wetlands would remain less than significant; therefore, the project would not result in a new significant cumulative impact on state or federally protected wetlands. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 4: Wildlife Movement Corridors and Nursery Sites

Regional projects implemented to accommodate projected growth, including transportation improvements, could affect wildlife movement corridors and nursery sites. Adjacent jurisdictions, including incorporated cities, adjacent counties, and federal and State-managed lands would be required to comply with applicable federal and/or State regulations such as the California NCCP Act. Because there is still a potential for a combined effect on wildlife movement corridors and nursery sites, cumulative development in the San Diego region is anticipated to result in a cumulative effect on these resources.

As described in the 2011 GPU PEIR, cumulative impacts on wildlife movement corridors and nursery sites were determined to be significant and unavoidable with implementation of relevant General Plan policies (Policies COS-1.1 through COS-1.5) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, and Bio-2.3), compliance with existing local, state, and federal regulations that protect sensitive habitats; and completion of subsequent project-level planning and environmental review. Impacts were identified

because the General Plan would allow land uses and development to occur in areas outside of an adopted regional conservation plan, thereby resulting in direct, indirect, and cumulative impacts on corridors, linkages, and nursery sites.

Implementation of CAP Update measures and actions that result in new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, wind turbines, and transportation infrastructure improvements, that could result in new development and construction and operational impacts would result in potentially significant impacts, as described above. Projects would be required to be consistent with the General Plan policies and 2011 GPU PEIR mitigation measures identified above, as well as comply with existing federal, state, and local regulations that protect sensitive resources. However, because the exact location and nature of future projects associated with the CAP Update are unknown, the potential for a contribution to a cumulatively significant impact remains.

Therefore, implementation of the CAP Update would result in a considerable contribution to a significant cumulative effect. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 5: Conflict with Local Policies or Ordinances

Projects under the County's jurisdiction are required to comply with applicable local policies and ordinances, such as the MSCP Plan or the Southern California Coastal Sage Scrub NCCP Process Guidelines, in order for such projects to be approved. However, it cannot be determined with certainty that regional projects in other jurisdictions would conform to applicable local ordinances. Therefore, cumulative development in the San Diego region is anticipated to result in a cumulative effect.

The 2011 GPU PEIR concluded that the General Plan would have the potential to conflict with one or more local policies or ordinances and would therefore contribute to a significant cumulative impact. All future development projects under County oversight would be required to follow County development requirements or other local jurisdiction requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of biological resources. Additionally, project-level planning, environmental analysis, and compliance with existing local regulations and policies would identify potentially significant conflicts with local policies; minimize or avoid those impacts through the design, siting, and permitting process; and provide mitigation for any significant effects as a condition of project approval and permitting.

Most projects associated with implementation of the CAP Update (e.g., irrigation and stormwater systems upgrades and transportation infrastructure improvements) would be undertaken by the County. These projects would be required to comply with all local policies and ordinances. In limited cases, the CAP Update has potential to indirectly result in infrastructure upgrades that are outside the County's jurisdiction (e.g., powerline upgrades to support increased demand for renewable energy and transportation improvements initiated by the State). There is a limited potential for these projects to

conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, in a manner that results in a cumulatively significant effect on biological resources. Further, as described in Section 2.11, "Land Use and Planning," implementation of the project would result in less-than-significant impacts related to the potential conflict with a plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental impact.

Therefore, the project would not have a considerable contribution to a significant cumulative impact related conflicts with local policies or ordinances protecting biological resources. The impact would be less than significant. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 6: Conflict with Adopted Habitat Conservation Plans and Natural Community Conservation Plans

Cumulative development in the San Diego region is required to comply with applicable HCPs or NCCPs, such as the San Diego MSCP or the Southern California Coastal Sage Scrub NCCP. However, it cannot be determined with certainty that regional projects in other jurisdictions would take steps to prevent conflicts with federal and State HCP and NCCP agreements. Therefore, cumulative development in the San Diego region is anticipated to result in a cumulative effect.

Because of the lack of certainty that regional projects would prevent conflicts with existing HCP and NCCP agreements, implementation of the CAP Update measures and supporting efforts may potentially result in conflicts with applicable HCPs and NCCPs. As described in Section 2.4.2, "Regulatory Framework," future development projects located within the county would be required to comply with applicable HCP/NCCP requirements promulgated by local, state, and/or federal agencies to proceed with development.

Therefore, the project would not have a considerable contribution to a significant cumulative impact. The impact would remain less than significant. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.4.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would not result in new or more severe significant impacts on special-status plant and wildlife species; riparian habitat and other sensitive natural communities, state and federally protected wetlands, wildlife movement corridors and nursery sites; potential for conflict with local policies and ordinances, or conflict with HCPs and NCCPs.

2.4.5 Mitigation Measures

2.4.5.1 Issue 1: Special-Status Plant and Wildlife Species

The mitigation measures applicable to biological resources that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

Adopted Mitigation Measure Bio-1.5: Utilize County Guidelines for Determining Significance for Biological Resources to identify adverse impacts to biological resources. Also, utilize the County's Geographic Information System (GIS) records and the Comprehensive Matrix of Sensitive Species to locate special-status species populations on or near project sites. This information will be used to avoid or mitigate impacts as appropriate.

Adopted Mitigation Measure Bio-1.6: Implement the RPO, BMO, and HLP Ordinance to protect wetlands, wetland buffers, sensitive habitat lands, biological resource core areas, linkages, corridors, high-value habitat areas, subregional coastal sage scrub focus areas, and populations of rare, or endangered plant or animal species.

Adopted Mitigation Measure Bio-1.7: Minimize edge effects from development projects located near sensitive resources by implementing the County Noise Ordinance, the County Groundwater Ordinance, the County's Landscaping Regulations (currently part of the Zoning Ordinance), and the County Watershed Protection, Storm Water Management, and Discharge Control Ordinance.

Adopted Mitigation Measure Bio-2.1: Revise the Ordinance Relating to Water Conservation for Landscaping to incorporate appropriate plant types and regulations requiring planting of native or compatible non-native, non-invasive plant species in new development.

The 2012 Wind Energy Ordinance EIR included the following mitigation measures to minimize the potentially significant impacts related to large wind turbine projects:

Adopted Mitigation Measure M-Bio-1: During the environmental review process for future MUPs for wind turbines, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts on biological resources are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; resource management; and restrictions on lighting, runoff, access, and/or noise.

Adopted Mitigation Measure M-Bio-2: Update the County Guidelines for Determining Significance for Biological Resources to include, or incorporate by reference, recommendations from the California Department of Fish and Game, the Avian Power Line Interaction Committee, the USFWS Draft Guidance, and the California Energy Commission (e.g., California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development). Examples of recommended mitigation measures include: site screening; pre-permitting monitoring; acoustic monitoring; buffer zone inclusion; reduction of foraging resources near turbines; specific lighting to reduce bird collisions; post-construction monitoring; and avian protection plans.

As described in Section 2.4.3.3, additional wind turbine mitigation was considered but rejected as infeasible through the 2012 Wind Energy Ordinance EIR. Mitigation Measures M-Bio-1 and M-Bio-2 shall be incorporated into the Mitigation Monitoring and Reporting Program for the CAP Update SEIR and shall be applied to all large-scale renewable energy projects including but not limited to PV solar infrastructure and wind turbines during the discretionary review process which would occur as a condition of receiving a MUP. As described during the impact analysis, future large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts on special-status species to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. However, because of the uncertainty of the types, locations, and scale of future renewable energy projects, it is not possible to guarantee that all impacts on special-status species would be reduced to a level below significance. To reduce impacts to the greatest extent feasible, Mitigation Measures M-Bio-1 and M-Bio-2 from the 2012 Wind Energy Ordinance EIR have been revised and would be applied to the project as CAP Update Mitigation Measures Bio-1 and Bio-2 to include all large-scale renewable energy projects as follows:

> CAP Update Mitigation Measure Bio-1: During the environmental review process for future MUPs for large-scale renewable energy projects, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts on biological resources are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; resource management; and restrictions on lighting, runoff, access, and/or noise.
>
> CAP Update Mitigation Measure Bio-2: Update the County Guidelines for Determining Significance for Biological Resources to include, or incorporate by reference, recommendations from the California Department of Fish and Wildlife, the Avian Power Line Interaction Committee, the USFWS Draft Guidance, and the California Energy Commission (e.g., California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development). Examples of recommended mitigation measures include: site screening; pre-permitting monitoring; acoustic monitoring; buffer zone inclusion; reduction of foraging resources near turbines and transmission lines; specific lighting to reduce bird collisions; post-construction monitoring; and avian protection plans.

2.4.5.2 Issue 2: Riparian Habitat and Other Sensitive Natural Communities

The mitigation measures applicable to biological resources that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Bio-1.6: Implement the RPO, BMO, and HLP Ordinance to protect wetlands, wetland buffers, sensitive habitat lands, biological resource core areas, linkages, corridors, high-value habitat areas, subregional

coastal sage scrub focus areas, and populations of rare, or endangered plant or animal species.

Adopted Mitigation Measure Bio-1.7: Minimize edge effects from development projects located near sensitive resources by implementing the County Noise Ordinance, the County Groundwater Ordinance, the County's Landscaping Regulations (currently part of the Zoning Ordinance), and the County Watershed Protection, Storm Water Management, and Discharge Control Ordinance.

Adopted Mitigation Measure Bio-2.1: Revise the Ordinance Relating to Water Conservation for Landscaping to incorporate appropriate plant types and regulations requiring planting of native or compatible non-native, non-invasive plant species in new development.

Adopted Mitigation Measure Bio-2.2: Require that development projects obtain CWA Section 401/404 permits issued by the California Regional Water Quality Control Board and US Army Corps of Engineers for all project-related disturbances of waters of the US and/or associated wetlands. Also, continue to require that projects obtain Fish and Game Code Section 1602 Streambed Alteration Agreements from the California Department of Fish and Game for all project-related disturbances of streambeds.

CAP Update Mitigation Measures Bio-1 and Bio-2 shall be incorporated into the Mitigation Monitoring and Reporting Program for the CAP Update SEIR and shall be applied to all large-scale renewable energy projects including but not limited to PV solar, solar concentrator, and wind turbine systems during the discretionary review process which would occur as a condition of receiving a MUP. As described during the impacts analysis, future, large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts to riparian habitat to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. However, because of the uncertainty of the types, locations, and scale of future renewable energy projects, it is not possible to guarantee that all impacts to riparian habitat would be reduced to a level below significance. Additional mitigation that would implement a development cap upon large-scale renewable energy projects was considered but rejected as infeasible because it may prohibit achievement of the County's GHG emissions reduction target. It is unknown how many numbers and types of renewable large-scale renewable energy facilities would be required to meet the GHG reduction goals of the CAP because the design, siting, and economic feasibility characteristics of the options under consideration vary widely.

No other feasible project-related mitigation beyond existing federal and state permitting requirements and compliance with the County's adopted General Plan policies or mitigation measures is available and could be applied to individual projects under the CAP.

2.4.5.3 Issue 3: State and Federally Protected Wetlands

Project level impacts and contributions to cumulative impacts were determined to be less than significant; therefore, no mitigation measures in addition to the following mitigation measures identified in the 2011 GPU PEIR are required:

> Adopted Mitigation Measure Bio-1.6: Implement the RPO, BMO, and HLP Ordinance to protect wetlands, wetland buffers, sensitive habitat lands, biological resource core areas, linkages, corridors, high-value habitat areas, subregional coastal sage scrub focus areas, and populations of rare, or endangered plant or animal species.
>
> Adopted Mitigation Measure Bio-1.7: Minimize edge effects from development projects located near sensitive resources by implementing the County Noise Ordinance, the County Groundwater Ordinance, the County's Landscaping Regulations (currently part of the Zoning Ordinance), and the County Watershed Protection, Storm Water Management, and Discharge Control Ordinance.
>
> Adopted Mitigation Measure Bio-2.1: Revise the Ordinance Relating to Water Conservation for Landscaping to incorporate appropriate plant types and regulations requiring planting of native or compatible non-native, non-invasive plant species in new development.
>
> Adopted Mitigation Measure Bio-2.2: Require that development projects obtain CWA Section 401/404 permits issued by the California Regional Water Quality Control Board and US Army Corps of Engineers for all project-related disturbances of waters of the US and/or associated wetlands. Also, continue to require that projects obtain Fish and Game Code Section 1602 Streambed Alteration Agreements from the California Department of Fish and Game for all project-related disturbances of streambeds.
>
> Adopted Mitigation Measure Bio-2.3: Ensure that wetlands and wetland buffer areas are adequately preserved whenever feasible to maintain biological functions and values.
>
> Adopted Mitigation Measure Bio-2.4: Implement the Watershed Protection, Storm Water Management, and Discharge Control Ordinance to protect wetlands.

No other feasible project-related mitigation beyond existing federal and state permitting requirements and compliance with the County's adopted General Plan policies or mitigation measures is available and could be applied to individual projects under the CAP.

2.4.5.1 Issue 4: Wildlife Movement Corridors and Nursery Sites

The mitigation measures applicable to biological resources that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

Adopted Mitigation Measure Bio-1.6: Implement the RPO, BMO, and HLP Ordinance to protect wetlands, wetland buffers, sensitive habitat lands, biological resource core areas, linkages, corridors, high-value habitat areas, subregional coastal sage scrub focus areas, and populations of rare, or endangered plant or animal species.

Adopted Mitigation Measure Bio-1.7: Minimize edge effects from development projects located near sensitive resources by implementing the County Noise Ordinance, the County Groundwater Ordinance, the County's Landscaping Regulations (currently part of the Zoning Ordinance), and the County Watershed Protection, Storm Water Management, and Discharge Control Ordinance.

Additional mitigation that would implement a development cap upon large-scale renewable energy projects was considered but rejected as infeasible because it may prohibit achievement of the County's GHG emissions reduction target. It is unknown how many numbers and types of renewable large-scale renewable energy facilities would be required to meet the GHG reduction goals of the CAP because the design, siting, and economic feasibility characteristics of the options under consideration vary widely. No other additional feasible mitigation is available.

Projects that would result in wildlife corridor and nursery site impacts would be required to comply with all local, state, and federal regulations. Additionally, projects that were developed within certain areas of the county would be required to comply with the mitigation requirements of adopted HCPs covering those areas. Where such plans do not exist, the federal and state permitting requirements would apply.

No other feasible project-related mitigation beyond compliance with existing federal and state permitting requirements, the County's adopted General Plan policies, and 2011 GPU PEIR mitigation measures, is available and could be applied to individual projects under the CAP.

2.4.5.2 Issue 5: Local Policies or Ordinances

Project level impacts and contributions to cumulative impacts were determined to be less than significant; therefore, no mitigation measures in addition those identified in the 2011 GPU PEIR are required.

2.4.5.3 Issue 6: Conflict with Adopted Habitat Conservation Plans and Natural Community Conservation Plans

Project level impacts and contributions to cumulative impacts were determined to be less than significant; therefore, no mitigation measures in addition those identified in the 2011 GPU PEIR are required.

2.4.6 Significance Conclusion

2.4.6.1 Issue 1: Special-Status Plant and Wildlife Species

Construction and operation of new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, small wind turbines, transportation infrastructure, and large-scale renewable energy facilities could result in significant direct impacts on special-status plant and wildlife species and sensitive habitat. These impacts would be more severe than those identified in the 2011 GPU PEIR and the 2012 Wind Energy EIR and would be significant. Additionally, when combined with the growth and development within the cumulative study area, the project's contribution to this cumulative impact would be more severe than the contribution identified in the prior EIRs and would be cumulatively considerable. Implementation of General Plan policies identified in Section 2.4.2.3 and 2011 GPU PEIR mitigation measures, in addition to compliance with applicable regulations, would reduce impacts on special-status plant and wildlife species and sensitive habitat, but not below a level of significance for the reasons described above. Therefore, the project would have a **significant and unavoidable impact** and a **considerable contribution** to a significant cumulative impact on special-status plant and wildlife species, consistent with the conclusion in the 2011 GUP PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.4.6.2 Issue 2: Riparian Habitat and Other Sensitive Natural Communities

Construction and operation of new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, small wind turbines, and transportation infrastructure could result in significant direct impacts on riparian habitat and other sensitive natural communities. These impacts would be more severe than those identified in the 2011 GPU PEIR and the 2012 Wind Energy EIR and would be significant. Where a project would comply with existing regulations and HCP requirements and would receive applicable permits from regulatory agencies, it would reduce its project-specific impacts to a less-than-significant level and would reduce its contribution to cumulative impacts such that it would not be considerable. When combined with the growth and development within the cumulative study area, the project's contribution to this cumulative impact would be more severe than the contribution identified in the prior EIRs and would be cumulatively considerable. Implementation of General Plan policies identified in Section 2.4.2.3 and 2011 GPU PEIR mitigation measures, in addition to compliance with applicable regulations, would reduce impacts on riparian habitat and other sensitive natural communities but not below a level of significance for the reasons described above. Therefore, the project would have a **significant and unavoidable impact** and a **considerable contribution** to a significant cumulative impact on riparian habitat and other sensitive natural communities, consistent with the conclusion in the 2011 GUP PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.4.6.3 Issue 3: State and Federally Protected Wetlands

Implementation of the project could have the potential to result in the loss of state or federally protected wetlands. However, for the reasons described above, implementation of General Plan policies identified in Section 2.4.2.3 and 2011 GPU PEIR mitigation measures, in addition to compliance with federal, state, and local regulations, would reduce this project-level impact to **less than significant**. In addition, because cumulative growth and development would also be required to comply with federal, state, and local regulations and mitigate for any loss of wetlands, the project's contribution to cumulative impacts on state or federally protected wetlands and County RPO wetlands would be similar to the contribution identified in the 2011 GPU PEIR and **would not be cumulatively considerable**. There **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.4.6.4 Issue 4: Wildlife Movement Corridors and Nursery Sites

Construction and operation of new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, small wind turbines, transportation infrastructure, and large-scale renewable energy facilities could result in significant direct impacts on wildlife movement corridors and nursery sites. These impacts would be more severe than those identified in the 2011 GPU PEIR and the 2012 Wind Energy EIR and would be significant. Additionally, when combined with the growth and development within the cumulative study area, the project's contribution to this cumulative impact would be more severe than the contribution identified in the prior EIRs and would be cumulatively considerable. Implementation of General Plan policies identified in Section 2.4.2.3 and 2011 GPU PEIR mitigation measures, in addition to compliance with applicable regulations, would reduce impacts on wildlife movement corridors and nursery sites but not below a level of significance for the reasons described above. Therefore, the project would have a **significant and unavoidable impact** and a **considerable contribution** to a significant cumulative impact on wildlife corridors and nursery sites, consistent with the conclusion in the 2011 GUP PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.4.6.5 Issue 5: Conflict with Local Policies or Ordinances

Implementation of the project would not conflict with any local policies or ordinances that protect biological resources or result in project-level impacts. **Less-than-significant impacts** would occur. Additionally, the project would not contribute to a significant cumulative impact. As such, cumulative impacts **would not be cumulatively considerable**. The proposed project impacts would be equivalent or less severe than those analyzed by the 2011 GPU PEIR. There **would not be new or more severe impacts**.

2.4.6.6 Issue 6: Conflict with Habitat Conservation Plans and Natural Community Conservation Plans

Implementation of the project would not conflict with any HCPs or NCCPs or result in project-level impacts. Impacts would be **less than significant**. Additionally, the project would not contribute to a significant cumulative impact. As such, cumulative impacts **would not be cumulatively considerable**. The proposed project impacts would be equivalent or less severe than those analyzed by the 2011 GPU PEIR. There **would not be new or more severe impacts**.

Table 2.4-2 Special-Status Plant Species Known to Occur in San Diego County

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Red sand-verbena *Abronia maritima*	–	–	4.2	Coastal dunes. 0–328 feet in elevation. Blooms February–November.
Chaparral sand-verbena *Abronia villosa* var. *aurita*	–	–	1B.1	Sandy areas. 246–5,249 feet in elevation. Blooms January–September.
Shrubby Indian mallow *Abutilon abutiloides*	–	–	2B.1	Rocky, granitic. 2,805–2,953 feet in elevation. Blooms August–November.
San Diego thorn-mint *Acanthomintha ilicifolia*	FT	SE	1B.1	Endemic to active vertisol clay soils of mesas and valleys. Usually on clay lenses within grassland or chaparral communities. 82–3,100 feet in elevation. Blooms April–June.
Pygmy lotus *Acmispon haydonii*	–	–	1B.3	Creosote bush scrub to pinyon-juniper woodland; rocky sites. 591–4,199 feet in elevation. Blooms January–June.
Nuttall's acmispon *Acmispon prostratus*	–	–	1B.1	Sand dunes. 0–59 feet in elevation. Blooms March–June.
California adolphia *Adolphia californica*	–	–	2B.1	Sandy/gravelly to clay soils within grassland, coastal sage scrub, or chaparral; various exposures. 148–2,428 feet in elevation. Blooms December–May.
Shaw's agave *Agave shawii* var. *shawii*	–	–	2B.1	Coastal bluffs and slopes within coastal sage scrub. 33–394 feet in elevation. Blooms September–May.
Yucaipa onion *Allium marvinii*	–	–	1B.2	In openings on clay soils. 2,789–3,510 feet in elevation. Blooms April–May.
Munz's onion *Allium munzii*	FE	ST	1B.1	Clay and mesic soils within chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland, and valley and foothill grassland. 975-3,510 feet in elevation. Blooms March -May.
Parish's onion *Allium parishii*	–	–	4.3	Rocky sites. 2,953–4,806 feet in elevation. Blooms April–May.
San Diego bur-sage *Ambrosia chenopodiifolia*	–	–	2B.1	Slopes of canyons in open succulent scrub usually with little herbaceous cover. 66–820 feet in elevation. Blooms April–June.
Singlewhorl burrobrush *Ambrosia monogyra*	–	–	2B.2	Sandy soils. 16–1,558 feet in elevation. Blooms August–November.
San Diego ambrosia *Ambrosia pumila*	FE	–	1B.1	Sandy loam or clay soil; sometimes alkaline. In valleys, persists where disturbance has been superficial. Sometimes on margins or near vernal pools. 10–1,903 feet in elevation. Blooms April–October.
California androsace *Androsace elongata* ssp. *acuta*	–	–	4.2	Highly localized and often overlooked little plant. 492–3,937 feet in elevation. Blooms March–June.
Aphanisma *Aphanisma blitoides*	–	–	1B.2	On bluffs and slopes near the ocean in sandy or clay soils. 10–1,001 feet in elevation. Blooms February–June.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Short-lobed broomrape *Aphyllon parishii* ssp. *brachylobum*	–	–	4.2	Sandy soil near beaches; reported to grow on *Isocoma menziesii* and other shrubs. 10–1,001 feet in elevation. Blooms April–October.
Del Mar manzanita *Arctostaphylos glandulosa* ssp. *crassifolia*	FE	–	1B.1	Sandy coastal mesas and ocean bluffs; in chaparral or Torrey pine forest. 98–1,198 feet in elevation. Blooms December–June.
Otay manzanita *Arctostaphylos otayensis*	–	–	1B.2	Metavolcanic soils with other chaparral associates. 394–5,003 feet in elevation. Blooms January–April.
Rainbow manzanita *Arctostaphylos rainbowensis*	–	–	1B.1	Usually found in gabbro chaparral. 328–2,854 feet in elevation. Blooms December–March.
San Diego sagewort *Artemisia palmeri*	–	–	4.2	In drainages and riparian areas in sandy soil within chaparral and other habitats. 49–3,002 feet in elevation. Blooms May–September.
Western spleenwort *Asplenium vespertinum*	–	–	4.2	Rocky sites. 591–3,281 feet in elevation. Blooms February–June.
Salton milk-vetch *Astragalus crotalariae*	–	–	4.3	Plains, valley floors, washes and fans in the foothills of desert mountains or on open desert, sandy or gravelly soil. 197–820 feet in elevation. Blooms January–April.
Dean's milk-vetch *Astragalus deanei*	–	–	1B.1	Open, brushy south-facing slopes in Diegan coastal sage, sometimes on recently burned-over hillsides. 230–2,608 feet in elevation. Blooms February–May.
Jacumba milk-vetch *Astragalus douglasii* var. *perstrictus*	–	–	1B.2	Stony hillsides and gravelly or sandy flats in open oak woodland. 1,640–4,511 feet in elevation. Blooms April–June.
Harwood's milk-vetch *Astragalus insularis* var. *harwoodii*	–	–	2B.2	Open sandy flats and sandy or stony desert washes; mostly in creosote bush scrub. 164–2,297 feet in elevation. Blooms January–May.
Borrego milk-vetch *Astragalus lentiginosus* var. *borreganus*	–	–	4.3	Sandy flats and semi-stabilized dunes, locally abundant after rains. 98–1,050 feet in elevation. Blooms February–May.
Peirson's milk-vetch *Astragalus magdalenae* var. *peirsonii*	FT	SE	1B.2	Slopes and hollows in mobile dunes, usually to the lee of the prevailing winds. 197–738 feet in elevation. Blooms December–April.
Providence Mountains milk-vetch *Astragalus nutans*	–	–	4.3	Sandy or gravelly flats and stony washes in the foothills of desert mountains. 1,476–6,398 feet in elevation. Blooms March–June.
San Diego milk-vetch *Astragalus oocarpus*	–	–	1B.2	Openings in chaparral or on gravelly flats and slopes in thin oak woodland. 394–5,889 feet in elevation. Blooms May–August.
Jaeger's milk-vetch *Astragalus pachypus* var. *jaegeri*	–	–	1B.1	Dry ridges and valleys and open sandy slopes; often in grassland and oak-chaparral. 1,198–3,002 feet in elevation. Blooms December–June.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Gravel milk-vetch *Astragalus sabulonum*	–	–	2B.2	Sandy or gravelly flats, washes, and roadsides. 197–2,904 feet in elevation. Blooms February–June.
Coastal dunes milk-vetch *Astragalus tener* var. *titi*	FE	SE	1B.1	Moist, sandy depressions of bluffs or dunes along and near the Pacific Ocean; one site on a clay terrace. 3–148 feet in elevation. Blooms March–May.
Coulter's saltbush *Atriplex coulteri*	–	–	1B.2	Ocean bluffs, ridgetops, as well as alkaline low places. Alkaline or clay soils. 7–1,509 feet in elevation. Blooms March–October.
South coast saltscale *Atriplex pacifica*	–	–	1B.2	Alkali soils. 3–1312 feet in elevation. Blooms March–October.
Parish's brittlescale *Atriplex parishii*	–	–	1B.1	Vernal pools, chenopod scrub, playas. Usually on drying alkali flats with fine soils. 16–4,659 feet in elevation. Blooms June–October.
California ayenia *Ayenia compacta*	–	–	2B.3	Sandy and gravelly washes in the desert; dry desert canyons. 197–6,004 feet in elevation. Blooms March–April.
Encinitas baccharis *Baccharis vanessae*	FT	SE	1B.1	On sandstone soils in steep, open, rocky areas with chaparral associates. 131–2,805 feet in elevation. Blooms August–November.
Higgin's barberry *Berberis higginsiae*	–	–	3.2	Rocky, sometimes granitic. 2,625–3,494 feet in elevation. Blooms March–April.
Nevin's barberry *Berberis nevinii*	FE	SE	1B.1	On steep, north-facing slopes or in low grade sandy washes. 951–5,167 feet in elevation. Blooms March–June.
Golden-spined cereus *Bergerocactus emoryi*	–	–	2B.2	Limited to the coastal belt. 10–1,296 feet in elevation. Blooms May–June.
San Diego goldenstar *Bloomeria clevelandii*	–	–	1B.1	Mesa grasslands, scrub edges; clay soils. Often on mounds between vernal pools in fine, sandy loam. 164–1,526 feet in elevation. Blooms April–May.
Hirshberg's rockcress *Boechera hirshbergiae*	–	–	1B.2	Pebble (or pavement) plains. 4,593–4,642 feet in elevation. Blooms March–May.
Thread-leaved brodiaea *Brodiaea filifolia*	FT	SE	1B.1	Usually associated with annual grassland and vernal pools; often surrounded by shrubland habitats. Occurs in openings on clay soils. 49–3,346 feet in elevation. Blooms March–June.
Orcutt's brodiaea *Brodiaea orcuttii*	–	–	1B.1	Mesic, clay habitats; sometimes serpentine; usually in vernal pools and small drainages. 98–5,299 feet in elevation. Blooms May–July.
Santa Rosa Basalt brodiaea *Brodiaea santarosae*	–	–	1B.2	Santa Rosa Basalt. 1,919–3,428 feet in elevation. Blooms May–June.
Little-leaf elephant tree *Bursera microphylla*	–	–	2B.3	Hillsides and washes and on canyon sides in California; rocky sites. 640–2,001 feet in elevation. Blooms June–July.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Brewer's calandrinia *Calandrinia breweri*	–	–	4.2	Sandy or loamy soils. Disturbed sites, burns. 33–3,937 feet in elevation. Blooms March–June.
Pink fairy-duster *Calliandra eriophylla*	–	–	2B.3	Sandy or rocky sites in the desert. 394–4,921 feet in elevation. Blooms January–March.
Dunn's mariposa-lily *Calochortus dunnii*	–	SR	1B.2	On gabbro or metavolcanic soils; also known from sandstone; often associated with chaparral. 837–5,299 feet in elevation. Blooms April–June.
San Jacinto mariposa-lily *Calochortus palmeri* var. *munzii*	–	–	1B.2	In open Jeffrey pine forest as well as in chaparral. 3,084–5,955 feet in elevation. Blooms April–July.
Plummer's mariposa-lily *Calochortus plummerae*	–	–	4.2	Chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley and foothill grassland in granitic, rocky soils. 330–5,580 feet in elevation. Blooms May–July.
Arizona pussypaws *Calyptridium arizonicum*	–	–	2B.1	In washes. 1,985–2,608 feet in elevation. Blooms March–April.
Lewis' evening-primrose *Camissoniopsis lewisii*	–	–	3	Sandy or clay soil. 0–984 feet in elevation. Blooms March–May.
San Luis Obispo sedge *Carex obispoensis*	–	–	1B.2	Usually in transition zone on sand, clay, serpentine, or gabbro. In seeps. 16–2,772 feet in elevation. Blooms April–June.
Arizona carlowrightia *Carlowrightia arizonica*	–	–	2B.2	Sandy, granitic alluvium; associated with palm oases in California. 886–3,412 feet in elevation. Blooms March–May.
Payson's jewelflower *Caulanthus simulans*	–	–	4.2	Frequently in burned areas, or in disturbed sites such as streambeds and rocky, steep slopes. Sandy, granitic soils. 295–7,218 feet in elevation. Blooms March–May.
Lakeside ceanothus *Ceanothus cyaneus*	–	–	1B.2	Closed-cone coniferous forest, chaparral. 656–3,412 feet in elevation. Blooms April–June.
Viejas Mountain ceanothus *Ceanothus foliosus* var. *viejasensis*	–	–	1B.2	Gabbro. 2,575–4,495 feet in elevation. Blooms March–June.
Vine Hill ceanothus *Ceanothus foliosus* var. *vineatus*	–	–	1B.1	Chaparral. 150-1,000 feet in elevation. Blooms March-May.
Vail Lake Ceanothus Ceanothus ophiochilus	FT	SE	1B.1	Chaparral (gabbroic, pyroxenite-rich outcrops. 1,905-3,495 feet in elevation. Blooms February-March.
Otay Mountain ceanothus *Ceanothus otayensis*	–	–	1B.2	Metavolcanic or gabbroic soils. 246–3,806 feet in elevation. Blooms January–April.
Pendleton ceanothus *Ceanothus pendletonensis*	–	–	1B.2	Chaparral, cismontane woodland. Granitic. 360–2,854 feet in elevation. Blooms March–June.
Wart-stemmed ceanothus *Ceanothus verrucosus*	–	–	2B.2	Chaparral. 3–1,247 feet in elevation. Blooms December–May.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Southern tarplant *Centromadia parryi* ssp. *australis*	–	–	1B.1	Often in disturbed sites near the coast at marsh edges, in alkaline soils, sometimes with saltgrass. Sometimes on vernal pool margins. 0–3,199 feet in elevation. Blooms May–November.
Smooth tarplant *Centromadia pungens* ssp. *laevis*	–	–	1B.1	Alkali meadow, alkali scrub, and disturbed places. 16–3,839 feet in elevation. Blooms April–September.
Peirson's pincushion *Chaenactis carphoclinia* var. *peirsonii*	–	–	1B.3	Open rocky or sandy sites. 10–607 feet in elevation. Blooms March–April.
Orcutt's pincushion *Chaenactis glabriuscula* var. *orcuttiana*	–	–	1B.1	Sandy sites. 10–262 feet in elevation. Blooms January–August.
Parish's chaenactis *Chaenactis parishii*	–	–	1B.3	Chaparral. Rocky sites. 4,265–8,202 feet in elevation. Blooms May–July.
Southern mountain misery *Chamaebatia australis*	–	–	4.2	Gabbro or metavolcanic soils. 984–3,346 feet in elevation. Blooms November–May.
Salt marsh bird's-beak *Chloropyron maritimum* ssp. *maritimum* (formerly *Cordylanthus maritimus* ssp. *maritimus)*	FE	SE	1B.2	Limited to the higher zones of salt marsh habitat. 0–33 feet in elevation. Blooms May–October.
Peninsular spineflower *Chorizanthe leptotheca*	–	–	4.2	On granitic soils, in alluvial fans. 984–6,234 feet in elevation. Blooms May–August.
Orcutt's spineflower *Chorizanthe orcuttiana*	FE	SE	1B.1	Sandy sites and openings; sometimes in transition zones. 10–410 feet in elevation. Blooms March–May.
Long-spined spineflower *Chorizanthe polygonoides* var. l*ongispina*	–	–	1B.2	Gabbroic clay. 98–5,052 feet in elevation. Blooms April–July.
White-bracted spineflower *Chorizanthe xanti* var. *leucotheca*	–	–	1B.2	Sandy or gravelly places. 984–3,937 feet in elevation. Blooms April–June.
Seaside cistanthe *Cistanthe maritima*	–	–	4.2	Sea bluffs; sandy sites. 16–984 feet in elevation. Blooms March–June.
Delicate clarkia *Clarkia delicata*	–	–	1B.2	Often on gabbro soils. 164–4,462 feet in elevation. Blooms April–June.
San Miguel savory *Clinopodium chandleri*	–	–	1B.2	Rocky, gabbroic or metavolcanic substrate. 394–3,527 feet in elevation. Blooms March–July.
Summer holly *Comarostaphylis diversifolia* ssp. *diversifolia*	–	–	1B.2	Often in mixed chaparral in California, sometimes post-burn. 98–3,100 feet in elevation. Blooms April–June.
Small-flowered morning-glory *Convolvulus simulans*	–	–	4.2	Wet clay, serpentine ridges. 98–2,297 feet in elevation. Blooms March–July.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Small-flowered bird's-beak *Cordylanthus parviflorus*	–	–	2B.3	Joshua tree woodland, pinyon-juniper woodland, Mojavean desert scrub. 2,297–7,218 feet in elevation. Blooms August–October.
Short-bracted bird's-beak *Cordylanthus rigidus* ssp. *brevibracteatus*	–	–	4.3	Chaparral, Lower montane coniferous forest, Pinyon and juniper woodland, Upper montane coniferous forest in granitic areas and openings. 2,000-8,500 feet. Blooms July-August (Sep-Oct)
San Diego sand aster *Corethrogyne filaginifolia* var. *incana*	–	–	1B.1	Most sites are disturbed, so hard to tell. Possibly in disturbed sites and ecotones. 10–377 feet in elevation. Blooms June–September.
Del Mar Mesa sand aster *Corethrogyne filaginifolia* var. *linifolia*	–	–	1B.1	In coastal, shrubby communities on maritime sediments and conglomerates; in openings. 49–492 feet in elevation. Blooms May–September.
Gander's cryptantha *Cryptantha ganderi*	–	–	1B.1	On dunes and in washes. 509–1,017 feet in elevation. Blooms February–May.
Wiggins' cryptantha *Cryptantha wigginsii*	–	–	1B.2	Coastal scrub. Often on clay soils. 148–361 feet in elevation. Blooms February–June.
Pointed dodder *Cuscuta californica* var. *apiculata*	–	–	3	Sandy areas in Mojavean desert scrub and Sonoran desert scrub. 0-1,640 feet in elevation. Blooms February-August.
Snake cholla *Cylindropuntia californica* var. *californica*	–	–	1B.1	Chaparral, coastal scrub. 49–951 feet in elevation. Blooms April–May.
Pink teddy-bear cholla *Cylindropuntia fosbergii*	–	–	1B.3	Sonoran desert scrub. 279–2,789 feet in elevation. Blooms March–May.
Wolf's cholla *Cylindropuntia wolfii*	–	–	4.3	Dry places above the valley floors. 328–3,937 feet in elevation. Blooms March–May.
Otay tarplant *Deinandra conjugens*	FT	SE	1B.1	Coastal plains, mesas, and river bottoms; often in open, disturbed areas; clay soils. 197–902 feet in elevation. Blooms May–June.
Tecate tarplant *Deinandra floribunda*	–	–	1B.2	Chaparral, coastal scrub. Often in little drainages or disturbed areas. 230–4,003 feet in elevation. Blooms August–October.
Mojave tarplant *Deinandra mohavensis*	–	SE	1B.3	Low sand bars in riverbed; mostly in riparian areas or in ephemeral grassy areas. 2,100–5,249 feet in elevation. Blooms June–October.
Paniculate tarplant *Deinandra paniculata*	–	–	4.2	Usually in vernally mesic sites. Sometimes in vernal pools or on mima mounds near them. 82–3,084 feet in elevation. Blooms April–November.
Cuyamaca larkspur *Delphinium hesperium* ssp. *cuyamacae*	–	SR	1B.2	Usually found in low, moist areas within meadows. 3,986–6,086 feet in elevation. Blooms May–July.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Colorado Desert larkspur *Delphinium parishii* ssp. *subglobosum*	–	–	4.3	On dry stony fans and slopes. 1,969–5,906 feet in elevation. Blooms March–June.
North island bush-poppy *Dendromecon harfordii* var. *harfordii*	–	–	3.2	Rocky areas in chaparral, and closed-cone coniferous forest. 50-1,380 feet in elevation. Blooms March-November.
Western dichondra *Dichondra occidentalis*	–	–	4.2	On sandy loam, clay, and rocky soils. 164–1,640 feet in elevation. Blooms March–July.
Orcutt's bird's-beak *Dicranostegia orcuttiana*	–	–	2B.1	Found in coastal scrub associations on slopes; also reported from intermittently moist swales, and in washes. 0–656 feet in elevation. Blooms April–July.
Mt. Laguna aster *Dieteria asteroides* var. *lagunensis*	–	SR	2B.1	Openings in woodland or forest. 2,986–6,004 feet in elevation. Blooms July–August.
Arizona cottontop *Digitaria californica* var. *californica*	–	–	2B.3	Rocky schist hillsides in California; open plains out of state. 131–4,888 feet in elevation. Blooms July–November.
Low bush monkeyflower *Diplacus aridus*	–	–	4.3	Dry, open rocky places. 2,461–3,937 feet in elevation. Blooms April–July.
Cleveland's bush monkeyflower *Diplacus clevelandii*	–	–	4.2	Disturbed gravelly roadsides and slopes. 1,476–6,562 feet in elevation. Blooms April–July.
California ditaxis *Ditaxis serrata* var. *californica*	–	–	3.2	On sandy washes and alluvial fans of the foothills and lower desert slopes. 98–3,281 feet in elevation. Blooms March–December.
Slender-horned Spineflower *Dodecahema leptoceras*	FE	SE	1B.1	Sandy areas in chaparral, cismontane woodland, and coastal scrub (alluvial fans). 655-2,495 feet in elevation. Blooms April-June.
Cuyamaca Lake downingia *Downingia concolor* var. *brevior*	–	SE	1B.1	In vernal seeps, lakes, and pools, and on mudflats, with *Orthocarpus*, *Limnanthes*, *Collinsia*. 4,593–4,921 feet in elevation. Blooms May–July.
Banner dudleya *Dudleya alainae*	–	–	3.2	Rocky sites. 2,428–3,937 feet in elevation. Blooms April–July.
Orcutt's dudleya *Dudleya attenuata* ssp. *attenuata*	–	–	2B.1	Rocky mesas, canyons, and ridges. 10–164 feet in elevation. Blooms May–July.
Blochman's dudleya *Dudleya blochmaniae* ssp. *blochmaniae*	–	–	1B.1	Open, rocky slopes; often in shallow clays over serpentine or in rocky areas with little soil. 16–1,476 feet in elevation. Blooms April–June.
Short-leaved dudleya *Dudleya brevifolia*	–	SE	1B.1	On Torrey sandstone soils; in pebbly openings. 98–410 feet in elevation. Blooms April–May.
Many-stemmed dudleya *Dudleya multicaulis*	–	–	1B.2	In heavy, often clay soils or grassy slopes. 49–2,592 feet in elevation. Blooms April–July.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Variegated dudleya *Dudleya variegata*	–	–	1B.2	In rocky or clay soils, sometimes associated with vernal pool margins. 10–1,903 feet in elevation. Blooms April–June.
Sticky dudleya *Dudleya viscida*	–	–	1B.2	On north and south-facing cliffs and banks. 33–1,804 feet in elevation. Blooms May–June.
California bottle-brush grass *Elymus californicus*	–	–	4.3	Broadleafed upland forest, cismontane woodland, north coast coniferous forest, riparian woodland. 50-1,540 feet in elevation. Blooms May-August (Nov).
Harwood's eriastrum *Eriastrum harwoodii*	–	–	1B.2	Desert dunes. 246–2,362 feet in elevation. Blooms March–June.
Laguna Mountains goldenbush *Ericameria cuneata* var. *macrocephala*	–	–	1B.3	Endemic to the Laguna Mountains. Among boulders; in crevices in granitic outcrops and in rocky soil. 3,921–6,070 feet in elevation. Blooms September–December.
Palmer's goldenbush *Ericameria palmeri* var. *palmeri*	–	–	1B.1	On granitic soils, on steep hillsides. Mesic sites. 16–2,051 feet in elevation. Blooms September–November.
Sessile-leaved yerba santa *Eriodictyon sessilifolium*	–	–	2B.1	Coastal scrub. Volcanic. 558–557 feet in elevation. Blooms July.
Vanishing wild buckwheat *Eriogonum evanidum*	–	–	1B.1	Chaparral, cismontane woodland, lower montane coniferous forest, pinyon and juniper woodland. Sandy sites. 3,199–7,349 feet in elevation. Blooms July–October.
San Diego button-celery *Eryngium aristulatum* var. *parishii*	FE	SE	1B.1	San Diego mesa hardpan and claypan vernal pools and southern interior basalt flow vernal pools; usually surrounded by scrub. 49–2,887 feet in elevation. Blooms April–June.
Pendleton button-celery *Eryngium pendletonense*	–	–	1B.1	Clay. Vernally mesic sites. 66–98 feet in elevation. Blooms April–June.
Sand-loving wallflower *Erysimum ammophilum*	–	–	1B.2	Sandy openings. 0–197 feet in elevation. Blooms February–June.
Palomar monkeyflower *Erythranthe diffusa*	–	–	4.3	Sandy or gravelly soils. 4,003–6,004 feet in elevation. Blooms April–June.
Annual rock-nettle *Eucnide rupestris*	–	–	2B.2	Sonoran desert scrub. 869–1,001 feet in elevation. Blooms December–April.
Abrams' spurge *Euphorbia abramsiana*	–	–	2B.2	Sandy sites. -148–4,741 feet in elevation. Blooms September–November.
Arizona spurge *Euphorbia arizonica*	–	–	2B.3	Sandy soils. 492–2,953 feet in elevation. Blooms March–April.
Cliff spurge *Euphorbia misera*	–	–	2B.2	Coastal bluff scrub, coastal scrub, Mojavean desert scrub. Rocky sites. 10–1,411 feet in elevation. Blooms December–August.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Revolute spurge *Euphorbia revoluta*	–	–	4.3	Rocky sites. 3,593–10,171 feet in elevation. Blooms August–September.
San Diego barrel cactus *Ferocactus viridescens*	–	–	2B.1	On exposed, level or south-sloping areas; often in coastal scrub near crest of slopes. 10–1,608 feet in elevation. Blooms May–June.
Palmer's frankenia *Frankenia palmeri*	–	–	2B.1	Coastal dunes, coastal salt marsh, playas. 0–33 feet in elevation. Blooms May–July.
Chaparral ash *Fraxinus parryi*	–	–	2B.2	Open mixed chaparral and in the chaparral-sage scrub interface in California. 699–2,034 feet in elevation. Blooms March–May.
Mexican flannelbush *Fremontodendron mexicanum*	FE	SR	1B.1	Usually scattered along the borders of creeks or in dry canyons; found on gabbro, serpentine, or metavolcanics. 984–1,608 feet in elevation. Blooms March–June.
Utah vine milkweed *Funastrum utahense*	–	–	4.2	Sandy or gravelly sites in the desert. 328–4,708 feet in elevation. Blooms April–June.
Borrego bedstraw *Galium angustifolium* ssp. *borregoense*	–	SR	1B.3	Steep walls and (usually north) slopes in rocky watersheds or canyons. 1,148–4,101 feet in elevation. Blooms March.
Slender bedstraw *Galium angustifolium* ssp. *gracillimum*	–	–	4.2	Joshua tree "woodland" and Sonoran desert scrub on granitic and rocky soils. 425-5,085 feet in elevation. Blooms April-June (July).
San Jacinto Mountains bedstraw *Galium angustifolium* ssp. *jacinticum*	–	–	1B.3	Lower montane coniferous forest. Open mixed forest. 3,904–8,005 feet in elevation. Blooms June–August.
Desert bedstraw *Galium proliferum*	–	–	2B.2	Rocky, limestone substrate. 3,904–5,348 feet in elevation. Blooms March–June.
Campbell's liverwort *Geothallus tuberosus*	–	–	1B.1	Coastal scrub, vernal pools. Liverwort known from mesic soil. 33–1,969 feet in elevation.
Sticky geraea *Geraea viscida*	–	–	2B.3	Loamy coarse sand to gravelly sand soils; often in post burned areas and in bulldozed areas. 1,476–5,577 feet in elevation. Blooms May–June.
El Paso gilia *Gilia mexicana*	–	–	2B.3	Alluvial soil in washes, on bajadas, hillsides, arroyos, and plains. 3,445–4,839 feet in elevation. Blooms May.
Mission Canyon bluecup *Githopsis diffusa* ssp. *filicaulis*	–	–	3.1	Probably in open, grassy places and mesic, disturbed areas; much overlooked. 1,476–2,297 feet in elevation. Blooms April–June.
San Diego gumplant *Grindelia hallii*	–	–	1B.2	Frequently occurs in low moist areas in meadows; associated species commonly include *Wyethia*, *Ranunculus*, *Sidalcea*. 607–5,725 feet in elevation. Blooms May–October.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Palmer's grapplinghook *Harpagonella palmeri*	–	–	4.2	Clay soils; open grassy areas within shrubland. 66–3,133 feet in elevation. Blooms March–May.
Orcutt's hazardia *Hazardia orcuttii*	–	ST	1B.1	Often on clay; in grassy edges of chaparral and coastal scrub. 16–279 feet in elevation. Blooms August–October.
Algodones Dunes sunflower *Helianthus niveus* ssp. *tephrodes*	–	SE	1B.2	Desert dunes. On partially stabilized desert dunes. 164–328 feet in elevation. Blooms September–May.
Curly herissantia *Herissantia crispa*	–	–	2B.3	Sonoran desert scrub. 2,297–2,379 feet in elevation. Blooms August–September.
Hogwallow starfish *Hesperevax caulescens*	–	–	4.2	Valley and foothill grassland, vernal pools. Clay soils; mesic sites. 0–1,657 feet in elevation. Blooms March–June.
Tecate cypress *Hesperocyparis forbesii*	–	–	1B.1	Primarily on north-facing slopes; groves often associated with chaparral. On clay or gabbro. 197–5,397 feet in elevation.
Cuyamaca cypress *Hesperocyparis stephensonii*	–	–	1B.1	Restricted to the southwest slopes of Cuyamaca Peak, on gabbroic rock. 3,396–4,692 feet in elevation.
Beach goldenaster *Heterotheca sessiliflora* ssp. *sessiliflora*	–	–	1B.1	Sandy sites. 0–16 feet in elevation. Blooms March–December.
Laguna Mountains alumroot *Heuchera brevistaminea*	–	–	1B.3	Steep, rocky slopes. 4,462–6,562 feet in elevation. Blooms April–July.
Parish's alumroot *Heuchera parishii*	–	–	1B.3	Alpine boulder and rock fields, lower montane coniferous forest, subalpine coniferous forest, upper montane coniferous forest, 4,920-12,470 feet in elevation. Blooms June-August.
San Diego County alumroot *Heuchera rubescens* var. *versicolor*	–	–	3.3	Rocky outcrops. 3,789–6,398 feet in elevation. Blooms May–June.
Graceful tarplant *Holocarpha virgata* ssp. *elongata*	–	–	4.2	Coastal sage scrub, foothill woodland, chaparral, valley grassland. 200–3,600 feet in elevation. Blooms May–November.
Vernal barley *Hordeum intercedens*	–	–	3.2	Vernal pools, dry, saline streambeds, alkaline flats. 16–3,281 feet in elevation. Blooms March–June.
Mesa horkelia *Horkelia cuneata* var. *puberula*	–	–	1B.1	Sandy or gravelly sites. 49–5,397 feet in elevation. Blooms February–July.
Ramona horkelia *Horkelia truncata*	–	–	1B.3	Habitats in California include mixed chaparral, vernal streams, and disturbed areas near roads. Clay soil; at least sometimes on gabbro. 1,312–4,265 feet in elevation. Blooms May–June.
pink velvet-mallow *Horsfordia alata*	-	-	4.3	Rocky areas in Sonoran desert scrub. 330-1,640 feet in elevation. Blooms February-December.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Newberry's velvet-mallow *Horsfordia newberryi*	–	–	4.3	Rocky sites. 10–2,625 feet in elevation. Blooms February–December.
Otay Mountain lotus *Hosackia crassifolia* var. *otayensis*	–	–	1B.1	Metavolcanic, often in disturbed areas. 1,247–3,297 feet in elevation. Blooms May–August.
San Diego sunflower *Hulsea californica*	–	–	1B.3	Burns, clearings, or openings in chaparral and pine-oak woodland. 1,198–6,102 feet in elevation. Blooms April–June.
Mexican hulsea *Hulsea mexicana*	–	–	2B.3	Volcanic soils or burns and disturbed sites. 3,593–4,265 feet in elevation. Blooms April–June.
Beautiful hulsea *Hulsea vestita* ssp. *callicarpha*	–	–	4.2	Rocky or gravelly, granitic sites. 3,002–10,007 feet in elevation. Blooms May–October.
Wright's hymenothrix *Hymenothrix wrightii*	–	–	4.3	Cismontane woodland, lower montane coniferous forest, valley and foothill grassland. 4,593–5,085 feet in elevation. Blooms June–October.
California satintail *Imperata brevifolia*	–	–	2B.1	Mesic areas in chaparral, coastal scrub, meadows and seeps (often alkali), Mojavean desert scrub, riparian scrub. 0-3,985 feet in elevation. Blooms September-May .
Slender-leaved ipomopsis *Ipomopsis tenuifolia*	–	–	2B.3	Dry rocky or gravelly slopes. 2,789–4,199 feet in elevation. Blooms March–May.
Decumbent goldenbush *Isocoma menziesii* var. *decumbens*	–	–	1B.2	Sandy soils; often in disturbed sites. 3–3,002 feet in elevation. Blooms April–November.
San Diego marsh-elder *Iva hayesiana*	–	–	2B.2	Alkali playa, wetland. Marshes and swamps, playas. River washes. 3–1,411 feet in elevation. Blooms April–October.
Ribbed cryptantha *Johnstonella costata*	–	–	4.3	Sandy and gravelly places. -197–1,640 feet in elevation. Blooms February–May.
Winged cryptantha *Johnstonella holoptera*	–	–	4.3	Mojavean desert scrub, Sonoran desert scrub. 328–5,545 feet in elevation. Blooms March–April.
Southern California black walnut *Juglans californica*	–	–	4.2	Chaparral, coastal scrub, cismontane woodland. Slopes, canyons, alluvial habitats. 164–2,953 feet in elevation. Blooms March–August.,
Southwestern spiny rush *Juncus acutus* ssp. *leopoldii*	–	–	4.2	Moist saline places. 10–2,953 feet in elevation. Blooms May–June.
Cooper's rush *Juncus cooperi*	–	–	4.3	Mesic sites; alkaline or saline soils. -853–5,807 feet in elevation. Blooms April–May.
Santa Lucia dwarf rush *Juncus luciensis*	–	–	1B.2	Vernal pools, ephemeral drainages, wet meadow habitats, and stream sides. 984–6,693 feet in elevation. Blooms April–July.
Warty caltrop *Kallstroemia parviflora*	–	–	4.2	Sometimes disturbed areas. 2,805–5,594 feet in elevation. Blooms August–November.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Coulter's goldfields *Lasthenia glabrata* ssp. *coulteri*	–	–	1B.1	Usually found on alkaline soils in playas, sinks, and grasslands. 3–4,511 feet in elevation. Blooms February–June.
Pride-of-california *Lathyrus splendens*	–	–	4.3	Chaparral. Sandy to gravelly soils. 656–5,003 feet in elevation. Blooms March–June.
Heart-leaved pitcher sage *Lepechinia cardiophylla*	–	–	1B.2	Closed-cone coniferous forest, chaparral, cismontane woodland. 1,706–4,495 feet in elevation. Blooms April–July.
Gander's pitcher sage *Lepechinia ganderi*	–	–	1B.3	Usually found in chaparral or coastal scrub; sometimes in tecate cypress woodland. Gabbro or metavolcanic substrate. 1,001–3,297 feet in elevation. Blooms June–July.
Blair Valley pepper-grass *Lepidium flavum* var. *felipense*	–	–	1B.2	Sonoran desert scrub, pinyon and juniper woodland. Sandy, clay, or silty soils. 1,099–2,756 feet in elevation. Blooms March–May.
Robinson's pepper-grass *Lepidium virginicum* var. *robinsonii*	–	–	4.3	Chaparral, coastal scrub. Dry soils, shrubland. 3–2,904 feet in elevation. Blooms January–July.
Santa Rosa Mountains leptosiphon *Leptosiphon floribundus* ssp. *hallii*	–	–	1B.3	Sonoran desert scrub, pinyon and juniper woodland. Desert canyons. 3,281–6,562 feet in elevation. Blooms May–July.
Large-flowered leptosiphon Leptosiphon grandiflorus	–	–	4.2	Sandy areas in cismontane woodland, closed-cone coniferous forest, coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub, or valley and foothill grassland
Sea dahlia *Leptosyne maritima*	–	–	2B.2	Occurs on a variety of soil types, including sandstone. 16–607 feet in elevation. Blooms March–May.
Warner Springs lessingia *Lessingia glandulifera* var. *tomentosa*	–	–	1B.1	Along roadsides, sandy soil, in high desert chaparral. 2,854–4,003 feet in elevation. Blooms August–October.
Woolly-headed lessingia *Lessingia hololeuca*	–	–	3	Broadleafed upland forest, coastal scrub, lower montane coniferous forest, valley and foothill grassland. Clay and serpentinite soils. 50-1,000 feet in elevation. Blooms June-October.
Short-sepaled lewisia *Lewisia brachycalyx*	–	–	2B.2	Dry to moist meadows in rich loam. 4,495–8,038 feet in elevation. Blooms February–June.
Humboldt lily *Lilium humboldtii* ssp. *humboldtii*	–	–	4.2	Openings in chaparral, cismontane woodland, and lower montane coniferous forest
Ocellated humboldt lily *Lilium humboldtii* ssp. *ocellatum*	–	–	4.2	Yellow-pine forest or openings, oak canyons. 98–5,906 feet in elevation. Blooms March–July.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Lemon lily *Lilium parryi*	–	–	1B.2	Wet, mountainous terrain in forested areas, on shady edges of streams, and in open boggy meadows and seeps. 4,003–9,006 feet in elevation. Blooms July–August.
Parish's meadowfoam *Limnanthes alba* ssp. *parishii*	–	SE	1B.2	Vernally moist areas and temporary seeps of highland meadows and plateaus; often bordering lakes and streams. 1,985–5,922 feet in elevation. Blooms April–June.
Desert beauty *Linanthus bellus*	–	–	2B.1	Dry slopes and flats; open sandy spots in chaparral, mostly in loamy coarse sandy dg soil types. 3,281–4,593 feet in elevation. Blooms April–May.
Jacumba Mountains linanthus *Linanthus maculatus* ssp. *emaculatus*	–	–	1B.1	Sandy or course, opaque-white, decomposed granite soils of washes and on flats near wash margins and on the edges of desert dunes. 1,115–1,919 feet in elevation. Blooms Apr.
Orcutt's linanthus *Linanthus orcuttii*	–	–	1B.3	Sometimes in disturbed areas; often in gravelly clearings. 3,002–7,037 feet in elevation. Blooms May–June.
Mountain Springs bush lupine *Lupinus albifrons* var. *medius*	–	–	1B.3	Dry, sandy, gently sloping canyon washes, sandy soil pockets, and flats in steeper slopes and drainages. 1,394–4,495 feet in elevation. Blooms March–May.
California box-thorn *Lycium californicum*	–	–	4.2	Coastal bluff scrub, coastal scrub. 16–492 feet in elevation. Blooms March–August.
Parish's desert-thorn *Lycium parishii*	–	–	2B.3	Coastal scrub, Sonoran desert scrub. 443–3,281 feet in elevation. Blooms March–April.
Torrey's box-thorn *Lycium torreyi*	–	–	4.2	Sandy, rocky, washes, streambanks, desert valleys. -164–4,003 feet in elevation. Blooms March–June.
Palmer's lyrepod *Lyrocarpa coulteri*	–	–	4.3	Rocky, dry hillsides and washes. 394–2,608 feet in elevation. Blooms December–April.
Brown turbans *Malperia tenuis*	–	–	2B.3	Sandy places and rocky slopes. 0–1,804 feet in elevation. Blooms March–April.
Spear-leaf matelea *Matelea parvifolia*	–	–	2B.3	Dry rocky ledges and slopes. 1,444–3,593 feet in elevation. Blooms March–May.
Hairy stickleaf *Mentzelia hirsutissima*	–	–	2B.3	Washes, fans, slopes; coarse rubble and talus slopes; rocky sites. 0–2,297 feet in elevation. Blooms March–May.
Spiny-hair blazing star *Mentzelia tricuspis*	–	–	2B.1	Sandy or gravelly slopes and washes. 492–4,199 feet in elevation. Blooms March–May.
Small-flowered microseris *Microseris douglasii* ssp. *platycarpha*	–	–	4.2	Alkaline clay in river bottoms. 49–,3510 feet in elevation. Blooms March–May.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Shevock's copper moss *Mielichhoferia shevockii*	–	–	1B.2	Moss on metamorphic rocks containing heavy metals; mesic sites. On rocks along roads. 2,461–4,600 feet in elevation.
Slender-lobed four o'clock *Mirabilis tenuiloba*	–	–	4.3	Sonoran desert scrub. 984–3,600 feet in elevation. Blooms March–May.
Light gray lichen *Mobergia calculiformis*	–	–	3	Abundant on cobbles in right habitat; only known from one site in Baja and one in San Diego area. 33 feet in elevation.
Small-headed monardella *Monardella breweri* ssp. *microcephala*	–	–	2B.2	Chaparral, cismontane woodland, lower montane coniferous forest. Associated with disturbed areas (sometimes), granitic soils, and openings. 755-3,935 feet in elevation. Blooms May-August.
Intermediate monardella *Monardella hypoleuca* ssp. *intermedia*	–	–	1B.3	Often in steep, brushy areas. 640–5,500 feet in elevation. Blooms April–September.
Felt-leaved monardella *Monardella hypoleuca* ssp. *lanata*	–	–	1B.2	Occurs in understory in mixed chaparral, chamise chaparral, and southern oak woodland. Sandy soil. 984–5,167 feet in elevation. Blooms June–August.
Hall's monardella *Monardella macrantha* ssp. *hallii*	–	–	1B.3	Dry slopes and ridges in openings within the above communities. 2,395–7,201 feet in elevation. Blooms June–October.
San Felipe monardella *Monardella nana* ssp. *leptosiphon*	–	–	1B.2	Sometimes in openings and fuel breaks or in the understory of forest or chaparral. 2,789–7,956 feet in elevation. Blooms June–July.
Jennifer's monardella *Monardella stoneana*	–	–	1B.2	Usually found in rocky, intermittent streambeds. 33–2,592 feet in elevation. Blooms June–September.
Willowy monardella *Monardella viminea*	FE	SE	1B.1	In canyons, in rocky and sandy places, sometimes in washes or floodplains. Alluvial, ephemeral washes with adjacent coastal scrub. 148–755 feet in elevation. Blooms June–August.
California spineflower *Mucronea californica*	–	–	4.2	Sandy soil. 0–4,593 feet in elevation. Blooms March–July.
Appressed muhly *Muhlenbergia appressa*	–	–	2B.2	Rocky slopes, canyon bottoms. 66–5,249 feet in elevation. Blooms April–May.
Little mousetail *Myosurus minimus* ssp. *apus*	–	–	3.1	Vernal pools, valley and foothill grassland. Alkaline soils. 66–2,100 feet in elevation. Blooms March–June.
Mud nama *Nama stenocarpa*	–	–	2B.2	Lake shores, riverbanks, intermittently wet areas. 16–1,640 feet in elevation. Blooms January–July.
Spreading navarretia *Navarretia fossalis*	FT	–	1B.1	San Diego hardpan and San Diego claypan vernal pools; in swales and vernal pools, often surrounded by other habitat types. 49–2,789 feet in elevation. Blooms April–June.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Baja navarretia *Navarretia peninsularis*	–	–	1B.2	Wet areas in open forest. 3,773–7,759 feet in elevation. Blooms June–August.
Prostrate vernal pool navarretia *Navarretia prostrata*	–	–	1B.1	Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites. 10–4,052 feet in elevation. Blooms April–July.
Coast woolly-heads *Nemacaulis denudata* var. *denudata*	–	–	1B.2	Coastal dunes. 0–328 feet in elevation. Blooms April–September.
Slender cottonheads *Nemacaulis denudata* var. *gracilis*	–	–	2B.2	In dunes or sand. -164–1,312 feet in elevation. Blooms April–May.
Twisselmann's nemacladus *Nemacladus twisselmannii* var. *twisselmannii*	–	SR	1B.2	Sandy or rocky granitic soils, open ridgetops, and gentle slopes in Jeffrey pine forest. 3,986–7,808 feet in elevation. Blooms July.
Chaparral nolina *Nolina cismontana*	–	–	1B.2	Primarily on sandstone and shale substrates; also known from gabbro. 459–4,183 feet in elevation. Blooms May–July.
Dehesa nolina *Nolina interrata*	–	SE	1B.1	Typically on rocky hillsides or ravines on ultramafic soils. 837–2,411 feet in elevation. Blooms June–July.
California adder's-tongue *Ophioglossum californicum*	–	–	4.2	Grassy pastures, vernal pool margins, chaparral. Mesic sites. 197–1,722 feet in elevation. Blooms January–June.
Wiggins' cholla *Opuntia wigginsii*	–	–	3.3	Sandy soils. 98–2,904 feet in elevation. Blooms March.
California Orcutt grass *Orcuttia californica*	FE	SE	1B.1	Vernal pools, wetland. 33–2,165 feet in elevation. Blooms April–August.
Baja California birdbush *Ornithostaphylos oppositifolia*	–	SE	2B.1	Chaparral. Associated with *Ceanothus verrucosus* and *Salvia mellifera* in California. 180–2,625 feet in elevation. Blooms January–April.
Gander's ragwort *Packera ganderi*	–	SR	1B.2	Ultramafic. Chaparral. Recently burned sites and gabbro outcrops. 1,591–3,510 feet in elevation. Blooms April–June.
San Jacinto beardtongue *Penstemon clevelandii* var. *connatus*	–	–	4.3	Dry rocky hillsides in coarse sandy loam and in cracks in rock outcrops. 1,312–4,921 feet in elevation. Blooms March–May.
Thurber's beardtongue *Penstemon thurberi*	–	–	4.2	Dry sandy washes. 1,640–4,003 feet in elevation. Blooms May–July.
Golden-rayed pentachaeta *Pentachaeta aurea* ssp. *aurea*	–	–	4.2	Chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley and foothill grassland, riparian woodland. 262–6,070 feet in elevation. Blooms March–July.
Narrow-leaf sandpaper-plant *Petalonyx linearis*	–	–	2B.3	Sandy or rocky canyons. -82–3,658 feet in elevation. Blooms March–May.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Santiago Peak phacelia *Phacelia keckii*	–	–	1B.3	Open areas, sometimes along creeks. 1,788–5,249 feet in elevation. Blooms May–June.
South coast branching phacelia *Phacelia ramosissima* var. *austrolitoralis*	–	–	3.2	Sandy, sometimes rocky sites. 16–984 feet in elevation. Blooms March–August.
Brand's star phacelia *Phacelia stellaris*	–	–	1B.1	Open areas. 3–1,312 feet in elevation. Blooms March–June.
Arizona pholistoma *Pholistoma auritum* var. *arizonicum*	–	–	2B.3	Mojavean desert scrub. 902–2,740 feet in elevation. Blooms March.
Woolly chaparral-pea *Pickeringia montana* var. *tomentosa*	–	–	4.3	Chaparral. Gabbroic or granitic substrates; usually clay. 0–5,577 feet in elevation. Blooms May–August.
Thurber's pilostyles *Pilostyles thurberi*	–	–	4.3	Sandy alluvial plains, sandstone talus. Parasite on *Psorothamnus emoryi*. -164–1,198 feet in elevation. Blooms December–April.
Torrey pine *Pinus torreyana* ssp. *torreyana*	–	–	1B.2	On dry, sandstone slopes. 230–525 feet in elevation.
Coleman's rein orchid *Piperia colemanii*	–	–	4.3	Sandy areas in chaparral and lower montane coniferous forest
Chaparral rein orchid *Piperia cooperi*	–	–	4.2	Chaparral, cismontane woodland, valley and foothill grassland. 49–607 feet in elevation. Blooms March–June.
Narrow-petaled rein orchid *Piperia leptopetala*	–	–	4.3	Cismontane woodland, lower montane coniferous forest, upper montane coniferous forest. 1,247–7,300 feet in elevation. Blooms May–July.
Wine-colored tufa moss *Plagiobryoides vinosula*	–	–	4.2	Granitic rock or granitic soil along seeps and streams, sometimes clay. 98–5,692 feet in elevation.
San Bernardino blue grass *Poa atropurpurea*	FE	–	1B.2	Mesic meadows of open pine forests and grassy slopes, loamy alluvial to sandy loam soil. 4,117–8,711 feet in elevation. Blooms May–July.
San Diego mesa mint *Pogogyne abramsii*	FE	SE	1B.1	Vernal pools within grasslands, chamise chaparral, or coastal sage scrub communities. 230–640 feet in elevation. Blooms March–July.
Otay Mesa mint *Pogogyne nudiuscula*	FE	SE	1B.1	Dry beds of vernal pools and moist swales with *Eryngium aristulatum* var. *parishii* and *Orcuttia californica*. 443–541 feet in elevation. Blooms May–July.
Fish's milkwort *Polygala cornuta* var. *fishiae*	–	–	4.3	Scree slopes, brushy ridges, and along creeks; often with oaks. 328–3,281 feet in elevation. Blooms May–August.
Desert unicorn-plant *Proboscidea althaeifolia*	–	–	4.3	Gently sloping sandy flats and washes. 279–3,281 feet in elevation. Blooms May–September.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
White rabbit-tobacco *Pseudognaphalium leucocephalum*	–	–	2B.2	Sandy, gravelly sites. 115–1,690 feet in elevation. Blooms August–November.
Deep Canyon snapdragon *Pseudorontium cyathiferum*	–	–	2B.3	Rocky sites. 0–2,625 feet in elevation. Blooms February–April.
Delta woolly-marbles *Psilocarphus brevissimus* var. *multiflorus*	–	–	4.2	Vernal pools, wetlands, and flats. 33–1,640 feet in elevation. Blooms May–June.
Cedros Island oak *Quercus cedrosensis*	–	–	2B.2	Closed-cone coniferous forest, chaparral, coastal scrub. 427–3,199 feet in elevation. Blooms April–May.
Nuttall's scrub oak *Quercus dumosa*	–	–	1B.1	Generally, on sandy soils near the coast; sometimes on clay loam. 49–1,312 feet in elevation. Blooms February–April.
Engelmann oak *Quercus engelmannii*	–	–	4.2	Cismontane woodland, chaparral, riparian woodland, valley and foothill grassland. 164–4,265 feet in elevation. Blooms March–June.
Single-leaved skunkbrush *Rhus aromatica* var. *simplicifolia*	–	–	2B.3	Pinyon and juniper woodland, usually on granitic soils. 2,395–4,364 feet in elevation. Blooms March–April.
Hoffmann's bitter gooseberry *Ribes amarum* var. *hoffmannii*	–	–	3	Chaparral and riparian woodland. 15-3,905 feet in elevation. Blooms March-April.
Moreno currant *Ribes canthariforme*	–	–	1B.3	Among boulders in oak-manzanita thickets; shaded or partially shaded sites. 1,115–3,937 feet in elevation. Blooms February–April.
Santa Catalina Island currant *Ribes viburnifolium*	–	–	1B.2	Among shrubs in canyons. 98–1,001 feet in elevation. Blooms February–April.
Coulter's matilija poppy *Romneya coulteri*	–	–	4.2	In washes and on slopes. Often seen after burns. 66–3,937 feet in elevation. Blooms March–July.
Gambel's water cress *Rorippa gambelii*	FE	ST	1B.1	Freshwater and brackish marshes at the margins of lakes and along streams, in or just above the water level. 16–1,083 feet in elevation. Blooms April–October.
Small-leaved rose *Rosa minutifolia*	–	SE	2B.1	On cobbly soil at the head of a small, dry canyon on Otay Mesa. 492–525 feet in elevation. Blooms January–June.
Cuyamaca raspberry *Rubus glaucifolius* var. *ganderi*	–	–	3.1	Open, moist forest; gabbro soils. 3,937–5,495 feet in elevation. Blooms May–June.
Parish's rupertia *Rupertia rigida*	–	–	4.3	Chaparral, lower montane coniferous forest, cismontane woodland, meadows and seeps, pebble plain, valley and foothill grassland. 2,297–8,202 feet in elevation. Blooms June–August.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Caraway-leaved woodland-gilia *Saltugilia caruifolia*	–	–	4.3	In disturbed areas near roads and on fuel breaks, in sandy washes, on old burns; and in rocky outcrops. 2,756–7,546 feet in elevation. Blooms May–August.
Munz's sage *Salvia munzii*	–	–	2B.2	Rolling hills and slopes, in rocky soil. 115–1,886 feet in elevation. Blooms February–April.
Tracy's sanicle *Sanicula tracyi*	–	–	4.2	Cismontane woodland, lower montane coniferous forest, upper montane coniferous forest. 330-5,200 feet in elevation. Blooms April-July.
Southern mountains skullcap *Scutellaria bolanderi* ssp. *austromontana*	–	–	1B.2	In gravelly soils on streambanks or in mesic sites in oak or pine woodland. 1,394–6,562 feet in elevation. Blooms June–August.
Bluish spike-moss *Selaginella asprella*	–	–	4.3	Dry, rocky soils, crevices; granitic substrate. 5,249–8,858 feet in elevation. Blooms July.
Ashy spike-moss *Selaginella cinerascens*	–	–	4.1	Chaparral, coastal scrub. 66–2,100 feet in elevation.
Desert spike-moss *Selaginella eremophila*	–	–	2B.2	Shaded sites, gravelly soils; crevices or among rocks. 656–2,953 feet in elevation. Blooms June.
Chaparral ragwort *Senecio aphanactis*	–	–	2B.2	Drying alkaline flats. 66–2,805 feet in elevation. Blooms January–April.
San Gabriel ragwort *Senecio astephanus*	–	–	4.3	Rocky slopes. 1,312–4,921 feet in elevation. Blooms May–July.
Cove's cassia *Senna covesii*	–	–	2B.2	Dry, sandy desert washes, slopes. 837–4,249 feet in elevation. Blooms March–June.
Hammitt's clay-cress *Sibaropsis hammittii*	–	–	1B.2	Mesic microsites in open areas on clay soils in *Stipa* grassland. Often surrounded by *Adenostoma* chaparral. 2,362–3,494 feet in elevation. Blooms March–April.
Salt Spring checkerbloom *Sidalcea neomexicana*	–	–	2B.2	Alkali springs and marshes. 0–5,020 feet in elevation. Blooms March–June.
Hellhole scaleseed *Spermolepis infernensis*	–	–	1B.2	Rocky or sandy soils. 755–2,198 feet in elevation. Blooms March–April.
Western bristly scaleseed *Spermolepis lateriflora*	–	–	2A	Rocky or sandy soils. 1,198–2,198 feet in elevation. Blooms March–April.
Bottle liverwort *Sphaerocarpos drewiae*	–	–	1B.1	Liverwort in openings; on soil. 295–1,969 feet in elevation.
Prairie false oat *Sphenopholis interrupta* ssp. *californica*	–	–	1B.1	Friable clay lenses. 285 feet in elevation.
Prairie wedge grass *Sphenopholis obtusata*	–	–	2B.2	Open moist sites, along rivers and springs, alkaline desert seeps. 984–6,562 feet in elevation. Blooms April–July.
Purple stemodia *Stemodia durantifolia*	–	–	2B.1	Sandy soils; mesic sites. 115–1,263 feet in elevation. Blooms January–December.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
San Diego County needle grass *Stipa diegoensis*	–	–	4.2	Rocky slopes, sea cliffs and stream banks; often in mesic sites. 33–2,625 feet in elevation. Blooms February–June.
Laguna Mountains jewelflower *Streptanthus bernardinus*	–	–	4.3	Clay or decomposed granite soils; sometimes in disturbed areas such as stream sides or roadcuts. 4,724–8,202 feet in elevation. Blooms May–August.
Southern jewelflower *Streptanthus campestris*	–	–	1B.3	Open, rocky areas. 2,953–7,546 feet in elevation. Blooms May–July.
Oil neststraw *Stylocline citroleum*	–	–	1B.1	Flats, clay soils in oil-producing areas. 164–1,312 feet in elevation. Blooms March–April.
Estuary seablite *Suaeda esteroa*	–	–	1B.2	Coastal salt marshes in clay, silt, and sand substrates. 0–16 feet in elevation. Blooms May–October.
Woolly seablite *Suaeda taxifolia*	–	–	4.2	Margins of salt marshes. 0–164 feet in elevation. Blooms January–December.
San Bernardino aster *Symphyotrichum defoliatum*	–	–	1B.2	Vernally mesic grassland or near ditches, streams, and springs; disturbed areas. 7–6,693 feet in elevation. Blooms July–November.
Parry's tetracoccus *Tetracoccus dioicus*	–	–	1B.2	Stony, decomposed gabbro soil. 541–3,281 feet in elevation. Blooms April–May.
Woven-spored lichen *Texosporium sancti-jacobi*	–	–	3	Chaparral (openings), often on soil, small mammal pellets, dead twigs, and on S*elaginella.* 195-2,165 feet in elevation.
Velvety false lupine *Thermopsis californica* var. *semota*	–	–	1B.2	Pine forests and meadow edges, on rocky slopes and outcrops, and along roadsides. 3,281–6,135 feet in elevation. Blooms March–June.
Rigid fringepod *Thysanocarpus rigidus*	–	–	1B.2	Dry, rocky slopes and ridges of oak and pine woodland in arid mountain ranges. 1,394–7,103 feet in elevation. Blooms February–May.
California screw moss *Tortula californica*	–	–	1B.2	Moss growing on sandy soil. 33–4,790 feet in elevation.
Coastal triquetrella *Triquetrella californica*	–	–	1B.2	Grows within 100 feet from the coast in coastal scrub, grasslands and in open gravels on roadsides, hillsides, rocky slopes, and fields. On gravel or thin soil over outcrops. 33–328 feet in elevation.
San Diego County viguiera *Viguiera laciniata*	–	–	4.3	Slopes and ridges. 197–2,461 feet in elevation. Blooms February–June.
La Purisima viguiera *Viguiera purisimae*	–	–	2B.3	Dry, rocky places in open shrubland. 1,198–1,394 feet in elevation. Blooms April–September.
Palmer's jackass clover *Wislizenia refracta* ssp. *palmeri*	–	–	2B.2	Known from desert basins, dunes, washes, and benches of sand field ecotones where upland desert scrubs, typically creosote bush scrub or palo verde, transition to halophytic scrub or mesquite. 410–574 feet in elevation. Blooms January–December.

Species	Federal Listing Status[1]	State Listing Status[1]	CRPR	Habitat
Rush-like bristleweed *Xanthisma junceum*	–	–	4.3	Dry hillsides. 787–3,281 feet in elevation. Blooms May–January.
Orcutt's woody-aster *Xylorhiza orcuttii*	–	–	1B.2	Arid canyons; often in washes. 0–1,198 feet in elevation. Blooms March–April.

Notes: CRPR = California Rare Plant Rank; CESA = California Endangered Species Act; CEQA = California Environmental Quality Act; ESA = Endangered Species Act; NPPA = Native Plant Protection Act

1 Legal Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected by ESA)
FT Federally Listed as Threatened (legally protected by ESA)

State:

SE State Listed as Endangered (legally protected by CESA)
SR State Listed as Rare (legally protected by NPPA)

California Rare Plant Ranks:

1A Plant species that are presumed extirpated or extinct because they have not been seen or collected in the wild in California for many years. A plant is extinct if it no longer occurs anywhere. A plant that is extirpated from California has been eliminated from California but may still occur elsewhere in its range.
1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA).
2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA).
3 Plant species for which there is not enough information to assign the species to one of the other ranks or reject them.
4 Plant species with limited distribution or infrequent occurrence throughout California.

Threat Ranks:

0.1 Seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)
0.2 Moderately threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)
0.3 Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

Sources: CNDDB 2023; CNPS 2023; USFWS 2023.

Table 2.4-3 Special-Status Wildlife Species Known to Occur in San Diego County

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Amphibians & Reptiles			
Arroyo toad *Anaxyrus californicus*	FE	SSC	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, and desert wash. Rivers with sandy banks, willows, cottonwoods, and sycamores; loose, gravelly areas of streams in drier parts of range.
Baja California coachwhip *Coluber fuliginosus*	–	SSC	In California restricted to southern San Diego County, where it is known from grassland and coastal sage scrub. Open areas in grassland and coastal sage scrub
Barefoot gecko (Barefoot banded gecko) *Coleonyx switaki*	–	ST	Found only in areas of massive rock and rock outcrops at the heads of canyons. Occurs in rock cracks and crevices
California glossy snake *Arizona elegans occidentalis*	–	SSC	Patchily distributed from the eastern portion of San Francisco bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular Ranges south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.
California red-legged frog *Rana draytonii*	FT	SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby, or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.
Coast horned lizard *Phrynosoma blainvillii*	–	SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.
Coast patch-nosed snake *Salvadora hexalepis virgultea*	–	SSC	Brushy or shrubby vegetation in coastal Southern California. Require small mammal burrows for refuge and overwintering sites.
Coast Range newt *Taricha torosa*	–	SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats and will migrate over 0.6 mile to breed in ponds, reservoirs, and slow-moving streams.
Coastal whiptail *Aspidoscelis tigris stejnegeri*	–	SSC	Found in deserts and semiarid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.
Colorado Desert fringe-toed lizard *Uma notata*	–	SSC	Colorado Desert region; in sand dunes, dry lakebeds, sandy beaches or riverbanks, desert washes, or sparse desert scrub. Requires fine, loose, windblown sand (for burrowing); shrubs or annuals for arthropod production.
Cope's leopard lizard *Gambelia copeii*	–	SSC	Restricted in California to Southeastern San Diego County. Occurs in desert scrub, coastal sage scrub, oak woodland, and chaparral. Open flat areas within vegetation.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Coronado skink *Plestiodon skiltonianus interparietalis*	–	–	Grassland, chaparral, pinyon-juniper and juniper sage woodland, pine-oak, and pine forests in Coast Ranges of Southern California. Prefers early successional stages or open areas. Found in rocky areas close to streams and on dry hillsides.
Desert tortoise *Gopherus agassizii*	FT	ST	Most common in desert scrub, desert wash, and Joshua tree habitats; occurs in almost every desert habitat. Require friable soil for burrow and nest construction. Creosote bush habitat with large annual wildflower blooms preferred.
Flat-tailed horned lizard *Phrynosoma mcallii*	–	SSC	Restricted to desert washes and desert flats in central Riverside, eastern San Diego, and Imperial counties. Critical habitat element is fine sand, into which lizards burrow to avoid temp extremes; requires vegetative cover and ants.
Green sea turtle *Chelonia mydas*	FT	–	Marine. Completely herbivorous; needs adequate supply of seagrasses and algae.
Large-blotched salamander *Ensatina klauberi*	–	–	Found in conifer and woodland associations. Found in leaf litter, decaying logs, and shrubs in heavily forested areas.
Orange-throated whiptail *Aspidoscelis hyperythra*	–	–	Inhabits low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats. Prefers washes and other sandy areas with patches of brush and rocks. Perennial plants necessary for its major food-termites.
Red-diamond rattlesnake *Crotalus ruber*	–	SSC	Chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains. Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.
San Diego banded gecko *Coleonyx variegatus abbotti*	–	SSC	Coastal and cismontane Southern California. Found in granite or rocky outcrops in coastal scrub and chaparral habitats.
San Diego ringneck snake *Diadophis punctatus similis*	–	–	Open, rocky areas. Use boards, flat rocks, woodpiles, stable talus, rotting logs and small ground holes for cover. Prefer areas with surface litter or herbaceous vegetation. Often in somewhat moist areas near intermittent streams.
Sandstone night lizard *Xantusia gracilis*	–	SSC	Known only from the Truckhaven Rocks in the eastern part of Anza-Borrego State Park. Found in fissures or under slabs of exfoliating sandstone and rodent burrows in compacted sandstone and mudstone
South coast gartersnake *Thamnophis sirtalis* ssp.	–	SSC	Southern California coastal plain from Ventura County to San Diego County, and from sea level to about 2,800 feet in elevation. Marsh and upland habitats near permanent water with good strips of riparian vegetation.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Southern California legless lizard *Anniella stebbinsi*	–	SSC	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally, in moist, loose soil. Prefers soils with a high moisture content.
Southern mountain yellow-legged frog *Rana muscosa*	FE	SE	Federal listing refers to populations in the San Gabriel, San Jacinto, and San Bernardino Mountains (southern DPS). Northern DPS was determined to warrant listing as endangered, April 2014, effective June 30, 2014. Always encountered within a few feet of water. Tadpoles may require 2 - 4 years to complete their aquatic development.
Two-striped gartersnake *Thamnophis hammondii*	–	SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 feet elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.
Western pond turtle *Actinemys marmorata*	–	SSC	An aquatic turtle of ponds, marshes, rivers, streams, and irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation. Need basking sites and upland habitat suitable for the species (i.e., sandy banks, grassy open fields) up to approximately 1,650 feet from water for egg-laying.
Western spadefoot *Spea hammondii*	–	SSC	Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.
Birds			
American peregrine falcon *Falco peregrinus anatum*	FD	SD FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.
Bank swallow *Riparia riparia*	–	ST	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.
Belding's savannah sparrow *Passerculus sandwichensis beldingi*	–	SE	Inhabits coastal salt marshes, from Santa Barbara south through San Diego County. Nests in Salicornia on and about margins of tidal flats.
Bell's sage sparrow *Artemisiospiza belli belli*	–	–	Nests in chaparral dominated by dense stands of chamise. Found in coastal sage scrub in south of range. Nest located on the ground beneath a shrub or in a shrub 6–18 inches above ground. Territories about 150 feet apart.
Burrowing owl *Athene cunicularia*	–	SSC	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
California black rail *Laterallus jamaicensis coturniculus*	–	ST FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.
California brown pelican *Pelecanus occidentalis californicus*	FD	SD FP	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground-dwelling predators. Roosts communally.
California condor *Gymnogyps californianus*	FE	SE FP	Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost or nest.
California horned lark *Eremophila alpestris actia*	–	–	Coastal regions, chiefly from Sonoma County to San Diego County. Also, main part of San Joaquin Valley and east to foothills. Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.
California least tern *Sternula antillarum browni*	FE	SE FP	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas.
California spotted owl *Strix occidentalis occidentalis*	P	SSC	Multi-layered forest habitat with high canopy closure and a mixture of tree sizes and densities, as well as large diameter old-growth trees for nesting and roosting
Coastal cactus wren *Campylorhynchus brunneicapillus sandiegensis*	–	SSC	Southern California coastal sage scrub. Wrens require tall *Opuntia* cactus for nesting and roosting.
Coastal California gnatcatcher *Polioptila californica californica*	FT	SSC	Obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.
Cooper's hawk *Accipiter cooperii*	–	–	Woodland, chiefly of open, interrupted, or marginal type. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river floodplains; also, live oaks.
Double-crested cormorant *Phalacrocorax auritus*	–	–	Colonial nester on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Nests along coast on sequestered islets, usually on ground with sloping surface, or in tall trees along lake margins.
Ferruginous hawk *Buteo regalis*	–	–	Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph population cycles.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Golden eagle *Aquila chrysaetos*	–	FP	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.
Grasshopper sparrow *Ammodramus savannarum*	–	SSC	Dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes. Favors native grasslands with a mix of grasses, forbs, and scattered shrubs. Loosely colonial when nesting.
Least Bell's vireo *Vireo bellii pusillus*	FE	SE	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2,000 feet. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, *Baccharis*, mesquite.
Least bittern *Ixobrychus exilis*	–	SSC	Colonial nester in marshlands and borders of ponds and reservoirs which provide ample cover. Nests usually placed low in tules, over water.
Light-footed Ridgway's rail *Rallus longirostris levipes*	FE	SE FP	Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on mollusks and crustaceans.
Loggerhead shrike *Lanius ludovicianus*	–	SSC	Broken woodlands, savannah, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub, and washes. Prefers open country for hunting, with perches for scanning, and dense shrubs and brush for nesting.
Long-eared owl *Asio otus*	–	SSC	Riparian bottomlands grown to tall willows and cottonwoods; also, belts of live oak paralleling stream courses. Require adjacent open land productive of mice and the presence of old nests of crows, hawks, or magpies for breeding.
Northern harrier *Circus hudsonius*	–	SSC	Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.
Osprey *Pandion haliaetus*	–	–	Ocean shore, bays, fresh-water lakes, and larger streams. Large nests built in treetops within 15 miles of a good fish-producing body of water.
Prairie falcon *Falco mexicanus*	–	–	Inhabits dry, open terrain, either level or hilly. Breeding sites located on cliffs. Forages far afield, even to marshlands and ocean shores.
Purple martin *Progne subis*	–	SSC	Inhabits woodlands, low elevation coniferous forest of Douglas fir, ponderosa pine, and Monterey pine. Nests in old woodpecker cavities mostly, also in human-made structures. Nest often located in tall, isolated tree/snag.
Short-tailed albatross *Phoebastria albatrus*	FE	SSC	Forages at sea, but specific geographic and seasonal distribution patterns within the marine range are not well understood.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Southern California rufous-crowned sparrow *Aimophila ruficeps canescens*	–	–	Resident in Southern California coastal sage scrub and sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass and forb patches.
Southwestern willow flycatcher *Empidonax traillii extimus*	FE	SE	Riparian woodlands in Southern California.
Swainson's hawk *Buteo swainsoni*	–	ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.
Tricolored blackbird *Agelaius tricolor*	–	ST SSC	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few miles of the colony.
Vermilion flycatcher *Pyrocephalus rubinus*	–	SSC	During nesting, inhabits desert riparian adjacent to irrigated fields, irrigation ditches, pastures, and other open, mesic areas. Nest in cottonwood, willow, mesquite, and other large desert riparian trees.
Western snowy plover *Charadrius alexandrinus nivosus*	FT	SSC	Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly, or friable soils for nesting.
Western yellow-billed cuckoo *Coccyzus americanus occidentalis*	FT	SE	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.
White-faced ibis *Plegadis chihi*	–	–	Shallow fresh-water marsh. Dense tule thickets for nesting interspersed with areas of shallow water for foraging.
White-tailed kite *Elanus leucurus*	–	FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.
Yellow rail *Coturnicops noveboracensis*	–	SSC	Summer resident in eastern Sierra Nevada in Mono County. Fresh-water marshlands.
Yellow warbler *Setophaga petechia*	–	SSC	Riparian plant associations near water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.
Yellow-breasted chat *Icteria virens*	–	SSC	Summer resident; inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of ground.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Yuma Ridgway's rail *Rallus obsoletus yumanensis*	FE	ST FP	Nests in freshwater marshes along the Colorado River and along the south and east ends of the Salton Sea. Prefers stands of cattails and tules dissected by narrow channels of flowing water.
Fish			
Arroyo chub *Gila orcuttii*	–	SSC	Native to streams from Malibu Creek to San Luis Rey River basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mohave, and San Diego river basins. Slow water stream sections with mud or sand bottoms. Feeds heavily on aquatic vegetation and associated invertebrates.
Desert pupfish *Cyprinodon macularius*	FE	SE	Desert ponds, springs, marshes, and streams in Southern California. Can live in salinities from fresh water to 68 ppt, can withstand temperatures from 9–45 degrees Celsius and dissolved oxygen levels down to 0.1 ppm.
Mohave tui chub *Siphateles bicolor mohavensis*	FE	SE FP	Endemic to the Mojave River basin, adapted to alkaline, mineralized waters. Needs deep pools, ponds, or slough-like areas. Needs vegetation for spawning.
Razorback sucker *Xyrauchen texanus*	FE	SE FP	Found in the Colorado River bordering California. Adapted for swimming in swift currents but also need quiet waters. Spawn in areas of sand/gravel/rocks in shallow water.
Steelhead - southern California DPS *Oncorhynchus mykiss irideus* pop. 10	FE	–	Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerances to warmer water and more variable conditions.
Tidewater goby *Eucyclogobius newberryi*	FE	SSC	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need still but not stagnant water and high oxygen levels.
Unarmored threespine stickleback *Gasterosteus aculeatus williamsoni*	FE	SE FP	Weedy pools, backwaters, and among emergent vegetation at the stream edge in small Southern California streams. Cool (i.e., less than 24 degrees Celsius), clear water with abundant vegetation.
Invertebrates			
American bumble bee *Bombus pensylvanicus*	–	–	Coastal prairie, valley and foothill grassland, and Great Basin grassland. Forages on a variety of flowers and nests above ground under long grass or underground.
A miner bee *Perdita stephanomeriae*	–	–	Desert dunes.
Borrego parnopes cuckoo wasp *Parnopes borregoensis*	–	–	Southern California, including Inyo, San Bernardino, and San Diego counties, and south to Mexico (Baja California), at least historically.
Busck's gallmoth *Eugnosta busckana*	–	–	Coastal dunes and coastal scrub. Requires host plant California brittlebush (*Encelia californica)* for breeding.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
California mellitid bee *Melitta californica*	–	–	Desert regions of southwest Arizona, southeast California, and Baja California, Mexico. Also collected from Torrey Pines, San Diego County.
Carlson's dune beetle *Anomala carlsoni*	–	–	Known primarily from creosote scrub in vicinity of Algodones Dunes, Imperial County. Also taken from Borrego, San Diego County. Host preferences unknown.
Cheeseweed owlfly (cheeseweed moth lacewing) *Oliarces clara*	–	–	Inhabits the lower Colorado River drainage. Found under rocks or in flight over streams. *Larrea tridentata* is the suspected larval host.
Crotch bumble bee *Bombus crotchii*	–	SC	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum*.
Globose dune beetle *Coelus globosus*	–	–	Inhabitant of coastal sand dune habitat; erratically distributed from Ten Mile Creek in Mendocino County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.
Haromonius halictid bee *Halictus harmonius*	–	–	Known only from the foothills of the San Bernardino Mts., possibly also the San Jacinto Mts.
Hermes copper butterfly *Lycaena hermes*	FT	–	Found in southern mixed chaparral and coastal sage scrub at western edge of Laguna Mountains. Host plant is *Rhamnus crocea*.
Knull's metallic wood-boring beetle *Trichinorhipis knulli*	–	–	Endemic to California, where it has been collected from Riverside and Imperial Counties.
Laguna Mountains skipper *Pyrgus ruralis lagunae*	FE	–	Only in a few open meadows in yellow pine forest between 5,000 and 6,000 feet in the vicinity of Mt Laguna and Palomar Mountain. Eggs laid on leaves of *Horkelia bolanderi clevelandi*. Larvae feed on leaves and overwinter on the host plant.
Marsh-elder long-horned beetle *Deltaspis ivae*	–	–	Found in a few scattered locations in San Diego and Riverside counties; larva breeds in *Iva hayesiana* root collars.
Mesa shoulderband *Helminthoglypta coelata*	–	–	Known only from a few locations in western San Diego County. Found in rockslides, beneath bark and rotten logs, and among coastal vegetation.
Mimic tryonia (California brackishwater snail) *Tryonia imitator*	–	–	Inhabits coastal lagoons, estuaries, and salt marshes, from Sonoma County south to San Diego County. Found only in permanently submerged areas in a variety of sediment types; able to withstand a wide range of salinities.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Monarch - California overwintering population *Danaus plexippus* pop. 1	FC	–	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.
Obscure bumble bee *Bombus caliginosus*	–	–	Coastal areas from Santa Barbara County to north to Washington state. Food plant genera include *Baccharis, Cirsium*, *Lupinus*, *Lotus*, *Grindelia*, and *Phacelia*.
Peak shoulderband *Helminthoglypta milleri*	–	–	Known only from the type locality at Cuyamaca Peak in San Diego County. Found in rock piles.
Quino checkerspot butterfly *Euphydryas editha quino*	FE	–	Sunny openings within chaparral and coastal sage shrublands in parts of Riverside and San Diego counties. Hills and mesas near the coast. need high densities of food plants *Plantago erecta*, *Plantago insularis*, and *Orthocarpus purpurescens*.
Riverside fairy shrimp *Streptocephalus woottoni*	FE	–	Endemic to western Riverside, Orange, and San Diego counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub. Inhabit seasonally astatic pools filled by winter/spring rains. Hatch in warm water later in the season.
San Diego fairy shrimp *Branchinecta sandiegonensis*	FE	–	Endemic to San Diego and Orange County mesas. Vernal pools.
Sandy beach tiger beetle *Cicindela hirticollis gravida*	–	–	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.
Senile tiger beetle *Cicindela senilis frosti*	–	–	Inhabits marine shoreline, from Central California coast south to salt marshes of San Diego. Also found at Lake Elsinore Inhabits dark-colored mud in the lower zone and dried salt pans in the upper zone.
Thorne's hairstreak *Callophrys thornei*	–	–	Associated with the endemic tecate cypress (*Cupressus forbesii*). Only known from vicinity of Otay Mountain.
Vernal pool fairy shrimp *Branchinecta lynchi*	FT	–	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.
Wandering (=saltmarsh) skipper *Panoquina errans*	–	–	Southern California coastal salt marshes. Requires moist saltgrass for larval development.
Warner Springs shoulderband *Rothelix warnerfontis*	–	–	Known only from two localities near Warner Springs, San Diego County. Found in wood rat nests; as development eliminates rat nests, snail has become scarce.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Wawona riffle beetle *Atractelmis wawona*	–	–	Aquatic; found in riffles of rapid, small to medium clear mountain streams; 2,000-5,000 feet in elevation. Strong preference for inhabiting submerged aquatic mosses
Western beach tiger beetle *Cicindela latesignata latesignata*	–	–	Mudflats and beaches in coastal Southern California.
Western tidal-flat tiger beetle *Cicindela gabbii*	–	–	Inhabits estuaries and mudflats along the coast of Southern California. Generally found on dark-colored mud in the lower zone; occasionally found on dry saline flats of estuaries.
Mammals			
American badger *Taxidea taxus*	–	SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils, and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.
Big free-tailed bat *Nyctinomops macrotis*	–	SSC	Low-lying arid areas in Southern California. Need high cliffs or rocky outcrops for roosting sites. Feeds principally on large moths.
California leaf-nosed bat *Macrotus californicus*	–	SSC	Desert riparian, desert wash, desert scrub, desert succulent scrub, alkali scrub and palm oasis habitats. Needs rocky, rugged terrain with mines or caves for roosting.
Colorado Valley woodrat *Neotoma albigula venusta*	–	–	Low-lying desert areas in southeastern California. Closely associated with beaver-tail cactus and mesquite. Intolerant of cold temperatures. Eats mainly succulent plants. Distribution influenced by abundance of nest building material
Dulzura pocket mouse *Chaetodipus californicus femoralis*	–	SSC	Variety of habitats including coastal scrub, chaparral, and grassland in San Diego County. Attracted to grass-chaparral edges.
Earthquake Merriam's kangaroo rat *Dipodomys merriami collinus*	–	–	Known only from San Diego and Riverside County. Associated with sage scrub, chaparral, and nonnative grassland. Need sandy loam substrates for digging of burrows.
Fringed myotis *Myotis thysanodes*	–	–	In a wide variety of habitats, optimal habitats are pinyon-juniper, valley foothill hardwood and hardwood-conifer. Uses caves, mines, buildings or crevices for maternity colonies and roosts.
Hoary bat *Lasiurus cinereus*	–	–	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.
Jacumba pocket mouse *Perognathus longimembris internationalis*	–	SSC	Desert riparian, desert scrub, desert wash, coastal scrub, and sagebrush. Rarely found on rocky sites, uses all canopy coverages.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Lesser long-nosed bat *Leptonycteris yerbabuenae*	FE	–	Suitable day roosts (caves and mines) and suitable concentrations of food plants (columnar cacti and agaves) are critical resources. No maternity roosts known from California; may only be vagrant. Caves and mines are used as day roosts. Caves, mines, rock crevices, trees and shrubs, and abandoned buildings are used as night roosts for digesting meals. Nectar, pollen, and fruit eating bat; primarily feeding on agaves, saguaro, and organ pipe cactus.
Long-eared myotis *Myotis evotis*	–	–	Found in all brush, woodland, and forest habitats from sea level to about 9,000 feet prefers coniferous woodlands and forests. Nursery colonies in buildings, crevices, spaces under bark, and snags. Caves used primarily as night roosts.
Long-legged myotis *Myotis volans*	–	–	Most common in woodland and forest habitats above 4,000 feet. Trees are important day roosts; caves and mines are night roosts. Nursery colonies usually under bark or in hollow trees, but occasionally in crevices or buildings.
Los Angeles pocket mouse *Perognathus longimembris brevinasus*	–	SSC	Lower elevation grasslands and coastal sage communities in and around the Los Angeles Basin. Open ground with fine sandy soils. May not dig extensive burrows, hiding under weeds and dead leaves instead.
Mexican long-tongued bat *Choeronycteris mexicana*	–	SSC	Occasionally found in San Diego County, which is on the periphery of their range. Feeds on nectar and pollen of night-blooming succulents. Roosts in relatively well-lit caves, and in and around buildings.
Mountain lion Puma concolor	–	SC	Mountain lions inhabit a wide range of ecosystems, including mountainous regions, forests, deserts, and wetlands. Mountain lions establish and defend large territories and can travel large distances in search of prey or mates. In April of 2020, the California Fish and Game Commission found that listing of the Central Coast and Southern California Evolutionarily Significant Units may be warranted, and designated mountain lion within these ESUs as a candidate species.
Northwestern San Diego pocket mouse *Chaetodipus fallax fallax*	–	SSC	Coastal scrub, chaparral, grasslands, and sagebrush in western San Diego County. Sandy, herbaceous areas, usually in association with rocks or coarse gravel.
Pacific pocket mouse *Perognathus longimembris pacificus*	FE	SSC	Inhabits the narrow coastal plains from the Mexican border north to El Segundo, Los Angeles County. Seems to prefer soils of fine alluvial sands near the ocean, but much remains to be learned.
Pallid bat *Antrozous pallidus*	–	SSC	Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Pallid San Diego pocket mouse *Chaetodipus fallax pallidus*	–	SSC	Desert border areas in eastern San Diego County in desert wash, desert scrub, desert succulent scrub, and pinyon-juniper. Sandy herbaceous areas, usually in association with rocks or coarse gravel.
Palm Springs pocket mouse *Perognathus longimembris bangsi*	–	SSC	Most common in creosote-dominated desert scrub. Rarely found on rocky sites. Occurs in all canopy coverage classes.
Peninsular bighorn sheep DPS *Ovis canadensis nelsoni* pop. 2	FE	ST FP	Eastern slopes of the Peninsular Ranges below 4,600 feet elevation. This DPS of the subspecies inhabits the Peninsular Ranges in southern California from the San Jacinto Mountains south to the US-Mexico International Border. Optimal habitat includes steep walled canyons and ridges bisected by rocky or sandy washes, with available water.
Pocketed free-tailed bat *Nyctinomops femorosaccus*	–	SSC	Variety of arid areas in Southern California; pine-juniper woodlands, desert scrub, palm oasis, desert wash, and desert riparian. Rocky areas with high cliffs.
San Bernardino kangaroo rat *Dipodomys merriami parvus*	FE	SC SSC	Alluvial scrub vegetation on sandy loam substrates characteristic of alluvial fans and flood plains. Needs early to intermediate seral stages.
San Diego black-tailed jackrabbit *Lepus californicus bennettii*	–	SSC	Intermediate canopy stages of shrub habitats and open shrub and tree edges. Coastal sage scrub habitats in Southern California.
San Diego desert woodrat *Neotoma lepida intermedia*	–	SSC	Coastal scrub of Southern California from San Diego County to San Luis Obispo County. Moderate to dense canopies preferred. They are particularly abundant in rock outcrops and rocky cliffs and slopes.
Silver-haired bat *Lasionycteris noctivagans*	–	–	Primarily a coastal and montane forest dweller feeding over streams, ponds and open brushy areas. Roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes and rarely under rocks. Needs drinking water.
Southern grasshopper mouse *Onychomys torridus ramona*	–	SSC	Desert areas, especially scrub habitats with friable soils for digging. Prefers low to moderate shrub cover. Feeds almost exclusively on arthropods, especially scorpions and orthopteran insects.
Spotted bat *Euderma maculatum*	–	SSC	Occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes. Feeds almost entirely on moths. Needs rock crevices in cliffs or caves for roosting.
Stephens' kangaroo rat *Dipodomys stephensi*	FE	ST	Primarily annual and perennial grasslands, but also occurs in coastal scrub and sagebrush with sparse canopy cover. Prefers buckwheat, chamise, brome grass and filaree. Will burrow into firm soil.

Species	Federal Listing Status[1]	State Listing Status[1]	Habitat
Townsend's big-eared bat *Corynorhinus townsendii*	–	SSC	Throughout California in a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.
Western mastiff bat *Eumops perotis californicus*	–	SSC	Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral. Roosts in crevices in cliff faces, high buildings, trees, and tunnels.
Western red bat *Lasiurus blossevillii*	–	SSC	Roosts primarily in trees, 2-40 feet above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.
Western small-footed myotis *Myotis ciliolabrum*	–	–	Wide range of habitats mostly arid wooded and brushy uplands near water. Seeks cover in caves, buildings, mines, and crevices Prefers open stands in forests and woodlands. Requires drinking water. Feeds on a wide variety of small flying insects.
Western yellow bat *Lasiurus xanthinus*	–	SSC	Found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in trees, particularly palms. Forages over water and among trees.
Yuma myotis *Myotis yumanensis*	–	–	Optimal habitats are open forests and woodlands with sources of water over which to feed. Distribution is closely tied to bodies of water. Maternity colonies in caves, mines, buildings, or crevices.

Notes: CNDDB = California Natural Diversity Database; CEQA = California Environmental Quality Act.

[1] Legal Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected)
FT Federally Listed as Threatened (legally protected)
FC Federal Candidate for listing (legally protected)
FD Federally Delisted (not currently protected)
P Proposed for listing (not currently protected)

State:

FP Fully protected (legally protected)
SSC Species of special concern (no formal protection other than CEQA consideration)
SE State Listed as Endangered (legally protected)
ST State Listed as Threatened (legally protected)
SD State Delisted
SC State Candidate for Listing (legally protected)

Sources: CNDDB 2023; USFWS 2023.

Table 2.4-4 Federally Designated Critical Habitat for Species Listed Under the Endangered Species Act

Species
Plants
San Diego Thornmint *Acanthomintha ilicifolia*
San Diego Ambrosia *Ambrosia pumila*
Thread-leaved Brodiaea *Brodiaea filifolia*
Otay Tarplant *Deinandra (=Hemizonia) conjugens*
Mexican Flannelbush *Fremontodendron mexicanum*
Willowy Monardella *Monardella viminea*
Spreading Navarretia *Navarretia fossalis*
Cushenbury Oxytheca *Oxytheca parishii var. goodmaniana*
San Bernardino Bluegrass *Poa atropurpurea*
Invertebrates
San Diego Fairy Shrimp *Branchinecta sandiegonensis*
Quino Checkerspot Butterfly *Euphydryas editha quino (=E. e.wrighti)*
Hermes Copper Butterfly *Lycaena hermes*
Laguna Mountains Skipper *Pyrgus ruralis lagunae*
Riverside Fairy Shrimp *Streptocephalus woottoni*
Fish
Tidewater Goby *Eucyclogobius newberryi*
Amphibians and Reptiles
Arroyo (=arroyo Southwestern) Toad *Anaxyrus californicus*

Species
Birds
Western Snowy Plover *Charadrius nivosus nivosus*
Southwestern Willow Flycatcher *Empidonax traillii extimus*
Coastal California Gnatcatcher *Polioptila californica californica*
Least Bell's Vireo *Vireo bellii pusillus*
Mammals
Peninsular Bighorn Sheep *Ovis canadensis nelsoni*

Source: Compiled by Ascent Environmental in 2023.

2.5 Cultural and Paleontological Resources

This section summarizes the existing conditions for cultural and paleontological resources, including historical resources, archaeological resources, human remains, and paleontological resources within the unincorporated county, and evaluates the potential effects that implementation of the project may have on these resources. Because this analysis is subsequent to the certified 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the cultural and paleontological resources setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU PEIR. However, the existing conditions outlined in this section are generally consistent with those described in the 2011 GPU PEIR because the type and location of cultural and paleontological resources have not changed significantly since those documents were prepared.

Table 2.5-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. As indicated below, implementation of the proposed project would result in new or more severe significant impacts on cultural and paleontological resources.

Table 2.5-1 Summary of Cultural and Paleontological Resources–Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			Potential New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Historical Resources	General Plan Only: Less than Significant Impact after Mitigation	CAP Update Only: Yes	CAP Update Only: Yes
		General Plan Cumulative Contribution: Less-Than-Significant Impact after Mitigation	CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: Yes
2	Archaeological Resources	General Plan Only: Less than Significant Impact after Mitigation	CAP Update Only: Yes	CAP Update Only: Yes
		General Plan Cumulative Contribution: Less-Than-Significant Impact after Mitigation	CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: Yes

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			Potential New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
3	Paleontological Resources	General Plan Only: Less than Significant Impact after Mitigation	CAP Update Only: Yes	CAP Update Only: Yes
		General Plan Cumulative Contribution: Less-Than-Significant Impact after Mitigation	CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: Yes
4	Human Remains	General Plan Only: Less than Significant Impact after Mitigation	CAP Update Only: Yes	CAP Update Only: Yes
		General Plan Cumulative Contribution: Less-Than-Significant Impact after Mitigation	CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: Yes

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

Compiled by Ascent Environmental in 2023.

The County did not receive any comments regarding historical, archeological, or paleontological resources, or human remains during the Notice of Preparation (NOP) scoping process. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.5.1 Existing Conditions

The 2011 GPU PEIR included a discussion of existing conditions related to cultural and paleontological resources in Section 2.5.1 (page 2.5-1) which includes all lands within the county. As described in full detail in Section 2.5.1 of the 2011 GPU PEIR, the county contained more than 27,000 recorded sites (19,400 archaeological recorded sites and approximately 8,000 other cultural resources sites) in 2011 with a continuously growing number of sites being discovered. The cultural and paleontological resources conditions described in the 2011 GPU PEIR are the same as the existing conditions evaluated for this ~~draft~~ SEIR, except for the new issue of tribal cultural resources (see Section 2.14, "Tribal Cultural Resources," of this ~~draft~~ SEIR). No other changes to the existing conditions have been identified that would alter the conclusions in the 2011 GPU PEIR. As described on pages 2.5-1 through 2.5-16 of the 2011 GPU PEIR, cultural and paleontological resources are found throughout the county. All references used from the 2011 GPU PEIR were reviewed to ensure they are still valid today and are hereby incorporated by reference.

2.5.2 Regulatory Framework

The 2011 GPU PEIR described the regulatory framework related to cultural resources in Section 2.5 (pages 2.5-16 through 2.5-22) and is hereby incorporated by reference. Specific regulations discussed in the 2011 GPU PEIR and applicable to the project include the following:

2.5.2.1 Federal

- Executive Order 12072
- Historic Sites, Buildings, Objects, and Antiquities Act
- National Historic Landmarks Program
- National Historic Preservation Act
- National Register of Historic Places
- Secretary of the Interior's Standards

2.5.2.2 State

- State Historical Landmarks Program
- State Points of Historical Interest Program
- California Register of Historic Places
- Public Resources Code (PRC) Sections 5079–5079.65
- PRC Sections 5097–5097.6
- PRC Sections 5097.9–5097.991
- Government Code Section 25373
- Government Code Section 27288.2
- Government Code Sections 50280–50290
- Health and Safety Code (HSC) Sections 18950–18961
- HSC Section 7050.5

2.5.2.3 Local

- County of San Diego Code of Regulatory Ordinances Sections 87.101–87.804 Grading, Clearing, and Watercourses Ordinance
- County of San Diego Code of Regulatory Ordinances Sections 86.601–86.608 Resource Protection Ordinance (RPO)
- County of San Diego Zoning Ordinance
- County of San Diego Resource Conservation Areas

- San Diego County Local Register of Historical Resources
- San Diego County Historic Site Board

2011 San Diego County General Plan

The General Plan policies related to cultural and paleontological resources that are applicable to the CAP Update include the following:

> Policy COS-7.1: Archaeological Protection. Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.
>
> Policy COS-7.2: Open Space Easements. Require development to avoid archaeological resources whenever possible. If complete avoidance is not possible, require development to fully mitigate impacts to archaeological resources.
>
> Policy COS-7.3: Archaeological Collections. Require the appropriate treatment and preservation of archaeological collections in a culturally appropriate manner.
>
> Policy COS-7.4: Consultation with Affected Communities. Require consultation with affected communities, including local tribes to determine the appropriate treatment of cultural resources.
>
> Policy COS-7.5: Treatment of Human Remains. Require human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the Most Likely Descendant (MLD) and under the requirements of Federal, State and County Regulations.
>
> Policy COS-7.6: Cultural Resource Data Management. Coordinate with public agencies, tribes, and institutions in order to build and maintain a central database that includes a notation whether collections from each site are being curated, and if so, where, along with the nature and location of cultural resources throughout the County of San Diego.
>
> Policy COS-8.1: Preservation and Adaptive Reuse. Encourage the preservation and/or adaptive reuse of historic sites, structures, and landscapes as a means of protecting important historical resources as part of the discretionary application process, and encourage the preservation of historic structures identified during the ministerial application process.
>
> Policy COS-8.2: Education and Interpretation. Encourage and promote the development of educational and interpretive programs that focus on the rich multicultural heritage of the County of San Diego.
>
> Policy COS-9.1: Preservation. Require the salvage and preservation of unique paleontological resources when exposed to the elements during excavation or grading activities or other development processes.

Policy COS-9.2: Impacts of Development. Require development to minimize impacts to unique geological features from human related destruction, damage, or loss.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Cul-1.1: Utilize the RPO, CEQA, the Grading and Clearing Ordinance, and the Zoning Ordinance to identify and protect important historic and archaeological resources by requiring appropriate reviews and applying mitigation when impacts are significant.

Adopted Mitigation Measure Cul-1.6: Implement, and update as necessary, the "County's Guidelines for Determining Significance for Cultural Resources" to identify and minimize adverse impacts to historic and archaeological resources.

Adopted Mitigation Measure Cul-2.1: Develop management and restoration plans for identified and acquired properties with cultural resources.

Adopted Mitigation Measure Cul-2.2: Facilitate the identification and acquisition of important resources through collaboration with agencies, tribes, and institutions, such as the South Coast Information Center (SCIC), while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure Cul-2.3: Support the dedication of easements that protect important cultural resources by using a variety of funding methods, such as grants or matching funds, or funds from private organizations.

Adopted Mitigation Measure Cul-2.5: Protect undiscovered subsurface archaeological resources by requiring grading monitoring by a qualified archaeologist and a Native American monitor for ground disturbing activities in the vicinity of known archaeological resources, and also, when feasible, during initial surveys.

Adopted Mitigation Measure Cul-2.6: Protect significant cultural resources by facilitating the identification and acquisition of important resources through regional coordination with agencies, and institutions, such as the South Coast Information Center (SCIC) and consultation with the Native American Heritage Commission (NAHC) and local tribal governments, including SB-18 review, while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure Cul-3.1: Implement the Grading Ordinance and CEQA to avoid or minimize impacts to paleontological resources, require a paleontological monitor during grading when appropriate, and apply appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Cul-3.2: Implement, and update as necessary, the County's Guidelines for Determining Significance for Paleontological Resources to identify and minimize adverse impacts to paleontological resources.

Adopted Mitigation Measure Cul-4.1: Include regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs. Ensure that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. Apply appropriate mitigation when impacts are significant.

2.5.3 Analysis of Effects and Significance Determinations

2.5.3.1 Significance Criteria

Based on Appendix G of the State CEQA Guidelines, the project would result in a significant impact on cultural or paleontological resources if it would:

- cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;
- disturb any human remains, including those interred outside of formal cemeteries.

2.5.3.2 Approach to Analysis

Impacts related to cultural and paleontological resources were analyzed qualitatively based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area was analyzed in the context of existing laws and regulations, as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation measures are applicable to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

The analysis is informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources. PRC Section 21083.2(g) defines a "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following California Register of Historical Resources-related criteria: (1) that it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) that it has a special and particular quality, such as being

the oldest of its type or the best available example of its type; or (3) that it is directly associated with a scientifically recognized important prehistoric or historic event or person. An impact on a resource that is not unique is not a significant environmental impact under CEQA (State CEQA Guidelines Section 15064.5[c][4]). If an archaeological resource qualifies as a resource under the California Register of Historical Resources criteria, then the resource is treated as a unique archaeological resource for the purposes of CEQA.

For the purposes of the impact discussion, "historical resource" is used to describe built-environment historic-period resources. Archaeological resources (both prehistoric and historic-period), which may qualify as "historical resources" pursuant to CEQA, are analyzed separately from built-environment historical resources.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward the established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impacts of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unicorporated county) and its role as a programmatic planning document designed to guide future decision-making related to the reduction of GHGs within the unincorporated county, the study area for cultural and paleontological resources is the unincorporated area of the county within the County's jurisdiction (i.e., excluding tribal lands, state and federally owned lands, and military installations), consistent with the 2011 GPU PEIR.

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. This ~~draft~~ SEIR does not speculate about the potential site-specific physical impacts that could occur if and when a specific improvements are proposed in the future at locations still to be determined. Rather, this SEIR considers the types of impacts that could occur with implementation of future projects required to implement the proposed CAP Update measures and actions. Consistent with the requirements of State CEQA Guidelines Section 15168, future activities associated with the CAP Update are examined on a project-specific basis in the light of the 2011 GPU PEIR to determine whether an additional environmental document must be prepared (State CEQA Guidelines Section 15168[c]).

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions, proposed in the CAP Update (see Table 1-2) have

been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update actions and measures that would have the potential to affect cultural or paleontological resources are provided below. CAP Update actions and measures that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to cultural and paleontological resources.

Solid Waste Measures and Actions. This category includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to cultural and paleontological resources include those that would result in the development of new or expanded recycling and composting facilities (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b).

Water and Wastewater Measures and Actions. This category includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to cultural and paleontological resources include those that would result in the construction of new recycled water and stormwater capture and reuse infrastructure (Actions W-1.1, W-2.2, W-2.3, and W-2.4).

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. Therefore, the measures and actions are not expected to result in new or more severe impacts related to cultural and paleontological resources. Rather, actions that would result in the acquisition and management of conservation lands (Actions A-1.1, A-1.2, A-1.2.a, A-3.1, and A-4.1) would have potential to benefit cultural and paleontological resources. This category also includes an action that would evaluate opportunities for the construction of farmworker housing (Action A-4.1.b).

Energy Measures and Actions. This category includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to cultural and paleontological resources include those that would result in the construction of new infrastructure to promote renewable energy use and electrification (Actions E-1.1, E-3.1, E-3.2, and E-3.3). Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more

severe impacts related to cultural and paleontological resources include those that would result in the construction of new electric vehicle charging stations (Action T-3.1 through T-4.3) and increase access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts in the unincorporated area (Action T-3.1.a).

2.5.3.3 Issue 1: Cause a Substantial Adverse Change in the Significance of a Historical Resource

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines the project would result in a significant impact on cultural resources if it would:

- cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines.

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated historical resources impacts from the adoption of the goals and policies of the General Plan countywide, which is inclusive of the project area. In addition, the 2011 GPU PEIR evaluated buildout of the land use designations applied throughout the area. The 2011 GPU PEIR determined that buildout under the General Plan would result in potentially significant direct (e.g., demolition, alteration, or relocation), indirect (e.g., human activity, increased access to and/or use of a historical resource), and cumulative impacts on historical resources. The discussion of impacts can be found in Section 2.5, “Cultural and Paleontological Resources” (pages 2.5-22 through 2.5-27,2.5-34, and 2.5-35), of the 2011 GPU PEIR and is hereby incorporated by reference. These impacts would be reduced to below a level of significance through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; the adopted General Plan goals and policies; and specific mitigation measures/implementation programs identified in the 2011 GPU PEIR. Specific General Plan policies related to the protection of historical resources (Policy COS-8.1) are listed above in Section 2.5.2, “Regulatory Framework”; 2011 GPU PEIR mitigation measures (Cul-1.1 and Cul-1.6) are listed below in Section 2.5.5, “Mitigation Measures.”

CAP Update Impact Analysis

The following sections describe the effects on historical resources that could result from the implementation of the measures and actions proposed in the CAP Update.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and more generally in the unincorporated county. Implementing CAP Update measures and actions could result in potential construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies which may result in new or expanded composting and recycling facilities

to divert solid waste from landfills. Specific locations for new and expanded facilities have not been identified. Therefore, these improvements are analyzed at a programmatic level.

Historical (or architectural) resources include standing buildings (e.g., houses, barns, schools) and intact structures (e.g., dams, bridges). Implementation of the CAP Update solid waste measures and actions would occur in rural or semi-rural areas which are less likely than urban areas to have these resources. Nevertheless, construction of new facilities would have the potential to affect historical resources through alteration or demolition of structures. However, because the construction would occur in undeveloped areas, which are less likely to have architectural features, implementation of the CAP Update solid waste measures and actions would result in fewer impacts related to historical resources than identified in the 2011 GPU PEIR through future development.

The following 2011 GPU PEIR mitigation measures would be applied to reduce this impact: Cul-1.1 requires the identification and protection of historic resources by requiring appropriate reviews and applying mitigation when impacts are significant; and Cul-1.6 requires implementation of the *County of San Diego Guidelines for Determining Significance—Cultural Resources: Archaeological and Historical Resources* (County of San Diego 2007) to identify and minimize adverse impacts to historic resources. Additionally, General Plan Policy COS-8.1 encourages the preservation and/or adaptive reuse of historic structures as part of the discretionary application process and encourages the preservation of historic structures identified during the ministerial application process.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would increase wastewater treatment efficiency through the East County Advanced Water Purification Program (Action W-3.1) and evaluate opportunities to reduce wastewater emissions in the unincorporated area (Action W3.1.a). Implementation of these measures would not result in impacts to historical resources because any new or expanded physical structures associated with implementing water conservation measures and actions would be ancillary to existing or proposed development, which would have previously undergone historic review, if required. This impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 through A-4 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. Implementation of Action A-4.1.b would have the potential to result in new farmworker

housing in the unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. Historical resources, including barns and other agricultural structures, could be located on these lands. Damage to or destruction of a building or structure that is a designated historic resource, or is eligible for listing as a historic resource, could result in a change in its historical significance.

Implementation of the CAP Update agricultural measures and actions would result in similar impacts related to historical resources as identified in the 2011 GPU PEIR through future development. For example, direct impacts related to demolition, alteration, or relocation of resources, or indirect impacts related to human activity, increased access to and/or use of a historical resource could occur through implementation of future development. Acquisition of lands and development of farmworker housing would be required to implement adopted General Plan Policy COS-8.1 which encourages the preservation and/or adaptive reuse of historic structures as part of the discretionary application process and encourages the preservation of historic structures identified during the ministerial application process. In addition, 2011 GPU PEIR Mitigation Measure Cul-1.1 requires the identification and protection of historic resources by requiring appropriate reviews and applying mitigation when impacts are significant; and Mitigation Measure Cul-1.6 requires implementation of the *County of San Diego Guidelines for Determining Significance—Cultural Resources: Archaeological and Historical Resources* (County of San Diego 2007) to identify and minimize adverse impacts to historic resources. Implementation of Mitigation Measures Cul-1.1 and Cul-1.6 would substantially reduce the potential for adverse effects to historical resources. This impact would be less than significant with mitigation.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects. Implementation of CAP Update Measure E-2 and Measure E-3 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted photovoltaic (PV) solar arrays or small wind turbines, upgraded mechanical systems and energy storage, and other similar improvements. The addition of energy infrastructure may be required to support implementation of some measures; these projects have the potential to alter historical resources.

It is possible that implementation of some projects could result in development and construction of facilities that would result in direct and/or indirect impacts to historical resources. Types of impacts that could occur include retrofits to existing designated historic buildings, disturbance of the ground or setting, or demolition or construction of buildings and infrastructure that could affect the historic setting. Projects that include the alteration of historic buildings or structures would have a direct impact on historical resources. Projects that would introduce new visual elements, such as new small or large-

scale renewable energy systems, have the potential to indirectly affect historical resources by changing the visual setting within which the historical resource is located.

Large-scale renewable energy systems, such as solar PV and concentrator solar, and large-scale wind turbines, would generally be constructed in primarily undeveloped locations that are productive for generating renewable energy source. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Historical resources, including farm structures or railroads, could be located on these lands. Damage to or destruction of a building or structure that is a designated historic resource, or is eligible for listing as a historic resource, could result in a change in its historical significance.

Under the County's Renewable Energy Zoning Ordinance Sections 6950 and 6952, homeowners would be allowed to install roof-mounted solar PV arrays and small wind turbines without discretionary review if they meet the zoning verification requirements of the applicable section. In the case of solar PV panels, they are generally flat, low-lying elements that would not distract the viewer's attention when placed on a roof line as they are limited to maximum of 5 feet beyond the roof. When placed along an easement or within the subject property's yard, the visual impact is not anticipated to distract from the historic setting.

If a parcel meets the criteria of the zoning ordinance, up to three small wind turbines could be installed on a parcel as an accessory use. If the property is eligible for historic listing or is located within an historic zoning district but is not registered as such, then installation of the wind turbines would not be subject to discretionary review and changes to the property or visual setting could occur unmitigated. Therefore, impacts to historical resources could occur because it could result in the physical demolition, destruction, or alteration of the historical resource, or it could alter the setting of the resource when the setting contributes to the resource's significance through introducing new vertical elements.

In cases where improvements would be required to undergo the County's discretionary review process, impacts would be minimized through implementation of adopted General Plan Policy COS-8.1 and 2011 GPU PEIR Mitigation Measures Cul-1.1 and Cul-1.6, which would conserve, protect, and preserve historical resources consistent with federal and state requirements, as well as all applicable project-specific mitigation measures that would minimize impacts. However, it is possible for some properties that are not listed or zoned as historical resources to install wind turbines or solar PV energy systems without a discretionary permit. This impact would be significant.

Built Environment and Transportation Measures and Actions

These measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Measure T-

1.1) and Active Transportation Plan (Measure T-5.1). Other measures and actions would affect the design of existing and planned roadways. Measure T-6.2 would implement transit-supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Measure T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction. Several measures and actions would further support alternative modes of transportation without resulting in physical changes that could affect visual character or quality.

Because of the nature of such improvements (i.e., limited size, along existing roadways, not accompanied by tall or expansive buildings), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. Implementation of these measures would not result in impacts to historical resources because any new or expanded physical structures associated with implementing built environment and transportation measures and actions would be ancillary to existing or proposed development, which would have previously undergone historic review, if required. All future development projects would be required to follow County development requirements, including implementing adopted General Plan Policy COS-8.1, which encourages the preservation and/or adaptive reuse of historic structures as part of the discretionary application process and encourages the preservation of historic structures identified during the ministerial application process; 2011 GPU PEIR Mitigation Measure Cul-1.1, which requires the identification and protection of historic resources by requiring appropriate reviews and applying mitigation when impacts are significant; and Mitigation Measure Cul-1.6, which requires implementation of the *County of San Diego Guidelines for Determining Significance— Cultural Resources: Archaeological and Historical Resources* (County of San Diego 2007) to identify and minimize adverse impacts to historic resources. This impact would be less than significant with mitigation.

Summary

As explained in the 2011 GPU PEIR, implementation of adopted General Plan Policy COS-8.1 and adopted 2011 GPU PEIR mitigation measures would ensure that new development would conserve and protect unique and sensitive visual features and the scenic quality of the environment. Adopted General Plan policies require preservation and/or adaptive reuse of historic structures as part of the discretionary application process and encourage the preservation of historic structures identified during the ministerial application process. Applicable 2011 GPU PEIR Mitigation Measure Cul-1.1 requires the identification and protection of historic resources by requiring appropriate reviews and applying mitigation when impacts are significant; and Mitigation Measure Cul-1.6 requires implementation of the *County of San Diego Guidelines for Determining Significance— Cultural Resources: Archaeological and Historical Resources* (County of San Diego 2007) to identify and minimize adverse impacts to historic resources.

Generally, improvements and projects that would result from implementation of the CAP Update would undergo a discretionary review process in which the County would be able to utilize project conditions and mitigation to minimize impacts related to historical resources, and may deny certain improvements if the object, building, structure, site, area or place is listed as a historical resource or zoned with the "H" Special Area Designator (Historic/Archaeological Landmark or District). Multi-modal improvements, solid waste facilities, and large-scale renewable energy projects would all be required to undergo the County's discretionary review process during which relevant General Plan policies and 2011 GPU PEIR mitigation measures located in Section 2.5, "Cultural and Paleontological Resources" (pages 2.5-22 through 2.5-27, 2.5-34, and 2.5-35), of the 2011 GPU PEIR would be implemented. In addition, federal, state, and local policies, ordinances, and applicable permitting procedures which protect historical resources would also be implemented.

Implementation of the General Plan policies and 2011 GPU PEIR mitigation measures (Mitigation Measures Cul-1.1 and Cul-1.6) and compliance with existing federal, state, and local regulations related to historical resources would generally minimize or eliminate impacts related to historical resources because of implementation of the project. However, in some cases, it is possible that wind and solar renewable energy improvements could result in significant impacts to historical resources because of changes to the historic building or setting **(Impact CULT-1)**. These projects may not be required to undergo a discretionary review process. Implementation of the CAP Update **would result in new or more severe impacts** not disclosed in the 2011 GPU PEIR.

2.5.3.4 Issue 2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines the project would result in a significant impact on cultural resources if it would:

- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines.

2011 GPU PEIR Determination

The 2011 GPU PEIR determined that buildout under the General Plan would result in potentially significant direct (e.g., alteration, or relocation), indirect (i.e., vandalism, looting, graffiti, and destruction because of increased access to and/or use of a resource because of additional human presence and activity), and cumulative impacts on known and unknown archaeological resources. The discussion of impacts can be found in Section 2.5, "Cultural and Paleontological Resources" (pages 2.5-27 through 2.5-30), of the 2011 GPU PEIR and is hereby incorporated by reference. These impacts would be reduced to a less-than-significant level through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; the adopted General Plan goals and policies; and specific mitigation measures/implementation programs identified in the 2011 GPU PEIR. Specific General Plan policies related to the

protection of archaeological resources (Policies COS-7.1, COS-7.2, and COS-7.3) are listed above in Section 2.5.2, "Regulatory Framework"; 2011 GPU PEIR mitigation measures (Cul-1.1, Cul-1.6, Cul-2.1, Cul-2.2, Cul-2.3, Cul-2.5, and Cul-2.6) are listed below in Section 2.5.5, "Mitigation Measures."

CAP Impact Analysis

The following sections describe the potentially significant impacts related to archaeological resources that could result from the implementation of the proposed CAP Update measures and actions.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and more generally in the unincorporated county. Implementing CAP Update measures and actions could result in potential construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies which may result in new or expanded composting and recycling facilities to divert solid waste from landfills.

Specific locations for new and expanded facilities have not been identified. However, it is possible that the locations of such improvements could disturb archaeological resources because the location of all resources within the county is unknown. Development of new or expanded solid waste facilities would result in similar archaeological resource impacts as those discussed in the 2011 GPU PEIR.

The following 2011 GPU PEIR mitigation measures would be applied to reduce this impact: Cul-1.1 requires the identification and protection of archaeological resources by requiring appropriate reviews and applying mitigation when impacts are significant; Cul-1.6 requires implementation of the *County of San Diego Guidelines for Determining Significance—Cultural Resources: Archaeological and Historical Resources* (County of San Diego 2007) to identify and minimize adverse impacts to archaeological resources; Cul-2.1 requires a management plans properties with archaeological resources; Cul-2.2 and Cul-2.6 require identification of known archaeological resources through the South Coast Information Center; Cul-2.3 supports the dedication of easements that protect important archaeological resources; and Cul-2.5 requires grading monitoring by a qualified archaeologist. Implementation of these mitigation measures, along with General Plan Policies COS-7.1 (Archaeological Protection), COS-7.2 (Open Space Easements), and COS-7.3 (Archaeological Collections) would minimize impact to archeological resources resulting from projects that implement the CAP Update. Impacts would be less than significant with mitigation.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Measures W-1 and W-2

include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would increase wastewater treatment efficiency through the East County Advanced Water Purification Program (Action W-3.1) and evaluate opportunities to reduce wastewater emissions in the unincorporated area (Action W3.1.a). Implementation of these measures would not result in impacts to archaeological resources because any new or expanded physical structures associated with implementing water conservation measures and actions would be ancillary to existing or proposed development, which would have previously undergone archaeological surveys, if required. Impacts would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 through A-4 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. Known and unknown archaeological resources could be located on these lands; earth-disturbing activities could result in damage to these resources.

Implementation of the CAP Update agricultural measures and actions would result in similar impacts related to archaeological resources as identified in the 2011 GPU PEIR. Acquisition of lands and development of farmworker housing would be required to implement adopted General Plan Policies COS-7.1 (Archaeological Protection), COS-7.2 (Open Space Easements), and COS-7.3 (Archaeological Collections). The following 2011 GPU PEIR mitigation measures would be applied to reduce this impact: Cul-1.1 requires the identification and protection of archaeological resources by requiring appropriate reviews and applying mitigation when impacts are significant; Cul-1.6 requires implementation of the *County of San Diego Guidelines for Determining Significance—Cultural Resources: Archaeological and Historical Resources* (County of San Diego 2007) to identify and minimize adverse impacts to archaeological resources; Cul-2.1 requires management and restoration plans for identified and acquired properties with archaeological resources; Cul-2.2 and Cul-2.6 require identification of known archaeological resources through the South Coast Information Center; Cul-2.3 supports the dedication of easements that protect important archaeological resources; and Cul-2.5 requires grading monitoring by a qualified archaeologist. Impacts would be less than significant with mitigation. In addition, future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy

efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects. Implementation of CAP Update Measure E-2 and Measure E-3 could result in construction of large-scale renewable energy systems and energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted PV solar arrays or small wind turbines, upgraded mechanical systems and energy storage, and other similar improvements. The addition of energy infrastructure may be required to support implementation of some measures; these projects have the potential to alter archaeological resources.

Large-scale renewable energy systems, such as PV, concentrator solar and wind turbine systems, would generally be constructed in areas that are not highly developed because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Ground disturbance, including excavation and grading have the potential to alter archaeological resources.

Small-scale renewable energy systems and other energy efficiency retrofits would occur in areas of existing development, and new development would install energy-efficient mechanical equipment at the time of construction. Implementation of new mechanical equipment or new renewable energy equipment would generally occur in developed areas of the county and would be regulated by existing County codes and policies that regulate the protection of archaeological resources. The placement of small-scale PV solar renewable energy equipment on new and existing buildings is regulated by the existing County Renewable Energy Zoning Ordinance Section 6954(a) that regulates the height and scale of these facilities. Rooftop and ground-mounted PV solar energy panels and roof-top wind turbines would not result in significant ground disturbance, although impacts to archaeological impacts could still occur at any level of ground disturbance.

However, small-scale ground-mounted wind turbines or solar energy panels would have the potential to result in impacts to archaeological resources because they are allowed on a parcel as an accessory use without discretionary review. Small-scale wind turbines could result in ground disturbance through excavation and grading to create a secure foundation. Accordingly, even with implementation of General Plan Policies COS-7.1 (Archaeological Protection), COS-7.2 (Open Space Easements), and COS-7.3 (Archaeological Collections); 2011 GPU PEIR Mitigation Measures Cul-1.1, Cul-1.6, Cul-2.1, Cul-2.2, Cul-2.3, Cul-2.5; and Cul-2.6, and local, state, and federal regulations, the potential exists for archaeological resource impacts related to small-scale wind turbines because of the lack of discretionary oversight for some facilities. Impacts would be significant.

Built Environment and Transportation Measures and Actions

This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more severe impacts related to archaeological resources include those

that would result in the construction of new electric vehicle charging stations (Action T-3.1) and increase access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts in the unincorporated area (Action T-3.1.a). Some of these measures and actions would result in the construction of new facilities and infrastructure, the placement of structures, and the excavation of earthen materials.

Specific locations for new facilities and infrastructure have not been identified. However, it is possible that the locations of such improvements could disturb archaeological resources because the location of all resources within the county is unknown. Development of new or expanded solid waste facilities would result in similar archaeological resource impacts as those discussed in the 2011 GPU PEIR.

The following 2011 GPU PEIR mitigation measures would be applied to reduce this impact: Cul-1.1 requires the identification and protection of archaeological resources by requiring appropriate reviews and applying mitigation when impacts are significant; Cul-1.6 requires implementation of the *County of San Diego Guidelines for Determining Significance—Cultural Resources: Archaeological and Historical Resources* (County of San Diego 2007) to identify and minimize adverse impacts to archaeological resources; Cul-2.1 requires a management plans properties with archaeological resources; Cul-2.2 and Cul-2.6 require identification of known archaeological resources through the South Coast Information Center; Cul-2.3 supports the dedication of easements that protect important archaeological resources; and Cul-2.5 requires grading monitoring by a qualified archaeologist. Implementation of these mitigation measures, along with General Plan Policies COS-7.1 (Archaeological Protection), COS-7.2 (Open Space Easements), and COS-7.3 (Archaeological Collections) would minimize impacts to archeological resources resulting from projects that implement the CAP Update. Impacts would be less than significant with mitigation.

Summary

As explained in the 2011 GPU PEIR, implementation of adopted General Plan Policies COS-7.1, COS-7.2, and COS-7.3 and adopted 2011 GPU PEIR Mitigation Measures Cul-1.1, Cul-1.6, Cul-2.1, Cul-2.2, Cul-2.3, Cul-2.5, and Cul-2.6 would ensure that new development would conserve and protect archaeological resources. Adopted General Plan policies require future development to include appropriate mitigation to protect the quality and integrity of these resources. Applicable 2011 GPU PEIR mitigation measures requires the identification and protection of archaeological resources by requiring appropriate reviews and applying mitigation when impacts are significant, preparing management plans for properties with archaeological resources, identifying known archaeological resources through the South Coast Information Center, dedicating easements that protect important archaeological resources, and requiring grading monitoring by a qualified archaeologist.

However, because it is possible to install small-scale wind turbines as an accessory use without discretionary review, significant impacts to archaeological resources could occur due to ground-disturbing activities. Therefore, impacts to archaeological resources would

be significant **(Impact CULT-2)**. Implementation of the CAP Update **would result in new or more severe impacts** not disclosed in the 2011 GPU PEIR.

2.5.3.5 Issue 3: Directly or Indirectly Destroy a Unique Paleontological Resource

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines the project would result in a significant impact on cultural resources if it would:

- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts to paleontological resources from the adoption of the goals and policies contained within the plan and the development anticipated through the planning horizon. The discussion of impacts can be found in Section 2.5, "Cultural and Paleontological Resources" (pages 2.5-30 through 2.5-32), of the 2011 GPU PEIR and is hereby incorporated by reference. The 2011 GPU PEIR determined that buildout under the General Plan would result in potentially significant project and cumulative impacts on known and unknown paleontological resources in the unincorporated county.

The 2011 GPU PEIR determined activities resulting from implementation of the proposed General Plan, especially construction-related and ground-disturbing activities, could damage or destroy fossils in the underlying rock units. Loss or alteration of paleontological resources may result in an irreversible loss of significant information that could be obtained from these non-renewable resources. These impacts would be reduced to below a level of significance through the implementation of a combination of local, state, and federal regulations; existing County regulatory processes; the adopted General Plan goals and policies; and specific mitigation measures identified in the 2011 GPU PEIR. Specific General Plan policies related to the protection of paleontological resources (Policies COS-9.1 and COS-9.2) are listed above in Section 2.5.2, "Regulatory Framework"; 2011 GPU PEIR mitigation measures (Cul-3.1 and Cul-3.2) are listed below in Section 2.5.5, "Mitigation Measures."

CAP Update Impact Analysis

The following sections describe the potentially significant impacts related to paleontological resources that could result from the implementation of the proposed CAP Update measures and actions.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and more generally in the unincorporated county. Implementing CAP Update

measures and actions could result in potential construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies which may result in new or expanded composting and recycling facilities to divert solid waste from landfills.

Specific locations for new and expanded facilities have not been identified. However, it is possible that the locations of such improvements could disturb paleontological resources because the location of all resources within the county is unknown. Impacts to paleontological resources generally occur because of the physical destruction of fossil remains by excavation or trenching activities that require cutting into the underlying geologic formations. Ground-disturbing activities in high or moderate sensitivity fossil-bearing geologic formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Such alterations of known or unknown paleontological resources may result in an irreversible loss of significant information that could be obtained from these non-renewable resources. Development of new or expanded solid waste facilities would result in similar paleontological resource impacts as those discussed in the 2011 GPU PEIR.

The following 2011 GPU PEIR mitigation measures would be applied to reduce this impact: Cul-3.1: requires implementation of the Grading Ordinance to avoid or minimize impacts to paleontological resources and requires a paleontological monitor during grading when appropriate; Cul-3.2: requires implementation of the *County of San Diego Guidelines for Determining Significance: Paleontological Resources* (County of San Diego 2009) to identify and minimize adverse impacts to paleontological resources. General Plan policies that require the salvage and preservation of unique paleontological resources during excavation or grading activities or other development processes (COS-9.1) and require development to minimize impacts to unique geological features from human related destruction, damage, or loss (COS-9.2) would further limit project impacts to paleontological resources. Impacts would be less than significant with mitigation. In addition, future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts would be mitigated to a less-than-significant level.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Action W-3.2.a would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. Implementation of these measures would not result in impacts to paleontological resources because any

new or expanded physical structures associated with implementing water conservation measures and actions would be ancillary to existing or proposed development, which would have previously undergone paleontological review, if required. Impacts would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 through A-4 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. Excavation or trenching activities that require cutting into the underlying geologic formations in high or moderate sensitivity fossil-bearing geologic formations have the potential to damage or destroy paleontological resources that may be present below the ground surface.

Implementation of the CAP Update agriculture and conservation measures and actions would result in similar impacts related to paleontological resources as identified in the 2011 GPU PEIR through future development. Acquisition of lands and development of farmworker housing would be required to implement adopted General Plan policies that require the salvage and preservation of unique paleontological resources during excavation or grading activities or other development processes (COS-9.1) and require development to minimize impacts to unique geological features from human related destruction, damage, or loss (COS-9.2). The following 2011 GPU PEIR mitigation measures would be applied to reduce this impact: Cul-3.1: requires implementation of the Grading Ordinance to avoid or minimize impacts to paleontological resources and requires a paleontological monitor during grading when appropriate; Cul-3.2: requires implementation of the *County of San Diego Guidelines for Determining Significance: Paleontological Resources* (County of San Diego 2009) to identify and minimize adverse impacts to paleontological resources. Impacts would be less than significant with mitigation. In addition, future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts would be mitigated to a less-than-significant level.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects. Implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.3 could result in construction of large-scale renewable energy systems and energy efficiency retrofits on

existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted PV solar arrays or small wind turbines, upgraded mechanical systems and energy storage, and other similar improvements. The addition of energy infrastructure may be required to support implementation of some measures; these projects have the potential to alter paleontological resources.

Large-scale renewable energy systems, such as PV and concentrator solar, and wind turbines, would generally be constructed in areas that are not highly developed because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Ground disturbance, including excavation and grading have the potential to alter paleontological resources.

The placement of small-scale PV solar renewable energy equipment on new and existing buildings is regulated by the existing County Renewable Energy Zoning Ordinance Section 6954(a) that regulates the height and scale of these facilities. Rooftop mounted PV solar energy panels and roof-top wind turbines would not result in ground disturbance and ground mounted PV solar panels do not require deep or wide concrete footings such that disturbance of soils at a depth where resources could be present would not occur. Therefore, these systems would result in less-than-significant impacts to paleontological resources. However, ground-mounted wind turbines would have the potential to result in impacts to paleontological resources because of deep concrete footings and substantial grading at depth would be required. Small-scale wind turbines may be located on a parcel as an accessory use that would not require a discretionary review. Accordingly, even with implementation of General Plan Policies COS-9.1 and COS-9.2, 2011 GPU PEIR mitigation measures listed above, and federal, state, and local regulations that protect paleontological resources, the potential exists for significant impacts related to installation of small-scale wind turbines because of the lack of discretionary oversight and inability to mitigate impacts.

Built Environment and Transportation Measures and Actions

This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more severe impacts related to archaeological resources include those that would result in the construction of new electric vehicle charging stations (Action T-3.1) and increase access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts in the unincorporated area (Action T-3.1.a). Some of these measures and actions would result in the construction of new facilities and infrastructure, the placement of structures, and the excavation of earthen materials.

Specific locations for new facilities and infrastructure have not been identified. However, it is possible that the locations of such improvements could disturb paleontological resources because the location of all resources within the county is unknown. Excavation or trenching activities that require cutting into the underlying geologic formations in high or moderate sensitivity fossil-bearing geologic formations have the potential to damage or destroy paleontological resources that may be present below the ground surface.

Implementation of the CAP Update built environment and transportation measures and actions would result in similar impacts related to paleontological resources as identified in the 2011 GPU PEIR through future development. Projects would be required to implement adopted General Plan policies that require the salvage and preservation of unique paleontological resources during excavation or grading activities or other development processes (COS-9.1) and require the development to minimize impacts to unique geological features from human related destruction, damage, or loss (COS-9.2). The following 2011 GPU PEIR mitigation measures would be applied to reduce this impact: Cul-3.1: requires implementation of the Grading Ordinance to avoid or minimize impacts to paleontological resources and requires a paleontological monitor during grading when appropriate; Cul-3.2: requires implementation of the *County of San Diego Guidelines for Determining Significance: Paleontological Resources* (County of San Diego 2009) to identify and minimize adverse impacts to paleontological resources. Impacts would be less than significant with mitigation. In addition, future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts would be mitigated to a less-than-significant level.

Summary

As explained in the 2011 GPU PEIR, implementation of adopted General Plan Policies COS-9.1 and COS-9.2 and adopted 2011 GPU PEIR Mitigation Measures Cul-3.1 and Cul-3.2 would ensure that new development would conserve and protect paleontological resources. Adopted General Plan policies require future development to include appropriate mitigation to protect the quality and integrity of these resources. Applicable 2011 GPU PEIR mitigation measures require the identification and protection of paleontological resources by requiring appropriate reviews and applying mitigation when impacts are significant and requiring grading monitoring by a qualified paleontologist.

However, because it is possible to install small-scale wind turbines as an accessory use without discretionary review, significant impacts to paleontological resources could occur due to ground-disturbing activities. Therefore, project impacts to paleontological resources would be significant **(Impact CULT-3)**. Implementation of the CAP Update **would result in new or more severe impacts** not disclosed in the 2011 GPU PEIR.

2.5.3.6 Issue 4: Disturb Any Human Remains

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines the project would result in a significant impact on cultural resources if it would:

- disturb any human remains, including those interred outside of formal cemeteries.

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts to human remains from the adoption of the goals and policies contained within the plan and the development anticipated through the planning horizon. The discussion of impacts can be found in Section 2.5, "Cultural and Paleontological Resources" (pages 2.5-33 through 2.5-34), of the 2011 GPU PEIR and is hereby incorporated by reference. The 2011 GPU PEIR determined that buildout under the General Plan could result in potentially significant project and cumulative impacts to human remains because of the potential for human burial sites (known or unknown) within the unincorporated county.

Human burials have occurred outside of dedicated cemeteries historically, and the disturbance of any human remains is considered a significant impact, regardless of archaeological significance or association. While some burials have been uncovered, the potential exists for unknown burials to be present, including Native American burials. As evident from human remains that were previously discovered throughout the unincorporated county, there is the potential for impacts to human remains to occur as the result of development allowable under the General Plan. These impacts would be reduced to below a level of significance through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; the General Plan goals and policies; and specific mitigation measures implementation programs identified in the 2011 GPU PEIR. The specific General Plan policy related to the protection of human remains (Policy COS-7.5) is listed above in Section 2.5.2, "Regulatory Framework"; 2011 GPU PEIR Mitigation Measure Cul-4.1 is listed below in Section 2.5.5, "Mitigation Measures."

CAP Update Impact Analysis

The following sections describe the potentially significant impacts related to human remains that could result from the implementation of the proposed CAP Update measures and actions.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and more generally in the unincorporated county. Implementing CAP Update measures and actions could result in potential construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies which may result in new or expanded composting and recycling facilities to divert solid waste from landfills.

Specific locations for new and expanded facilities have not been identified. However, it is possible that the locations of such improvements could disturb human remains because the location of all resources within the county is unknown. Impacts to human remains generally occur because of ground-disturbing activities, including grading, excavation, and utilities installation during construction. The potential for disturbance may be reduced

through surveying a site to determine the likelihood that human remains are present, review of archaeological records to determine if human remains are known to occur in the area, and then designing future development to avoid areas where burials may be present. However, if surface evidence and archaeological records do not exist for a site, construction activities associated with the future development, including grading and excavation, would have the potential to disturb human remains. Any disturbance could result in a significant impact. Development of new or expanded solid waste facilities would result in similar impacts to human remains as those discussed in the 2011 GPU PEIR.

Adopted 2011 GPU PEIR Mitigation Measure Cul-4.1 includes regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs and ensures that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. General Plan Policy COS-7.5 additionally requires that human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the MLD and under the requirements of federal, state, and County regulations. Impacts would be less than significant with mitigation. In addition, future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts would be mitigated to a less-than-significant level.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Action W-3.2.a would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. Implementation of these measures would not result in impacts to human remains because any new or expanded physical structures associated with implementing water conservation measures and actions would be ancillary to existing or proposed development, which would have previously undergone archaeological review, including human remains, if required. Impacts would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 through A-4 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county, if opportunities to increase farmworker housing in

the unincorporated area are identified. Ground-disturbing activities, including grading, excavation, and utilities installation during construction, have the potential to damage or destroy human remains that may be present.

Implementation of the CAP Update agriculture and conservation measures and actions would result in similar impacts related to human remains as identified in the 2011 GPU PEIR through future development. Acquisition of lands and development of farmworker housing would be required to implement adopted General Plan goals and policies related to preservation of paleontological resources. 2011 GPU PEIR Mitigation Measure Cul-4.1 would be applied to reduce this impact: Cul-4.1 includes regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs and ensures that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. General Plan Policy COS-7.5 additionally requires that human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the MLD and under the requirements of federal, state, and County regulations. Impacts would be less than significant. In addition, future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts would be mitigated to a less-than-significant level.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects. Implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.3 could result in construction of large-scale renewable energy systems and energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted PV solar arrays or small wind turbines, upgraded mechanical systems, and other similar improvements. The addition of energy infrastructure may be required to support implementation of some measures; these projects have the potential to disturb human remains.

Large-scale renewable energy systems, such as PV solar, concentrator solar, and wind turbines, would generally be constructed in areas that are not highly developed because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Ground disturbance, including excavation and grading have the potential to disturb human remains.

The placement of small-scale PV solar renewable energy equipment on new and existing buildings is regulated by the existing County Renewable Energy Zoning Ordinance

Section 6954(a) that regulates the height and scale of these facilities. Rooftop PV solar energy panels and roof-top wind turbines would not result in ground disturbance. Ground-mounted PV solar panels do not require deep or wide concrete footings, which minimizes the amount of ground disturbance. As such, these energy systems would not result in significant impacts to human remains.

Ground-mounted wind turbines would have the potential to result in impacts to human remains because of the need to secure the turbines with deep concrete footings and the resultant ground disturbance and grading at depth that may be required. Small-scale wind turbines may be located on a parcel as an accessory use that would not require a discretionary review. Accordingly, even with implementation of General Plan policies, 2011 GPU PEIR mitigation measures listed above, and federal, state, and local regulations, the potential exists for direct impacts related to the disturbance of unknown human remains because of installation of small-scale wind turbines that lack discretionary oversight. Impacts would be significant.

Built Environment and Transportation Measures and Actions

This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more severe impacts related to archaeological resources include those that would result in the construction of new electric vehicle charging stations (Actions T-3.1) and increase access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts in the unincorporated area (Action T-3.1.a). Some of these measures and actions would result in construction of new facilities and infrastructure, placement of structures, and excavation of earthen materials.

Specific locations for new facilities and infrastructure have not been identified. However, it is possible that the locations of such improvements would have the potential to disturb human remains through ground-moving activities. Implementation of the CAP Update built environment and transportation measures and actions would result in similar impacts related to human remains as identified in the 2011 GPU PEIR through future development. Future projects would be required to implement the adopted General Plan goals and policies related to preservation of paleontological resources. 2011 GPU PEIR Mitigation Measure Cul-4.1 would be applied to reduce this impact: Cul-4.1 includes regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs and ensures that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. General Plan Policy COS-7.5 additionally requires that human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the MLD and under the requirements of federal, state, and County regulations. Impacts would be less than significant with mitigation. In addition, future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate

impacts, determine mitigation, and conclude whether impacts would be mitigated to a less-than-significant level.

Summary

As explained in the 2011 GPU PEIR, implementation of adopted General Plan Policy COS-7.5 and adopted 2011 GPU PEIR Mitigation Measure Cul-4.1 would ensure that new development would protect human remains. Adopted General Plan policies require that human remains be treated with the utmost dignity and respect and that the disposition and handling of human remains will be done in consultation with the MLD and under the requirements of federal, state, and County regulations. The applicable 2011 GPU PEIR mitigation measure includes regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs.

However, because it is possible to install small-scale wind turbines as an accessory use without discretionary review, significant impacts to human remains could occur due to ground-disturbing activities and the lack of mitigation requirements. Therefore, impacts to human remains would be significant **(Impact CULT-4)**. Implementation of the CAP Update **would result in new or more severe impacts** not disclosed in the 2011 GPU PEIR.

2.5.3.7 Cumulative Impact Analysis

The cumulative impact analysis study area for cultural resources is the southern California region, including both incorporated and unincorporated areas of San Diego County, surrounding counties, and Mexico. The geographic scope for the cumulative analysis of paleontological resources includes the Salton Trough, Peninsular Ranges, and Coastal Plain regions within southern California. This analysis uses the same scope identified in the 2011 GPU PEIR. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Cause a Substantial Adverse Change in the Significance of a Historical Resource

Cumulative development in the southern California region would result in a cumulative impact associated with the loss of historical resources through changes to resources or their immediate surroundings that could combine to magnify the effect on historical resources. Potential development activities may be associated with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS), San Diego Association of Governments Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan (SANDAG 2021 Regional Plan), private projects, and the development of land uses as designated under surrounding jurisdictions' general plans. Projects in California would be regulated by federal, state, and local regulations, including PRC Section 5097, California Penal Code 622, the Mills Act, HSC Sections 18950–18961, and the Secretary of the Interior's Standards for Rehabilitation and Standards for

the Treatment of Historic Properties. However, cumulative projects located in Mexico would not be subject to compliance with such regulations. Additionally, even with regulations in place, individual historical resources would still have the potential to be impacted or degraded from demolition, destruction, alteration, or structural relocation because of new private or public development or redevelopment. Therefore, the cumulative destruction of significant historical resources from construction and development planned within the region would result in a cumulatively significant impact. Additionally, past projects involving development and construction have already impacted historical resources within the region.

The 2011 GPU PEIR evaluation of cumulative impacts to historical resources assumed implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures listed in Section 2.5.2, "Regulatory Framework," and Section 2.5.5, "Mitigation Measures." Nonetheless, allowable development would have the potential to result in substantial adverse changes to the significance of historical resources due to demolition, destruction, alteration, or structural relocation because of new private or public development or redevelopment. Therefore, the General Plan, in combination with the cumulative development, has the potential to result in a significant cumulative impact associated with historical resources.

Implementation of the CAP Update measures and actions would have the potential to result in construction of new or expanded solid waste, renewable energy, and transportation facilities in the unincorporated county. As discussed in Section 2.5.3.3, "Issue 1: Cause a Substantial Adverse Change in the Significance of a Historical Resource," new facilities would be required to implement applicable General Plan policies and 2011 GPU PEIR Mitigation Measures Cul-1.1 and Cul-1.6, which would ensure that most measures and actions would have a less-than-significant impact to historical resources. However, because it is possible for some properties that are not listed or zoned as historical resources to install wind turbines or solar PV energy systems without a discretionary permit, impacts related to historical resources would be potentially significant.

Therefore, the cumulative destruction of significant historical resources from construction and development planned within the region would result in a cumulatively significant impact. As described above, the project would have potentially significant historical resources impacts from wind and solar PV projects. Therefore, the project would result in a considerable contribution to a significant cumulative effect. The cumulative impact would be significant **(Impact C-CULT-1)**. This **would be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource

Cumulative development in the southern California region would result in a cumulative impact associated with the loss of archaeological resources. Cumulative projects that may result in significant impacts include any projects that involve ground disturbing activities, such as tribal projects, energy and utility projects, private projects, or the development of

land uses as designated under surrounding jurisdictions' general plans. These projects are regulated by applicable federal, state, and local regulations, including the Native American Graves Protection and Repatriation Act (NAGPRA), the California Native American Graves Protection and Repatriation Act (CalNAGPRA), Section 106 of the National Historic Preservation Act, PRC Section 5079, CEQA Section 21083.2, and the County RPO. However, cumulative projects located in Mexico would not be subject to compliance with such regulations. Additionally, the loss of archaeological resources on a regional level may not be adequately mitigable through the data recovery and collection methods specified in these regulations, as their value may also lie in cultural mores and religious beliefs of applicable groups. Therefore, the cumulative destruction of archaeological resources from development projects within the region would be cumulatively significant. Additionally, past projects involving development and construction have already impacted archaeological resources within the region.

The 2011 GPU PEIR evaluation of cumulative impacts to archaeological resources assumed implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures listed in Section 2.5.2, "Regulatory Framework," and Section 2.5.5, "Mitigation Measures." Nonetheless, the evaluation concludes that development would have the potential to result in a substantial adverse change in the significance of an archaeological resource. Therefore, the General Plan, in combination with cumulative development, has the potential to result in a significant cumulative impact associated with archaeological resources.

Implementation of the CAP Update measures and actions would have the potential to result in construction of new or expanded solid waste, renewable energy, and transportation facilities in the unincorporated county. As discussed in Section 2.5.3.4, "Issue 2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource," new facilities would be required to implement applicable General Plan policies and 2011 GPU PEIR Mitigation Measures Cul-1.1, Cul-1.6, Cul-2.1, Cul-2.2, Cul-2.3, Cul-2.5, and Cul-2.6, which would ensure that most measures and actions would have a less-than-significant impact to archaeological resources. However, because it is possible to install small-scale wind turbines without a discretionary permit, impacts related to archaeological resources would be potentially significant.

Archaeological resources would still have the potential to be damaged or destroyed because of new private or public development or redevelopment allowed under cumulative projects. Therefore, the cumulative destruction of archaeological resources from construction and development planned within the region would result in a cumulatively significant impact.

Therefore, implementation of the CAP Update could result in a considerable contribution to an existing cumulative effect. The cumulative impact would be significant **(Impact C-CULT-2)**. This **would be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 3: Directly or Indirectly Destroy a Unique Paleontological Resource

Cumulative projects located in the southern California region would result in a cumulative impact to paleontological resources from grading, excavation, and other ground-disturbing activities. Cumulative development that requires excavation, such as regional energy and utility projects or the construction of new roadways under the SCAG RTP/SCS or SANDAG 2021 Regional Plan would result in adverse impacts to paleontological resources. Cumulative projects on state or public lands would be required to comply with PRC Section 5097–5097.6 pertaining to impacts to paleontological resources. Most other cumulative projects would be regulated by state and local regulations, including CEQA and the County Grading Ordinance. However, cumulative projects located in Mexico would not be subject to compliance with such regulations. Additionally, the loss of paleontological resources on a regional level may not be adequately mitigable through methods specified in these regulations. Therefore, the cumulative destruction of significant paleontological resources from planned construction and development within the region would result in a cumulatively significant impact. Additionally, past projects involving development and construction have already impacted paleontological resources within the region.

The 2011 GPU PEIR evaluated cumulative impacts to paleontological resources assuming implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures listed in Section 2.5.2, “Regulatory Framework,” and Section 2.5.5, “Mitigation Measures.” As discussed in the 2011 GPU PEIR, areas of the county designated for high-density land uses under the General Plan, such as village residential, commercial, or industrial, that also have a high or moderate paleontological sensitivity, would have the potential to significantly impact paleontological resources from construction activities associated with development. Therefore, the General Plan, in combination with the identified cumulative projects, would have the potential to result in a significant cumulative impact associated with paleontological resources.

Implementation of the CAP Update measures and actions would have the potential to result in construction of new or expanded solid waste, renewable energy, and transportation facilities in the unincorporated county. As discussed in Section 2.5.3.5, “Issue 3: Directly or Indirectly Destroy a Unique Paleontological Resource,” new facilities would be required to implement applicable General Plan policies and 2011 GPU PEIR Mitigation Measures Cul-3.1 and Cul-3.2, which would ensure that most measures and actions would have a less-than-significant impact to paleontological resources.

Even with federal, state, and local regulations in place, resources would still have the potential to be destroyed because of new private or public development or redevelopment allowed under cumulative projects. Therefore, the cumulative destruction of paleontological resources from construction and development planned within the region would result in a cumulatively significant impact. Therefore, implementation of the CAP Update could result in a considerable contribution to an existing cumulative effect. The cumulative impact would be **significant (Impact C-CULT-3)**. This **would be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 4: Disturb Any Human Remains

Cumulative projects located in the southern California region would result in impacts associated with grading, excavation or other ground-disturbing activities. Projects anticipated in the SCAG RTP/SCS, SANDAG 2021 Regional Plan, or the development of land uses as designated under surrounding jurisdictions' general plans may result in adverse impacts to human remains from development activities if they occur in proximity to the unincorporated county. Cumulative projects would be required to comply with NAGPRA, PRC Section 5097.9–5097.991, CalNAGPRA, and HSC Section 7050.5. On a regional level, the disturbance of human remains that are also considered archaeological resources may not be adequately mitigable through methods specified in these regulations, as their value may also lie in cultural mores and religion beliefs of applicable groups. Therefore, the cumulative disturbance of human remains by construction and development within the region would be considered a cumulatively significant impact. Additionally, past projects involving development and construction have already impacted human remains within the region.

The 2011 GPU PEIR concluded that implementation of the General Plan would have the potential to disturb human remains, including those located outside of formal cemeteries, from ground-disturbing activities development that could occur under the General Plan. Therefore, the General Plan, in combination with cumulative projects, would have the potential to result in a significant cumulative impact associated with human remains resources.

Implementation of the CAP Update measures and actions would have the potential to result in construction of new or expanded solid waste, renewable energy, and transportation facilities in the unincorporated county. As discussed in Section 2.5.3.6, "Issue 4: Disturb Any Human Remains," new facilities would be required to implement applicable General Plan policies and 2011 GPU PEIR Mitigation Measure Cul-4.1, which would ensure that most measures and actions would have a less than significant impact to human remains.

Based on cumulative conditions, even with federal, state, and local regulations in place, human remains would still have the potential to be damaged or destroyed because of new private or public development or redevelopment allowed under cumulative projects. Therefore, the cumulative destruction of human remains from construction and development planned within the region would result in a cumulatively significant impact. It is possible that implementation of the CAP Update, particularly construction of small-scale wind turbines, could result in a considerable contribution to an existing cumulative effect. The cumulative impact would be **significant (Impact C-CULT-4)**. This **would be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.5.4 Summary of New or More Severe Significant Impacts

The proposed project would result in potentially significant direct and cumulative impacts to historical resources, archaeological resources, paleontological resources, and human remains, as summarized below.

Impact-CULT-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource. Small-scale wind and solar renewable energy improvements may not be required to undergo a discretionary review process; this could result in impacts to historical resources because of changes to the historic building or setting.

Impact-CULT-2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource. Installation of small-scale wind turbines as an accessory use could occur without discretionary review; impacts to archaeological resources could occur because of ground disturbance.

Impact-CULT-3: Result in the Direct or Indirect Destruction of a Unique Paleontological Resource. Installation of small-scale wind turbines as an accessory use could occur without discretionary review; impacts to paleontological resources could occur because of ground disturbance.

Impact-CULT-4: Disturb Human Remains. Installation of small-scale wind turbines as an accessory use could occur without discretionary review; impacts related to human remains could occur because of ground disturbance.

Impact-C-CULT-1: Result in a Cumulatively Considerable Contribution to a Substantial Adverse Change in the Significance of a Historical Resource. Implementation of the proposed project would result in a potentially significant cumulative impact related to historical resources.

Impact-C-CULT-2: Result in a Cumulatively Considerable Contribution to a Substantial Adverse Change in the Significance of an Archaeological Resource. Implementation of the proposed project would result in a potentially significant cumulative impact related to archaeological resources.

Impact-C-CULT-3: Result in a Cumulatively Considerable Contribution to the Direct or Indirect Destruction of a Unique Paleontological Resource. Implementation of the proposed project would result in a potentially significant cumulative impact related to paleontological resources.

Impact-C-CULT-4: Result in a Cumulatively Considerable Contribution to the Disturbance of Human Remains. Implementation of the proposed project would result in a potentially significant cumulative impact related to human remains.

2.5.5 Mitigation Measures

Adopted 2011 GPU PEIR Mitigation Measures

The following section lists the mitigation measures from the 2011 GPU PEIR that are applicable to the proposed project. No new mitigation measures have been proposed to avoid or minimize cultural and paleontological impacts resulting from the proposed project.

2.5.5.1 Issue 1: Cause a Substantial Adverse Change in the Significance of a Historical Resource

The mitigation measures applicable to historical resources that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Cul-1.1: Utilize the RPO, CEQA, the Grading and Clearing Ordinance, and the Zoning Ordinance to identify and protect important historic and archaeological resources by requiring appropriate reviews and applying mitigation when impacts are significant.
>
> Adopted Mitigation Measure Cul-1.6: Implement, and update as necessary, the "County's Guidelines for Determining Significance for Cultural Resources" to identify and minimize adverse impacts to historic and archaeological resources.

2.5.5.2 Issue 2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource

The mitigation measures applicable to archaeological resources that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Cul-1.1: Utilize the RPO, CEQA, the Grading and Clearing Ordinance, and the Zoning Ordinance to identify and protect important historic and archaeological resources by requiring appropriate reviews and applying mitigation when impacts are significant.
>
> Adopted Mitigation Measure Cul-1.6: Implement, and update as necessary, the "County's Guidelines for Determining Significance for Cultural Resources" to identify and minimize adverse impacts to historic and archaeological resources.
>
> Adopted Mitigation Measure Cul-2.1: Develop management and restoration plans for identified and acquired properties with cultural resources.
>
> Adopted Mitigation Measure Cul-2.2: Facilitate the identification and acquisition of important resources through collaboration with agencies, tribes, and institutions, such as the South Coast Information Center (SCIC), while maintaining the confidentiality of sensitive cultural information.
>
> Adopted Mitigation Measure Cul-2.3: Support the dedication of easements that protect important cultural resources by using a variety of funding methods, such as grants or matching funds, or funds from private organizations.
>
> Adopted Mitigation Measure Cul-2.5: Protect undiscovered subsurface archaeological resources by requiring grading monitoring by a qualified archaeologist and a Native American monitor for ground disturbing activities in the vicinity of known archaeological resources, and also, when feasible, during initial surveys.

Adopted Mitigation Measure Cul-2.6: Protect significant cultural resources by facilitating the identification and acquisition of important resources through regional coordination with agencies, and institutions, such as the South Coast Information Center (SCIC) and consultation with the Native American Heritage Commission (NAHC) and local tribal governments, including SB-18 review, while maintaining the confidentiality of sensitive cultural information.

2.5.5.3 Issue 3: Directly or Indirectly Destroy a Unique Paleontological Resource

The mitigation measures applicable to paleontological resources that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

Adopted Mitigation Measure Cul-3.1: Implement the Grading Ordinance and CEQA to avoid or minimize impacts to paleontological resources, require a paleontological monitor during grading when appropriate, and apply appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Cul-3.2: Implement, and update as necessary, the County's Guidelines for Determining Significance for Paleontological Resources to identify and minimize adverse impacts to paleontological resources.

2.5.5.4 Issue 4: Disturb Any Human Remains

The mitigation measures applicable to human remains that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

Adopted Mitigation Measure Cul-4.1: Include regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs. Ensure that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. Apply appropriate mitigation when impacts are significant.

2.5.6 Significance Conclusions

2.5.6.1 Issue 1: Cause a Substantial Adverse Change in the Significance of a Historical Resource

As described above in Section 2.5.5.1, "Issue 1: Cause a Substantial Adverse Change in the Significance of a Historical Resource," even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures that prevent significant impacts to historical resources and compliance with federal, state, and local regulations intended to protect historical resources, impacts could remain significant and unavoidable. No other feasible project-related mitigation is available and could be applied to small-scale wind and solar energy projects because of the lack of discretionary review and ability to mitigate as a condition of a permit. The project's impacts related to historical resources from GHG reduction measures that would result in the installation of small wind

turbines or solar PV facilities would remain **significant and unavoidable**, and the project **would result in a considerable contribution** such that a new significant cumulative impact to historical resources would occur. This **would be a new or more severe impact** not disclosed in the 2011 GPU PEIR.

2.5.6.2 Issue 2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource

As described above in Section 2.5.5.2, "Issue 2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource," even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures, and compliance with federal, state, and local regulations intended to protect archeological resources that prevent significant impacts to archaeological resources, impacts could remain significant and unavoidable. No other feasible project-related mitigation is available and could be applied to small-scale renewable energy projects because of the lack of discretionary review and ability to mitigate as a condition of a permit. The project's impacts related to archaeological resources related to the installation of small wind turbines would remain **significant and unavoidable**, and the project **would result in a considerable contribution** such that a new significant cumulative impact to archaeological resources would occur. This **would be a new or more severe impact** not disclosed in the 2011 GPU PEIR.

2.5.6.3 Issue 3: Directly or Indirectly Destroy a Unique Paleontological Resource

As described above in Section 2.5.5.3, "Issue 3: Directly or Indirectly Destroy a Unique Paleontological Resource," even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures and compliance with federal, state, and local regulations intended to protect paleontological resources, impacts could remain significant and unavoidable. No other feasible project-related mitigation is available and could be applied to small-scale renewable energy projects because of the lack of discretionary review and ability to mitigate as a condition of a permit. The project's impacts related to paleontological resources from GHG reduction measures that would result in the installation of small wind turbines would remain **significant and unavoidable**, and the project **would result in a considerable contribution** such that a new significant cumulative impact to paleontological resources would occur. This **would be a new or more severe impact** not disclosed in the 2011 GPU PEIR.

2.5.6.4 Issue 4: Disturb Any Human Remains

As described above in Section 2.5.5.4, "Issue 4: Disturb Any Human Remains," even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures and compliance with federal, state, and local regulations intended to protect human remains, impacts could remain significant and unavoidable. No other feasible project-related mitigation is available and could be applied to small-scale renewable energy projects because of the lack of discretionary review and ability to mitigate as a

condition of a permit. The project's impacts related to disturbance of human remains from GHG reduction measures that would result in the installation of small wind turbines would remain **significant and unavoidable**, and the project **would result in a considerable contribution** such that a new significant cumulative impact to human remains would occur. This **would be a new or more severe impact** not disclosed in the 2011 GPU PEIR.

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2.6 Energy

This section evaluates existing energy production/consumption within the county, as well as potential energy use and related impacts from the project. This section describes the existing conditions for energy in the unincorporated county and evaluates the potential effects that implementation of the project may have on energy. Specifically, this section evaluates the potential for the CAP Update to result in impacts related to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation and impacts related to conflicts with state or local plan for renewable energy or energy efficiency. Because this analysis is subsequent to the adopted 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the energy related setting and impacts discussion included in Section 2.16, “Utilities and Service Systems,” of the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU PEIR. In 2018, Appendix G of the State CEQA Guidelines was updated to include a separate section with new questions associated with evaluating a project’s potential impacts related to energy. Because the 2011 GPU PEIR was certified prior to the 2018 update, the PEIR does not include a separate section for energy. Rather, impacts related to the construction of new energy production and/or transmission facilities or the expansion of existing facilities are discussed in Section 2.16, “Utilities and Service Systems,” of the 2011 GPU PEIR. Topics that were added to the State CEQA Guidelines in 2018 and, therefore, not addressed in the 2011 GPU PEIR include the project’s potential to result in impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Table 2.6-1 summarizes the energy impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the proposed project. As indicated, implementation of the proposed project would not result in new or more severe significant impacts on energy.

Table 2.6-1 Summary of Energy-Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources	General Plan Only: Not Evaluated[1]	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Not Evaluated[1]	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
2	State and Local Plans for Renewable Energy or Energy Efficiency	General Plan Only: Not Evaluated[1]	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Not Evaluated[1]	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

[1] Issues reflect updated sample questions in Appendix G of the State CEQA Guidelines.

Source: Compiled by Ascent Environmental in 2023.

2.6.1 Existing Conditions

This section describes the existing state and regional energy use, including direct and indirect consumption of energy, including electricity and natural gas, and fuel associated with transportation-related energy. Section 2.16.1.4, “Energy,” in the 2011 GPU PEIR (pages 2.16-27 through 2.16-31) presents a description of energy resources in San Diego County, which include electricity, natural gas, nuclear energy, and alternative energy sources. The environmental setting described in the 2011 GPU PEIR related to energy facilities remains applicable and is incorporated by reference. As appropriate, updated energy resource data is provided below.

2.6.1.1 Energy Types and Sources

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. One-third of energy commodities consumed in California is natural gas. In 2022, approximately 55 percent of utility-scale electricity generation was fueled by natural gas. Residential land uses represented approximately 22 percent of California’s natural gas consumption in 2021. Nonhydroelectric renewable energy sources provided 34 percent of the state's utility-scale net generation in 2021. With small-scale solar photovoltaic (PV) included, they supplied 40 percent of California's total in-state electricity generation. For the same year, coal accounted for less than 0.2 percent of the state's utility-scale net generation (EIA 2022a).

In September 2019, the cities of San Diego, Chula Vista, Encinitas, La Mesa, and Imperial Beach adopted an ordinance and resolution to form San Diego Community Power (SDCP), a California joint powers agency. In 2021, the San Diego County and National City voted to join SDCP. SDCP is a Community Choice Aggregation that allows customers to enroll on a voluntary basis. SDCP purchases electricity from renewable resources that is then delivered to consumers through a grid infrastructure owned and maintained by San Diego Gas & Electric Company (SDGE). SDGE is the primary energy supplier in San Diego County and provides energy service to over 3.6 million customers (i.e., 1.4 million accounts) in San Diego County and portions of southern Orange County. The utility has a diverse power production portfolio, composed of a variety of renewable and non-renewable sources. Energy production typically varies by season and by year. Regional electricity loads also tend to be higher in the summer because higher summer temperatures drive increased demand for air-conditioning. In contrast, natural gas loads are higher in the winter because colder temperatures drive increased demand for natural gas heating. See Tables 2.6-2 and 2.6-3, presented at the end of this section, for further details regarding SDGE, state, and SDCP power mixes. As shown in Table 2.6-2, SDGE derived 45 percent of its electricity from eligible renewable sources in 2021 (CEC 2021a). As shown in Table 2.6-3, SDCP derived 55 percent of its electricity from eligible renewable sources in 2021 (CEC 2021b).

2.6.1.2 Transportation Fuels

In 2021, petroleum products accounted for about 90 percent of the total U.S. transportation sector energy use (EIA 2022b). The California Department of Transportation projected that 1,804 million gallons of gasoline and diesel were consumed in San Diego County in 2015, an increase of approximately 183 million gallons of fuel from 2010 levels. It is estimated that approximately 2.82 billion gallons of gasoline and 294 million gallons of diesel will be consumed in San Diego County in 2030 (Caltrans 2008).

2.6.2 Regulatory Framework

Section 2.16.2, “Regulatory Framework,” of the 2011 GPU PEIR includes a brief discussion of the regulatory framework related to energy resources in the unincorporated county, namely a description of Part 6 of the Title 24 California Building Code (California Energy Code). Additional regulations related to energy use and conservation are summarized below.

2.6.2.1 Federal

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this Act, the National Highway Traffic and Safety Administration, part of the US Department of Transportation, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. The EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. It requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in the EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The EPAct of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce US dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly fivefold increase over current levels, and reduces US demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the country. The US Environmental Protection Agency calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. Based on information generated under the CAFE program, the US Department of Transportation is authorized to assess penalties for noncompliance. As of 2022, the CAFE standards require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026. As of July 2023, the National Highway Transportation Safety Administration (NHTSA) proposes new CAFE standards for passenger cars and light trucks built in model years 2027-2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030-2035. If finalized, the proposal would require an industry fleet-wide average of approximately 58 miles per gallon for passenger cars and light trucks in 2032, by increasing fuel economy by 2% year over year for passenger cars and by 4% year over year for light trucks. For heavy-duty pickup trucks and vans, the proposal would increase fuel efficiency by 10% year over year (NHTSA 2023). By addressing renewable fuels and the CAFE standards, the Energy Independence and

Security Act of 2007 builds upon progress made by the EPAct of 2005 in setting out a comprehensive national energy strategy for the 21st century.

2.6.2.2 State

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission regulates privately owned utilities in the energy, rail, telecommunications, and water sectors.

State of California Energy Action Plan

CEC is responsible for preparing the state energy plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the California Energy Action Plan (2008 update). The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles (ZEVs) and addressing their infrastructure needs and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the California Air Resources Board (CARB) prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence.* The report includes recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003). A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2030.

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety" (Public Resources Code Section 25301[a]). This work culminated in the Integrated Energy Policy Report (IEPR).

CEC adopts an IEPR every 2 years and an update every other year. The 2021 IEPR is the most recent IEPR. The 2021 IEPR provides a summary of priority energy issues currently facing the state and outlines strategies and recommendations to further the state's goal of ensuring reliable, affordable, and environmentally responsible energy sources. The report contains an assessment of major energy trends and issues within California's electricity, natural gas, and transportation fuel sectors. The report provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. Topics covered in the 2021 IEPR include building decarbonization, coordination between state energy agencies, decarbonizing the state's natural gas system, increasing transportation efficiencies, improving energy reliability, and an assessment of the California Energy Demand Forecast (CEC 2022a).

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of ZEVs, into a single package of regulatory standards for vehicle model years 2017–2025. The new regulations strengthened the GHG standards for 2017 models and beyond. In addition, the program's ZEV regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EVs) to account for up to 15 percent of California's new vehicle sales by 2025. In August 2022, CARB adopted the Advanced Clean Cars II program, which sets sales requirements for ZEVs to ultimately reach the goal of 100 percent ZEV sales in the state by 2035.

Renewables Portfolio Standard

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB 100 of 2018 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 52 percent of their electricity from renewables by December 31, 2027; 60 percent by December 31, 2030; and 100 percent carbon-free electricity by December 31, 2045. On September 16, 2022, the state passed SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. The Act revises state policy to provide eligible renewable energy resources and zero-carbon resources to supply 100 percent of all retail sales of electricity to California and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by December 31, 2030. It also establishes energy efficiency targets that achieve statewide, cumulative doubling of the energy efficiency savings in electricity and natural gas end uses by the end of 2030.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative nonpetroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

California Building Energy Efficiency Standards (Title 24, Part 6 and Part 11)

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and to provide energy efficiency standards for residential and nonresidential buildings.

CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy Code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into onsite generation by requiring solar PV on new homes, providing significant GHG savings. The most recent is the 2022 California Energy Code, which advances the onsite energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar PV system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. The CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHG emissions by 10 million metric tons of carbon dioxide-equivalent ($MMTCO_2e$) emissions over the next 30 years (CEC 2022b).

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code; it became mandatory January 1, 2011 (as part of the 2010 California Building Standards Code). The current version is the 2022 CALGreen Code, which took effect on January 1, 2023. As compared to the 2019 CALGreen Code, the 2022 CALGreen Code strengthened sections pertaining to EV and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CALGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are

adopted by local agencies that enforce building codes and used as guidelines by state agencies for meeting the requirements of Executive Order (EO) B-18-12.

Assembly Bill 32, Senate Bill 32, and Climate Change Scoping Plan and Update

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 $MMTCO_2e$ emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 $MMTCO_2e$ under a business-as-usual scenario (this is a reduction of 47 $MMTCO_2e$, or almost 10 percent, from 2008 emissions). In May 2014, CARB released and has since adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate progress that has been made between 2000 and 2012 (CARB 2014). According to the update, California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 (CARB 2014). The update also reports the trends in GHG emissions from various emission sectors (e.g., transportation, building energy, agriculture).

In August 2016, SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020, were signed into law. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction to at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the state's continued efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emission levels by 2050. Achievement of these goals will have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by CARB, outlines the main strategies California will implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB 2017). It identifies the reductions needed by each GHG emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste).

On September 16, 2022, the state legislature passed AB 1279, which codified stringent emissions targets for the state of achieving carbon neutrality and an 85 percent reduction in 1990 emissions level by 2045. CARB adopted the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) on November 16, 2022, as directed by AB 1279 (CARB 2022). The 2022 Scoping Plan traces the pathway for the state to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top down, bottoms up approach using various scenarios. CARB adopted the 2022 Scoping Plan on December 16, 2022.

Senate Bill 375 of 2008

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. It requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. CARB, in consultation with the MPOs, is to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks for 2020 and 2035. Implementation of SB 375 will have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

2.6.2.3 Local

San Diego Association of Governments Regional Plans and Programs

The San Diego Association of Governments' (SANDAG's) San Diego Forward: The Regional Plan (2021 Regional Plan) is a Regional Transportation Plan/Sustainable Communities Strategy that combines and updates two previous plans, the Regional Comprehensive Plan and the Regional Transportation Plan/Sustainable Communities Strategy, into one document that looks toward 2050. The 2021 Regional Plan covers a broad range of topics including air quality, borders and tribal nations, climate change, economic prosperity, emerging technologies, transit and automobile energy efficiency, fuels, habitat preservation, community health, public facilities, shoreline preservation, transportation, and water quality. The Regional Plan emphasizes the importance of multimodal transportation and places special emphasis on active transportation, such as walking and biking, and reducing car use to minimize GHG emissions, diminish air pollution, and maximize public health. The 2021 Regional Plan also includes a Sustainable Communities Strategy, which identifies five main strategies to complement the goal of sustainability. These strategies focus on job growth and housing in urbanized areas with existing public transportation options; housing needs for all economic segments of the population; the preservation of open space; investment in an accessible transit network; and reduced GHG emissions through the implementation of actions such as increasing public transportation infrastructure and access, encouraging active transportation through upgrades to pedestrian and bike facilities, and incentivizing EV use and providing additional EV infrastructure. The 2021 Regional Plan is designed to be updated every 4 years in accordance with federal law in collaboration with the 18 cities and San Diego County along with regional, state, and federal partners. The 2021 Regional Plan focuses on regional targets through 2050. The 2021 Regional Plan reduces per capita GHG emissions from cars and light-duty trucks to 20 percent below 2005 levels by 2035, exceeding the region's state-mandated target of 19 percent. The 2021 Regional Plan also meets federal air quality conformity requirements. The goals outlined in the 2021 Regional Plan are as follows:

- the efficient movement of people and goods;
- access to affordable, reliable, and safe mobility; and
- healthier air and reduced GHG emissions.

2011 San Diego County General Plan

The General Plan policies related to GHGs that are applicable to the CAP Update include the following:

> Policy COS-14.1: Land Use Development Form. Require that development be located and designed to reduce vehicular trips (and associated air pollution) by utilizing compact regional and community-level development patterns while maintaining community character.
>
> Policy COS-14.2: Villages and Rural Villages. Incorporate a mixture of uses within Villages and Rural Villages that encourage people to walk, bicycle, or use public transit to reduce air pollution and greenhouse gas (GHG) emissions.
>
> Policy COS-14.3: Sustainable Development. Require design of residential subdivisions and nonresidential development through "green" and sustainable land development practices to conserve energy, water, open space, and natural resources.
>
> Policy COS-14.4: Sustainable Technology and Projects. Require technologies and projects that contribute to the conservation of resources in a sustainable manner, that are compatible with community character, and that increase the self-sufficiency of individual communities, residents, and businesses.
>
> Policy COS-14.5: Building Siting and Orientation in Subdivisions. Require that buildings be located and oriented in new subdivisions and multi-structure non-residential projects to maximize passive solar heating during cool seasons, minimize heat gains during hot periods, enhance natural ventilation, and promote the effective use of daylight.
>
> Policy COS-14.6: Solar Access for Infill Development. Require that property setbacks and building massing of new construction located within existing developed areas maintain an envelope that maximizes solar access to the extent feasible.
>
> Policy COS-14.7: Alternative Energy Sources for Development Projects. Encourage development projects that use energy recovery, photovoltaic, and wind energy.
>
> Policy COS-14.9: Significant Producers of Air Pollutants. Require projects that generate potentially significant levels of air pollutants and/or GHGs such as quarries, landfill operations, or large land development projects to incorporate renewable energy, and the best available control technologies and practices into the project design.
>
> Policy COS-14.10: Low-Emission Construction Vehicles and Equipment. Require County contractors and encourage other developers to use low-emission

construction vehicles and equipment to improve air quality and reduce GHG emissions.

Policy COS-14.13: Incentives for Sustainable and Low GHG Development. Provide incentives such as expedited project review and entitlement processing for developers that maximize use of sustainable and low GHG land development practices in exceedance of State and local standards.

Policy COS-15.1: Design and Construction of New Buildings. Require that new buildings be designed and constructed in accordance with "green building" programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.

Policy COS-15.2: Upgrade of Existing Buildings. Promote and, as appropriate, develop standards for the retrofit of existing buildings to incorporate design elements, heating and cooling, water, energy, and other elements that improve their environmental sustainability and reduce GHG.

Policy COS-15.3: Green Building Programs. Require all new County facilities and the renovation and expansion of existing County buildings to meet identified "green building" programs that demonstrate energy efficiency, energy conservation, and renewable technologies.

Policy COS-15.4: Title 24 Energy Standards. Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.

Policy COS-15.5: Energy Efficiency Audits**.** Encourage energy conservation and efficiency in existing development through energy efficiency audits and adoption of energy saving measures resulting from the audits.

Policy COS-15.6: Design and Construction Methods. Require development design and construction methods to minimize impacts to air quality.

Policy COS-16.1: Alternative Transportation Modes. Work with SANDAG and local transportation agencies to expand opportunities for transit use. Support the development of alternative transportation modes, as provided by Mobility Element policies.

Policy COS-16.2: Single-Occupancy Vehicles. Support transportation management programs that reduce the use of single-occupancy vehicles.

Policy COS-16.3: Low-Emissions Vehicles and Equipment. Require County operations and encourage private development to provide incentives (such as priority parking) for the use of low- and zero-emission vehicles and equipment to improve air quality and reduce GHG emissions. [Refer also to Policy M-9.3 (Preferred Parking) in the Mobility Element.]

Policy COS-16.4: Alternative Fuel Sources. Explore the potential of developing alternative fuel stations at maintenance yards and other County facilities for the municipal fleet and general public.

Policy COS-16.5: Transit-Center Development. Encourage compact development patterns along major transit routes.

Policy COS-17.3: Landfill Waste Management. Require landfills to use waste management and disposal techniques and practices to meet all applicable environmental standards.

Policy COS-17.4: Composting. Encourage composting throughout the County and minimize the amount of organic materials disposed at landfills.

Policy COS-17.5: Methane Recapture. Promote efficient methods for methane recapture in landfills and the use of composting facilities and anaerobic digesters and other sustainable strategies to reduce the release of GHG emissions from waste disposal or management sites and to generate additional energy such as electricity.

Policy COS-17.6: Recycling Containers. Require that all new land development projects include space for recycling containers.

Policy COS-17.7: Material Recovery Program. Improve the County's rate of recycling by expanding solid waste recycling programs for residential and non-residential uses.

Policy COS-17.8: Education. Continue programs to educate industry and the public regarding the need and methods for waste reduction, recycling, and reuse.

Policy COS-18.1: Alternate Energy Systems Design. Work with San Diego Gas and Electric and non-utility developers to facilitate the development of alternative energy systems that are located and designed to maintain the character of their setting.

Policy COS-18.2: Energy Generation from Waste. Encourage use of methane sequestration and other sustainable strategies to produce energy and/or reduce GHG emissions from waste disposal or management sites.

Policy COS-18.3: Alternate Energy Systems Impacts. Require alternative energy system operators to properly design and maintain these systems to minimize adverse impacts to the environment.

Policy COS-20.1: Climate Change Action Plan. Prepare, maintain, and implement a climate change action plan with a baseline inventory of GHG emissions from all sources; GHG emissions reduction targets and deadlines, and enforceable GHG emissions reduction measures.

Policy COS-20.2: GHG Monitoring and Implementation. Establish and maintain a program to monitor GHG emissions attributable to development, transportation, infrastructure, and municipal operations and periodically review the effectiveness of and revise existing programs as necessary to achieve GHG emission reduction objectives.

Policy COS-20.3: Regional Collaboration. Coordinate air quality planning efforts with federal and state agencies, San Diego Association of Governments (SANDAG), and other jurisdictions.

Policy COS-20.4: Public Education. Continue to provide materials and programs that educate and provide technical assistance to the public, development professionals, schools, and other parties regarding the importance and approaches for sustainable development and reduction of GHG emissions.

Policy LU-2.8: Mitigation of Development Impacts. Require measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise, vibrations, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.

Policy CC-1.1: Update the County Green Building Program to increase effectiveness of encouraging incentives for development that is energy efficient and conserves resources through incentives and education.

Policy CC-1.2: Prepare a County Climate Change Action Plan with an update baseline inventory of greenhouse gas emissions from all sources, more detailed greenhouse gas emissions reduction targets and deadlines; and a comprehensive and enforceable GHG emissions reduction measures that will achieve a 17 percent reduction in emissions from County operations from 2006 by 2020 and a 9 percent reduction in community emissions between 2006 and 2020. Once prepared, implementation of the plan will be monitored and progress reported on a regular basis.

Policy CC-1.3: Work with SANDAG to achieve regional goals in reducing GHG emissions associated with land use and transportation.

Policy CC-1.4: Review traffic operations to implement measures that improve flow and reduce idling such as improving traffic signal synchronization and decreasing stop rate and time.

Policy CC-1.5: Coordinate with the San Diego County Water Authority and other water agencies to better link land use planning with water supply planning with specific regard to potential impacts from climate change and continued implementation and enhancement of water conservation programs to reduce demand. Also support water conservation pricing (e.g., tiered rate structures) to encourage efficient water use.

Policy CC-1.6: Implement and expand County-wide recycling and composting programs for residents and businesses. Require commercial and industrial recycling.

Policy CC-1.8: Revise County Guidelines for Determining Significance based on the Climate Change Action Plan. The revisions will include guidance for proposed discretionary projects to achieve greater energy, water, waste, and transportation efficiency.

Policy CC-1.9: Coordinate with APCD, SDG&E, and the California Center for Sustainable Energy to research and possibly develop a mitigation credit program. Under this program, mitigation funds will be used to retrofit existing buildings for energy efficiency to reduce GHG emissions.

Policy CC-1.10: Continue to implement the County Groundwater Ordinance, Watershed Protection Ordinance (WPO), Resource Protection Ordinance (RPO), MSCP and prepare MSCP Plans for North and East County in order to further preserve wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas and other open space that provide carbon sequestration benefits and to restrict the use of water for cleaning outdoor surfaces and vehicles. The WPO also implements low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site.)

Green Building Incentive Program

The San Diego County Green Building Incentive Program is designed to promote the use of resource efficient construction materials, water conservation, and energy efficiency in new and remodeled residential and commercial buildings. The program offers incentives of reduced plan check turnaround time and a 7.5 percent reduction in plan check and building permit fees for projects meeting program requirements (San Diego County 2019).

Landscape Ordinance

The San Diego County's Landscaping Ordinance was adopted in accordance with the state's Model Water Efficient Landscape Ordinance, which establishes water efficiency standards for new and existing landscapes to reduce water related energy use. The County's ordinance applies to new construction for which the County issues a building permit or a discretionary review where the aggregate landscaped area is 500 square feet or more to obtain outdoor water use authorization. For those projects between 500 and 2,500 square feet, the County has a more streamlined process called the Prescriptive Compliance Option. All landscape areas are subject to a Maximum Applied Water Allowance, which sets an upper limit of allowable water use per landscape area.

County Operations Strategic Sustainability Plan

The County's 2020–2030 County Operations Strategic Sustainability Plan (2020 Strategic Plan) supersedes the previously implemented 2015 Strategic Energy Plan. The 2020 Strategic Plan sets goals to promote sustainability in four key sectors of County operations: energy, water, waste, and transportation. The goals outlined in the Strategic Plan relating to energy are as follows:

- reduce energy use and GHG emissions,
- promote clean energy production,
- provide sound facility energy management,
- achieve cost savings,
- reduce fleet VMT,
- eliminate underutilized vehicles to decrease size of the fleet,
- electrify the fleet where possible, and
- expand EV charging infrastructure on County sites for both public and fleet.

The Strategic Plan is intended to consolidate the sustainability planning efforts of other County planning documents under a single County operations purpose (i.e., mission statement).

2011 San Diego County GPU PEIR

As discussed above, Appendix G of the State CEQA Guidelines was updated in 2018 to include a separate section for energy with criteria meant to evaluate a project's potential impacts related the wasteful, inefficient, or unnecessary consumption of energy and the conflict/obstruction of an applicable energy plan. Because the 2011 GPU PEIR was certified prior to the 2018 update, the PEIR does not include a separate section for energy with the aforementioned criteria. Rather, impacts related to the construction of new energy production and/or transmission facilities or the expansion of existing facilities are discussed in Section 2.16, "Utilities and Service Systems," and mitigation measures were proposed as part of that impact analysis. While impacts were found to be significant and mitigation measures were proposed, this mitigation was developed in response to the conclusion that the project would "result in significant environmental effects" (the now outdated Appendix G criteria used in the 2011 GPU PEIR analysis), rather than the criteria developed for evaluating energy impacts in the 2018 update to Appendix G of the State CEQA Guidelines. Therefore, the mitigation proposed in Section 2.16 of the 2011 GPU PEIR would not apply to this project regarding energy.

2.6.3 Analysis of Effects and Significance Determination

2.6.3.1 Significance Criteria

Based on Appendix G of the State CEQA Guidelines, the CAP would result in a significant impact related to energy if it would:

- result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation
- conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

San Diego County has not established thresholds for determining the significance of energy impacts, and therefore does not provide guidance regarding potential physical effects of the implementation of energy infrastructure, such as production and/or transmission facilities or the expansion of existing facilities. Potential environmental effects of the construction of the energy production projects (i.e., small-scale renewable energy generation systems) included in the CAP Update are considered and addressed throughout this ~~draft~~ SEIR, specifically in Section 2.3, "Air Quality"; Section 2.8, "Greenhouse Gas Emissions"; Section 2.9, "Hazards and Hazardous Materials"; and Section 2.10, "Hydrology and Water Quality."

2.6.3.2 Approach to Analysis

Impacts related to energy were analyzed qualitatively based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area was analyzed in the context of existing laws and regulations, as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. As noted above, the 2011 GPU PEIR did not analyze energy impacts, but for the analysis of impacts related to the construction of new energy production and/or transmission facilities or expansion of existing facilities. This threshold is not addressed in this section, as potential impacts related to the construction of new renewable energy infrastructure, as proposed by the CAP Update, are analyzed in other sections of this SEIR. The energy-related Appendix G checklist questions were added in 2018, subsequent to the certification of the 2011 GPU PEIR, and are addressed herein.

Scope of SEIR Impact Analysis

The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward the established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impact of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unincorporated county) and its role as

a programmatic planning document designed to guide future decision-making related to the reduction of GHGs within the unincorporated county, the study area for energy is the unincorporated area of the county within the County's jurisdiction (i.e., all unincorporated lands excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects that would be implemented under the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of future projects. Future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, additional CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to below a significant impact.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the measures and actions in Table 1-2 have been grouped into subcategories for the purpose of analysis, based on similarities in implementation and their potential for physical environmental effects. CAP Update measures and actions that would have the potential to result in new or more severe impacts related to energy are provided below.

Solid Waste Measures and Actions. This category includes measures intended to increase organic waste diversion, increase recycling, and increase gas capture. These measures and actions would involve adopting a policy to achieve zero waste (90 percent diversion) from County operations by 2030 (Action SW-1.1) and incentivizing the development of new composting/anaerobic digestion facilities and on-farm digesters (Action SW-4.1.a).

Water and Wastewater Programs Measures and Actions. This category includes measures intended to increase water efficiency and conservation through the installation and upgrade of greywater and stormwater capture systems, irrigation systems, and efficient water appliances (i.e., shower heads, faucets). Associated actions that would achieve the goals of these measures include updating the County's Water Efficiency Plan to require water-efficiency measures in new and existing County buildings/operations to reduce potable water use intensity by ~~19~~ 28 percent (Action W-1.1) and amending the County's Code of Regulatory Ordinances to require Tier 2 CALGreen water efficiency requirements (which could include installation of stormwater and greywater capture systems for irrigation) for existing development projects with qualifying improvements (Action W-2.2).

Agriculture and Conservation Measures and Actions. This category includes the acquisition and preservation of natural lands, improvements to land management practices to protect habitat and increase carbon storage, and the reduction of GHG emissions from agricultural operations. Within these measures are associated actions

that would result in acquiring 11,000 acres of conservation lands by 2030 to preserve land in perpetuity (Action A-1.1), implementing the County's Landscaping Ordinance to require planting 87,539 trees in single family residential development by 2030 (Action A-2.1), developing a Carbon Farming Program to increase carbon sequestration on 480 acres by 2030 (Action A-1.2), and developing a program to incentivize a transition to cleaner fuels (e.g., renewable diesel and electric equipment) and the efficient use of energy and water (e.g., LED grow lights and water re-use) to reduce emissions from agricultural operations in the unincorporated area (Action A-5.1). This category also includes an action that would evaluate opportunities for the construction of farmworker housing (Action A-4.1.b).

Energy Measures and Actions. This category includes measures and actions that would increase building energy efficiency, result in the development of renewable energy generation infrastructure, and increase electrification in the unincorporated county Specifically, Action E-1.1 would implement the County Facilities Zero Carbon Portfolio Plan to achieve 90 percent reduction in operational carbon emissions by 2030. Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes a shift towards alternative modes of transportation, the encouragement of alternative fuel use, and reduced single-occupancy vehicle trips. Within these measures are associated actions that would result in use of alternative fuel and/or zero-emission construction equipment in County projects (Action T-1.1.a), development of a program to provide residents and businesses incentives for alternative fuel and/or zero-emission construction and landscaping equipment (Action T-2.1), development of a program to fund and/or construct 2,040 publicly available EV charging stations at County facilities and in the unincorporated county by 2028 (Action T-3.1), and an amendment to the San Diego County Code of Regulatory Ordinances to require installation of Tier 2 CALGreen EV charging infrastructure for new multi-family residential and non-residential construction (Action T-3.1).

2.6.3.3 Issue 1: Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, the proposed project would have a significant adverse energy impact if it would:

- result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR did not analyze energy impacts related to the consumption of energy resources; therefore, no prior determinations are reported here.

CAP Update Impact Analysis

The following section describes the potential for implementation of the proposed CAP Update measures and actions to result in wasteful, inefficient, or unnecessary consumption of energy resources.

Solid Waste Measures and Actions

Implementation of measures and actions within the solid waste group would increase organic waste diversion and recycling (Action SW-2.1.a) and increase gas capture (Action SW-3.1). Implementation of the measures within this group and their associated actions include solid waste diversion/recycling programs and incentives, development of new composting/anaerobic digestion facilities and on-farm digesters, and biogas capture at existing landfills (Borrego and Otay). Implementation of the measures and actions within the solid waste group would result in the consumption of energy resources during construction. CAP Update measures and actions that would result in new waste handling and recycling facilities (Actions SW-4.1.a and SW-4.1.b) would increase electricity demand, consumption of fuels, and use of non-renewable resources during construction. These types of projects would not involve large amounts of labor or extensive use of construction equipment. Some worker trips may be required during installation of these facilities and features, resulting in the short-term consumption of diesel fuel and gasoline. However, workers would likely be located within the region and would not require extended commutes to reach construction sites. Some construction equipment (e.g., backhoes, front loaders, pavers, bulldozers, and skid steers) may also be used during installation of these facilities and features, but it is likely that this equipment would be used intermittently and for relatively short periods of time. Additionally, Action T-1.1.a would promote the use of alternative fuel in construction equipment and would therefore reduce fossil fuel consumption. Demand for energy resources during construction would vary throughout the construction period and would generally cease upon completion of construction.

Implementation of the CAP Update would improve operational energy efficiency and reduce the use of fossil fuels through measures that reduce VMT and encourage alternative fuel use. Actions SW-2.1.b, SW-4.1.a, and SW-4.1.b could lead to increased haul truck trips to and from new waste management and recycling facilities; however, it is anticipated that these trips would displace the haul truck trips that would be diverted from the landfill. The operation of new facilities would require additional electricity use. These facilities would be required to comply with the California Energy Code and CALGreen requirements. These facilities do not typically require a substantial number of employees to operate and would therefore not result in a substantial increase in worker

commute trips. Maintenance trips along pipelines are typically infrequent and last for short periods of time and would therefore not result in large amounts of fuel being consumed during operations. Regarding electricity demand, all projects would be required to comply with state building code requirements for energy efficiency. Additionally, the CAP Update would further the requirements of General Plan policies related to the solid waste sector. For example, General Plan Policy COS-14.9 requires projects that generate potentially significant levels of air pollutants and/or GHGs, such as landfill operations, to incorporate renewable energy. Policy COS-18.2 encourages the use of methane sequestration and other sustainable strategies to produce energy and/or reduce GHG emissions from waste disposal or management sites.

Collectively, these measures and actions are intended to increase reuse of materials to reduce the consumption of nonrenewable resources. Therefore, these projects would be considered necessary and beneficial uses of energy resources. Implementation of the GHG reduction measures within the solid waste group would not involve short- or long-term physical changes that could result in wasteful, inefficient, or unnecessary energy consumption. Impacts would be less than significant.

Water and Wastewater Measures and Actions

Implementation of measures and actions within the water and wastewater group would increase water efficiency and conservation (Actions W-1.1, W-2.1, W-2.2, W-2.3, W-2.3.a, W-2.3.b, W-2.4, and W-3.1). Measures and actions within this group include programs that would result in new building requirements, building retrofits, expansion of recycled water/greywater infrastructure, installation of smart irrigation systems, and water efficiency programs. Actions W-2.1 and W-2.2 would amend the County's Code of Regulatory Ordinances for new and existing development to require Tier 2 CALGreen water efficiency requirements, including the installation of stormwater and greywater capture systems. Construction of these systems would generate electricity demand, consumption of fuels, and use of non-renewable resources. Additionally, Action W-1.1 may result in the installation of smart irrigation, which could also require the consumption of fuels and use of non-renewable resources during installation. These types of projects would not involve large amounts of labor or extensive use of construction equipment. Some worker trips may be required during installation of these facilities and features, resulting in the short-term consumption of diesel fuel and gasoline. However, workers would likely be located within the region and would not require extended commutes to reach construction sites. Construction equipment (e.g., backhoes, front loaders, pavers bulldozers, and skid steers) may also be used during installation of these systems and features, but it is likely that this equipment would be used intermittently and for relatively short periods of time. Additionally, Action T-1.1.a would promote the use of alternative fuel in construction equipment and, therefore, would reduce fossil fuel consumption. Demand for energy resources during construction would vary and would generally cease upon completion of construction.

Occasional operational maintenance activities may be required with implementation of the measures and actions within the water and wastewater group. Actions W-1.1, W-2.1, and W-2.2 would require the use of fuel for maintenance trips and worker commute trips,

as well as the use of electricity to power pumps and treatment systems. However, these systems do not typically require a substantial number of employees to operate and worker trips would be infrequent; thus, associated operational fuel consumption would also be minimal.

Additionally, the CAP Update would further policies established in the General Plan related to water and wastewater. For example, General Plan Policy CC-1.5 requires coordination with the San Diego County Water Authority and other water agencies to better link land use planning with water supply planning with specific regard to potential impacts from climate change and continued implementation and enhancement of water conservation programs to reduce demand. This would help to lessen the energy demand of transporting and treating water by increasing water efficiency; thus, decreasing its demand. Implementation of the measures and actions within the water and wastewater group would not involve short- or long-term physical changes that could result in wasteful, inefficient, or unnecessary energy consumption. Impacts would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of agriculture and conservation measures and actions would result in the acquisition and preservation of natural lands (Actions A-1.1 A-1.2, and A-3.1), evaluation of opportunities to increase farmworker housing (Action A-4.1.b), as well as improvements to land management practices to protect habitat and increase carbon storage (Actions A-1.2, and A-1.2.a). Additionally, measures and actions in the group aim to reduce GHG emissions from agricultural operations (Measure A-5 and Actions A-5.1 and A-5.1.a). Implementation of the measures and actions described above would result in the consumption of energy resources during construction. These types of projects would not involve large amounts of labor or extensive use of construction equipment; however, limited expenditure of energy could occur during the construction of farmer housing (if opportunities are identified to increase farmworker housing pursuant to Action A-4.1.b) and Actions A-2.1 and A-2.2 would require the use of energy during tree planting and watering. Some worker trips may be required during construction of housing and tree installation, resulting in the short-term consumption of diesel fuel and gasoline. However, workers would likely be located within the region and would not require extended commutes to reach construction sites. Construction equipment such as dozers, graders, hauling trucks, backhoes, and truck-mounted cranes may also be used during construction of farmworker housing and the installation of the trees, but it is likely that this equipment would be used intermittently and for relatively short periods of time. Some fuel would also be consumed during the delivery of trees and building materials. While some construction equipment may be used, Action T-1.1.a would promote the use of alternative fuel in construction equipment and, therefore, would reduce fossil fuel consumption. Demand for energy resources during construction would vary and would generally cease upon completion of construction.

Actions A-2.1 and A-2.2 would increase tree planting within the county and would therefore indirectly involve minor electricity consumption associated with conveyance and treatment of water used for irrigation. However, these measures are intended to reduce the urban heat island effect and provide additional shade for buildings to reduce the

consumption of electricity needed for building cooling. Action A-5.1 would develop a program to incentivize a transition to cleaner fuels (e.g., renewable diesel, electric equipment) and the efficient use of energy and water (e.g., LED grow lights and water re-use), while Action A-5.1.a would create a partnership with SDGE to advocate for agricultural pump rates that would incentivize electrification. These measures would reduce reliance on fossil fuels by transitioning agricultural equipment to alternative fuels as well as conserve energy through the use of water-recycling methods and energy efficient grow lights. Farmworker housing that could result from the evaluation of opportunities conducted pursuant to Action A-4.1b would result in the consumption of energy for lighting, space heating, water heating, and other electrical uses. New development would be subject to the residential design requirements of Title 24 Part 6, which requires the use of energy-efficient building technologies in new development. All farmworker housing opportunity sites would be identified where there is a potential to decrease existing employee VMT in a manner that would limit unnecessary energy consumption.

Collectively, these measures are intended to reduce the consumption of gasoline and diesel fuels, and reduce the heat island effect; thus, these measures would reduce the consumption of electricity used for cooling buildings and increase the efficiency of energy consumed within the county. Therefore, these projects would be considered necessary and beneficial uses of energy resources. Implementation of the other GHG reduction measures and adaptation strategies within the agriculture and conservation group would not involve short- or long-term physical changes that could result in wasteful, inefficient, or unnecessary energy consumption. Impacts would be less than significant.

Energy Measures and Actions

Implementation of measures and actions within the energy group would increase building energy efficiency, develop renewable energy generation infrastructure, and increase electrification in the unincorporated county. These measures and actions could result in installing large-scale PV solar arrays and wind turbines; implementing energy efficiency retrofits on existing residential and non-residential structures, including rooftop or ground-mounted solar PV arrays or small wind turbines; and incentivizing the use of renewable energy. Implementation of the measures and actions within the energy group would result in the consumption of energy resources during construction. Construction of small-scale renewable system projects would not involve large amounts of labor or extensive use of construction equipment. Some worker trips may be required during installation of these facilities and features, resulting in the short-term consumption of diesel fuel and gasoline. However, workers would likely be located within the region and would not require extended commutes to reach construction sites. It is not likely that heavy duty construction equipment would be used during the installation of the small-scale renewable energy generation systems, but fuel would be consumed during the delivery of parts. Demand for energy resources during construction would vary throughout and would generally cease upon completion of construction.

Construction of large-scale renewable energy systems would likely require more intense construction and would therefore consume more energy for a longer period of time due

to the use of heavy construction equipment throughout a longer construction phase (relative to that of small-scale renewable construction).

Occasional operational maintenance activities for the renewable energy systems above may be required with implementation of the CAP Update. However, these trips would be infrequent. Because operational vehicle trips would be minimal, associated operational fuel consumption would also be minimal. Implementation of the CAP Update would improve operational energy efficiency through measures that facilitate the increased generation and utilization of renewable energy. For example, Action E-2.2 would reduce operational energy consumption by amending the County's Code of Regulatory Ordinances to require Tier 2 CALGreen energy efficiency requirements for existing development projects for newly permitted systems/equipment. Actions E-3.1 through E-3.3 would collectively increase renewable energy use, generation, and storage in the unincorporated county through the development of policies and programs that incentivize and provide education for the use of renewable energy. For example, Action E-3.2.b would develop a partnership to promote and support on-site renewable energy generation and storage (site-specific and/or community scale microgrids) to increase renewable energy generation and use in the unincorporated area.

Additionally, the CAP Update would be consistent with the General Plan, which includes policies that would also reduce impacts related to energy. For example, General Plan Policy COS-14.7 encourages development projects that use energy recovery, PV, and wind energy, while Policy COS-18.3 requires alternative energy system operators to properly design and maintain these systems to minimize adverse impacts to the environment. These policies would aid in reducing impacts related to energy by encouraging and incentivizing renewable energy use and generation, thus decreasing reliance on fossil fuels for energy generation. Implementation of the GHG reduction measures within the energy group would not involve short- or long-term physical changes that could result in wasteful, inefficient, or unnecessary energy consumption. Impacts would be less than significant.

Built Environmental and Transportation Measures and Actions

Implementation of the measures and actions within the built environment and transportation group would encourage a shift towards alternative modes of transportation, encourage alternative fuel use, and reduce single-occupancy vehicle trips. These measures and their associated actions would be implemented through activities such as constructing EV charging stations, implementing transit-supportive roadway treatments (e.g., transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes), implementing TDM programs, improving roadways to encourage/expand multimodal transportation, incentivizing active transportation, and constructing new bicycle and pedestrian projects and improving existing bicycle and pedestrian facilities.

Implementation of the measures and actions described above would result in the consumption of energy resources during construction. GHG reduction measures that would increase access to hydrogen fueling infrastructure through streamlined permitting

processes and install EV charging stations (Action T-3.1) and implement transit-supportive roadway treatments and bicycle and pedestrian infrastructure (Actions T-5.1 and T-6.2) would increase electricity demand, consumption of fuels, and use of non-renewable resources during construction. These types of projects would not involve large amounts of labor or extensive use of construction equipment. Some worker trips may be required during installation of these facilities and features, resulting in the short-term consumption of diesel fuel and gasoline. However, workers would likely be located within the region and would not require extended commutes to reach construction sites. Construction equipment (e.g., backhoes, front loaders, pavers bulldozers, and skid steers) may also be used during installation of these facilities and features, but it is likely that this equipment would be used intermittently and for relatively short periods of time. Additionally, Action T-1.1.a would promote the use of alternative fuel in construction equipment and would therefore reduce fossil fuel consumption. Demand for energy resources during construction would vary throughout the construction period and would generally cease upon completion of construction.

Occasional operational maintenance activities for the facilities and features described above may be required with implementation of the energy group of measures. However, these trips would be infrequent. Because operational vehicle trips would be minimal, associated operational fuel consumption would also be minimal.

Implementation of the CAP Update would improve operational energy efficiency and reduce the use of fossil fuels through measures that reduce VMT and encourage alternative fuel use, as well as measures that facilitate the increased generation and utilization of renewable energy. For example, Action T-3.1 would involve the installation of publicly accessible EV chargers, while other transportation-related measures (Actions T-65.1 and T-7.16.2) would implement roadway improvements that would encourage alternative transportation, such as biking and walking, and improve traffic efficiency in the county. Measures pertaining to EV charging would increase the use of electricity. However, these measures would reduce the consumption of fossil fuels by encouraging EV use. The General Plan includes policies that would also reduce impacts related to the built environment and transportation. For example, General Plan Policy CC-1.4 includes review of traffic operations to implement measures that improve flow and reduce idling, such as improving traffic signal synchronization and decreasing stop rate. The reduction of idling time would result in more efficient fuel consumption. Implementation of the measures and actions within the built environment and transportation group would not involve short- or long-term physical changes that could result in wasteful, inefficient, or unnecessary energy consumption. Impacts would be less than significant.

Summary

The goal of the CAP Update is to reduce GHG emissions generated within the county by increasing the use of alternatively fueled vehicles, reducing VMT, generating and utilizing renewable energy, reducing waste generation, and increasing carbon sequestration. Although implementation of the CAP Update would result in temporary construction activities that would consume energy resources, Action T-1.1.a would promote the use of alternative fuel in construction equipment and reduce the consumption of gasoline and diesel fuel.

Moreover, while the GHG reduction measures were formulated to reduce GHGs, many would also improve energy efficiency (e.g., Action E-2.2) and decrease reliance on fossil fuels (e.g., Action T-3.1). Thus, implementation of the CAP Update would not result in wasteful, inefficient, or unnecessary consumption of energy during project construction. Further, actions that encourage improvements to alternative transportation infrastructure, require energy efficiency and water conservation, and enhance waste processing would result in long-term reduction in energy consumption and a reduction in the use of nonrenewable energy sources.

As discussed previously, impacts relating to energy were not analyzed in the 2011 GPU PEIR. Because of this, it is not possible to directly compare these analyses. However, it can be concluded, based on the analysis above, that because the GHG reduction measures proposed within the CAP Update would result in the use of more efficient technology that would generally reduce energy demand, the impacts would be less than those that would occur due to implementation of the General Plan without the proposed CAP Update. This impact would be less than significant. Implementation of the CAP Update **would not result in a new impact**.

2.6.3.4 Issue 2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact if it would:

- conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR did not analyze energy impacts related to conflicts with state or local plans for renewable energy or energy efficiency; therefore, no prior determinations are reported here.

CAP Update Impact Analysis

The measures and actions included in the CAP Update were developed in consideration of the long-term GHG reduction goals of the 2022 Scoping Plan, especially those pertaining to energy utilization and generation. Appendix D of the 2022 Scoping Plan identifies three key sectors that may be targeted during CAP development to ensure that local governments are doing their “fair share” in assisting the state in meeting its long-term GHG reduction goal of achieving carbon neutrality and reducing statewide emissions by 85 percent from a 1990 baseline level by 2045. These sectors are building decarbonization (i.e., the full electrification of development and prohibition of on-site natural gas usage), VMT reduction, and the electrification of the mobile source sector.

The CAP Update has been prepared in consideration of reducing natural gas usage, reducing VMT within the county, and the transition to EVs from internal combustion engine vehicles.

Solid Waste Measures and Actions

Actions SW-1.1 and SW-2.1 would result in the diversion of waste from landfills. This could result in increased haul truck trips to and from waste facilities; however, it is anticipated that the haul truck trips to the organics processing facility would displace the haul truck trips that would be diverted from the landfill and would not result in increased emissions from hauling trips. Therefore, a net increase in the number of haul truck trips within the county is not anticipated. Similarly, increased construction and demolition waste recycling and collection of commercial food scraps and household hazardous waste is expected to displace trips already occurring to transport this waste to landfills. Because a net increase in the number of haul trucks would not occur, measures and actions within the solid waste group would not impair the implementation of the 2022 Scoping Plan. In fact, these measures and actions would align with the 2022 Scoping Plan's goal of reducing fossil fuel consumption by utilizing landfill emissions for energy generation. This impact would be less than significant.

Water and Wastewater Measures and Actions

Implementation of measures and actions within the water and wastewater group would include new building requirements, building retrofits, expansion of recycled water/greywater infrastructure, the installation of water-efficient appliances and smart irrigation systems, and water efficiency programs. Actions W-2.1 and W-2.2 would amend the County's Code of Regulatory Ordinances for new and existing development to require Tier 2 CALGreen water efficiency requirements, including the installation of stormwater and greywater capture systems. The measures within the water and wastewater group would improve water efficiency and therefore decrease water demand. This would result in less energy being used for the transportation and treatment of water. This decrease in energy demand would result in less electricity being used and, therefore, less fossil fuel being consumed for the generation of this electricity. Operation of water recycling facilities would require maintenance trips and worker commute trips; however, these systems do not typically require a substantial number of employees to operate and would, therefore, not result in a substantial increase in worker commute trips. Decreases in energy demand and fossil fuel consumption would be in line with the goals of the 2022 Scoping Plan. This impact would be less than significant.

Agriculture and Conservation Measures and Actions

Measures and actions within the agriculture and conservation group would involve the creation of agricultural programs, carbon farming, natural/working lands restoration, reducing on-farm anaerobic digesters, incentivizing manure composting, improving foraging/grazing lands, reducing agricultural water costs, carbon farming programs, open space/habitat restoration plans, tree planting, promoting low-carbon/zero emissions landscaping, and evaluating the potential for increasing farmworker housing.

Implementation of the GHG reduction measures and their associated actions in the agriculture and conservation group would collectively reduce energy consumption and demand within the county by incentivizing the transition to cleaner fuels, promoting the efficient use of energy and water, reducing the need for cooling through the planting of trees in residential areas, and reducing VMT associated with food delivery and farmer commutes. In addition, Measure A-5, which supports energy and water efficiency, would reduce GHG emissions from agricultural equipment (including pumps) and at power plants. Measure A-2 could result in projects that involve tree planting, which would aid in the removal of GHG emissions from the atmosphere through carbon sequestration. Additionally, these measures could reduce electricity demand associated with the use of air conditioning by providing shade. These measures would collectively improve energy efficiency, reduce electricity demand, reduce VMT, and aid in removal of carbon from the atmosphere. This would align with the goals of the 2022 Scoping Plan by aiding the state in achieving its emissions reduction goals. This impact would be less than significant.

Energy Measures and Actions

Measures and actions included in the energy group would collectively reduce the demand and usage of fossil fuels in both residential and nonresidential applications by retrofitting existing buildings to improve energy efficiency; requiring that new residential, commercial, and industrial development be all-electric; and increasing renewable energy use and generation. These measures would assist the state in meeting its carbon neutrality goals by decarbonizing existing and future development, a goal of the 2022 Scoping Plan. These measures and actions would also be consistent with the General Plan, which also includes policies that would reduce impacts related to energy. For example, General Plan Policy COS-14.7 encourages development projects that use energy recovery, PV, and wind energy. Policy COS-18.3 requires alternative energy system operators to properly design and maintain alternative systems to minimize adverse impacts to the environment. This policy would apply to energy systems developed through implementation of the CAP Update. The measures and actions in the CAP Update would aid in improving energy efficiency in the county and reducing emissions associated with the generation of electricity. This would further align with the goals of the 2022 Scoping Plan. This impact would be less than significant.

Built Environment and Transportation Measures and Actions

The measures and actions within the built environment and transportation group would encourage the use of alternatively fueled vehicles through the installation of EV chargers, thus facilitating the statewide goal of transitioning the on-road vehicle fleet to be fully electric (Action T-3.1). Other transportation-related measures (e.g., Action T-5.1) would encourage alternative transportation, such as biking and walking. These improvements would reduce the combustion of fossil fuel by reducing gasoline and diesel fuel consumption, as well as reducing VMT, which aligns with the goals of Appendix D of the 2022 Scoping Plan to lower statewide VMT. While the construction required to implement these measures may require some energy consumption, ultimately the measures would improve energy efficiency and reduce fossil fuel consumption. Action T-1.1.a would promote the use of alternative fuel in construction equipment and reduce the consumption

of gasoline and diesel fuel. Therefore, construction associated with implementation of the CAP Update would not obstruct achievement of the energy efficiency and GHG reduction goals outlined in the 2022 Scoping Plan.

The 2021 Regional Plan, which focuses on transportation efficiency, energy efficiency, air quality improvement, vehicle electrification, improving multimodal transportation options and viability, and achieving GHG reduction targets, would also be relevant to the implementation of the CAP Update. As discussed above, although implementation of the CAP Update would consume energy resources during construction and operation, GHG reduction measures (e.g., Action T-3.1) would involve the installation of EV chargers, thus facilitating the statewide goal of transitioning the on-road vehicle fleet to be fully electric. Other transportation-related measures (e.g., T-6.1) would encourage alternative transportation such as biking and walking and would therefore reduce VMT in the county. Measures and actions that support the conversion from gasoline or diesel to electricity or alternative fuels and reduce VMT in the county would directly support 2021 Regional Plan goals and strategies. This impact would be less than significant.

Summary

All GHG-related measures within the CAP Update would support the 2021 Regional Plan's goal of achieving GHG reduction targets because the CAP Update is intended to reduce GHG emissions generated within the unincorporated county. As discussed previously, impacts relating to energy were not directly analyzed in the 2011 GPU PEIR. However, it can be concluded, based on the analysis above, that because the GHG reduction measures proposed within the CAP Update would require newer and more efficient technology to reduce GHG emissions, the impacts related to energy resources would be less than those that would occur due to implementation of the General Plan without the CAP Update. Therefore, the CAP Update would not result in a new impact related to conflict with or obstruction of a state or local plan for renewable energy or energy efficiency. This impact would be less than significant. Implementation of the CAP Update **would not result in a new impact**.

2.6.3.5 Cumulative Impacts

The cumulative impact analysis study area for energy in this analysis is the SANDAG region, which encompasses the unincorporated areas and 18 incorporated cities that make up the entire County of San Diego. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

While other cumulative development within the SANDAG region could result in the consumption of energy resources, all development would be required to comply with the current building code, including requirements for achieving appropriate energy efficiency standards (e.g., Title 24 standards or better). Development that results from

implementation of the CAP Update in the unincorporated county would also be required to comply with General Plan policies related to energy. Further, the project would not result in any significant cumulative energy impacts because the project would decrease the region's reliance on fossil fuels and would reduce energy consumption in the unincorporated area. Additionally, implementation of the CAP Update would include the installation of renewable energy generation systems, such as wind and solar, which would increase electricity generation to offset increases in electricity demand during the ongoing transition from fossil fuel utility infrastructure to all-electric utility infrastructure. Finally, many of the measures proposed in the CAP Update would apply new standards and requirements to all development projects to reduce GHG emissions related to community and County operations and overall energy demand.

By decreasing reliance on fossil fuels, decreasing overall energy demand, improving energy efficiency, decreasing VMT and vehicle trips in the county, and increasing the use of renewable energy systems, the measures and actions within the CAP Update would reduce the potential for wasteful, inefficient, or unnecessary consumption of resources. Therefore, the CAP Update would not result in a considerable contribution to cumulative impacts associated with wasteful, inefficient, or unnecessary consumption of resources. This impact would be less than significant. Implementation of the CAP Update **would not result in a new cumulative impact**.

Issue 2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Development anticipated in the region and projected in the 2021 Regional Plan would not generate a cumulative conflict with state or local plans for renewable energy or energy efficiency because of regulatory mechanisms in place to address each project's incremental contribution. For example, projects are required to demonstrate consistency with Title 22 building requirements and regulations established by CARB. The 2021 Regional Plan EIR determined that cumulative impacts relating to energy would be less than significant because the 2021 Regional Plan would not result in an increase in overall per capita energy consumption or otherwise use energy in an inefficient, wasteful, or unnecessary manner in 2025, 2035, or 2050.

As stated under Issue 1, above, the CAP Update includes measures and actions identified to improve energy efficiency and reduce energy use. The CAP Update would align with the goals of the 2022 Scoping Plan, as well as the 2021 Regional Plan. If adopted, future projects that are consistent with the CAP Update would also be consistent with state and local plans for energy efficiency. Therefore, implementation of the project would not result in a considerable contribution such that a new significant energy impact would occur. The project would result in less-than-significant energy impacts. Implementation of the CAP Update **would not result in a new cumulative impact**.

2.6.4 Summary of New or More Severe Significant Impacts

Implementation of the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, nor would it conflict with or obstruct the implementation of the applicable GHG reduction plans. Therefore, impacts in these areas would be less than significant.

2.6.5 Mitigation Measures

Implementation of the project would not result in significant impacts related to energy. Therefore, no mitigation is required.

2.6.6 Significance Conclusions

Issue 1: Result in a Potentially Significant Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

The goal of the CAP Update is to reduce GHG emissions generated within the county by increasing the use of alternatively fueled vehicles, reducing VMT, generating and utilizing renewable energy, reducing waste generation, and increasing carbon sequestration. While construction related to CAP Update implementation would consume some energy, the measures and actions would result in overall net improvements in energy efficiency. Thus, implementation of the CAP Update would not result in wasteful, inefficient, or unnecessary consumption of energy during project construction. This impact would be **less than significant** and **would not result in a considerable contribution** such that a new significant cumulative impact would occur. Implementation of the CAP Update **would not result in a new significant impact** not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

Issue 2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

As stated previously, all GHG-related measures within the CAP Update would support the 2022 Scoping Plan's and the 2021 Regional Plan's goal of achieving GHG reduction targets because the CAP Update is intended to reduce GHG emissions generated within the Plan Area. The proposed CAP Update would not conflict with or obstruct implementation of 2022 Scoping Plan or the 2021 Regional Plan as the measures themselves have been developed in consideration of these plans and their GHG reduction goals. Therefore, implementation of the measures and actions described above would not conflict with these plans and the impact would be **less than significant** and **would not result in a considerable contribution** such that a new significant cumulative impact would occur. Implementation of the CAP Update **would not result in a new significant impact** not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

Table 2.6-2 SDGE and the State of California Power Mix in 2021

Energy Resources	SDGE Power Mix (%)	California-Wide Power Mix (%)
Eligible Renewables	45	34
Biomass and Waste	*<1*	*2*
Geothermal	*0*	*5*
Eligible hydroelectric	*0*	*1*
Solar	*29*	*14*
Wind	*15*	*11*
Coal	0	3
Large Hydroelectric	2	9
Natural Gas	30	38
Nuclear	0	9
Other	0	<1
Unspecified sources of power[1]	24	7
Total	100	100

Notes: SDGE = San Diego Gas & Electric Company.

[1] Electricity from transactions that are not traceable to specific generation sources.

Source: CEC 2021a.

Table 2.6-3 SDCP and the State of California Power Mix in 2021

Energy Resources	SDCP Power Mix (%)	California-Wide Power Mix (%)
Eligible Renewables	55	34
Biomass and Waste	7	2
Geothermal	4	5
Eligible hydroelectric	<1	1
Solar	29	14
Wind	15	11
Coal	0	3
Large Hydroelectric	12	9
Natural Gas	0	38
Nuclear	0	9
Other	0	<1
Unspecified sources of power[1]	33	7
Total	**100**	**100**

Notes: SDCP = San Diego Community Power.

[1] Electricity from transactions that are not traceable to specific generation sources.

Source: CEC 2021b.

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2.7 Environmental Justice

"Environmental justice" (EJ), which seeks to minimize the effects of environmental hazards, is defined by the California Government Code (Section 65040.12) as the "fair treatment and meaningful participation of people of all races, culture, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." The term "fair treatment" can be defined as a condition under which "no group of people, including racial, ethnic, or socioeconomic group, shall bear a disproportionate share of negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies" (EPA 2020).

At present, there is no requirement for a separate evaluation of EJ impacts in CEQA or the State CEQA Guidelines. However, in response to the trial court's determination that the 2018 CAP SEIR inadequately analyzed impacts related to EJ, San Diego County, as the lead agency, is preparing this section to evaluate potential EJ implications that could result from project implementation.

This section identifies EJ populations within the unincorporated county, summarizes existing regulatory requirements, and evaluates the potential for CAP Update implementation to result in adverse environmental impacts that might be disproportionally borne by minority and low-income communities within the unincorporated county. Table 2.7-1 summarizes the EJ impact that would occur with implementation of the project. Because the 2011 GPU PEIR did not evaluate EJ impacts, no comparison is made related to whether a new or more severe significant EJ impact would occur with implementation of the CAP Update.

Table 2.7-1 Summary of Environmental Justice–Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Disproportionately high and adverse human health or environmental impact on an EJ community	Not evaluated	CAP Update Only: No	CAP Update Only: No
		Not evaluated	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

Source: Compiled by Ascent Environmental in 2023.

The County received a comment concerning project impacts on economically disadvantaged communities (DACs) during the Notice of Preparation (NOP) scoping process. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.7.1 Existing Conditions

This section summarizes existing conditions related to DACs consistent with the information included in the County of San Diego General Plan Environmental Justice Element (EJ Element). To broaden the reach of the EJ Element and to align with current County programs directed at high-need areas, the County refers to DACs as Environmental Justice Communities (EJ communities) to differentiate them from the state's designated DACs (County of San Diego 2021).

2.7.1.1 Environmental Justice Communities

This section incorporates by reference the EJ community's definition and characteristics from the EJ Element. The County utilized the state recommended (at the time of preparing the EJ Element) California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0)[1] in combination with localized data available through the County's *Live Well San Diego* vision program, to identify EJ communities within their jurisdiction. CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. The customized methodology identified 17 census tracts with varying population sizes, demographics, socioeconomic characteristics, and environmental conditions that meet the intent for addressing EJ issues, concerns, and priorities as part of the EJ Element. To tailor goals, policies, and implementation measures, the 17 census tracts were grouped into four distinct EJ communities. The four EJ communities are listed below and shown on Figure EJ-1 of the EJ Element:

- North El Cajon
- North Lemon Grove
- Spring Valley
- Sweetwater

Population and Socioeconomic Characteristics

Examining the racial and ethnic makeup of communities is vital to identifying the strengths and assets of community networks, resources, and other indicators of social capital. It is also important in analyzing disparities related to pollution burdens, health impacts, quality of services, and level of community investments. Race and ethnicity are among the factors considered when measuring health equity and the social determinants of health, along with income, educational attainment, employment status, and access to healthcare. Achieving EJ goals requires that disparate conditions be understood and addressed so that resulting policies and implementation programs can address disproportionate EJ impacts and prevent further inequities.

[1] CalEnviroScreen 4.0 was released in October 2021, but at the time of preparing the EJ Element CalEnviroScreen 3.0 was the most current model.

While a number of community characteristics can be considered in identifying EJ communities, communities of color (i.e., minority communities) and low-income communities often bear a disproportionate burden of pollution and associated health risks based on legacy decisions that place industrial or polluting uses next to these communities. The following defines minority and low-income populations, and describes their representation and distribution within the unincorporated county.

Minority Populations

The Council on Environmental Quality (CEQ) defines the term "minority" as persons from any of the following US Census categories for race: Black/African-American; Asian, Native Hawaiian or Other Pacific Islander; and American Indian or Alaska Native. For purposes of this analysis, "minority" also includes all other nonwhite racial categories that were used in the American Community Survey (ACS) 5-Year Estimates (2014-2018), such as "some other race" and "two or more races." Population density and percent minority information for each EJ community is summarized in Table 2.7-2, presented at the end of this section.

As shown on Table 2.7-2, the population of EJ communities is more racially and ethnically diverse when compared to the county as a whole. According to 2014-2018 ACS Estimates, the county has 54.2 percent people of color overall (compared to California with 62.5 percent). Apart from North El Cajon, which is the only EJ community with a majority White population, the other EJ communities are "majority minority" areas: North Lemon Grove, Spring Valley, and Sweetwater.

Low-income Populations

As a measurement of community well-being, the ability to access economic opportunity and positive health impacts are closely linked. Research indicates that economic opportunity is one of the most powerful predictors of good health, and that impacts on health are especially pronounced for people in or near poverty (HPI 2021). When families are in poverty, they often do not have reliable access to the goods and services that are necessary for a healthy life (Robert Wood Johnson Foundation 2011). Persons living with income below poverty are identified as "low-income," utilizing the annual poverty thresholds established by the US Census. In California, 200 percent of the federal poverty level is often used to measure poverty, with $24,280 as the income threshold for an individual due to high cost of living. For purposes of this analysis, ACS Estimates (2014-2018)[2] and California income thresholds were used to estimate poverty status in EJ communities. Poverty status for each EJ community is summarized in Table 2.7-3, presented at the end of this section.

As shown on Table 2.7-3, 12.5 percent of the population in the unincorporated county live below the federal poverty level. In the EJ communities, North Lemon Grove has the highest poverty level followed by North El Cajon, Spring Valley, and Sweetwater. When considering the high cost of living in California, nearly one out of three residents in the

[2] ACS 2014-2018 population and demographic estimates were the most complete set of data available at the time of preparing the EJ Element.

county have incomes below the $24,280 income threshold. In the EJ communities, North Lemon Grove, North El Cajon, and Spring Valley all have higher poverty levels compared to those of the county.

2.7.2 Regulatory Framework

2.7.2.1 Federal

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Executive Order 12898, issued by President William J. Clinton in 1994, requires federal agencies to (1) identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law, (2) develop a strategy for implementing EJ, and (3) promote nondiscrimination in federal programs that affect human health and the environment, as well as provide minority and low-income communities access to public information and public participation. In addition, the Executive Order authorized the creation of an Interagency Working Group on EJ, overseen by the US Environmental Protection Agency, to implement the Executive Order and provide a forum for federal agencies to collectively advance EJ principles.

Executive Order 13175: Consultation and Coordination with Indian Tribal Governments

Executive Order 13175, issued by President William J. Clinton in 2000, recognized tribal rights of self-government and tribal sovereignty, and affirmed and committed the federal government to work with Native American Governments on a government-to-government basis as agencies develop policy on issues that impact Indian communities. This order established specific requirements that the federal government must follow as it develops and carries out policy actions that affect Indian tribes.

Council on Environmental Quality: Environmental Justice – Guidance under the National Environmental Policy Act

CEQ has oversight of the federal government's compliance with Executive Order 12898 and the National Environmental Policy Act (NEPA). In consultation with the US Environmental Protection Agency and other agencies, CEQ developed guidance to assist federal agencies with NEPA procedures to effectively identify and address EJ concerns. Agencies are permitted to supplement CEQ's guidance with their own, more specific guidance tailored to their programs or activities or departments, insofar as is permitted by law. Under NEPA, the identification of a disproportionately high and adverse human health or environmental effect on a low-income or minority population does not preclude a proposed agency action from going forward or compel a finding that a proposed action is environmentally unacceptable. Instead, the identification of such effects is expected to encourage agency consideration of alternatives, mitigation measures, and preferences expressed by the affected community or population (CEQ 1997).

2.7.2.2 State

Senate Bill 535 and Assembly Bill 1550

Authorized by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32), the cap-and-trade program is one of several strategies that California uses to reduce GHG emissions that cause climate change. The state's portion of the cap-and-trade auction proceeds are deposited in the Greenhouse Gas Reduction Fund (GGRF) and used to further the objectives of AB 32. In 2012, the California Legislature passed Senate Bill (SB) 535 (de Leon), directing that 25 percent of the proceeds from the GGRF go to projects that provide a benefit to DACs. In 2016, the legislature passed AB 1550 (Gomez), which now requires that 25 percent of proceeds from the GGRF be spent on projects located in DACs. The law requires the investment plan to allocate (1) a minimum of 25 percent of the available moneys in the fund to projects located within and benefiting individuals living in DACs; (2) an additional minimum of 5 percent to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state; and (3) an additional minimum of 5 percent either to projects that benefit low-income households that are outside of, but within 0.5 mile of, DACs or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within 0.5 mile of, DACs.

Senate Bill 1000

SB 1000, enacted in 2016, amended California Government Code Section 65302(h) to require that general plans include an EJ element or related goals, policies, and objectives in other elements of general plans with respect to DACs. Inclusion of EJ policies is required when a city or county adopts or revises two or more general plan elements and a DAC is located within the city or county's jurisdictional boundary. EJ-related policies must endeavor to reduce the disproportionate health risks in DACs, promote civic engagement in the public decision-making process, and prioritize improvements that address the needs of DACs. Policies should focus on improving the health and overall well-being of vulnerable and at-risk communities through reductions in pollution exposure, access to healthy foods, healthy homes, improved air quality, and increased physical activity.

Assembly Bill 617

AB 617 of 2017 aims to help protect air quality and public health in communities around industries subject to the state's cap-and-trade program for GHG emissions. AB 617 imposes a new state-mandated local program to address nonvehicular sources (e.g., refineries, manufacturing facilities) of criteria air pollutants and toxic air contaminants (TACs). The bill requires the California Air Resources Board to identify high-pollution areas and directs air districts to focus air quality improvement efforts through the adoption of community emission reduction programs in these identified areas. Currently, air districts review individual stationary sources and impose emissions limits on emitters based on best available control technology, pollutant type, and proximity to nearby existing land uses. This bill addresses the cumulative and additive nature of air pollutant health effects by requiring communitywide air quality assessment and emission reduction

planning, called a community risk reduction plan in some jurisdictions. The California Air Resources Board has developed a statewide blueprint that outlines the process for identifying affected communities, statewide strategies to reduce emissions of criteria air pollutants and TACs, and criteria for developing community emissions reduction programs and community air monitoring plans.

California Department of Justice's Bureau of Environmental Justice

In February 2018, California Attorney General Xavier Becerra established the Bureau of Environmental Justice (Bureau) within the Environment Section at the California Department of Justice. The Bureau enforces environmental laws, including CEQA, to protect communities disproportionately burdened by pollution and contamination. The Bureau accomplishes this through oversight and investigation and by using the law enforcement powers of the Attorney General's Office to identify and pursue matters affecting vulnerable communities.

In 2012, then Attorney General Kamala Harris published a fact sheet titled, "Environmental Justice at the Local and Regional Level," highlighting existing provisions in the California Government Code and CEQA principles that provide for the consideration of EJ in local planning efforts and CEQA. Attorney General Becerra cites the fact sheet on his web page, indicating its continued relevance.

California Government Code Section 65302(h)(4)(A)

Pursuant to California Government Code Section 65302(h)(4)(A), "disadvantaged communities" are defined as (1) "an area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code" or (2) "a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation."

California Communities Environmental Health Screening Tool

CalEnviroScreen is a mapping tool developed by the Office of Environmental Health Hazards Assessment to help identify low-income census tracts in California that are disproportionately burdened by and vulnerable to multiple sources of pollution. CalEnviroScreen uses environmental, health, and socioeconomic information based on data sets available from state and federal government sources to produce scores for every census tract in the state. Scores are generated using 20 statewide indicators in four categories: exposures, environmental effects, sensitive populations, and socioeconomic factors. Exposures and environmental effects characterize the pollution burden that a community faces, while sensitive populations and socioeconomic factors define population characteristics.

Governor's Office of Planning and Research's 2020 Updated EJ Element Guidelines

The Governor's Office of Planning and Research (OPR) published updated General Plan Guidelines in June 2020 that include revised EJ guidance in response to SB 1000. OPR

has also published example policy language in an appendix document along with several case studies to highlight EJ-related policies and initiatives that can be considered by other jurisdictions. Section 4.8 of the General Plan Guidelines contains the EJ guidance. The guidelines offer recommendations for identifying vulnerable communities and reducing pollution exposure related to health conditions, air quality, project siting, water quality, and land use compatibility related to industrial and large-scale agricultural operations, childcare facilities, and schools, among other things. It provides many useful resources, including links to research, tools, reports, and sample general plans.

2.7.2.3 Local

2011 San Diego County General Plan

The County of San Diego General Plan includes an EJ Element that was adopted by the Board of Supervisors on July 14, 2021. The EJ Element reflects the County's commitment to the fair treatment of people of all races, cultures, and incomes concerning the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. The policy framework is tailored to address specific EJ-related and public health–related issues. The EJ Element also includes implementation programs and actions that are incorporated into a stand-alone EJ Implementation Plan. The plan directs the County to develop programs to monitor progress, prioritize funding for EJ communities, establish cross-sector and multi-jurisdictional partnerships to address EJ issues, and other actions as appropriate (County of San Diego 2021a).

The General Plan goals and policies referenced in the EJ Element that are applicable to the CAP Update include the following:

Goal EJ-2: Protect Sensitive Land Compatibility. Support and expand land use development, transportation patterns, pollution mitigation, and other techniques to ensure compatibility that protects sensitive land uses (e.g., schools, housing, health facilities, childcare facilities, senior centers, parks) from increased pollution exposure in EJ communities.

> Policy EJ-2.3: Renewable Energy Facilities. Develop criteria to identify and evaluate potential environmental impacts of storage, operation, and maintenance of renewable energy facilities and products that affect EJ Communities.
>
> Policy EJ-2.4: Designated Truck Routes. Consistent with the Mobility Element, minimize heavy truck traffic and designate routes away from residential neighborhoods and other sensitive areas in EJ Communities.
>
> Policy EJ-2.5: Conflicting Land Use Buffers (All Unincorporated Areas). Consistent with the Land Use Element, avoid land use conflicts by ensuring sensitive land uses are adequately buffered from heavy industrial uses and other facilities that may pose a threat to human health. *See Land Use Element Policies: LU-2.8, LU-4.5, LU6.10, LU-11.2, LU-11.10.*

Goal EJ-4: Protect and Restore Surface Water. Protect and restore surface water bodies in the unincorporated area, including those within EJ Communities, from future contamination.

County of San Diego Office of Sustainability and Environmental Justice

The County is leading a regional effort to reduce community exposures to health hazards, led by its new Office of Sustainability and EJ (OSEJ) (formerly Office of Environmental and Climate Justice). The OSEJ is part of the Land Use and Environmental Group and will lead the County's effort to reduce community exposures to health hazards as a uniquely positioned entity with a geographic scope that includes environmental and climate justice issues in the unincorporated areas of the county, as well as the incorporated cities throughout the region (County of San Diego 2023a).

Strategic Initiatives

The Strategic Initiatives provide the framework for the County to set measurable goals under the following categories: sustainability, equity, empower, community, and justice (County of San Diego 2023b).

General Management System

The County has reimagined its operational approach to planning and decision making by integrating the General Management System with the strategic framework adopted by the Board of Supervisors. The General Management System applies an equity lens to appropriately design programs and services so that underserved communities have equitable opportunities. The policies and programs are developed to ensure equity using data-driven metrics, lived experiences, and community voices (County of San Diego 2023c).

Office of Equity and Racial Justice

The Office of Equity and Racial Justice (OERJ) was established in 2020 to strengthen the County's commitment to racial equity, with the intent that race no longer be a determining factor in a person's life outcomes. This approach supports groups across ethnicity, gender, age, ability, and other identities to live and participate in our society to their full potential. The OERJ's mission is to partner with the community to co-create transformative, enduring, structural, and systemic change in the county by shaping policies, informing budget process, and working toward building more equitable and accessible programs, services, and resources (County of San Diego 2023d).

Budget Equity Assessment Tool

The Budget Equity Assessment Tool is a set of six questions to be completed by each department annually as part of the budget process. Its main purpose is to help county departments understand how their resource allocations affect Black, Indigenous and People of Color, low-income, and other communities historically and currently suffering from inequalities and inequities, and to help ensure that funding allocations are spent in an equitable manner and prioritized through an equity lens (County of San Diego 2022).

Department of Homeless Solutions and Equitable Communities: Office of Equitable Communities

The Office of Equitable Communities is focused on enhancing community engagement and collaborating and devoting efforts to meet the needs of underserved communities with a focus on embracing diversity, social and health equity, economic inclusion, and poverty reduction. The Office ensures equity among all San Diegans using a regional model to enhance community engagement and meet the needs of underserved communities through many services (County of San Diego 2023e).

Public Health Services: Health Equity

In 2008, the County of San Diego Health and Human Services Agency (HHSA) made health equity a priority. This was followed by the health equity framework developed by the Public Health Officer. Currently, educational materials are posted on the Public Health Services (PHS) webpage in multiple languages. Following HHSA's declaration of health equity as an agency priority, the Chronic Disease and Health Disparities Unit (later named the Chronic Disease and Health Equity Unit) was created, with its activities supporting the Building Better Health component of *Live Well San Diego*, focusing on nutrition, physical activity, and tobacco. The PHS Public Health Officer created a health equity framework for the California Conference of Local Health Officers in 2010, which was used to integrate health equity into PHS to prepare for national public health accreditation. As part of this accreditation journey, in 2015, an Office of Health Equity was created (followed by including Climate Change in the name of the unit in 2020). The Health Equity Working Group was also created in 2015 and continues to meet every 2 months and to implement its internally focused health equity work plan. A departmental Health Equity Policy was also created. The PHS also developed Health Equity goals, which are part of the PHS Strategic Plan (County of San Diego 2023f).

2.7.3 Analysis of Effects and Significance Determination

2.7.3.1 Significance Criteria

CEQA does not require analysis of EJ, nor does it have specific thresholds of significance for EJ. However, the following assessment of potential disproportionate environmental effects to low-income and minority populations is consistent with Executive Order 12898 and CEQ guidance and procedures to effectively identify and address EJ concerns under NEPA. Accordingly, a significant effect could occur if the project would:

- Cause a disproportionately high and adverse human health or environmental impact on an EJ community (a minority or a low-income population).

2.7.3.2 Approach to Analysis

To determine whether project implementation would cause a disproportionately high and adverse impact on identified EJ communities (as defined above and in the General Plan EJ Element), this analysis identifies the potential for significant impacts resulting from

implementation of the CAP Update to result in disproportionately high and adverse human health or environmental effects on an EJ community. Implementation of the project-specific mitigation measures identified throughout this SEIR would reduce impacts related to energy, greenhouse gas (GHG) emissions, hazards and hazardous materials, transportation, and wildfire to below a level of significance. However, implementation of the CAP Update would result in significant and unavoidable impacts related to aesthetics, agricultural resources, air quality, biological resources, cultural and paleontological resources, hydrology and water quality, tribal cultural resources, land use and planning, and noise. These environmental resources are analyzed in the following section to identify whether related significant impacts would result in disproportionate effects on minority and/or low-income people. For the purposes of this analysis, "disproportionately high and adverse effect" is defined as a condition under which "an adverse effect or impact" (EPA 2004):

- Is predominantly borne by any segment of the population, including, for example, a minority population and/or a low-income population; or

- Will be suffered by a minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect or impact that will be suffered by a non-minority population and/or non-low-income population.

Scope of This SEIR Impact Analysis

As noted above, EJ impacts were not analyzed in the 2011 GPU PEIR. However, impacts on aesthetics, agricultural resources, air quality, biological resources, cultural and paleontological resources, hydrology and water quality, land use and planning, noise, and tribal cultural resources were analyzed, and the impact conclusions related to those resources for the proposed project relative to the 2011 GPU PEIR are included in the individual resource sections and are summarized below. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impacts of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unincorporated county) and its role as a planning document designed to guide future decision-making related to the reduction of GHG emissions within the unincorporated county, the study area for the following analysis is the unincorporated area of the county within the County's jurisdiction (i.e., excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects associated with the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of future projects associated with the proposed GHG reduction measures and actions. Future discretionary projects associated with the CAP Update would be evaluated by the County to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to

what is concluded in this analysis. If additional impacts result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to a less-than-significant level.

Proposed CAP Update Strategies

The CAP Update addresses equity through preparation of a cost analysis to understand how populations and communities may experience disproportionate costs or impacts from climate change, and through development of an Equity Implementation Framework, to prioritize climate action in communities that are at the front line of climate change impacts, such as the County's EJ Communities. As described in the General Plan EJ Element and noted in the CAP Update, these communities and populations have historically been impacted by poverty, lack of services, and unequal distribution of economic and social opportunities like access to high-paying careers, healthcare, or education. As a result, these communities are most at risk from the threat of heat, industrial pollution, poor air quality, wildfires, and more. Utilizing the cost benefit analysis and Equity Implementation Framework, the CAP Update would prioritize climate action in frontline communities[3] to ensure that equity-based outcomes and co-benefits are realized equitably throughout the unincorporated county.

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update measures and actions with the potential to affect EJ communities are summarized below.

Solid Waste Measures and Actions. This category includes strategies to achieve zero solid waste in County operations and within the unincorporated county. Measures SW-1 through SW-4 have the potential to result in the construction of new or expanded solid waste facilities to meet waste diversion targets and increase the prevalence of composting, anaerobic digestion, and recycling throughout the county. Implementation of solid waste measures and actions would reduce the air pollution burdens (e.g., methane) faced by EJ communities, would improve health in EJ communities located adjacent to solid waste facilities, and would increase training and job opportunities for EJ communities.

Water and Wastewater Measures and Actions. This category includes strategies to decrease water consumption and increase wastewater and stormwater treatments. Measures W-1 through W-3 would involve development of policies and programs to

[3] Frontline communities are defined in the CAP Update as historically marginalized communities that experience the most immediate and worst impacts of climate change and other injustices and are often communities of color and low-income. The analysis in this section focuses specifically on impacts on EJ communities, which are more precisely defined in the County's General Plan EJ Element to reflect a broader array of environmental harms and disproportionate burdens. The EJ element defines EJ communities as those communities that are disproportionately affected by environmental pollution that can lead to negative public health effects, exposure, or environmental degradation, and establishes the location of these communities within the unincorporated county by identifying pollution burden and population vulnerability in particular areas of the county and using localized data measuring health, wellness, and equity to identify inequities and disparities that need to be addressed through key interventions.

encourage water conservation and increase water and wastewater efficiency. Implementation of water and wastewater measures and actions is intended to increase access to incentives in frontline communities, would reduce utility bills for homeowners and renters in EJ communities, and would increase education and access to incentives in EJ communities.

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural land and agricultural land. Measures A-1 through A-4 have potential to result in impacts to EJ communities. Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county if opportunities to increase farmworker housing in the unincorporated area are identified. Implementation of agriculture and conservation measures and actions is intended to increase EJ communities' access to open space, would reduce urban heat islands in EJ communities, and would increase incentives to US Department of Agriculture–defined disadvantaged farming communities.

Energy Measures and Actions. This category includes a strategy to develop policies and programs to increase energy efficiency and renewable energy use. Key measures and actions with potential to result in impacts to EJ communities include Measure E-2 and Actions E-2.2 and E-2.2.a, which could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. Measure E-2 would expand County-led programs such as those that would support green workforce development. Through Action E-3.2.b, the County would work with partners to promote and support on-site renewable (wind and solar) energy generation and storage (microgrids, site-specific and/or community scale) to increase renewable energy generation and use in the unincorporated area, which would be regulated by existing County ordinances and policies. Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure. Implementation of CAP Update energy measures and actions is intended to improve energy efficiency and air quality in County buildings used by EJ communities, would increase education and access to incentives in EJ communities, and would reduce utility bills for homeowners and renters in EJ communities.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the vehicle fleet, install electric vehicle charging stations, incentivize the use of alternative fuels and landscaping practices, and support transit and ridesharing to reduce single-occupancy vehicle use. Implementation of CAP Update built environment and transportation measures and actions is intended to reduce air pollution burdens faced by EJ communities and would prioritize electric vehicle charging stations, pedestrian and bicycle infrastructure, and roadway treatments in EJ communities.

2.7.3.3 Issue 1: Cause a Disproportionately High and Adverse Human Health or Environmental Impact on an EJ Community (a Minority or a Low-Income Population)

Aesthetics

Summary of Project Impacts

Impacts related to aesthetics are analyzed in Sections 2.1.3.3 to 2.1.3.6 of this SEIR. Implementation of the CAP Update would result in potentially significant impacts related to scenic vistas and scenic resources, visual character and quality, or light and glare.

Implementation of the CAP Update could result in new or expanded solid waste facilities (e.g., Actions SW-1.1, SW-3.1, SW-4.1, SW-4.1.a, and SW-4.1.b), water and wastewater efficiency appliances or systems (e.g., Actions W-1.1, W-2.2, W-2.3, and W-2.4), new farmworker housing if opportunities to increase farmworker housing in the unincorporated area are identified, energy efficiency retrofits and solar and wind renewable energy facilities (e.g., Actions E-3.1, E-3.2, and E-3.3), and transit-supportive roadway treatments and electric vehicle charging stations (e.g., Actions T-3.1 and T-5.1). Because specific locations for these potential developments have not been identified, it is assumed that construction and operation of future development would have the potential to result in impacts to scenic vistas and resources and visual character and quality, if they are sited in areas close to scenic resources. Future development would be required to implement adopted General Plan Policies LU-6.6, LU-6.9, LU-10.2, LU-11.2, LU-12.4, COS-11.3, and COS-12.2 and adopted 2011 GPU PEIR mitigation measures (Mitigation Measures Aes-1.2, Aes-1.6 through Aes-1.9) to ensure that new development would conserve and protect unique and sensitive visual features, the scenic quality, and the visual character and quality of the environment. In addition, implementation of adopted General Plan Policies COS-13.1 through COS-13 and 2011 GPU PEIR Mitigation Measures Aes-4.1 and Aes-4.2 would ensure that no significant impacts related to new light source or glare would occur.

However, development of large-scale renewable energy systems (CAP Update Action E-3.1) would result in potentially significant impacts related to scenic vistas and scenic resources, visual character and quality, and light and glare. Implementation of adopted General Plan policies, 2011 GPU PEIR mitigation measures, and CAP Update Mitigation Measure Aes-1 (requiring feasible and appropriate project-specific mitigation measures to be incorporated to mitigate aesthetic impacts for all large-scale renewable energy projects), CAP Update Mitigation Measure Aes-2 (requiring a Lighting Mitigation Plan for all large-scale renewable energy projects), and CAP Update Mitigation Measure Aes-3 (requiring a Shadow Flicker Study for all large-scale wind turbine projects) would reduce the potential for significant impacts related to aesthetics resources in the planning area; however, it is not possible to guarantee that all project and cumulative impacts to aesthetics resources would be reduced to a less-than-significant level because of the uncertainty of the types, locations, and scale of future renewable energy projects. Therefore, implementation of the CAP Update would result in significant and unavoidable impacts related to scenic vistas and scenic resources, visual character and quality, and light and glare. Therefore, implementation of the CAP Update would result in new or more

severe significant impacts not identified in the 2011 GPU PEIR related to scenic vistas and scenic resources, visual character and quality, and light and glare.

Impact on EJ Communities

As noted above, the specific locations and designs of the potential new development associated with the CAP Update are not known at this time. Implementation of CAP Update measures and actions would occur within the unincorporated county and could affect the scenic resources, visual character and quality, and dark skies in the county. Adopted General Plan policies and 2011 GPU PEIR mitigation measures would be implemented to reduce the potential contribution of the project and to ensure that any impacts to aesthetics resources are treated appropriately and with respect to all communities, including EJ communities. However, future development of large-scale renewable energy projects would result in significant and unavoidable impacts related to scenic resources, visual character and quality, and light and glare that could affect EJ communities. While development of large-scale renewable energy in EJ communities has the potential to further affect and/or worsen existing adverse environmental conditions in communities, General Plan Policies EJ-2.3 and EJ-2.5 would require evaluation of potential environmental impacts of renewable energy facilities that affect EJ communities and would require adequate buffers for sensitive land uses from heavy industrial uses. Compliance with General Plan policies and adopted mitigation measures would ensure that implementation of the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to aesthetics on an EJ community.

Agriculture and Forestry Resources

Summary of Project Impacts

Impacts related to agricultural resources are analyzed in Sections 2.2.3.3 to 2.2.3.6 of this SEIR. Implementation of the CAP Update would result in potentially significant impacts related to agriculture and forestry resources.

Implementation of CAP update measures and actions associated with solid waste (e.g., Actions SW-1.1, SW-3.1, SW-4.1, SW-4.1.a, and SW-4.1.b), water and wastewater (e.g., Actions W-1.1, W-2.2, W-2.3, and W-2.4), agriculture and conservation (e.g., Actions A-2.1, A-2.2, and A-3.1,), energy (e.g., Actions E-3.1 through E-3.3), and built environment and transportation (e.g., Actions T-3.1 and T-5.1) would result in potentially significant impacts related to agricultural resources and the loss or conversion of forest land due to the potential development of large-scale renewable energy projects. The adopted General Plan Policies COS-6.2, COS-6.4, and LU-7.1 would ensure that development would be implemented to protect agricultural lands, and Policies LU-16.1 and LU-16.3 would ensure that new solid waste facilities would be sited in areas with appropriate zoning designation (e.g., industrial land use). In addition, 2011 GPU PEIR Mitigation Measures Agr-1.1 through Agr-1.5 and Agr-2.1 and CAP Update Mitigation Measure Agr-1 (applying the *County Guidelines for Determining Significance for Agricultural Resources* during environment review of all large-scale renewable energy projects) would be implemented to reduce the potential for significant impacts related to conversion of agricultural resources. CAP Update

Measures Agr-2 would require that all large-scale renewable energy projects (including both solar and wind projects) apply the *County Guidelines for Determining Significance for Biological Resources*. When impacts to forest land are determined to be significant, these projects are required to implement feasible and appropriate project-specific mitigation measures, including avoidance of sensitive resources, preservation of habitat, revegetation, and resource management. However, due to the uncertainty of the types, locations, and scale of future large-scale renewable energy projects, the impacts would remain significant after mitigation. Implementation of the CAP Update would result in new impacts related to agriculture and forestry resources beyond what was disclosed in the 2011 GPU PEIR.

Impact on EJ Communities

Implementation of the CAP Update would be required to be consistent with the adopted General Plan policies related to agriculture resources protection. As discussed in Sections 2.2.3.3 to 2.2.3.6 of this SEIR, actions that would result in the acquisition and management of conservation lands would have potential to benefit agriculture resources. The adopted General Plan policies and mitigation measures from the 2011 GPU PEIR and this SEIR would be implemented to reduce the potential contribution of the project and to ensure that any impacts to agricultural resources are treated appropriately and with respect to all communities, including EJ communities. However, future large-scale renewable energy projects would result in significant and unavoidable impacts related to conversion of agricultural land to non-agricultural use. Development of large-scale renewable energy in EJ communities has the potential to further affect the community and/or worsen existing adverse environmental conditions in communities. However, General Plan Policy EJ-2.3 requires evaluation of potential environmental impacts of renewable energy facilities that affect EJ communities, and future development of large-scale renewable energy systems would be subject to CEQA. Compliance with General Plan policies and adopted mitigation measures would ensure that implementation of the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to agricultural resources on an EJ community. Therefore, implementation of the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to agricultural resources on an EJ community.

Air Quality

Summary of Project Impacts

Impacts related to air quality are analyzed in Sections 2.3.3.3 to 2.3.3.8 of this SEIR. Implementation of the CAP Update would not conflict with or obstruct implementation of the San Diego County Regional Air Quality Strategy or State Implementation Plan. Implementation of solid waste measures and actions would result in construction of new or expanded solid waste facilities. Odors may result from the operation of new or expanded facilities. While the specific location of these types of facilities and activities is not known, solid waste projects would be subject to the County odor policies enforced by the San Diego County Air Pollution Control District, including Rule 51 and County Code Sections

63.401 and 63.402, which prohibit nuisance odors and identify enforcement measures to reduce odor impacts to nearby receptors. Therefore, implementation of solid waste measures and their associated actions would result in a less-than-significant impact associated with objectionable odors.

However, construction related to implementation of the CAP Update measures and their associated actions could result in exceedances of local thresholds for criteria air pollutant and nonattainment pollutants and result in exposure of sensitive receptors to TACs. Because of the programmatic nature of the CAP Update, it is not possible to determine the size and location of projects that would be built, nor the details of their construction typically used to estimate emissions such as duration, equipment use, and intensity. Despite the potential for reductions in operational emissions to offset those related to construction, this impact would be potentially significant. It is possible that emissions from individual projects could exceed one or more construction or operations emissions thresholds and expose sensitive receptors to TACs. Therefore, due to the programmatic nature of the General Plan and CAP Update, the potential that subsequent projects may result in emissions that cannot be reduced below established thresholds remains. Implementation of the CAP Update would result in significant and unavoidable impacts related to exceedances of local thresholds for criteria air pollutant and nonattainment pollutants and exposure of sensitive receptors to TACs following implementation of mitigation measures (Adopted Mitigation Measures Air-2.1 through Air-2.13 and Air-4.1 and CAP Update Mitigation Measure Air-2.1), consistent with the conclusions in the 2011 GPU PEIR.

Impact on EJ Communities

Due to the programmatic nature of the CAP Update, it is not possible to determine the locations of future projects. Future projects associated with the CAP Update would be located within the unincorporated county, including the EJ communities, and may result in emissions that cannot be reduced below established thresholds, result in exceedance of local criteria air pollutant thresholds for nonattainment pollutants (i.e., oxides of nitrogen, volatile organic compounds, particulate matter 10 micrometers or less in diameter, and particulate matter 2.5 micrometers or less in diameter), and result in exposure of sensitive receptors to TACs. However, future projects would be required to comply with the EJ Element goals and policies related to reducing pollution exposure and improving air quality in EJ communities. EJ Element Goal EJ-2 protects sensitive land uses (e.g., schools, housing, health facilities, childcare facilities, senior centers, parks) from increased pollution exposure in EJ communities; Policy EJ-2.4 minimizes heavy truck traffic and designated routes away from residential neighborhoods and other sensitive areas in EJ communities; and Policy EJ-2.5 ensures sensitive land uses are adequately buffered from heavy industrial uses and other facilities that may pose a threat to human health. Compliance with the EJ Element goals and policies would ensure that future projects associated with the CAP Update would not worsen existing environmental conditions related to air quality in EJ communities. In addition, implementation of the CAP Update Measures SW-1, T-1, and T-3 would result in co-benefits related to air quality in EJ communities by reducing solid waste and vehicle contribution to air pollution burdens faced by frontline communities. Therefore, implementation of the CAP Update would not

cause a disproportionately high and adverse human health or environmental impact related to air quality on an EJ community.

Biological Resources

Summary of Project Impacts

Impacts related to biological resources are analyzed in Sections 2.4.3.3 to 2.4.3.9 of this SEIR. Implementation of CAP Update would result in less-than-significant impacts related to state and federal protected wetlands, local policies and ordinances, and Habitat Conservation Plans and Natural Community Conservation Plans after implementation of General Plan Policies COS-3.1 and COS-3.2; 2011 GPU PEIR Mitigation Measures Bio-1.5 through Bio-1.7 and Bio-2.1 through Bio-2.4; and CAP Update Mitigation Measures Bio-1 and Bio-2. However, future development associated with the CAP Update would result in significant and unavoidable impacts related to special-status species, riparian and other sensitive natural communities, and wildlife movement corridors and nursery sites, consistent with the conclusions in the 2011 GPU PEIR.

Implementation of CAP Update Measures and Actions SW-1.1, SW-3.1, SW-4.1, SW-4.1.a, SW-4.1.b, W-1.1, W-2.2, W-2.3, W-2.4, E-3.1, E-3.2, E-3.3, T-3.1, and T-5.1 would result in development of new or expanded solid waste facilities, irrigation systems, stormwater and grey water capture systems, stormwater and wastewater treatment systems, solar arrays, small and large wind turbines, and transportation infrastructure improvements. At the programmatic level, it is not possible to determine with certainty that impacts on biological resources resulting from construction activities would be reduced to a less-than-significant level. While all feasible mitigation would be applied at the project level as part of the County's discretionary review process, construction of projects associated with the CAP Update could still adversely affect special-status species, riparian habitats, sensitive natural communities, and wildlife movement corridors and nursery sites. Impacts would be significant and unavoidable, consistent with the impacts disclosed in the 2011 GPU PEIR.

Impact on EJ Communities

Due to the programmatic nature of the CAP Update, it is not possible to determine the locations of future projects. Future projects associated with the CAP Update would be located within the unincorporated county, including the EJ communities. Adverse biological impacts are not anticipated to be disproportionately higher on the EJ communities. Applicable General Plan policies and mitigation measures would be implemented to ensure that any impacts related to biological resources are treated appropriately and with respect to all communities, including EJ communities. Compliance with General Plan policies and adopted mitigation measures would ensure that the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to biological resources on an EJ community.

Cultural and Paleontological Resources

Summary of Project Impacts

Impacts related to cultural and paleontological resources are analyzed in Sections 2.5.3.3 to 2.5.3.7 of this SEIR. Implementation of the CAP Update would result in potentially significant impacts to historical, archaeological, and paleontological resources, and human remains. Implementation of General Plan policies (Policies COS-7.1 through COS-7.3, COS-7.5, COS-9.1, and COS-9.2) and 2011 GPU PEIR mitigation measures (Mitigation Measures Cul-1.1, Cul-1.6, Cul-2.1 through Cul-2.3, Cul-2.5, Cul-2.6, Cul-3.1, Cul-3.2 and Cul-4.1) would reduce the potential impacts to archaeological resources, paleontological resources, and human remains but not to a less-than-significant level. These are new significant impacts that were not discussed in the 2011 GPU PEIR.

Impact on EJ Communities

Due to the programmatic nature of the CAP Update, it is not possible to determine the locations of future projects. Future projects associated with the CAP Update would be located within the unincorporated county, including the EJ communities. Adverse cultural and paleontological impacts could occur in any area within the unincorporated county where cultural or paleontological resources may be located. Adverse cultural resources impacts are not anticipated to be disproportionately higher on the EJ communities. Applicable General Plan policies and mitigation measures would be implemented to ensure that any impacts related to cultural resources are treated appropriately and with respect to all communities, including EJ communities. Compliance with General Plan policies and 2011 GPU PEIR mitigation measures would ensure that impacts would not be disproportionately higher on EJ communities. Therefore, the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to cultural and paleontological resources on an EJ community.

Energy

Summary of Project Impacts

Impacts related to energy are analyzed in Sections 2.6.3.3 and 2.6.3.5 of this SEIR. Implementation of the CAP Update would not result in significant impacts related to energy.

Implementation of the CAP Update would result in temporary construction activities that would consume energy resources. However, CAP Update Action E-2.2 would improve energy efficiency, Action T-1.1.a would promote the use of alternative fuel in construction equipment, and Action T-3.1 would involve the installation of electric vehicle chargers and encourage alternative transportation. Overall, implementation of the CAP Update would not result in wasteful, inefficient, or unnecessary consumption of energy. Rather, implementation of the CAP Update would result in a long-term reduction in energy consumption through encouraging improvements to alternative transportation infrastructure, requiring energy efficiency and water conservation, and enhancing waste processing. The CAP Update would not result in conflict with or obstruction of a state or

local plan for renewable energy efficiency. The impact would be less than significant. Therefore, implementation of the CAP Update would not result in potentially significant impacts not identified in the 2011 GPU PEIR related to energy.

Impact on EJ Communities

The GHG reduction measures proposed within the CAP Update would result in the use of more efficient technology that would generally reduce energy demand and ultimately result in cost saving related to energy use in all communities, including EJ communities. In addition, implementation of the CAP Update Measures T-3, T-5, and T-6 would result in co-benefits related to energy conservation in EJ communities by prioritizing installation of electric vehicle charging stations, prioritizing improvements to pedestrian and bicycle infrastructure, and distributing transit passes in frontline communities. Therefore, implementation of the CAP Update would result in beneficial energy impacts on EJ communities. The CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to energy on an EJ community.

Greenhouse Gas Emissions

Summary of Project Impacts

Impacts related to GHGs are analyzed in Sections 2.8.3.3 and 2.8.3.5 of this SEIR. The goal of the CAP Update is to reduce GHG emissions generated within the unincorporated county by increasing the use of alternatively fueled vehicles, reducing vehicle miles traveled (VMT), generating and utilizing renewable energy, reducing waste generation, and increasing carbon sequestration. Implementation of the CAP Update would not generate significant GHG emissions nor would the CAP Update conflict with the goals of SB 32 and AB 1279. Impacts would be less than significant, consistent with the conclusion of the 2011 GPU PEIR.

Impact on EJ Communities

As noted above, the goal of the CAP Update is to reduce overall GHG emissions within the unincorporated county, including the EJ communities. Implementation of CAP Update Measures S-2, E-3, W-2, T-2, and T-3 would increase frontline communities' access to organic material processing facilities; increase frontline communities' access to incentives for conserving water, using renewable energy use, and purchasing electric vehicles; and increase incentives for low-income residents to transition to zero-emission construction equipment. The CAP Update would result in beneficial impacts related to GHG emissions in EJ communities. Therefore, the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to GHG emissions on an EJ community.

Hazards and Hazardous Materials

Summary of Project Impacts

Impacts related to hazards and hazardous materials are analyzed in Sections 2.9.3.3 to 2.9.3.8 of this SEIR. Implementation of the CAP Update would not result in potentially significant impacts related to hazardous materials and sites, airport hazards, emergency response and evacuation plans, wildland fires, or vectors.

Implementation of these CAP Update measures and actions could result in the construction of new or expanded solid waste facilities; new greywater capture systems and new stormwater capture, treatment, and reuse infrastructure; energy efficiency retrofit; solar and wind renewable energy development; new farmworker housing (if opportunities to increase farmworker housing in the unincorporated area are identified); and pedestrian, bicycle, and transit network improvements. Construction of new facilities and improvements to existing facilities would involve the use of similar types of hazardous materials as are commonly used as part of new development, including paints, oils, solvents, fuels, lubricants, asphalt products, and other materials. The transport, use, and disposal of hazardous materials during construction would be required to comply with the federal, state, and local regulatory requirements. Should the development of these facilities occur on a listed hazardous materials site compiled pursuant to Government Code Section 65962.5, compliance with applicable federal, state, and local regulations related to existing on-site hazardous materials contamination would also be required. In addition, the 2011 GPU PEIR mitigation measures pertaining to airport hazards (Mitigation Measures Haz-1.1, Haz-1.3, and Haz-1.5) would further limit the project impacts on airport hazards by requiring new development projects to be reviewed for compatibility with surrounding airports, military airbases, and land uses.

Implementation of CAP update measures and actions would have potential to result in impacts related to impairing emergency response or evacuation plans. However, adopted General Plan policies (Policies S-1.2, M-1.2, M-3.3, and M-4.3) and 2011 GPU PEIR mitigation measures (Mitigation Measures Haz-3.1, Haz-3.2, and Haz-3.3) would reduce impediments and conflicts with adopted emergency response and evacuation plans to a less-than-significant level by facilitating coordination with applicable planning and emergency services agencies, implementing roadway standards to ensure road improvements are consistent with emergency response and evacuation plans, and requiring the inclusion of fire access roads in planning documents.

Implementation of CAP Update measures and actions in fire-prone areas would have the potential to expose people or structures to significant risk of loss, injury, or death involving wildland fires. However, compliance with General Plan policies (Policies S-4.1 through S-4.4, S-4.6, S-4.7, S-5.1, and COS-18.3) and 2011 GPU PEIR mitigation measures (Mitigation Measures Haz-4.1 through Haz-4.4, and Pub-1.5 through Pub-1.7) would reduce impacts related to wildland fires to a less-than-significant level by minimizing wildfire in the county, locating development away from fire hazard areas, and complying with existing regulations. Impacts related to hazards and hazardous materials would be less than significant with compliance with existing regulations and 2011 GPU PEIR

mitigation measures. No new or more severe significant impacts would occur compared to the 2011 GPU PEIR.

Impact on EJ Communities

Adverse hazards and hazardous materials impacts could occur in any area within the unincorporated county where future projects associated with the CAP Update would occur, including EJ communities. The use and handling of hazardous materials during construction would be conducted in a manner consistent with existing regulations and 2011 GPU PEIR mitigation measures, so that no significant impacts would occur. Adopted General Plan policies and 2011 GPU PEIR mitigation measures would be implemented to reduce the potential contribution of the project and to ensure that any impacts to hazards and hazardous materials are treated appropriately and with respect to all communities, including EJ communities. These impacts are not anticipated to be disproportionately higher on EJ communities. Therefore, the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to hazards and hazardous materials on an EJ community.

Hydrology and Water Quality

Summary of Project Impacts

Impacts related to hydrology and water quality are analyzed in Sections 2.10.3.3 to 2.10.3.6 of this SEIR. Implementation of the CAP Update would result in significant and unavoidable impacts related to water quality issues, groundwater supply, and groundwater recharge and would result in less-than-significant impacts related to surface hydrology and drainage with mitigation incorporated, consistent with the conclusions in the 2011 GPU PEIR.

Future projects associated with the CAP Update could include new or expanded solid waste facilities; new greywater capture systems and new stormwater capture, treatment, and reuse infrastructure; energy efficiency retrofits; solar and wind renewable energy development; new farmworker housing (if opportunities to increase farmworker housing in the unincorporated area are identified); and pedestrian, bicycle, and transit network improvements. Construction of new facilities and improvements to existing facilities would involve the use of heavy equipment, paving, ground disturbance, and other typical construction activities that could adversely affect water quality standards or waste discharge requirements where projects are located near waterways or discharges runoff to stormwater drainage systems. Future projects associated with the CAP Update could also occur in areas that are currently experiencing groundwater supply issues and would contribute to worsening an already unsustainable groundwater supply. At the programmatic level, it is not possible to determine with certainty that impacts on water quality, groundwater supply, and groundwater recharge would be reduced to below a less-than-significant level.

Several federal, state, and local regulations exist that reduce the potential for projects to violate water quality standards, including the Clean Water Act, Porter-Cologne Water

Quality Control Act, National Pollutant Discharge Elimination System permitting requirements, San Diego Basin Plan, Colorado River Basin Plan, County's Watershed Protection, Stormwater Management, and Discharge Control Ordinance, and low-impact development requirements. In addition, General Plan Policies LU-6.5, LU-6.9, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.4 would maximize stormwater filtration and minimize projects impacts to water quality. The 2011 GPU PEIR Mitigation Measures Hyd-1.1 through Hyd-1.5 would further reduce project impacts on surface water and groundwater quality by requiring implementation of the County's Jurisdictional Runoff Management Plan and Watershed Protection, Stormwater Management, and Discharge Control Ordinance, implementation of low impact development standards to minimize runoff and maximize infiltration, implementation of the Stormwater Standards Manual, and utilization of the *County of San Diego Guidelines for Determining Significance: Hydrology and Water Quality* (County of San Diego 2021b) and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources* (County of San Diego 2007). The adopted 2011 GPU PEIR Mitigation Measures Hyd-2.1 through Hyd-2.5 would require compliance with existing regulations and implement programs to protect groundwater supply. However, at the programmatic level, it is not possible to determine with certainty that impacts on water quality, groundwater supply, and groundwater recharge would be reduced to a less-than-significant level.

With compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Hyd-1.2 through Hyd-1.3, Hyd-2.5, Hyd-3.1, Hyd-3.2, Hyd-3.3, Hyd-4.1 through Hyd-4.3, Hyd-6.1, and Hyd-8.2), impacts related to surface hydrology and drainage from implementation of the CAP Update would be reduced to a less-than-significant level.

Impact on EJ Communities

Adverse hydrology and water quality impacts could occur in any area within the unincorporated county where future projects associated with the CAP Update would occur and are not anticipated to be disproportionately higher on EJ communities. In addition to the General Plan policies and 2011 GPU PEIR mitigation measures listed above, which would be implemented to reduce hydrology and water quality impacts throughout the unincorporated county, future projects associated with the CAP Update would be implemented in compliance with EJ Element Goal EJ-4, which aims to protect and restore surface water bodies in the unincorporated county, including EJ communities, from future contamination. The CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to hydrology and water quality on an EJ community.

Land Use and Planning

Summary of Project Impacts

Impacts related to land use and planning are analyzed in Sections 2.11.3.3 and 2.11.3.5 of this SEIR. Implementation of the CAP Update would result in less-than-significant impacts related to the physical division of established communities or conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact.

Future projects associated with the CAP Update could include new or expanded solid waste facilities; new greywater capture systems and new stormwater capture, treatment, and reuse infrastructure; energy efficiency retrofit; solar and wind renewable energy development; new farmworker housing (if opportunities to increase farmworker housing in the unincorporated area are identified); and pedestrian, bicycle, and transit networks improvements.

New and expanded solid waste facilities would be sited on land that is zoned for this type of land use or allowable conditionally in accordance with adopted General Plan Policies LU-16.1 and LU-16.3. These facilities would not be sited in a manner that would physically divide existing communities. Greywater and stormwater projects would facilitate water efficiency and conservation for existing development and new development as it is approved. These infrastructure improvements, when considered separately from the future development that they may accompany, would not result in the conversion of any land uses or the introduction of new land uses that would be incompatible with existing and planned surrounding land uses. Pedestrian, bicycle, and transit network improvements would likely occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. Future projects associated with the CAP Update would not result in the development of new large-scale infrastructure (e.g., freeway, railroad, airport) or large open space areas that would bisect existing land uses or that would change existing circulation patterns in a manner that would hinder access to existing communities.

Implementation of CAP Update Action E-3.3 would have the potential to result in development of large-scale renewable energy projects. Large-scale renewable energy projects would be required to comply with adopted General Plan policies (e.g., Policies LU-12.4, EJ-2, EJ-2.3, EJ-2.5, EJ-2.7, and EJ-5.2) and implement 2011 GPU PEIR mitigation measures (Mitigation Measures Lan-1.1 through Lan-1.3) to reduce the potential for roadways to physically divide an established community. However, it cannot be guaranteed that impacts related to the physical division of established communities would be reduced to a less-than-significant level because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects. This impact would be significant and unavoidable and would be a new significant impact not discussed in the 2011 GPU PEIR.

Future projects associated with the CAP Update are compatible with the goals and initiatives laid out in the County's *2020-2030 County Operations Strategic Sustainability Plan,* which includes initiatives and goals that focus on energy (reducing energy use and

promoting clean energy production), water (reducing potable water consumption and promoting water reuse systems), waste (increasing diversion of solid waste and promoting recycling), and transportation (reducing fleet vehicle emissions and VMT, electrifying the fleet, and expanding electric vehicle charging infrastructure); the County's *Zero Carbon Portfolio Plan,* which presents measures to support and build on existing state, County, and industry goals, including GHG emission reduction goals established by AB 32 and Executive Orders B-30 and B-55; and the County's *Renewable Energy Plan*, which outlines a series of measures to transition existing electricity consumption from fossil-fuel grid electricity to clean, renewable power sources. Therefore, the solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions proposed in the CAP Update would be generally consistent applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact.

Impact on EJ Communities

Adverse land use and planning impacts could occur in any area within the unincorporated county where future projects associated with the CAP Update would occur. As discussed above, development of large-scale renewable energy associated with the CAP Update would have the potential to physically divide an established community. The adopted General Plan policies and 2011 GPU PEIR mitigation measures would be implemented to reduce the potential contribution of the project and to ensure that any impacts related to physically dividing an established community are treated appropriately and with respect to all communities, including EJ communities. Compliance with General Plan policies and 2011 GPU PEIR mitigation measures would ensure that impacts are not anticipated to be disproportionately higher on EJ communities.

Future projects would be required to comply with EJ Element goals and policies intended to mitigate environmental impacts in EJ communities, including Goal EJ-5, which protects and restores surface water bodies in the unincorporated county (including EJ communities) from future contamination; Goal EJ-2, which protects sensitive land uses from increased pollution exposures in EJ communities; Policy EJ-2.3, which develops criteria to identify and evaluate potential environmental impacts of renewable energy facilities on EJ communities; Policy EJ-2.4, which minimizes heavy truck traffic and designates routes away from neighborhoods and sensitive areas in EJ communities; and Policy EJ-2.5, which avoids land use conflicts by establishing adequate buffers around sensitive land uses to protect them from uses that may pose a threat to human health. Implementation of the CAP Update would not conflict with EJ Element goals and policies intended to mitigate environmental impacts. Therefore, the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to land use and planning on an EJ community.

Noise

Summary of Project Impacts

Impacts related to noise are analyzed in Sections 2.12.3.3 to 2.12.3.5 of this SEIR. Implementation of the CAP Update would result in less-than-significant impacts related to excessive noise, groundborne vibration, and excessive noise exposure from a public and private airport with mitigation incorporated.

Implementation of the CAP Update would result in development of new or modified facilities and structures (e.g., new or expanded solid waste facilities, water and wastewater infrastructure and efficiency improvements, and solar and wind renewable energy infrastructure). Development of new or modified facilities and structures could involve the use of limited heavy-duty equipment that would result in noise and groundborne vibration. Future projects associated with the CAP Update would be required to comply with the adopted General Plan Policy N-4.9, which reduces potential noise impacts to noise-sensitive land uses; Policy N-6.4, which requires non-emergency construction to be limited near noise-sensitive land uses; Policy LU-2.8, which requires measures to minimize significant impacts to surrounding areas from uses or operations that cause excessive noise; Policy N-3.1 which limits the extent of exposure that sensitive uses may have to groundborne vibration from construction equipment and other sources; and Policies S-15.1, S-15.2, and S-15.4, which require land uses surrounding airports to be compatible with airport operations. In addition, implementation of the 2011 GPU PEIR Mitigation Measures Noi-1.1, Noi-1.3, Noi-2.1, and Noi-2.4, which require acoustical analysis for projects may result in excessive noise, would reduce noise levels from these activities, and Noi-5.1 and Noi-5.3, which require using applicable ALUCP guidance and assessing noise impacts from private airports and helipads, would ensure that new development would not result in significant noise and vibration impacts.

However, implementation of CAP Update Action E.3.1 would have the potential to result in development of large-scale renewable energy projects. As discussed in Section 3.12.3.3, “Issue 1: Excessive Noise Levels,” implementation of large-scale wind turbine projects could result in potentially significant impacts related to annoyance from low-frequency noise associated with operating large wind turbines. No feasible mitigation measures are available to reduce this impact to a less-than-significant level because noise waivers could be provided under certain circumstances for large-scale wind turbine projects located within the designated Noise Waiver Area on the Wind Resources Map. Therefore, implementation of large-scale wind turbine projects would result in significant and unavoidable impacts related to low-frequency noise. Implementation of the CAP Update would result in new or more severe significant impacts not identified in the 2011 GPU PEIR related to increased ambient low-frequency noise from operating large wind turbines.

Impact on EJ Communities

Noise and vibration would be generated during construction of new or modified facilities and structures, but the impacts would be minimized through implementation of adopted General Pan policies and 2011 GPU PEIR mitigation measures as discussed above. No

excessive noise levels, groundborne vibration, or excessive noise from an airport would occur. Development of large-scale wind turbine projects would result in significant and unavoidable impacts related to low-frequency noise. Adverse low-frequency impacts could occur in any area within the unincorporated county that are suitable for large-scale wind energy development. General Plan Policies EJ-2.3 and EJ-2.5 would reduce impacts to EJ communities by developing criteria to identify and evaluate potential environmental impacts of renewable energy facilities that affect EJ communities and ensuring that sensitive land uses are adequately buffered from heavy industrial uses and other facilities that may pose a threat to human health. Compliance with adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that impacts are not anticipated to be disproportionately higher on EJ communities. The CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to noise and vibration on an EJ community.

Transportation

Summary of Project Impacts

Impacts related to transportation are analyzed in Sections 2.13.3.3 to 2.13.3.7 of this SEIR. Implementation of the CAP Update would result in less-than-significant impacts related to conflict with a program, ordinance or policy addressing the circulation system, and vehicle miles traveled (VMT); and would result in less-than-significant impacts related to substantially increased design hazards and inadequate emergency assess with mitigation incorporated.

The measures and actions proposed under the CAP Update are intended to further statewide and regional goals by promoting policies and actions that reduce GHG emissions through improved solid waste and water/wastewater use and management, increasing the availability of renewable sources of energy, promoting sustainable agricultural practices, and promoting transportation and built environment improvements that encourage the development of multi-modal transportation options and vehicular emissions reductions. Implementation of the CAP Update would be generally consistent with the San Diego Association of Governments' *2021 Regional Plan* which combines the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan. Impacts related to conflict with a program, ordinance or policy addressing the circulation system would be less than significant.

Implementation of CAP Update measures and actions related to solid waste, water and wastewater, and energy would not increase residential or commercial uses and would only result in minimal numbers of employees. Therefore, the potential impacts to VMT would be less than significant. Implementation of agricultural and conservation measures and actions would not result in impacts to VMT because no new or expanded development would be anticipated from their associated agriculture and conservation activities. However, implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county if opportunities to increase farmworker housing in the unincorporated area are identified. Implementation of new farmworker housing would be expected to reduce VMT by locating housing on-site or near

agricultural lands where those residents would work, therefore reducing the distance farmworkers commute. CAP Update built environment and transportation measures and actions would also help reduce VMT by conducting new transit-supportive roadways treatments and bicycle and pedestrian facilities, implementing transportation demand management programs, providing educational initiatives to encourage increased alternative transportation use in the unincorporated county.

Future projects associated with the CAP Update could include development of new or expanded solid waste facilities; new greywater capture systems and new stormwater capture, treatment, and reuse infrastructure; energy efficiency retrofits; small- and large-scale solar and wind renewable energy facilities; new farmworker housing (if opportunities to increase farmworker housing in the unincorporated area are identified); and pedestrian, bicycle, and transit network improvements. Future large-scale renewable energy projects are required to obtain a Major Use Permit, which requires projects to undergo the County's discretionary review process. Discretionary large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of application, and project-specific mitigation would be required to minimize or eliminate transportation-related impacts, where feasible.

During construction of each project, traffic operations could be degraded, and emergency access could be impeded. Project construction would be required to implement adopted General Plan goals and policies related to transportation hazards. General Plan Policy LU-2.8 requires measures that minimize impacts that are detrimental to human health and safety; Policy LU-5.5 ensures development does not impede bicycle or pedestrian facilities and that if impacts to planned routes would occur, any such impacts would be mitigated; Policy LU-9.8 requires that development within Villages include connected pedestrian routes and amenities; Goal M-4 encourages roads designed to be safe for all users and compatible with their context; Policy M-3.1 requires development to dedicate right-of-way to adequately accommodate all users including transit riders, pedestrians, and bicyclists; Policies M-4.3, M-4.4, and M-4.5 support this goal by requiring roads to have safe and adequate emergency access; Policies M-11.2 through M-11.4 require development in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation and provide comprehensive internal pedestrian and bicycle networks.

Future projects associated with the CAP Update would also be required to implement the following applicable mitigation measures identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3, Tra-1.4, and Tra-4.4. Mitigation Measure Tra-1.3 requires the implementation of County Public Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* (County of San Diego 2011) to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified. Mitigation Measure Tra-4.4 involves revisions to the Subdivision Ordinance to ensure that proposed subdivisions meet current design and accessibility standards. Impacts related to transportation hazards and inadequate emergency access would be reduced to a less-

than-significant level with implementation of General Plan policies and 2011 GPU PEIR mitigation measures.

Impact on EJ Communities

As noted above, implementation of the CAP Update would require compliance with the adopted General Plan goals and policies, and implementation of applicable 2011 GPU PEIR mitigation measures. With compliance with adopted goals and policies and applicable mitigation measures, impacts related to transportation would be reduced to less than significant. In addition, implementation of the CAP Update Measures T-4 through T-6 would result in co-benefits related to transportation in EJ communities by reducing air pollution burdens faced by frontline communities and prioritizing improvements to pedestrian and bicycle infrastructure and roadway treatment in frontline communities. General Plan Policy EJ-12.3 also requires prioritizing the incorporation and installation of pedestrian and bicycle facilities in EJ communities. Therefore, the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to transportation on an EJ community.

Tribal Cultural Resources

Summary of Project Impacts

Impacts related to tribal cultural resources are analyzed in Sections 2.14.3.3 and 2.14.3.4 of this SEIR. Compliance with CEQA Sections 21080.3.1 and 21084.3 would require tribal consultation and provide an opportunity to avoid or minimize project impacts to tribal cultural resources where subsequent CEQA documentation is required. Implementation of 2011 GPU PEIR mitigation measures (Mitigation Measures Cul-2.2, Cul-2.4 through Cul-2.6, and Cul-4.1) and CAP Update SEIR mitigation measures (CAP Update Mitigation Measures TCR-1) would minimize impacts to tribal cultural resources by requiring coordination with local tribes, identification of tribal cultural resources, and Native American monitoring. However, because the specific location of project associated with CAP Update implementation are not known and because they could be implemented in areas where tribal cultural resources are present; project impacts would be potentially significant. This is a new significant impact that was not discussed in the 2011 GPU PEIR.

Impact on EJ Communities

As discussed in the CAP Update, even though tribal lands are outside of the County's land use jurisdiction and therefore emissions from their activities and sources are not included in the CAP Update GHG inventory and measures, the County acknowledges the relationship with tribal nations and the importance of Tribal Ecological Knowledge to understand and respect cultural history. The County will continue to strengthen partnerships with the local tribal nations and elevate the voices of Indigenous people to ensure that they are fully represented in the implementation of the CAP Update. For example, Action A-1.2.a proposes partnering with tribal governments to incorporate tribal ecological knowledge and apply Indigenous land management practices to contribute toward habitat restoration efforts on County land. The co-benefit of implementing Action

A-1.2.a would be increasing educational opportunities with tribal communities to learn about the natural environment.

Adverse tribal cultural resources impacts could occur in any area within the unincorporated county where future projects associated with the CAP Update would occur. However, compliance with CEQA Sections 21080.3.1 and 21084.3 would provide an opportunity to avoid or minimize the disturbance of tribal cultural resources through tribal consultation and CEQA review procedures. Additionally, 2011 GPU PEIR and CAP Update SEIR mitigation measures would be implemented to reduce the potential contribution of the project and to ensure that any impacts to tribal cultural resources are treated appropriately and with respect to all communities, including EJ communities. General Plan Policies EJ-2.3 and EJ-2.5 also would reduce impacts to EJ communities by developing criteria to identify and evaluate potential environmental impacts of renewable energy facilities that affect EJ communities and ensuring that sensitive land uses are adequately buffered from heavy industrial uses and other facilities that may pose a threat to human health. Compliance with CEQA Sections 21080.3.1 and 21084.3, adopted General Plan policies, and 2011 GPU PEIR mitigation measures would ensure that impacts are not anticipated to be disproportionately higher on EJ communities. Therefore, implementation of the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to tribal cultural resources on a tribal community.

Wildfire

Summary of Project Impacts

Impacts related to wildfire are analyzed in Section 2.15.3.3 to 2.15.3.6 of this SEIR. The measures and actions proposed in the CAP Update would have a limited potential to result in impacts related to impairing emergency response or evacuation plans. It is assumed that any new and improved structures generally would not be intended for extended occupancy. As a result, there is limited potential to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Where habitable structures are constructed, they would be unlikely to exacerbate wildfire risk due to slope, prevailing winds, and other factors, as all development would be consistent with adopted General Plan policies and would implement 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 to address the potential for development to exacerbate wildfire hazards. In addition, the CAP Update would create co-benefits that reduce wildfire risk, thereby helping to make the county more adaptive and resilient to the impacts of climate change. Implementation of the CAP Update would result in a less-than-significant impact related to wildfire with mitigation incorporated. Therefore, implementation of the CAP Update would not result in potentially significant impacts not identified in the 2011 GPU PEIR related to exacerbation of fire risk or exposure of people or structures to post-fire risks.

Impact on EJ Communities

As noted above, impacts related to wildfire would be mitigated to a less-than-significant level through compliance with adopted General Plan policies and implementation of 2011 GPU PEIR mitigation measures. The same General Plan polies and 2021 GPU PEIR mitigation measures would be applied to future projects located within EJ communities to ensure that wildfire impacts would be less than significant. Therefore, the CAP Update would not cause a disproportionately high and adverse human health or environmental impact related to wildfire on an EJ community.

2.7.3.4 Cumulative Impacts

The cumulative impact analysis study area for EJ was not established in the 2011 GPU PEIR because EJ is not identified as an environmental resources topic in the CEQA statute or State CEQA Guidelines. For this project, the cumulative study area for EJ impacts includes all the EJ communities within the cumulative study areas discussed in Sections 2.1 through 2.6 and Section 2.8 through 2.15 of this SEIR. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Cause a Disproportionately High and Adverse Human Health or Environmental Impact on an EJ Community (a Minority or a Low-Income Population)

Multiple projects with adverse effects on human health or the environment near an EJ community could generate a cumulative effect on that community. Cumulative development associated with buildout of other planning documents identified within the San Diego region is not expected to collectively contribute effects on minority or low-income populations in a manner that would cause disproportionately high and adverse human health or environmental impact on an EJ community. The project would not cause a disproportionately high and adverse human health or environmental impact on EJ communities and would not result in a substantial incremental effect that would result in a new significant cumulative impact.

2.7.4 Summary of EJ Impacts

As discussed in Section 2.7.1.1 above, the General Plan EJ Element identified the following four EJ communities within the county: North El Cajon, North Lemon Grove, Spring Valley, and Sweetwater. The CAP Update establishes strategies, measures, and actions that the County must take within the unincorporated area of San Diego County to reduce GHG emissions from five sectors: solid waste, water and wastewater, agricultural and conservation, energy, and built environment and transportation. Implementation of the CAP Update could result in construction or modification of facilities or structures in the unincorporated county and could result in potential significant impacts to hazards and hazardous materials, land use and planning, noise, transportation, and wildfire. However, adopted General Plan policies and 2011 GPU PEIR mitigation measures would be applied to reduce these potential significant impacts to a less-than-significant level. Due

to the programmatic level of the CAP Update, it is not possible to determine the size and location of future projects and the potential magnitude of construction activities. No feasible mitigation measures have been identified to reduce impacts related to aesthetics, agricultural resources, air quality, biological resources, cultural and paleontological resources, hydrology and water quality, and tribal cultural resources to a less-than-significant level. These impacts would remain significant following implementation of mitigation measures. Implementation of the CAP Update result in a long-term reduction in energy consumption and GHG emissions through encouraging improvements to alternative transportation infrastructure, requiring energy efficiency and water conservation, and enhancing waste processing.

Although the CAP Update would result in potential significant impacts to the existing environment, the adverse impacts are not anticipated to be disproportionately higher on the EJ communities. One of the EJ Element goals is to support and expand programs and services in the implementation plan to prioritize those that identify EJ communities, address EJ issues, and foster countywide partnerships and programs. The County departments and resources that provide framework, goals, or tools to strengthen the County's commitment to reach environmental equity and justice are discussed in Section 2.7.2.3, above. The CAP Update also includes the following procedures to ensure the GHG reduction measures and actions maximize equity-driven outcomes for our frontline communities:

- Equity Implementation Framework: to serve as guidance for the implementation of inclusive climate actions outlined in the CAP. The developed framework will be a flexible, scalable, and multi-level framework that identifies best practices in implementing and assessing fair and inclusive climate actions, programs, and outcomes and prioritizing communities with the greatest need.

- Disproportionality Cost Analysis: Identify socioeconomic groups or local communities that pay a disproportionate cost and should be compensated by socioeconomic groups or local communities that gain significant benefits from particular measures. An important assessment is consideration of what groups or communities are adversely impacted by both the current situation and proposed solutions.

In addition, as discussed in Section 2.7.2, "Regulatory Framework" and in the CAP Update, the County's OSEJ is leading a regional effort to reduce community exposures to health hazards. OSEJ supports the efforts of neighboring jurisdictions and regulatory entities to remedy environmental disparities and injustices related to issues such as stationary and mobile sources of air pollution; toxic hotspots; GHG emissions; the urban heat island effect; substandard housing; a lack of access to healthy food; lack of transportation options; poor quality neighborhood infrastructure, such as access to broadband and poor connectivity; and a historic deficiency in open space and recreational amenities. The OERJ identifies and addresses systemic bias and disparities to create equitable solutions with County departments and communities. Through the implementation process, the CAP Update investments would prioritize EJ and achieve equitable outcomes for communities and populations in the unincorporated county that have been historically left behind and most affected by climate change.

2.7.5 Mitigation Measures

2.7.5.1 Issue 1: Cause a Disproportionately High and Adverse Human Health or Environmental Impact on an EJ Community (a Minority or a Low-Income Population)

Mitigation measures listed in Table S-1 in the Executive Summary would be applied throughout the unincorporated county (including EJ communities) to reduce environmental impacts. With implementation of these mitigation measures, implementation of the CAP Update would not cause a disproportionately high and adverse environmental impact on EJ communities.

2.7.6 Significance Conclusions

The CAP Update would not cause a disproportionately high and adverse human health or environmental impact on an EJ community.

Table 2.7-2 Population Density and Percent Minority Information

	County of San Diego	North El Cajon	North Lemon Grove	Spring Valley	Sweetwater
Total Population	3,343,364	3,657	4,153	46,202	27,600
Population Density (people/square mile)	794	1,414	6,328	7,915	6,977
Percent (%) Minority	54.2%	45.4%	86.8%	74.6%	86.8%

Source: US Census Bureau 2019.

Table 2.7-3 Poverty Status

	County of San Diego	North El Cajon	North Lemon Grove	Spring Valley	Sweet Water
Below FPL (% of Population)	12.5%	18%	21%	12.6%	9.9%
Income Below 200 Percent FPL ($24,280 income threshold) (% of Population)	54.2%	45.4%	86.8%	74.6%	86.8%

Note: FPL = federal poverty level.

Source: US Census Bureau 2019.

2.8 Greenhouse Gas Emissions

This section describes the existing conditions in the unincorporated county related to GHG emissions and the potential effects that implementation of the CAP Update may have related to GHG emissions. Specifically, this section presents a summary of regulations applicable to GHG emissions, a summary of climate change science and GHG sources in California and San Diego County, and a discussion of the project's potential GHG emissions and their potential contribution to global climate change. Potential impacts of the project are analyzed, and mitigation measures are provided for those impacts determined to be significant. Because this analysis is subsequent to the adopted 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the climate change setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU PEIR. The 2011 GPU PEIR evaluated the General Plan's compliance with Assembly Bill (AB) 32; however, since the certification of the 2011 GPU PEIR, new legislation has been adopted in the state of California that set new long-term reduction targets for the state (i.e., Senate Bill [SB] 32 and AB 1279). Therefore, Issue 1: Compliance with AB 32, has been updated to reflect the state's newest long-term reduction goals mandated by SB 32 and AB 1279. The 2022 Scoping Plan contains language that indicates that the initial goal of SB 32 (i.e., reducing 1990 emissions by 40 percent by 2030) would likely need to be revised to meeting a 48 percent reduction in 1990 emission levels by 2030 to meet the ultimate goals of AB 1279 (i.e., reducing 1990 emissions by 85 percent by 2045 and achieve carbon neutrality by no later than 2045). While not codified by formal legislation, this reduction target is notable and considered in the evaluation of the CAP Update. This is evaluated in Issue 2. Issue 1 of this analysis details whether the proposed CAP Update would generate emissions of GHGs, either directly or indirectly, that may have a significant impact on the environment.

Additionally, the 2011 GPU PEIR evaluated the potential effects of global climate change on the General Plan; however, in 2015, the California Supreme Court issued its decision in the *California Building Industry Association v. Bay Area Air Quality Management District* 62 Cal.4th (2015), indicating that according to CEQA statute, projects are not required to analyze the effect of the environment on a project, unless a project's incremental contribution of environmental impacts would exacerbate an existing adverse environmental condition. Given that the purpose of the CAP Update is to reduce GHG emissions within the county, no separate CEQA analysis of the change in effects of climate change on the General Plan due to CAP Update implementation is necessary.

Table 2.8-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. As indicated, implementation of the proposed project would not result in new or more severe significant impacts on climate change.

Table 2.8-1 Summary of Climate Change–Related Impacts

Issue Number	Issue Topic[1,2]	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	GHG Emissions That May Have a Significant Impact on the Environment	General Plan Only: Less Than Significant with Mitigation Incorporated	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less Than Significant with Mitigation Incorporated	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
2	Conflict with an Applicable Plan, Policy, or Regulation for Reducing the Emission of GHGs	General Plan Only: Less Than Significant with Mitigation Incorporated	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less Than Significant with Mitigation Incorporated	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: AB = Assembly Bill; CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

[1] The 2011 GPU PEIR (Issue 1) evaluated the General Plan's compliance with Assembly Bill (AB) 32. However, since the certification of the 2011 GPU PEIR, new legislation has been adopted in the state of California that set new long-term reduction targets for the state (i.e., Senate Bill [SB] 32 and AB 1279). Therefore, Issue 1 has been updated to reflect the state's newest long-term reduction goals mandated by SB 32 and AB 1279. Issue 2 has also been updated to reflect the new reduction goals of AB 1279, consistent with the 2022 Scoping Plan.

[2]The 2011 GPU PEIR (Issue 2) evaluated the potential effects of global climate change on the General Plan; however, in 2015, the California Supreme Court issued its decision in the California Building Industry Association v. Bay Area Air Quality Management District 62 Cal.4th (2015), indicating that according to CEQA statute, projects are not required to analyze the effect of the environment on a project, unless a project's incremental contribution of environmental impacts would exacerbate an existing adverse environmental condition. Given that the purpose of the CAP Update is to reduce GHG emissions within the county, no separate CEQA analysis of the change in effects of climate change on the General Plan due to CAP Update implementation is necessary.

Source: Compiled by Ascent Environmental in 2023.

Comments received during the Notice of Preparation (NOP) scoping process regarding environmental impacts and potential alternatives and mitigation measures included the following: reduce or eliminate natural gas from new development, increase solid waste diversion and recycling, implement building electrification, incorporate green building materials and retrofits, increase renewable energy (wind, solar) use and generation, allow Community Choice Aggregation, support the use of carbon offsets and develop an alternative to provide for their continued use for existing and future projects within the county, utilize and protect natural habitats and ecosystems for use as carbon sinks, purchase undeveloped lands around the region and convert to preserve lands (Fanita Ranch, Harvest Hills, Lilac Hills, Newland Sierra, Otay Ranch Villages, Rancho Guejito), utilize agriculture as a carbon sink, utilize urban vegetation as carbon sink, and urban cooling.

This input is addressed in this section, in the alternatives chapter, and throughout the CAP Update. Copies of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.8.1 Existing Conditions

A discussion of global climate change and its effects is included in Section 2.17.1, "Existing Conditions," of the 2011 GPU PEIR and is incorporated by reference. This section includes updates to existing conditions since the adoption of the 2011 GPU PEIR that are relevant to the proposed project.

2.8.1.1 Greenhouse Gas Emissions

Physical Scientific Basis of Greenhouse Gas and Climate Change

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is substantial. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Greenhouse Gas Emission Sources

State

Emissions of GHGs are attributable in large part to human activities. The total GHG inventory for California in 2020 was 369 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) (CARB 2022a) This is less than the California Air Resources Board's (CARB's) AB 32 target to reduce emissions to 1990 levels by 2020 equal to 431 $MMTCO_2e$ (CARB 2020). Table 2.8-2, presented at the end of this section, summarizes the statewide GHG inventory for California.

As shown in Table 2.8-2, the sectors that contribute the most GHG emissions are transportation and industrial processes.

County of San Diego

The 2011 GPU PEIR included a baseline GHG emissions inventory for County operations and the unincorporated area for 2006. The CAP Update includes an emissions inventory for the year 2019 to characterize existing conditions. Inventory methods and data collection tools have evolved since the 2011 GPU PEIR and the 2019 inventory provides a current snapshot of emissions in the county.

Table 2.8-3, presented at the end of this section, shows that, in 2019, a total of 2,984,000 $MMTCO_2e$ were generated by activities in the unincorporated county and from County government operations. The largest contributor of GHG emissions was on-road transportation, which includes emissions from gasoline and diesel fuel use from vehicles operating on roadways. The second largest contributor was electricity consumption, which accounts for electricity generated from non-renewable sources and consumed at buildings and facilities.

2.8.2 Regulatory Framework

2.8.2.1 Federal

Energy Policy and Conservation Act

In 1975, Congress enacted the federal Energy Policy and Conservation Act, which established fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. As of 2022, the Corporate Average Fuel Economy standards require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026. The new standards will increase fuel efficiency 8 percent annually for model years 2024-2025 and 10 percent annually for model year 2026. They will also increase the estimated fleetwide average by nearly 10 miles per gallon for model year 2026, relative to model year 2021 (DOT 2022).

Massachusetts vs. EPA

On April 2, 2007, in *Massachusetts v. EPA*, the Supreme Court directed the US Environmental Protection Agency (EPA) administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA administrator is required to follow the language of Section 202(a) of the federal Clean Air Act (CAA). On December 7, 2009, the administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the CAA:

- The administrator found that elevated concentrations of GHGs—carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- The administrator further found the combined emissions of GHGs—CO_2, methane, nitrous oxide, and hydrofluorocarbons—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

2.8.2.2 State

Statewide GHG Emission Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the state government for approximately two decades. GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (AB 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016). Executive Order (EO) S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. This target was superseded by AB 1279 which codifies a goal for carbon neutrality and reduced emissions to 85 percent below 1990 levels by no later than 2045. These targets are in line with the scientifically established levels needed in the United States to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015).

On September 16, 2022, Governor Newsom signed AB 1279 which codified stringent emissions targets for the state of achieving carbon neutrality and an 85 percent reduction in 1990 emissions level by 2045. CARB released the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) on November 16, 2022, as also directed by AB 1279 (CARB 2022b). The 2022 Scoping Plan traces the pathway for the state to achieve its carbon neutrality and a goal of 85 percent reduction below 1990 emissions levels by 2045 using several scenarios that utilized difference suites of technologies and deployment of various regulations. CARB adopted the 2022 Scoping Plan on December 16, 2022.

Senate Bill 375 of 2008

In September 2008, SB 375 was signed into law and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. CARB provides each affected region with reduction targets for GHGs emitted by passenger cars

and light trucks for 2020 and 2035. The San Diego Association of Governments' (SANDAG's) *San Diego Forward: The Regional Plan* (2021 Regional Plan) is a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that combines and updates two previous plans (the Regional Comprehensive Plan and the RTP/SCS) into one document that looks toward 2050. The 2021 Regional Plan reduces per capita GHG emissions from cars and light-duty trucks to 20 percent below 2005 levels by 2035, exceeding the region's state-mandated target of 19 percent. The 2021 Regional Plan also meets federal air quality conformity requirements. SANDAG submitted the final 2021 RTP/SCS to CARB on December 17, 2021, as required by California Government Code Section 65080(b)(2)(J)(ii) and completed its submittal of supporting information on March 16, 2022. CARB staff performed an evaluation of the 2021 RTP/SCS's quantification of the GHG emissions reduction strategies outlined in the 2021 Regional Plan. The technical analysis performed by CARB concluded that the 2021 Regional Plan would achieve the applicable GHG emissions reduction target for automobiles and light trucks of 19 percent per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region (CARB 2022c). The final determination to approve the 2021 Regional Plan was made by CARB on August 26, 2022.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles (ZEVs), into a single package of regulatory standards for vehicle model years 2017–2025. The new regulations strengthened the GHG standards for 2017 models and beyond. In addition, the program's ZEV regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EVs) to account for up to 15 percent of California's new vehicle sales by 2025. In August 2022, CARB adopted the Advanced Clean Cars II program, which sets sales requirements for ZEVs to ultimately reach the goal of 100 percent ZEV sales in the state by 2035.

California Renewables Portfolio Standard

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB 100 of 2018 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 52 percent of their electricity from renewables by December 31, 2027; 60 percent by December 31, 2030; and 100 percent carbon-free electricity by December 31, 2045. On September 16, 2022, the state passed SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022, which revised state policy and requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

Building Energy Efficiency Standards

Title 24, Part 6

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Commission updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy Code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into onsite generation by requiring photovoltaic (PV) on new homes, providing significant GHG savings. The most recent is the 2022 California Energy Code which advances the onsite energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar PV system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. The California Energy Commission estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHG emissions by 10 $MMTCO_2e$ over the next 30 years (CEC 2021).

Title 24, Part 11

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The current version is the 2022 CALGreen Code, which took effect on January 1, 2023. As compared to the 2019 CALGreen Code, the 2022 CALGreen Code strengthened sections pertaining to EV and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CALGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and used as guidelines by state agencies for meeting the requirements of EO B-18-12.

Low Carbon Fuel Standard

In January 2007, EO S-1-07 established a Low Carbon Fuel Standard (LCFS). The EO calls for a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and for an LCFS for transportation fuels to be established for California. The LCFS applies to all refiners, blenders, producers, or importers (providers) of transportation fuels in California, including fuels used by off-road construction equipment (Wade, pers. comm., 2017). The LCFS is measured on the total fuel cycle and may be met through market-based methods. For example, providers exceeding the performance required by an LCFS receive credits that may be applied to future obligations or traded to providers not meeting the LCFS.

In June 2007, CARB adopted the LCFS as a Discrete Early Action item under AB 32 pursuant to Health and Safety Code Section 38560.5, and in April 2009, CARB approved the new rules and carbon intensity reference values with new regulatory requirements taking effect in January 2011. The standards require providers of transportation fuels to report on the mix of fuels they provide and demonstrate they meet the LCFS intensity standards annually. This is accomplished by ensuring that the number of "credits" earned by providing fuels with a lower carbon intensity than the established baseline (or obtained from another party) is equal to or greater than the "deficits" earned from selling higher-intensity fuels. After some disputes in the courts, CARB readopted the LCFS regulation in September 2015, and the LCFS went into effect on January 1, 2016. CARB is currently amending the LCFS regulation with intent to adopt the amendments in 2023.

EO B-48-18: Zero-Emission Vehicles

In January 2018, EO B-48-18 was signed into law and requires all state entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 EV charging stations by 2025. It specifies that 10,000 of the EV charging stations should be direct current fast chargers. This EO also requires all state entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a *Plug-in Charging Station Design Guidebook* and update the *Hydrogen Station Permitting Guidebook* to aid in these efforts (Eckerle and Jones 2020). All state entities are required to participate in updating the *2018 Zero-Emissions Vehicle Action Plan* intended to provide direction to state agencies on the most important actions to be executed in 2018 to enable progress toward the 2025 targets and 2030 vision, give stakeholders transparency into the actions state agencies plan to take (or are taking) to further the ZEV market, and create a platform for stakeholder engagement, feedback, and collaboration. Additionally, all state entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the LCFS program, and to recommend how to ensure affordability and accessibility for all drivers.

California 2030 Natural and Working Lands Climate Change Implementation Plan

CARB and other state agencies also released the January 2019 Draft California 2030 Natural and Working Lands Climate Change Implementation Plan (CA 2030 NWL Climate Change Implementation Plan) consistent with the carbon neutrality goal of EO B-55-18. The CA 2030 NWL Climate Change Implementation Plan outlines climate objectives for natural and working lands: to maintain them as a resilient carbon sink (i.e., net zero or negative GHG emissions) and set a preliminary goal to reduce GHG emissions from them by at least 15–20 $MMTCO_2e$ by 2030. The plan is projected to result in cumulative emissions of 12.4 to 35.9 $MMTCO_2e$ by 2030 and cumulative emission reductions of -84.2 to -83.1 $MMTCO_2e$ by 2045 (California Environmental Protection Agency et al. 2019).

2.8.2.3 Local

San Diego County Air Pollution Control District

The San Diego County Air Pollution Control District (SDAPCD) has jurisdiction over air quality programs in the county. SDAPCD regulates most air pollutant sources, except for mobile sources, which are regulated by CARB or EPA. State and local government projects, as well as projects proposed by the private sector are subject to SDAPCD requirements if the sources are regulated by SDAPCD. The Scoping Plan does not provide an explicit role for local air districts in implementing AB 32, but it does state that CARB will work actively with air districts in coordinating emissions reporting, encouraging, and coordinating GHG reductions, and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (both criteria pollutants and GHGs) is provided primarily through permitting, as well as through their role as a CEQA lead or responsible agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents. SDAPCD is responsible for air quality planning in San Diego County. To date, SDAPCD has not developed specific thresholds of significance with regard to the evaluation of GHG emissions in CEQA documents.

San Diego Association of Governments' San Diego Forward: The Regional Plan 2021

The 2021 Regional Plan covers a broad range of topics including air quality, borders and tribal nations, climate change, economic prosperity, emerging technologies, transit and automobile energy efficiency, and fuels, habitat preservation, community health, public facilities, shoreline preservation, transportation, and water quality. The Regional Plan emphasizes the importance of multimodal transportation and places special emphasis on active transportation, such as walking and biking, and reducing car use to minimize GHG emissions, diminish air pollution, and maximize public health. The 2021 Regional Plan also includes an SCS, which identifies five main strategies to complement the goal of sustainability. These strategies focus on job growth and housing in urbanized areas with existing public transportation options, addressing housing needs for all economic segments of the population, the preservation of open space, investment in an accessible transit network, and reduced GHG emissions through the implementation of actions such as increasing public transportation infrastructure and access, encouraging active transportation through upgrades to pedestrian and bike facilities, and incentivizing EV use and providing additional EV infrastructure. The 2021 Regional Plan is designed to be updated every 4 years in accordance with federal law in collaboration with the 18 cities and San Diego County along with regional, state, and federal partners. The 2021 Regional Plan focuses on regional targets through 2050. The 2021 Regional Plan is projected to reduce per capita GHG emissions from cars and light-duty trucks to 20 percent below 2005 levels by 2035, exceeding the region's state-mandated target of 19 percent. The 2021 Regional Plan also meets federal air quality conformity requirements. The goals outlined in the 2021 Regional Plan are as follows:

- the efficient movement of people and goods;
- access to affordable, reliable, and safe mobility; and
- healthier air and reduced GHG emissions.

2011 San Diego County General Plan

The General Plan policies related to GHG emissions that could be applicable to the CAP Update include the following:

Policy COS-14.1: Land Use Development Form. Require that development be located and designed to reduce vehicular trips (and associated air pollution) by utilizing compact regional and community-level development patterns while maintaining community character.

Policy COS-14.2: Villages and Rural Villages. Incorporate a mixture of uses within Villages and Rural Villages that encourage people to walk, bicycle, or use public transit to reduce air pollution and GHG emissions.

Policy COS-14.7: Alternative Energy Sources for Development Projects. Encourage development projects that use energy recovery, photovoltaic, and wind energy.

Policy COS-14.8: Minimize Air Pollution. Minimize land use conflicts that expose people to significant amounts of air pollutants.

Policy COS-14.9: Significant Producers of Air Pollutants. Require projects that generate potentially significant levels of air pollutants and/or GHGs such as quarries, landfill operations, or large land development projects to incorporate renewable energy, and the best available control technologies and practices into the project design.

Policy COS-14.10: Low-Emission Construction Vehicles and Equipment. Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.

Policy COS-15.1: Design and Construction of New Buildings. Require that new buildings be designed and constructed in accordance with "green building" programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.

Policy COS-15.3: Green Building Programs. Require all new County facilities and the renovation and expansion of existing County buildings to meet identified "green building" programs that demonstrate energy efficiency, energy conservation, and renewable technologies.

Policy COS-15.4: Title 24 Energy Standards. Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.

Policy COS-15.5: Energy Efficiency Audits. Encourage energy conservation and efficiency in existing development through energy efficiency audits and adoption of energy saving measures resulting from the audits.

Policy COS-15.6: Design and Construction Methods. Require development design and construction methods to minimize impacts to air quality.

Policy COS-16.2: Single-Occupancy Vehicles. Support transportation management programs that reduce the use of single-occupancy vehicles.

Policy COS-16.3: Low-Emissions Vehicles and Equipment. Require County operations and encourage private development to provide incentives (such as priority parking) for the use of low- and zero-emission vehicles and equipment to improve air quality and reduce GHG emissions. [Refer also to Policy M-9.3 (Preferred Parking) in the Mobility Element.]

Policy COS-18.2: Energy Generation from Waste. Encourage use of methane sequestration and other sustainable strategies to produce energy and/or reduce GHG emissions from waste disposal or management sites.

Policy COS-18.3: Alternate Energy Systems Impacts. Require alternative energy system operators to properly design and maintain these systems to minimize adverse impacts to the environment.

*[1]Policy COS-20.1: Climate Change Action Plan. Prepare, maintain, and implement a climate change action plan with a baseline inventory of GHG emissions from all sources; GHG emissions reduction targets and deadlines, and enforceable GHG emissions reduction measures.

Policy COS-20.3: Regional Collaboration. Coordinate air quality planning efforts with federal and state agencies, San Diego Association of Governments (SANDAG), and other jurisdictions.

Green Building Incentive Program

The County of San Diego's Green Building Incentive Program is designed to promote the use of resource efficient construction materials, water conservation, and energy efficiency in new and remodeled residential and commercial buildings. The program offers incentives of reduced plan check turnaround time and a 7.5 percent reduction in plan check and building permit fees for projects meeting program requirements.

Construction and Demolition Recycling Ordinance

The Construction and Demolition Debris Ordinance is designed to divert debris from construction and demolition projects from the landfill disposal in the unincorporated county. The ordinance requires that 90 percent of inserts (i.e., asphalt, concrete, brick, masonry, tile, and dirt) and 70 percent of all other construction materials from a project be recycled. To comply with the ordinance, a Construction and Demolition Debris

[1] The policy and mitigation measures denoted with an asterisk are amended for consistency with the General Plan as part of the CAP Update project. The policy and mitigation measures are shown here in their current form, not as amended by the project.

Management Plan must be submitted, and a fully refundable Performance Guarantee must be paid prior to building permit issuance.

Strategic Plan to Reduce Waste

The County of San Diego Strategic Plan to Reduce Waste is designed to reduce waste sent to landfills. The plan includes 15 programs and policies that focus on different waste types and sources, such as reducing food and other organic waste generated from residential and commercial uses and sets a 75 percent waste diversion target by 2025.

Landscape Ordinance

The County of San Diego's Landscaping Ordinance was adopted in accordance with the state's Model Water Efficient Landscape Ordinance, which establishes water efficiency standards for new and existing landscapes. The County's ordinance applies to new construction for which the County issues a building permit or a discretionary review where the aggregate landscaped area is 500 square feet or more to obtain outdoor water use authorization. For those projects between 500 and 2,500 square feet, the County has a more streamlined process called the Prescriptive Compliance Option. All landscape areas are subject to a Maximum Applied Water Allowance, which sets an upper limit of allowable water use per landscape area.

County Operations Strategic Sustainability Plan

The County's 2020–2030 County Operations Strategic Sustainability Plan (Strategic Plan) supersedes the previously implemented 2015 Strategic Energy Plan. The Strategic Plan sets goals to promote sustainability in four key sectors of County operations: energy, water, waste, and transportation. The goals outlined in the Strategic Plan relating to GHG emissions are as follows:

- reduce energy use and GHG emissions,
- promote clean energy production,
- provide sound facility energy management,
- achieve cost savings,
- reduce fleet vehicle miles traveled (VMT),
- eliminate underutilized vehicles to decrease size of fleet,
- electrify the fleet where possible, and
- expand EV charging infrastructure on County sites for both public and fleet.

The Strategic Plan is intended to consolidate the sustainability planning efforts of other County planning documents under a single County operations purpose (i.e., mission statement).

2.8.3 Analysis of Effects and Significance Determinations

2.8.3.1 Significance Criteria

State CEQA Guidelines Section 15064 and relevant checklist questions contained in Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. Under Appendix G of the State CEQA Guidelines, implementing the project would result in a cumulatively considerable contribution to climate change if it would:

- generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

The 2011 GPU PEIR evaluated the General Plan's compliance with AB 32; however, since the certification of the 2011 GPU PEIR, new legislation has been adopted in the state of California that set new long-term reduction targets for the state (i.e., SB 32 and AB 1279). Therefore, Issue 1: Compliance with AB 32, has been updated to reflect the state's newest long-term reduction goals mandated by SB 32 and AB 1279. The 2022 Scoping Plan contains language that indicates that the initial goal of SB 32 (i.e., reducing 1990 emissions by 40 percent by 2030) would likely need to be revised to meeting a 48 percent reduction in 1990 emission levels by 2030 to meet the ultimate goals of AB 1279 (i.e., reducing 1990 emissions by 85 percent by 2045 and achieve carbon neutrality by no later than 2045. While not codified by formal legislation, this reduction target is notable and considered in the evaluation of the CAP Update. This is evaluated in Issue 2. Issue 1 of this analysis details whether the proposed CAP Update would generate emissions of GHGs, either directly or indirectly, that may have a significant impact on the environment.

Additionally, the 2011 GPU PEIR evaluated the potential effects of global climate change on the General Plan; however, in 2015, the California Supreme Court issued its decision in the *California Building Industry Association v. Bay Area Air Quality Management District* 62 Cal.4th (2015), indicating that according to CEQA statute, projects are not required to analyze the effect of the environment on a project, unless a project's incremental contribution of environmental impacts would exacerbate an existing adverse environmental condition. Given that the purpose of the CAP Update is to reduce GHG emissions within the county, no separate CEQA analysis of the change in effects of climate change on the General Plan due to CAP Update implementation is necessary.

2.8.3.2 Approach to Analysis

Impacts related to GHG emissions are analyzed qualitatively based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area is analyzed in the context of existing laws and regulations as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately

address and minimize the potential for impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation measures are applicable to the proposed project as needed (i.e., upon the determination that an impact is significant) to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and actions (referred to herein as measures and actions) to demonstrate progress toward the 2030 and 2045 GHG reduction targets. The measures also include supporting actions intended to put the County on a path to the long-term goal of net zero emissions. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impacts of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unicorporated county and County government operations) and its role as a programmatic planning document designed to guide future decision-making related to the reduction of GHG emissions within the unincorporated county and from County government operations, the study area for this analysis is the unincorporated area of the county within the County's jurisdiction (i.e., all unincorporated lands excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects consistent with the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of future projects consistent with the proposed GHG reduction measures and actions. Future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, additional CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to below a significant impact.

Proposed CAP Update Measures

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions, proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update measures and actions that would have the potential to affect GHG emissions are summarized below. CAP Update actions and measures that would not involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions

and measures would not have potential to result in new or more severe impacts related to climate change.

The County's 2019 GHG emissions inventory is summarized in Table 2.8-3. GHG emissions reductions associated with CAP Update strategies are summarized in Table 2.8-4. A summary of reductions relative to the CAP Update targets is provided in Table 2.8-5. Note that emissions reductions are presented for the milestone years of 2030 and 2045 as they represent the years for which codified statewide targets have been set (i.e., a 40 and 85 percent reduction from a statewide 1990 GHG inventory by 2030 and 2045, respectively). Emissions and reductions for interim years discussed in the CAP (2035 and 2040) are presented in the CAP Update

Solid Waste Measures and Actions. This category includes strategies, measures, and implementing actions aimed at achieving zero solid waste in County operations and within the unincorporated county. Key measures and actions with potential to result in new or more severe impacts related to GHG emissions include Actions SW-1.1, SW-4.1.a, and SW-4.1.b, which could generate emissions from the construction of new waste handling and recycling facilities as well as performing upgrades to existing facilities.

Water and Wastewater Measures and Actions. This category includes strategies to reduce water consumption and increase wastewater and stormwater treatments. Key measures and actions with potential to result in new or more severe impacts related to GHG emissions include Actions W-2.2 and W-2.3, which would involve the installation of stormwater and greywater capture systems, as well as Action W-1.1, which would involve water-efficiency measures in new and existing County buildings.

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural land and agricultural land. Key actions with potential to result in new or more severe impacts related to GHG emissions include Action A-4.1.b, which would evaluate opportunities for increased farmworker housing; Action A-4.1, which would involve habitat restoration; and Actions A-2.1 and A-2.2, which would involve the delivery and planting of trees.

Energy Measures and Actions. This category includes strategies to develop policies and programs to increase energy efficiency and renewable energy use. Key actions with potential to result in new or more severe impacts related to GHG emissions include Actions E-1.1, E-2.2, E-2.2.d, E-3.2, and E-3.3, which could result in the installation of new small-scale rooftop wind turbines and solar panels. Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the vehicle fleet, install EV charging stations, incentivize the use of alternative fuels and landscaping practices, and to promote and support transit and ridesharing to reduce single-occupancy vehicle use. Key actions with potential to result in new or more severe impacts related to GHG emissions include Actions T-3.1 and T-

3.1.a, which would support new hydrogen fueling infrastructure and installation of EV charging stations, as well as Action T-5.1 which would result in the implementation of transit-supportive roadway treatments and bicycle and pedestrian infrastructure.

2.8.3.3 Issue 1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, which was revised in 2018, after certification of the 2011 GPU PEIR, the project would have an impact if it would:

- generate GHG emissions that may have a significant impact on the environment.

The *County of San Diego Guidelines for Determining Significance: Climate Change* (County of San Diego 2018) contains guidance for evaluating project impacts related to climate change within the county. However, the guidance within the document pertaining to climate change is based on a previous CAP that was rescinded following litigation. For this reason, the guidelines pertaining to climate change in the *County of San Diego Guidelines for Determining Significance: Climate Change* are not used in this analysis. The CAP Update includes revised Guidelines for Determining Significance and a new GHG threshold to make these items consistent with new state legislation. Therefore, Appendix G is used to analyze impacts from the project on GHG emissions.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated the potential effects of the General Plan related to consistency with the goals and strategies of AB 32, as well as the effects of global climate change on the General Plan, on pages 2.17-12 through 2.17-27. This analysis is incorporated herein by reference. The 2011 GPU PEIR projected that the General Plan would have a potentially significant impact related to compliance with AB 32 because GHG emissions were projected to increase to 7.1 $MMTCO_2e$ (from 5.3 $MMTCO_2e$ in 1990) by 2020 without incorporation of any GHG-reducing policies or mitigation measures. This amount represents an increase of 24 percent over 2006 levels, and a 36 percent increase from estimated 1990 levels. General Plan policies and mitigation measures in addition to compliance with applicable regulations such as the CAA, Lieberman-Warner Climate Security Act, CARB standards, Title 24 standards, EO S-3-05, AB 32, EO S-01-07, SB 97, SB 1368, SB 1078, SDAPCD standards and existing County programs and policies, would mitigate the potential impacts of global climate change to a less-than-significant level. The analysis in Chapter 2.17 of the 2011 GPU PEIR on pages 2.17-12 through 2.17-33 is incorporated by reference.

CAP Update Impact Analysis

The following section analyzes impacts related to GHG emissions that would result from the implementation of the measures and actions in the CAP Update.[2]

Solid Waste Measures and Actions

Implementation of the measures and actions within this group may result in the expansion of solid waste diversion/recycling programs/incentives and the collection of landfill gas at existing landfills. Emissions of GHGs would occur from the construction of new waste handling and recycling facilities, as well as performing upgrades to existing facilities (Actions SW-1.1, SW-4.1.a, and SW-4.1.b). Emissions of GHGs would occur from construction activities including operation of heavy-duty equipment, vehicle travel by worker commute trips, material delivery, and haul trips. Construction activities would primarily consist of short-term activities such as grading and clearing land and construction of new structures, as well as upgrades to existing ones. Construction activities would occur for relatively short periods of time. These types of construction activities do not typically generate substantial GHG emissions and would be considered short-term GHG emitting investments to facilitate achieving the reduction targets of the CAP Update.

Regarding the operation of new waste handling and recycling facilities, measures and actions in the solid waste group are intended to increase recycling, divert waste from landfills, and increase landfill gas capture rates at landfills. For example, Action SW-3.1 aims to expand landfill gas systems to increase fugitive gas capture by 5 percent at County-owned landfills to decrease fugitive emissions beyond state requirements. Through Action SW-4.1, the County would conduct a feasibility study and implement a landfill gas system pilot project at privately managed landfills to exceed state requirements. Both of these measures would reduce emissions of methane (a GHG emitted during the anaerobic decomposition of waste) in the county by capturing the gas before it is released into the atmosphere. Implementation of Action SW-2.1 would update the County's Strategic Plan to Reduce Waste to include strategies to achieve zero waste (90 percent diversion) by 2045. This would reduce GHG emissions by diverting waste from landfills where it would otherwise decompose and emit methane into the atmosphere. Increases in waste diversion could lead to increased haul truck trips, and associated GHG emissions, to and from composting and recycling facilities. However, it is anticipated that these trips would displace the haul truck trips that would be diverted from the landfill. Therefore, a net increase in the number of haul truck trips and associated GHG emissions within the county would not be anticipated.

These measures and actions would collectively reduce GHG emissions generated within the county by diverting waste from landfills, increasing recycling, and increasing landfill gas capture at landfills. Because these measures collectively reduce the amount of GHG

[2] This analysis does not address the global impacts of climate change on the project in the way that the GPU Update PEIR addressed such impacts on the General Plan given the 2015 publication of the California Building Industry Association v. Bay Area Air Quality Management District opinion in which the California Supreme Court ruled that the California Environmental Quality Act (CEQA) does not generally require consideration of the effects of existing environmental conditions on a proposed project's future users or residents, but that CEQA does mandate analysis of how a project may exacerbate existing environmental hazards.

emissions that would occur from waste handling, it can be assumed that any temporary GHG emissions during implementation of these measures would be offset by the overall net benefit of GHG emissions reductions that would result from implementation of the measures that comprise the solid waste group. The strategies, measures, and actions of the CAP Update are estimated to reduce emissions in exceedance of the targets. Any marginal and temporary increase in emissions is not anticipated to interfere with the ability of the CAP Update to achieve established targets. Therefore, implementation of the measures within the group would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

The CAP Update measures and actions are consistent with General Plan policies that were evaluated in the 2011 GPU PEIR. For example, General Plan Policy COS-14.9 requires that projects that generate potentially significant levels of air pollutants and/or GHGs such as landfill operations incorporate renewable energy; while Policy COS-18.2 encourages the use of methane sequestration and other sustainable strategies to produce energy and/or reduce GHG emissions from waste disposal or management sites. Therefore, operational emissions from these facilities would generally be within the scope of expected development analyzed in the 2011 GPU PEIR. The impact would be less than significant.

Water and Wastewater Measures and Actions

Implementation of measures and actions within the water and wastewater groups would increase water efficiency and conservation. Implementation of the measures and actions may result in new building requirements, building retrofits, and water efficiency programs. GHG emissions from water and wastewater facilities and upgrades would occur from construction activities including operation of heavy-duty equipment, vehicle travel by worker commute trips, material delivery, and haul trips. Construction activities would primarily consist of grading and clearing land, construction of small structures, and the installation of new pipelines or additions to existing pipelines. Operation of these facilities and structures would generate GHG emissions from maintenance trips, worker commute trips, and the use of electricity to power pumps and treatment facilities. However, operation of these facilities does not typically require a substantial number of employees and maintenance trips along pipelines are typically infrequent and last for short periods of time. Further, Actions W-2.1 and W-2.4 would improve water efficiency, and therefore reduce electricity use, by reducing outdoor water use for landscaping purposes for new development and by reducing potable water consumption by 23 percent for existing and new County buildings and by 20 percent for existing and new development in the unincorporated county by incentivizing water efficiency and conservation.

Because these measures collectively reduce the amount of GHG emissions that would occur from water/wastewater treatment and transportation within the county, it can be assumed that any temporary GHG emissions during implementation of these measures would be offset by the overall net benefit of GHG emissions reductions that would result from implementation of the measures that comprise the water and wastewater group. Therefore, implementation of the measures within the group would generate GHG emissions that would have a less-than-significant impact on the environment.

Agriculture and Conservation Measures and Actions

Implementation of measures and actions within the agriculture and conservation group would result in the acquisition and preservation of natural lands (Actions A-1.1 and A-1.2), as well as improve land management practices to protect habitat and increase carbon storage (Action A-1.2.a). Additionally, measures and actions in the group aim to reduce GHG emissions from agricultural operations (Measure A-5), increase tree planting (Measure A-2), and create additional housing for farmers (Action A-4.1.b). Projects that could result from implementation of these measures and actions could include but would not be limited to: preservation of agricultural lands, carbon farming, natural/working lands restoration, on-farm anaerobic digesters, incentivizing manure composting, reducing agricultural water costs, carbon farming programs, open space/habitat restoration plans, tree planting, incentivizing transition to cleaner (e.g., renewable diesel and electric) agricultural equipment, and increasing farmworker housing.

Some measures and actions within this group could involve some type of ground disturbing construction activity and would generate GHG emissions. For example, Action A-4.1.b would evaluate opportunities for increased farmworker housing, which could involve the subsequent construction of housing for farmworkers. GHG emissions from construction activities would result primarily from use of heavy-duty equipment, worker commute trips, vendor truck trips, and haul trips. Additionally, Actions T-2.1 and T-2.2 would promote the use of alternative fuel in construction equipment and would therefore reduce GHG emissions resulting from the combustion of fossil fuel related to construction activities. Additionally, GHG emissions would occur from the combustion of fossil fuels which would occur during the delivery and planting of trees as stated in Action A-2.1, as well as from habitat restoration activities included in Action A-2.1.

Regarding operations, actions which involve tree planting, as described above, would not reduce GHG emissions but would instead aid in the removal of GHG emissions from the atmosphere through carbon sequestration. Additionally, these measures could reduce electricity demand associated with the use of air conditioning by providing shade as well as reduce water demand for watering as compared to current baseline watering usage without implementation of the CAP Update measures, as it is assumed that new trees would be drought tolerant. Action A-4.1 would involve the development of a ~~Carbon Farming~~ Climate Smart Land Stewardship Program to increase carbon sequestration on 3,000 acres of land by 2030 and 36,214 acres of land by 2045. By 2030, Action A-5.1 would reduce GHG emissions associated with agricultural operations in the area by 3 percent by developing a program to incentivize a transition to cleaner fuels (e.g., renewable diesel, electric equipment) and the efficient use of energy and water (e.g., LED grow lights and water re-use). See Tables 2.8-4 and 2.8-5 for a summary of GHG reductions and a comparison to the GHG reduction targets Lastly, Actions A-4.1.a and A-4.1.b would reduce GHG emissions from vehicle trips by developing a food sourcing policy to prioritize local food suppliers and identifying opportunities for farmer housing to reduce trip lengths for farmers, respectively.

Implementation of the GHG reduction measures and their associated actions which comprise the agriculture and conservation group would collectively reduce GHG

emissions generated within the county by incentivizing the transition to cleaner fuels, promoting the efficient use of energy and water, reducing the need for cooling through the planting of trees in residential areas, and reducing VMT associated with food delivery and farm worker commute trips. Lastly, Actions A-1.2, A-1.2.a, and A-4.1 would increase carbon sequestration through the restoration of natural land and the development of a ~~Carbon Farming~~ Climate Smart Land Stewardship Program, thus removing existing CO_2 emissions from the atmosphere. Some emissions of GHGs could occur from the treatment and transportation of water used to irrigate the new trees. Because these measures collectively reduce the amount of GHG emissions that would occur from agricultural operations within the county, as well as remove GHG emissions from the atmosphere, it can be assumed that any operations- or construction-related GHG emissions would be offset by the overall net benefit of agriculture-related GHG emissions reductions that would result from implementation of the measures that comprise the agriculture and conservation group. Therefore, implementation of the measures within the agriculture and conservation group would generate GHG emissions that would have a less-than-significant impact on the environment.

Energy Measures and Actions

Implementation of measures and actions within the energy group would increase building energy efficiency, develop renewable energy generation infrastructure, and increase electrification in the unincorporated county. Some of these measures and their associated actions would result in investments in local job training, incentive programs and amendments to County codes regarding energy, among other initiatives. Other measures and actions could result in large-scale wind turbines and solar arrays, as well as energy-storage systems. Additional actions include energy efficiency retrofits on existing residential and non-residential structures, including rooftop or ground-mounted solar PV arrays or small wind turbines, grid infrastructure improvements, upgraded mechanical systems, and other similar improvements. Implementation of these measures and their associated actions would generally involve some type of ground disturbing construction activity.

Implementation of measures which could result in the installation of new large- and small-scale rooftop wind turbines and solar panels (Actions E-1.1, E-2.2, and E-3.3) would produce emissions of GHGs during construction. GHG emissions from construction activities would result from use of heavy-duty equipment, fugitive dust from earth moving and grading activities, worker commute trips, vendor truck trips, and haul trips. Construction activities may include grading and clearing but generally would not include construction of new buildings or structures. Construction activities related to small-scale renewables infrastructure would likely be relatively small in scale, occur intermittently, and last for only short periods of time.

Large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating renewable energy. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level. Future discretionary projects would be required

to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts related to GHG emissions to the extent feasible in compliance with State CEQA Guidelines Section 15126.4.

The large-scale production of energy from solar PV systems generally includes a variety of infrastructure components such as arrays, substation site, battery storage, collection system, and overhead and underground transmission facilities. Large-scale wind turbines infrastructure generally includes wind turbines (300–500 feet to the topmost blade tip), substation, meteorological towers, overhead and underground collector cable system, and overhead transmission lines. Emissions of GHGs could occur during construction of these systems. Emissions of GHGs from construction activities would primarily result from use of heavy-duty equipment, vendor truck trips, and haul trips. Construction activities may include grading and clearing but would not include construction of new buildings or structures. These activities would result in emissions of GHGs. The greatest potential for GHG emissions during construction would be emissions from diesel-powered construction equipment and heavy-duty truck trips (such as those used to transport renewable systems components).

Regarding operations, solar PV energy panels and small-scale wind turbines typically do not result in substantial activities related to operating the equipment, and include only minor maintenance activities, such as regular inspections, repairs, and removing debris as necessary. These activities could result in small amounts of GHG emissions from the combustion of fossil fuels used in maintenance vehicles.

Operation of large-scale renewable energy systems would not directly produce substantial GHG emissions because no large emission-generating equipment would be operated. Operation could result in the operation of stationary sources such as generators. While the sizes, scale, and location of renewable infrastructure is unknown, typical emissions associated with these facilities are low and occur infrequently such that substantial emission of GHGs during operation is not expected.

Action E-2.2 would reduce GHG emissions by decreasing operational energy consumption through amending the County's Code of Regulatory Ordinances to require Tier 2 CALGreen energy efficiency requirements for existing development projects. Action E-1.1 would reduce GHG emissions by implementing the County Facilities Zero Carbon Portfolio Plan to achieve 90 percent reduction in operational carbon emissions by 2030 through building electrification and zero net energy construction, energy efficiency, energy management, and renewable energy use and generation. On balance, measures and actions relating to the construction of large- and small-scale renewables infrastructure would reduce GHG emissions by reducing reliance on fossil fuels to generate electricity.

Implementation of the GHG reduction measures and their associated actions which comprise the energy group would collectively reduce GHG emissions generated within the county by implementing large- and small-scale renewable infrastructure, improving energy efficiency in new and existing buildings, incentivizing renewable energy use, and amending County codes and ordinances to improve energy efficiency and renewable

energy utilization. Because these measures collectively reduce the amount of GHG emissions that would occur as a result of the usage and generation of energy within the county, it can be assumed that any temporary GHG emissions during implementation of these measures would be offset by the by the overall net benefit of energy-related GHG emissions reductions that would result from implementation of the measures that comprise the energy group. Additionally, all projects resulting from the implementation of these measures would be subject to applicable adopted General Plan policies (see Section 2.8.2, "Regulatory Framework"). These policies would further reduce impacts associated with energy. For example, General Plan Policy COS-14.7 encourages development projects that use energy recovery, PV, and wind energy, while Policy COS-18.3 requires alternative energy system operators to properly design and maintain these systems to minimize adverse impacts to the environment. These policies would aid in reducing impacts related to energy by encouraging and incentivizing renewable energy use and generation, thus decreasing reliance on fossil fuels for energy generation and therefore reducing GHG emissions associated with the combustion of fossil fuels. The impact would be less than significant.

Built Environment and Transportation Measures and Actions

Implementation of measures and actions within the built environment and transportation group would encourage a shift towards alternative modes of transportation (, encourage alternative fuel use, and reduce single-occupancy vehicle trips. These measures and their associated actions would be implemented through activities such as constructing EV charging stations, implementing transit-supportive roadway treatments (e.g., transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes), transportation demand management programs, improving roadways to encourage/expand multimodal transportation, incentivizing active transportation, and constructing new bicycle and pedestrian projects as well as improving existing ones. While locations for such improvements have not been identified, because of the nature of these improvements, these would most likely occur near residential and commercial centers throughout the unincorporated areas. The size, scale, and location of these improvements is unknown.

Implementation of actions that would result in new hydrogen fueling and EV charging stations (Actions T-3.1 and T-3.1.a), as well as the implementation of transit-supportive roadway treatments and bicycle and pedestrian infrastructure (Action T-5.1) that would generally involve some type of ground disturbing construction activity and would therefore generate GHG emissions. GHG emissions from construction activities would result primarily from use of heavy-duty equipment, worker commute trips, vendor truck trips, and haul truck trips. Construction activities would be relatively small in scale and would not include construction of new buildings or structures. Additionally, Actions T-2.1 and T-2.2 would promote the use of alternative fuel in construction equipment and would, therefore, reduce GHG emissions resulting from the combustion of fossil fuel related to construction activities if otherwise not implemented.

Operational emissions would be primarily from mobile sources (i.e., transportation and maintenance trips for infrastructure), but overall, the proposed measures and their

associated actions are anticipated to reduce long-term GHG emissions by reducing the amount of fossil fuels combusted primarily from reduced vehicle use trips regionally, which would offset any increased vehicle trips associated with maintenance, reduced VMT, and increased alternative fuel use. It is reasonable to assume that implementation of the measures and actions would result in reductions in GHG emissions because these measures would collectively reduce the amount of fossil fuel consumed for transportation-related activities. Action T-3.1 would involve the installation of publicly accessible EV chargers, while other transportation-related actions such as Action T-6.1 would encourage alternative transportation such as biking and walking; Action T-6.2 would additionally reduce VMT, vehicle trips, and idling time through improving traffic efficiency in the county through roadway improvements.

Thus, any temporary GHG emissions during implementation of these measures and their associated actions would be offset by the by the overall net benefit of transportation-related GHG emissions reductions after implementation of the measures and their associated actions in the built environment and transportation group. Therefore, implementation of the measures within the built environment and transportation group would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Additionally, all projects resulting from the implementation of these measures and actions would be subject to applicable adopted General Plan policies (see Section 2.8.2, “Regulatory Framework”). These policies would further reduce impacts associated with the built environment and transportation. For example, General Plan Policy CC-1.4 includes review of traffic operations to implement measures that improve flow and reduce idling such as improving traffic signal synchronization and decreasing stop rate. These policies would collectively reduce GHG emissions by reducing vehicle idle time, reducing VMT, and reducing vehicle trips within the county, therefore reducing the combustion of fossil fuels for transportation and associated GHG emissions. The impact would be less than significant.

Summary

The CAP Update would not generate GHG emissions that may have a significant impact on the environment. Construction related to implementation of the measures and their associated actions could result in emissions of GHGs. However, the CAP Update has been developed to reduce GHG emissions associated with buildout of the General Plan. Construction of any future projects required to implement the CAP Update would be sporadic and inherently short-term and would facilitate the development of projects that would ultimately reduce GHG emissions. In comparison to the emissions estimated in the 2011 GPU PEIR, any increase in GHG emissions associated with construction of projects to implement the CAP Update would be minor when evaluated in the broader scope of the General Plan’s total construction activity.

Operation of the measures and actions would, by design, reduce GHG emissions within the unincorporated county to the extent that the County has done its “fair share” in assisting the state in meeting its long-term GHG reduction targets. These measures and actions would reduce GHG emissions throughout the county through the implementation of actions such as reducing VMT, encouraging EV and alternate transportation use,

incentivizing alternative fuel use in agricultural equipment, increasing the use and generation of renewable energy in the unincorporated county, increasing landfill gas capture at landfills and improving water and energy efficiency in water usage, treatment and transportation activities. Thus, any temporary GHG emissions would be offset by the overall net benefit of GHG emissions reduction. Therefore, implementation of these measures and their associated actions would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Additionally, all projects resulting from the implementation of these measures and actions would be subject to the applicable adopted General Plan policies (see Section 2.8.2, "Regulatory Framework").

Therefore, impacts related to GHG emissions associated with implementation of the solid waste, water and wastewater, agriculture and conservation, energy and built environment and transportation measures and actions in the CAP Update would be less than significant. The findings of the 2011 GPU PEIR concluded that impacts would be less than significant with mitigation; however, the CAP Update would not result in a significant impact warranting the implementation of mitigation for the reasons identified above. Therefore, implementation of the CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

2.8.3.4 Issue 2: Conflict with an Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, which has been updated since the certification of the 2011 GPU PEIR, the project would have an impact if it would:

- conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated the potential effects of the General Plan related to consistency with the goals and strategies of AB 32 as well as the effects of global climate change on the General Plan. It was projected that the General Plan would result in increased emissions of 24 percent over 2006 levels, and a 36 percent increase from estimated 1990 levels by 2020. This was considered a potentially significant impact in regard to conflict with AB 32 prior to mitigation. Additionally, it was determined that impacts related to the effect of climate on the General Plan would be potentially significant because it was projected that the effects of climate change would impact water supply, wildfires, energy needs, and public health in the county. Both of these impacts were considered less than significant with mitigation General Plan policies and mitigation measures in addition to compliance with applicable regulations such as the CAA,

Lieberman-Warner Climate Security Act, CARB standards, Title 24 standards, EO S-3-05, AB 32, EO S-01-07, SB 97, SB 1368, SB 1078, SDAPCD standards and existing County programs and policies, would mitigate the potential impacts of GHG emissions on global climate change to a less-than-significant level.

CAP Update Impact Analysis

The strategies, measures, and actions included in the CAP Update were developed in consideration of the long-term GHG reduction goals of the 2022 Scoping Plan. Appendix D of the 2022 Scoping Plan identifies three key sectors that may be targeted during CAP development to ensure that local governments are doing their "fair share" in assisting the state in meeting its long-term GHG reduction goal of achieving carbon neutrality and reducing statewide emissions by 85 percent from a 1990 baseline level by 2045. These include building decarbonization (i.e., the full electrification of development and elimination of on-site natural gas usage), VMT reduction, and the electrification of the mobile source sector. The CAP Update has been prepared in consideration of reducing natural gas usage, reducing VMT within the county and from County operations, and the transition to EVs from internal combustion engine vehicles.

The 2022 Scoping Plan includes Appendix D "Local Actions" which advises local governments on actions which can be taken at the local level to achieve the GHG reduction goals of the 2022 Scoping Plan. Appendix D "Local Actions" includes a table of "priority strategies" which was developed by CARB staff to provide a list of the most impactful strategies local governments can take to reduce GHGs (CARB 2022). This table is provided at the end of this section. These areas and strategies are designated "priority" because they are the GHG reduction opportunities over which local governments have the most authority and the highest GHG reduction potential. According to CARB, by prioritizing climate action in these areas, local governments will be addressing the largest sources of emissions under their authority and meaningfully tackling climate change, as well as aligning with State climate goals and protecting public health and welfare (CARB 2022). Appendix D "Local Actions" also states that local governments should, if feasible, develop CEQA-Qualified CAPs for the purpose of demonstrating projects' consistency with the CEQA-Qualified CAP and therefore demonstrating consistency with the 2022 Scoping Plan.

The types of future projects that would be implemented consistent with the CAP Update also are intended to maintain consistency with the Regional Plan, which encompasses the RTP/SCS required by SB 375 to address the regional approach to achieving GHG reduction targets set by CARB; comply with federal civil rights requirements (Title VI); and address environmental justice considerations, air quality conformity, and public participation. As described above, the 2021 Regional Plan reduces per capita GHG emissions from cars and light-duty trucks to 20 percent below 2005 levels by 2035, exceeding the region's state-mandated target of 19 percent. The 2021 Regional Plan also meets federal air quality conformity requirements.

Implementation of the CAP Update, and in particular those measures and actions aimed at promoting multimodal transportation and reducing VMT, would align with the goals of the Regional Plan by achieving GHG reductions through reductions in anthropogenic GHG emissions. Total emissions generated under the CAP Update may differ from emissions anticipated from the numeric targets established as part of the Regional Plan; the reason is that the CAP mitigates for potential buildout of the County's 2011 General Plan assuming no land use or transportation changes, while the Regional Plan includes SANDAG's anticipated land use and transportation changes. However, the CAP Update does not make land use recommendations or changes; rather it represents implementation of a mitigation measure set forth in the 2011 GPU PEIR requiring preparation of a qualified Climate Action Plan.

As discussed above, the current inventory of GHG emissions reflects existing (2019) conditions (see Table 2.8-3) and extends the analysis of GHG emissions associated with growth in the unincorporated county beyond 2020 to be consistent with recent legislative changes under SB 32 and AB 1279. The project would update and implement Goal COS-20 and Policy COS-20.1 of the General Plan.

Solid Waste Measures and Actions

Actions SW-1.1 and SW-2.1 would result in the diversion of waste from landfills. This could result in increased haul truck trips to and from waste facilities; however, it is anticipated that the haul truck trips to the organics processing facility would displace the haul truck trips that would be diverted from the landfill and would not result in increased emissions from hauling trips. Therefore, a net increase of GHG emissions is not anticipated. Because these actions would not result in an increase in VMT associated with haul trucks, they would therefore not conflict with the goals of the 2022 Scoping Plan or the 2021 Regional Plan, both of which include goals to reduce VMT and associated GHG emissions.

In fact, these measures and actions would align with the 2022 Scoping Plan's goal of reducing fossil fuel consumption by utilizing landfill emissions for energy generation. Action SW-3.1 aims to expand landfill gas systems to increase fugitive gas capture by 5 percent at County-owned landfills to decrease fugitive emissions beyond state requirements. Action SW-4.1 is intended to incentivize gas capture at privately managed landfills to exceed state requirements by 5 percent in the unincorporated area. Both of these actions would reduce emissions of methane. These actions would align with the GHG emissions reduction goals of the 2022 Scoping Plan by capturing emissions of methane from landfills that would otherwise be released into the atmosphere.

Water and Wastewater Measures and Actions

Implementation of the GHG reduction measures and their associated actions which comprise the water and wastewater group would collectively reduce GHG emissions generated within the county by improving water efficiency and reducing water demand, thus reducing GHG emissions associated with water and wastewater treatment and transportation. For example, Actions W-2.1 and W-2.2 would amend the County's Code

of Regulatory Ordinances for new and existing development to require (Tier 2) CALGreen water efficiency requirements, including the installation of stormwater and greywater capture systems. The measures and actions within the water and wastewater group would improve water efficiency and therefore decrease water demand. Because these measures collectively reduce the amount of GHG emissions that would occur from water/wastewater treatment and transportation within the county, it can be assumed that any temporary GHG emissions during implementation of these measures would be offset by the overall net benefit of GHG emissions reductions that would result from implementation of the measures and actions that comprise the water and wastewater group. These reductions in fossil fuel combustion and improvements in the efficiency of energy used to treat water would align with the goals of the priority strategies discussed above and presented in Table 2.8-5 by implementing policies and retrofits which would improve energy efficiency (i.e., the more efficient use of energy in water treatment).

Agriculture and Conservation Measures and Actions

Implementation of these measures and actions would collectively reduce GHG emissions generated within the county by incentivizing the transition to cleaner fuels, promoting the efficient use of energy and water, reducing the need for cooling through the planting of trees in residential areas, and reducing VMT associated with food delivery and farmer commutes. First, Actions A-1.1 and A-1.2 would involve the preservation and restoration of natural lands, consistent with the conservation and restoration goals of the 2022 Scoping Plan. Action A-2.1, which would increase tree planting in residential and nonresidential areas, would not reduce GHG emissions but would instead aid in the removal of GHGs from the atmosphere through carbon sequestration. Actions A-1.2 and A-4.1 would also increase carbon sequestration through the restoration of natural lands. Additionally, actions that would involve tree planting in residential areas could reduce electricity demand, and therefore fossil fuel use, associated with the use of air conditioning by providing shade as well as reduce water demand for watering as compared to baseline water demand without implementation of the CAP Update measures, as it is assumed that new trees would be drought tolerant. This would align with the GHG reduction goals of the 2022 Scoping Plan by reducing GHG emissions associated with electricity generation. Additionally, Action A-4.1 would involve the development of a ~~Carbon Farming~~ Climate Smart Land Stewardship Program to increase carbon sequestration on 3,000 acres by 2030. Action A-5.1 would reduce GHG emissions associated with agricultural operations in the area by 3 percent by developing a program to incentivize a transition to cleaner fuels (e.g., renewable diesel, electric equipment) and the efficient use of energy and water (e.g., LED grow lights and water re-use). These measures and actions would align with the goals of the 2022 Scoping Plan by increasing carbon sequestration and reducing fossil fuel use for electricity generation. Lastly, Actions A-4.1.a and A-4.1.b would reduce GHG emissions from vehicle trips by developing a food sourcing policy to prioritize local food suppliers and evaluating opportunities to build additional housing to reduce trip lengths for farmer workers, respectively. This would align with the goals of the 2021 Regional Plan by reducing VMT and associated GHG emissions. This would also align with the goals of the priority strategies discussed above and presented in Table 2.8-5 by preserving natural and working lands, as well as increasing energy efficiency.

Energy Measures and Actions

Measures and actions included in the energy group would collectively reduce the demand and usage of fossil fuels for energy generation in both residential and nonresidential applications by retrofitting existing buildings to improve energy efficiency, requiring that new residential, commercial, and industrial development be all-electric, and increasing renewable energy use and generation. These measures and actions would assist the state in meeting its carbon neutrality goals by decarbonizing existing and future development, a goal of the 2022 Scoping Plan. These measures and actions would also be consistent with the General Plan, which also includes policies that would reduce impacts related to energy. For example, General Plan Policy COS-14.7 encourages development projects that use energy recovery, PV, and wind energy. Policy COS-18.3 requires alternative energy system operators to properly design and maintain alternative systems to minimize adverse impacts to the environment. This policy would apply to energy systems developed through implementation of the CAP Update. The measures and actions in the CAP Update would aid in improving energy efficiency in the county and reducing emissions associated with the generation of electricity. This would further align with the goals of the 2022 Scoping Plan.

Actions E-1, E-2, and E-3 collectively reduce the demand and usage of fossil fuels in both residential and nonresidential applications by retrofitting existing buildings to improve energy efficiency, requiring that new residential, commercial, and industrial development be all-electric, and increasing renewable energy use and generation. These actions would be conducive to assisting the state in meeting its carbon neutrality goals by decarbonizing existing and future development. This would also align with the goals of the priority strategies discussed above and presented in Table 2.8-5 by facilitating the deployment of renewable energy production and increasing energy efficiency in new and existing development.

Built Environment and Transportation Measures and Actions

Measures and actions related to the built environment and transportation would encourage the use of alternatively fueled vehicles through the implementation of actions such as Actions 3.1 and 3.1.a which would involve the installation of EV chargers and incentivize hydrogen fueling stations, thus facilitating the statewide goal of transitioning the on-road vehicle fleet to be fully electric. Other transportation-related actions such as Action T-6.1 would encourage alternative transportation such as biking and walking; Action T-5.1.b would reduce VMT, vehicle trips, and idling time through improving traffic efficiency in the county through roadway improvements. These improvements would reduce GHG emissions resulting from the combustion of fossil fuel by reducing gasoline and diesel fuel consumption as well as reducing VMT, which aligns with the goals of Appendix D of the 2022 Scoping Plan to lower statewide VMT. This would also align with the goals of the priority strategies discussed above and presented in Tables 2.4-8 and 2.8-5 by increasing the electrification of transportation and increasing access to clean mobility options. While the construction required to implement these measures may require some energy consumption, ultimately the measures would improve energy efficiency and reduce fossil fuel consumption. Action T-1.1.a would promote the use of

alternative fuel in construction equipment and reduce the consumption of gasoline and diesel fuel. Therefore, construction associated with implementation of the CAP Update would not prohibit the County from meeting its fair share of emissions reductions, nor would it obstruct statewide achievement of the GHG reduction goals outlined in the 2022 Scoping Plan.

The 2021 Regional Plan, which focuses on transportation efficiency, energy efficiency, air quality improvement, vehicle electrification, improving multimodal transportation options and viability, and achieving GHG reduction targets, would also be relevant to the implementation of the CAP Update. As discussed above in Criterion (a), although implementation of the CAP Update would emit some GHGs during construction and operation, GHG reduction measures such T-4.1, T-4.2, T-4.3, and T-4.6 would involve the installation of EV chargers and hydrogen fueling stations thus facilitating the statewide goal of transitioning the on-road vehicle fleet to be fully electric. Other transportation-related measures such as T-6.1 would encourage alternative transportation such as biking and walking and therefore reduce VMT in the county. Measures and their associated actions that support the conversion from gasoline or diesel to electricity or alternative fuels and reduce VMT in the county would directly support 2021 Regional Plan goals and strategies.

Summary

Implementation of the CAP Update would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The CAP Update would result in decreased GHG emissions compared to the baseline and would achieve the GHG reduction targets for 2030 and 2045. See Tables 2.8-4 and 2.8-5 for a summary of GHG reductions and a comparison to the GHG reduction targets. Modeling was also conducted to evaluate GHG reductions that would result from implementation of the CAP Update for 2035 and 2040.

All GHG-related measures within the CAP Update would support the 2022 Scoping Plan's goal of achieving GHG reduction targets because the CAP Update is intended to reduce GHG emissions generated within the county and from County operations. Additionally, CAP Update measures and actions which reduce VMT and transportation-related GHG emissions would also support the goals of the 2021 Regional Plan. Therefore, impacts related to adherence with the goals of applicable GHG reduction plans would be less than significant. The findings of the 2011 GPU PEIR concluded that impacts would be less than significant with mitigation; however, the CAP Update would not result in a significant impact warranting the implementation of mitigation for the reasons identified above. Therefore, implementation of the CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

2.8.3.5 Cumulative Impact Analysis

As explained in the 2011 GPU PEIR (pages 2.17-27 and 2.17-28), climate change is a "global phenomenon which is cumulative by nature." This analysis uses the same scope

identified in the 2011 GPU PEIR. Therefore, the impacts of CAP Update implementation described above also serve as the proposed project's cumulative analysis.

The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Result in Cumulatively Considerable GHG Emissions That May Have a Significant Impact on the Environment

Climate change is the result of the combined, worldwide contributions of GHG to the atmosphere. Cumulative development has resulted in a cumulatively significant effect. The 2011 GPU PEIR concludes that General Plan policies and mitigation measures would reduce cumulative impacts of the General Plan such that the General Plan would not result in cumulatively considerable GHG emissions that would have a significant impact on the environment.

Global climate change is inherently cumulative; thus, impacts associated with the CAP Update discussed above in Section 2.8.3.3, "Issue 1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment," also serve as the proposed project's cumulative impact analysis. Therefore, pursuant to the impact analysis above, the project would not result in a considerable contribution to a cumulative impact. The impact would be less than significant. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

While the CAP Update has no cumulative GHG impacts of its own, and any in-process GPAs will be required to analyze their own GHG impacts without reliance on the CAP Update or this SEIR analysis, Chapter 4 of this SEIR addresses potential cumulative impacts of in-process GPAs.

Issue 2: Result in a Cumulatively Considerable Conflict with an Applicable Plan, Policy or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs

Climate change is the result of the combined, worldwide contributions of GHG to the atmosphere. Cumulative development has resulted in a cumulatively significant effect. The 2011 GPU PEIR concludes that General Plan policies and mitigation measures would reduce cumulative impacts of the General Plan such that the General Plan would not result in cumulatively considerable conflict with an applicable plan, policy, or regulation related to GHG emissions.

As described above, because global climate change is inherently cumulative, impacts associated with the CAP Update discussed above in Section 2.8.3.4, "Issue 2: Conflict with an Applicable Plan, Policy or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs," also serve as the cumulative impact analysis for the CAP Update. Therefore, pursuant to the impact analysis above, the project would not result in a considerable contribution to a cumulative impact. The impact would be less than significant. There **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

While the CAP Update has no cumulative GHG impacts of its own, and any in-process GPAs will be required to analyze their own GHG impacts without reliance on the CAP Update or this SEIR analysis, Chapter 4 of this SEIR addresses potential cumulative impacts of in-process GPAs.

2.8.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would not generate significant GHG emissions nor would the CAP Update conflict with the goals of SB 32 and AB 1279. Implementation of the CAP Update would not result in new or more severe significant impacts related to GHG emissions.

2.8.5 Mitigation Measures

As discussed in Section 2.8.3, "Analysis of Effects and Significance Determinations," the CAP Update would result in less-than-significant impacts because the CAP Update would result in substantial GHG reductions from implementation of GHG reducing actions. While emissions would be generated during the construction period of implementing GHG reducing actions, this level of emissions would be offset by the GHG benefits acquired though renewable energy, solid waste management, VMT reductions, electrification of the mobile source sector, carbon sequestration, and efficient water usage and wastewater treatment. Therefore, the mitigation identified in the 2011 GPU EIR are not necessary to reduce impacts and no new mitigation measures would be required.

2.8.6 Significance Conclusions

Issue 1: Generate GHG Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment

The goal of the CAP Update is to reduce GHG emissions generated within the county by increasing the use of alternatively fueled vehicles, reducing VMT, generating and utilizing renewable energy, reducing waste generation, and increasing carbon sequestration. While construction related to the CAP Update implementation would result in some GHG emissions, the measures and actions would result in an overall net reduction in GHG emissions, as described in the analysis above. Thus, implementation of the CAP Update would not result in the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment. This impact would be **less than significant** and the project **would not result in a considerable contribution** to a significant cumulative impact. This **would not be a new or more severe impact** than identified in the 2011 GPU PEIR.

Issue 2: Conflict with an Applicable Plan, Policy or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs

As stated previously, all GHG-related measures within the CAP Update would support the 2022 Scoping Plan and the 2021 Regional Plan's goal of achieving GHG reduction targets because the CAP Update is intended to reduce GHG emissions generated within

the Plan Area. The proposed CAP Update would not conflict with or obstruct implementation of 2022 Scoping Plan or the 2021 Regional Plan as the measures themselves have been developed in consideration of these plans and their GHG reduction goals. Therefore, implementation of the measures and actions described above would not conflict with these plans. This impact would be **less than significant** and the project **would not result in a considerable contribution** to a significant cumulative impact. This **would not be a new or more severe impact** than identified in the 2011 GPU PEIR.

Table 2.8-2 Statewide Greenhouse Gas Emissions by Economic Sector in 2020

Sector	Emissions (MMTCO2e)	Percent
Transportation	136	37
Industrial	73	20
Electric Power	60	16
Commercial & Residential	39	11
Agriculture	32	9
High GWP	21	6
Recycling & Waste	9	2
Total	369	100

Notes: Totals may not sum due to rounding.

$MMTCO_2e$ = million metric tons of carbon dioxide equivalent.

Source: CARB 2022a.

Table 2.8-3 County Greenhouse Gas Emissions Inventory by Sector in 2019

Sector	Emissions ($MTCO_2e$)	Percent
On-road Transportation	1,331,000	45
Electricity	599,000	20
Natural Gas	478,000	16
Waste	193,000	6
Agriculture	134,000	4
Propane	121,000	4
Off-road Transportation	71,000	2
Water	39,000	1
Wastewater	18,000	1
Total	2,984,000	100

Notes: Totals may not sum due to rounding.

$MTCO_2e$ = metric tons of carbon dioxide equivalent.

Source: Modeling by Ascent Environmental 2023.

Table 2.8-4 Summary of GHG Reductions by CAP Update Strategy

CAP Strategy	Measure	MTCO2e Reductions by Target Year	
		2030	2045
Transportation and Built Environment			
Decarbonize the On-Road and Off-Road Vehicle Fleet	T-1: Reduce fleet and small equipment emissions from County Operations	7,905	13,255
	T-2: Increase the use of low-carbon and zero-emission landscaping and off-road construction equipment in the unincorporated area	9,710	86,376
	T-3: Install electric vehicle charging stations and provide incentives for zero-emissions vehicles in the unincorporated area	218,884	297,184
Support Active Transportation and Reduce Single-Occupancy Vehicle Trips	T-4: Reduce emissions from County employee commutes	13,703	10,408
	T-5: Improve County roadways to encourage walking, biking, rolling to/from transit and destinations and increase transportation efficiency	1,970	2,882
	T-6: Support transit and transportation demand management to reduce single occupancy vehicle trips in the unincorporated area	16,660	38,637
Energy			
Increase Building Energy Efficiency, Renewable Energy, and Electrification in the Unincorporated Area and County Operations	E-1: Develop policies and programs to increase energy efficiency, renewable energy use, and electrification in County Operations	13,715	16,858
	E-2: Develop policies and programs to increase energy efficiency and electrification in the unincorporated area	142,476	519,440
	E-3: Develop policies and programs to increase renewable energy use, generation, and storage in the unincorporated area	176,906	0
Solid Waste			
Increase Solid Waste Diversion in the Unincorporated Area and County Operations	SW-1: Achieve zero waste in County operations	1,048	1,571
	SW-2: Achieve zero waste within the unincorporated area	37,804	57,779
Increase Availability of Sustainable Solid Waste Facilities in the Unincorporated Area and County Operations	SW-3: Improve waste management practices at County-owned solid waste facilities to reduce emissions	0	9,283
	SW-4: Improve waste management practices in the unincorporated area to reduce emissions and increase waste diversion	1,373	60,164

CAP Strategy	Measure	MTCO2e Reductions by Target Year	
		2030	2045
Water and Wastewater			
Decrease Potable Water Consumption in the Unincorporated Area and County Operations	W-1: Develop policies and programs to increase water efficiency, retention, recycling, and reuse to reduce potable water consumption in County operations	3	0
	W-2: Develop policies and programs to increase indoor and outdoor water conservation (including water efficiency, retention, recycling, and reuse) in new and existing development in the unincorporated area	442	0
Increase Stormwater Collection, Water Pumping, and Wastewater Treatment Efficiency	W-3: Develop programs to increase stormwater and wastewater treatment efficiency to reduce imported potable water use in the unincorporated area	10,046	1,869
Agriculture and Conservation			
Preserve Natural Lands and Improve Land Management Practices to Protect Habitat and Increase Carbon Storage	A-1: Acquire and manage conservation lands to preserve natural lands and maximize carbon storage potential in the unincorporated area	63,319	92,441
	A-2: Develop a tree planting program that expands canopy across the unincorporated area and prioritizes underserved communities	2,937	6,776
Support Climate-Friendly Farming Practices and Preserve Agricultural Land	A-3: Preserve agricultural lands to prioritize carbon storage and balance economic and development goals	9,699	17,327
	A-4: Incentivize carbon farming to expand carbon storage capacity on agricultural land and support climate-friendly farming practices in the unincorporated area	10,758	121,556
	A-5: Reduce greenhouse gas emissions from agricultural operations	1,559	19,638
Total GHG Emissions Reductions		**740,914**	**1,373,447**

Notes: Totals may not sum due to rounding.

$MTCO_2e$ = metric tons of carbon dioxide equivalent.

[1] **Emissions reductions for these measures/actions were only projected out to 2040 as Action W-1.1 and Actions W-2.1 and W-2.2 set target years of 2030 and 2026, respectively, for their implementation.**

[2] **Modeling for the actions which comprise Measure W-2 showed no measurable emissions reductions past 2040.**

Source: Modeling by Ascent Environmental 2023.

Table 2.8-5 Summary of CAP Targets and Reductions Achieved

	$MTCO_2e$ by Target Year	
	2030	2045
Anthropogenic Emissions		
Total GHG Emissions with Anthropogenic GHG Emissions Reductions	1,669,858	435,369
Percent reduction below 2019 levels	44.0%	85.4%
Carbon Storage		
GHG Emissions Removed by Carbon Storage Measures	13,771	129,556
Total GHG Emissions with Anthropogenic GHG Emissions Reductions and Carbon Storage Measures	1,656,086	305,813
Percent reduction below 2019 levels	44.5%	89.8%
Target Reduction Below 2019 Levels	43.6%	85.4%
Meets Target?	Yes	Yes

Notes: Totals may not sum due to rounding.

$MTCO_2e$ = metric tons of carbon dioxide equivalent.

Source: Modeling by Ascent Environmental 2023.

Table 2.8-6 Priority GHG Reduction Strategies for Local Government Climate Action

Priority Areas	Priority Strategies
Transportation Electrification	Convert local government fleets to zero-emission vehicles (ZEV)
	Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as permit streamlining, infrastructure siting, consumer education, or preferential parking policies)
VMT Reduction	Reduce or eliminate minimum parking standards in new developments
	Adopt and implement Complete Streets policies and investments, consistent with general plan circulation element requirements
	Increase public access to shared clean mobility options (such as planning for and investing in electric shuttles, bike share, car share, transit)
	Implement parking pricing or transportation demand management pricing strategies
	Amend zoning or development codes to enable mixed-use, walkable, and compact infill development (such as increasing allowable density of the neighborhood)
	Preserve natural and working lands
Building Decarbonization	Adopt all-electric new construction reach codes
	Adopt policies and incentive programs to implement energy efficiency retrofits (such as weatherization, lighting upgrades, replacing energy intensive appliances and equipment with more efficient systems, etc.)
	Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings
	Adopt policies and incentive programs to reduce electrical loads from equipment plugged into outlets (such as purchasing Energy Star equipment for municipal buildings, occupancy sensors, smart power strips, equipment controllers, etc.)
	Facilitate deployment of renewable energy production and distribution and energy storage

Source: CARB 2022.

2.9 Hazards and Hazardous Materials

This section describes existing conditions for hazards and hazardous materials, airports, vector hazards, emergency response and evacuation plans, and wildland fire risks within the unincorporated county, and evaluates the potential effects that implementation of the CAP Update may have on these resources. Because the analysis is subsequent to the certified 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the hazards and hazardous materials setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU PEIR.

Table 2.9-1 summarizes the impact conclusions reached in the 2011 GPU PEIR for hazards and hazardous materials and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. The evaluation of hazardous materials-related topics has been consolidated into one discussion because the physical changes resulting from implementation of the CAP Update that would occur from construction activities would result in similar impacts for each issue area. Once operational, the infrastructure improvements associated with implementation of the CAP Update would not require the routine use of potentially hazardous materials and would not have the potential to encounter sites with existing contamination. As indicated in Table 2.9-1, implementation of the CAP Update would not result in any new or more severe significant impacts on hazards and hazardous materials.

Table 2.9-1 Summary of Hazards and Hazardous Materials–Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			Potential New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Hazardous Materials (including Transport, Storage, Use, Disposal; Reasonably Foreseeable Accidental Release; Emitting Hazardous Materials Near to Schools; Being Within a Listed Hazardous Materials Site Pursuant to Government Code Section 65962.5)	General Plan Only: Less than Significant	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less than Significant	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			Potential New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
2	Public and Private Airports	General Plan Only: Less than Significant with Mitigation	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less than Significant	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
3	Emergency Response and Evacuation Plans	General Plan Only: Less than Significant with Mitigation	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less than Significant	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
4	Wildland Fires	General Plan Only: Significant and Unavoidable	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
5	Vectors	General Plan Only: Less than Significant	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less than Significant	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

Source: Compiled by Ascent Environmental in 2023.

During the Notice of Preparation (NOP) scoping process, the County received comments concerning wildfire risk and chemical hazards. Copies of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.9.1 Existing Conditions

The 2011 GPU PEIR includes a discussion of existing conditions within the unincorporated county related to hazards and hazardous materials in Section 2.7, “Hazards and Hazardous Materials.” The 2011 GPU PEIR divides the discussion of existing conditions into five topics: hazardous materials sites, airport hazards, wildland fires, vectors, and emergency response and evacuation plans. While there have been some updates to the designation of Fire Hazard Severity Zones (FHSZs) within the unincorporated county (see Section 2.15, “Wildfire,” for additional detail), no substantial

changes to the existing conditions for hazards and hazardous materials have been identified that would alter the conclusions or require a supplemental discussion of the existing conditions as described in the 2011 GPU PEIR. Therefore, the existing conditions in the 2011 GPU PEIR remain applicable and are hereby incorporated by reference. A summary of the existing conditions, as described on pages 2.7-1 through 2.7-20 of the 2011 GPU PEIR, is provided below.

2.9.1.1 Hazardous Materials Sites

The hazardous materials existing conditions discussion in the 2011 GPU PEIR includes information from the following databases:

- Hazardous Waste and Substances sites from California Department of Toxic Substances Control (DTSC) EnviroStor database;
- Leaking Underground Storage Tank Sites by County and Fiscal Year from the State Water Resources Control Board (SWRCB) GeoTracker database;
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit;
- Active Cease and Desist Orders and Cleanup and Abatement Orders from SWRCB;
- Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (H&SC), identified by DTSC;
- Active and closed solid waste sites (Solid Waste Inventory System database) maintained by the California Integrated Waste Management Board;
- Hazardous Materials Establishment Listing maintained by the County; and
- The Site Assessment and Mitigation (SAM) Case Listing of contaminated sites that have previously or are currently undergoing environmental investigations and/or remedial actions is maintained by the County.

As described in the 2011 GPU PEIR, a variety of existing and historical land uses and conditions are present within the county that may have resulted in site contamination, representing potential hazards for humans and the environment when land development, including related earthwork for site preparation, are proposed on those lands. There are several known and potential hazardous materials sites within the unincorporated area of the county, including multiple sites listed on DTSC's EnviroStor database, SWRCB's GeoTracker database, California Integrated Waste Management Board's Solid Waste Inventory System database, and the County's SAM Case listing. Additionally, historic land uses such as burn sites, landfills, formerly used defense sites, agriculture, and petroleum storage may have caused on-site contamination that could be disturbed by future land development activities.

2.9.1.2 Airport Hazards

Airport-related hazards include the protection of airspace, consideration of flight patterns, and general land use compatibility with nearby land uses. As described in the 2011 GPU

PEIR, there are eight County-owned public airports located in San Diego County. Of these, six are located within the unincorporated area. These airports include Agua Caliente Airstrip, Borrego Valley Airport, Fallbrook Community Airpark, Jacumba Airport, Ocotillo Airport, and Ramona Airport. The Gillespie Field and McClellan-Palomar Airports are also owned by the County but are located within incorporated areas. Airport Land Use Compatibility Plans (ALUCPs) are adopted for all of these airports.

2.9.1.3 Vectors

A vector is any insect, arthropod, rodent, or other animal of public health significance that can cause human discomfort or injury or is capable of harboring or transmitting the causative agents of human disease. In the county, the most significant vector populations include mosquitoes, rodents, flies, and fleas and sources include standing water and composting/manure. Diseases that can be transmitted include arboviruses, Zika, dengue, yellow fever, and chikungunya viruses (via mosquitos); plague and hantavirus (via rodents); dysentery, salmonella, e-coli infection, and cholera (via flies); and plague, tapeworm, and typhus (via fleas).

2.9.1.4 Emergency Response and Evacuation Plans

Potential hazards or events that may trigger an emergency response action in the county include earthquakes, tsunamis, floods, wildland fires, landslides, droughts, hurricanes, tropical storms, and freezes. Emergency response actions could also be triggered from a hazardous material incident, water or air pollution, a major transportation accident, water, gas, or energy shortage, an epidemic, a nuclear accident, or terrorism.

The Unified Disaster Council (UDC) is the governing body of the Unified San Diego County Emergency Services Organization that addresses disasters and emergency situations at the local level. The UDC is chaired by a member of the San Diego County Board of Supervisors and consists of representatives from the 18 incorporated cities. The County of San Diego Office of Emergency Services serves as staff to the UDC.

In San Diego County, there is a comprehensive emergency plan known as the Operational Area Emergency Operations Plan (OA EOP). Since certification of the 2011 GPU PEIR, the OA EOP was updated in August 2022 and now contains the following 16 annexes:

- Annex A – Emergency Management
- Annex B – Fire and Rescue Mutual Aid Operations
- Annex C – Law Enforcement Mutual Aid Operations
- Annex D – Mass-Casualty Incident Operations
- Annex E – Public Health Operations
- Annex F – Department of the Chief Medical Examiner Operations
- Annex G – Care and Shelter Operations

- Annex H – Environmental Health Operations
- Annex I – Communications and Warning Systems
- Annex J – Construction and Engineering Operations
- Annex K – Logistics
- Annex L – Emergency Public Information Plan
- Annex M – Behavioral Health Operations
- Annex N – (Not Assigned)
- Annex O – Animal Services
- Annex P – Terrorism
- Annex Q – Evacuation

In addition to the OA EOP and associated annexes, the Multi-Jurisdictional Hazard Mitigation Plan was developed with the participation of all local governments in San Diego County, including every incorporated city and the County. The plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments, and identifies goals, objectives, and actions for each jurisdiction in the county. The plan has been incorporated into the General Plan Safety Element. Safety Element Policy S-1.4 identifies the County's intent to review and update this plan every five years. Hazards profiled in the plan include wildfire, structure fire, flood, coastal storms, erosion, tsunami, earthquakes, liquefaction, rain-induced landslides, dam failure, hazardous materials incidents, nuclear materials release, and terrorism.

2.9.2 Regulatory Framework

Section 2.7, "Hazards and Hazardous Materials," of the 2011 GPU PEIR (pages 2.7-20 through 2.7-28) describes the regulatory framework related to hazards and hazardous materials and is hereby incorporated by reference. Specific regulations discussed in the 2011 GPU PEIR that may be applicable to the CAP Update include the following:

2.9.2.1 Federal

- International Fire Code
- Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984 (RCRA)
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Superfund Amendments and Reauthorization Act of 1986
- Hazardous Materials Transportation Act
- Federal Aviation Administration (FAA) Regulations
- Federal Insecticide, Fungicide, and Rodenticide Act

- Federal Occupational and Safety and Health Act
- US Department of Defense (DOD) Air Installations Compatible Use Zone (AICUZ) Program
- The Robert T. Stafford Disaster Relief and Emergency Assistance Act (Public Law 93-288), as amended, (42 US Code Sections 5121–5206), and Related Authorities
- Federal Response Plan of 1999

All regulations in the 2011 GPU PEIR were reviewed during the preparation of this SEIR to ensure they remain valid. In addition to the above, the following federal laws, regulations, and policies have been adopted/updated since certification of the 2011 GPU PEIR.

14 Code of Federal Regulations Part 77

Federal law 14 Code of Federal Regulations (CFR) Part 77 Notification Criteria requires project sponsors of structures or objects such as antennas, trees, or construction cranes, that exceed the Part 77 height criteria to submit to the FAA a Notice of Proposed Construction or Alteration (Form 7460-1). Additionally, the FAA may require notification for structures that may cause signal reception interference with navigational aids. The Part 77 height criteria also apply to any construction or alteration that is more than 200 feet above the ground; and any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:

- 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport with its longest runway more than 3,200 feet in actual length, excluding heliports.
- 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport with its longest runway no more than 3,200 feet in actual length, excluding heliports.
- 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport.

2.9.2.2 State

- Government Code Section 65962.5(a), Cortese List
- H&SC, Hazardous Materials Release Response Plans and Inventory
- Title 14 Division 1.5 of the California Code of Regulations (CCR)
- Title 22 of the CCR & Hazardous Waste Control Law, Chapter 6.5
- Title 23 of the CCR, Underground Storage Tank Act
- Title 27 of the CCR, Solid Waste
- H&SC Section 25270 et seq., Aboveground Petroleum Storage Act

- California Human Health Screening Levels
- Senate Bill 1889, Accidental Release Prevention Law/California Accidental Release Prevention Program (CalARP)
- Emergency Response to Hazardous Materials Incidents
- California Fire Code (CFC)
- California Education Code
- California State Aeronautics Act
- California fire regulations
- California Emergency Services Act
- California Natural Disaster Assistance Act

All regulations in the 2011 GPU PEIR were reviewed during the preparation of this SEIR to ensure they remain valid. In addition to the above, the following state laws, regulations, and policies have been adopted/updated since certification of the 2011 GPU PEIR.

Title 8 of the California Code of Regulations; California Occupational Safety and Health Act

Title 8 of CCR Section 1532.1 (8 CCR 1532.1) is a rule developed by the federal Occupational Safety and Health Administration in 1993 and adopted by the State of California. Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The federal Occupational Safety and Health Administration and the California Division of Occupational Safety and Health (Cal/OSHA) are responsible for ensuring worker safety in the workplace. Cal/OSHA assumes primary responsibility for developing and enforcing standards for safe workplaces and work practices.

Title 8 includes regulations pertaining to hazard control (including administrative and engineering controls), hazardous chemical labeling and training requirements, hazardous exposure prevention, hazardous material management, and hazardous waste operations. These regulations also include compliance with Injury Illness Prevention Program requirements (8 CCR 3203), which ensure that workers are properly trained to recognize workplace hazards and to take appropriate steps to reduce potential risks due to hazards. A site Health and Safety Plan must be prepared prior to commencing any work at a contaminated site or involving disturbance of building materials containing hazardous substances to protect workers from exposure to potential hazards.

Title 8 also specifies requirements for the removal and disposal of asbestos-containing materials (ACMs). In addition to providing information regarding how to remove ACMs, specific regulations limit the time of exposure, regulate access to work areas, require demarcation of work areas, prohibit certain activities in the presence of ACM removal activities, require the use of respirators, require monitoring of work conditions, require appropriate ventilation, and require qualified persons for ACM removal.

Title 8 also covers the removal of lead-based paint (LBP). Specific regulations cover the demolition of structures that contain LBP, the process associated with its removal or encapsulation, remediation of lead contamination, the transportation, disposal, storage, and containment of lead or materials containing lead, and maintenance operations associated with construction activities involving lead, such as LBP.

Lastly, these regulations require implementation of engineering and work practice controls such as respiratory protection, protective clothing, housekeeping, hygiene practices, and signage requirements to meet worker exposure limits. Medical monitoring and training requirements are also identified.

2.9.2.3 Local

- San Diego County, SAM Program
- San Diego County Board Policy I-132, Valley Center Mitigation Policy

All regulations in the 2011 GPU PEIR were reviewed during the preparation of this SEIR to ensure they remain applicable to the analysis. In addition to the above, the following local laws, regulations, and policies have been adopted/updated since certification of the 2011 GPU PEIR.

San Diego County Zoning Ordinance, Renewable Energy Regulations

Sections 6950–6959 of the County Zoning Ordinance prescribe reasonable standards and procedures for the installation and operation of solar energy systems and wind turbines.

Photovoltaic (PV) solar energy systems for on-site use are allowed as an accessory use in all zones upon approval of a building permit unless the property is subject to a Special Area Designator or is governed by a Discretionary Permit. Setback and height requirements are established in Section 6954(a).

Ordinance 10261 amended the San Diego County Zoning Ordinance to update and streamline provisions related to small wind energy turbines. This ordinance is consistent with state laws that encourage the construction of small wind energy turbines. The amendments made by this ordinance are intended to set forth reasonable standards and procedures for the installation and operation of small wind turbines to improve and enhance public welfare and safety, and to implement the Energy Element of the San Diego County General Plan. The amendments to Section 6951 allow a maximum of three small wind turbines on a legal lot as an accessory use to the primary use of the lot in accordance with several requirements, including height restrictions (the wind turbine height may exceed the height limit of the zone in accordance with Section 4620.j, but shall not exceed 80 feet), lighting restrictions (a small wind turbine shall not include any exterior lights unless required by law), locations restrictions (a small wind turbine tower shall not be located on a ridgeline, and the turbine blades shall not exceed the height of the ridgeline in an area within 150 feet of the ridgeline), and design guidelines (which prohibit use of trellis towers and guy wires and require that power lines connecting turbine towers

to structures are installed underground). Installation of a small wind turbine requires approval of a Building Permit to ensure the turbine meets current Uniform Building Code and approval of a Zoning Verification Permit to ensure the turbine complies with County Zoning regulations.

San Diego County Emergency Operations Plan

The OA EOP provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. Since certification of the 2011 GPU PEIR, the County updated the OA EOP in August 2022. The plan is used by all key partner agencies within the county to respond to major emergencies and disasters.

Cities in the region are encouraged to adopt the OA EOP as their own with modifications as appropriate. The current plan was updated in 2022 by the Office of Emergency Services and the UDC of the Unified San Diego County Emergency Services Organization. The updated OA EOP now contains the following 16 annexes:

- Annex A – Emergency Management
- Annex B – Fire and Rescue Mutual Aid Operations
- Annex C – Law Enforcement Mutual Aid Operations
- Annex D – Mass-Casualty Incident Operations
- Annex E – Public Health Operations
- Annex F – Department of the Chief Medical Examiner Operations
- Annex G – Care and Shelter Operations
- Annex H – Environmental Health Operations
- Annex I – Communications and Warning Systems
- Annex J – Construction and Engineering Operations
- Annex K – Logistics
- Annex L – Emergency Public Information Plan
- Annex M – Behavioral Health Operations
- Annex N – (Not Assigned)
- Annex O – Animal Services
- Annex P – Terrorism
- Annex Q – Evacuation

These annexes describe the operational actions, roles, and responsibilities of departments, agencies, and supporting organizations of a particular function. The plan is

complete with 16 functional annexes. (Annex N has been replaced by the stand-alone Recovery Plan.)

2011 San Diego County General Plan

The General Plan policies related to hazards and hazardous materials that are applicable to the CAP Update include the following:

> Policy LU-6.11: Protection from Wildfires and Unmitigable Hazards. Assign land uses and densities in a manner that minimizes development in extreme, very high and high hazard fire areas or other unmitigable hazardous areas.
>
> Policy LU-10.2: Development—Environmental Resource Relationship. Require development in Semi-Rural and Rural areas to respect and conserve the unique natural features and rural character, and avoid sensitive or intact environmental resources and hazard areas.
>
> Policy M-1.2: Interconnected Road Network. Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.
>
> Policy M-3.3: Multiple Ingress and Egress. Require development to provide multiple ingress/egress routes in conformance with State law and local regulations.
>
> Policy M-4.3: Rural Roads Compatible with Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character.
>
> Policy S-1.1: Minimize Exposure to Hazards. Minimize the populations exposed to hazards by assigning land use designations, density allowances, and roadway classifications that reflect site-specific constraints and hazards. Coordinate with SANDAG on regional planning projects that accomplish this across jurisdictions.
>
> Policy S-1.2: Public Facilities Location. Advise, and where appropriate, require new development to locate future public facilities, including new essential and sensitive facilities, in appropriate locations with respect to the County's hazardous areas and State law that allow for temporary refuge for sheltering in place.
>
> Policy S-1.3: Risk Reduction Programs. Support efforts and programs that reduce the risk of natural and human-caused hazards and response time to these hazards.

Policy S-1.4: Multi-Jurisdictional Hazard Mitigation Plan. Review and update the County's MJHMP every five years.

Policy S-1.5: Post-disaster Reconstruction. Participate in the development of programs and procedures that emphasize coordination between appropriate public agencies and private entities to remove debris and promote the rapid reconstruction of the County following a disaster event and facilitate the upgrading of the built environment as expeditiously as possible.

Policy S-1.8: County Updates. Update County Ordinances, Standards, and Design Guidelines to integrate the best practices and regulations that reduce hazard vulnerability and improve resilience throughout the county.

Policy S-1.10: Familiarity with National and State Response Planning. Ensure that all relevant and pertinent County of San Diego personnel are familiar with the National Incident Management System (NIMS), the National Response Framework (NRF), the State of California Standardized Emergency Management Systems (SEMS), and any other relevant response plans consistent with their position in the County's Emergency Management Program.

Policy S-2.2: Evacuation Impediments. Advise, and where appropriate, require all new developments to help eliminate impediments to evacuation within existing community plan areas, where limited ingress/egress conditions could impede evacuation events.

Policy S-2.4: Prioritize CIP Roadways. Future CIP projects should prioritize development of roadways that serve as evacuation routes or require roadway improvements to existing roads to better function during an evacuation.

Policy S-2.5: Existing Development within Hazard Zones. Implement warning systems and evacuation plans for developed areas located within known hazard areas (i.e., flood, wildfire, earthquake, other hazards).

Policy S-2.5: Evacuation Access. All development proposals are required to identify evacuation routes at the Community Plan level and identify and facilitate the establishment of new routes needed to ensure effective evacuation. Evacuation routes should be incorporated into existing Community Wildfire Protection Plans where available.

Policy S-3.3: Updated Data and Information. Periodically update County datasets to include newer, more relevant information and mapping to support effective emergency response and hazard mitigation. Provide updated information to emergency responders to help ensure easier and faster response times.

Policy S-3.4: Coordination with Public Utilities. Public Safety Power Shutoff (PSPS) coordination between the County and SDGE should occur in order to limit the impacts on residents and businesses. SDGE and the County should continue to

collaborate while monitoring weather conditions to ensure pertinent information is shared.

Policy S-4.1: Defensible Development. Require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildland fires.

Policy S-4.2: Development in Hillsides and Canyons. Require development located near ridgelines, top of slopes, saddles, or other areas where the terrain or topography affect its susceptibility to wildfires to be located and designed to account for topography and reduce the increased risk from fires.

Policy S-4.3: Minimize Flammable Vegetation. Site and design development to minimize the likelihood of a wildfire spreading to structures by minimizing pockets, peninsulas, or islands of flammable vegetation within a development.

Policy S-4.4: Service Availability. Plan for development where fire and emergency services are available or planned.

Policy S-4.6: Fire Protection Plans. Ensure that development located within fire hazard areas implement measures in a Fire Protection Plan that reduce the risk of structural and human loss due to wildfire.

Policy S-4.7: Fire Resistant Construction. Require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire hazard areas.

Policy S-5.1: Fuel Management Programs. Support programs consistent with State law that require fuel management/modification within established defensible space boundaries and when strategic fuel modification is necessary outside of defensible space, balance fuel management needs to protect structures with the preservation of native vegetation and sensitive habitats.

Policy S-13.1: Land Use Location. Require that land uses involving the storage, transfer, or processing of hazardous materials be located and designed to minimize risk and comply with all applicable hazardous materials regulations.

Policy S-13.2: Industrial Use Restrictions. Restrict industrial uses that store, process, or transport significant amounts of hazardous material to areas designated as High Impact-Industrial.

Policy S-13.3: Hazards-Sensitive Uses. Require that land uses using hazardous materials be located and designed to ensure sensitive uses, such as schools, hospitals, daycare centers, and residential neighborhoods, are protected. Similarly, avoid locating sensitive uses near established hazardous materials users or High Impact Industrial areas where incompatibilities would result.

Policy S-13.4: Contaminated Lands. Require areas of known or suspected contamination to be assessed prior to reuse. The reuse shall be in a manner that is compatible with the nature of the contamination and subsequent remediation efforts.

Policy S-13.5: Development Adjacent to Agricultural Operations. Require development adjacent to existing agricultural operations in Semi-Rural and Rural Lands to adequately buffer agricultural areas and ensure compliance with relevant safety codes where pesticides or other hazardous materials are used.

Policy S-17.2: Land Use Compatibility. Require land uses surrounding airports to be compatible with the operation of each airport.

Policy S-17-3: Airport Operational Plans. Require operational plans for new public/private airports and heliports, as well as future operational changes to existing airports, to be compatible with existing and planned land uses that surround the airport facility.

Policy S-17.4: Hazardous Obstructions within Airport Approach and Departure. Restrict development of potentially hazardous obstructions or other hazards to flight located within airport approach and departure areas or known flight patterns and discourage uses that may impact airport operations or do not meet Federal or State aviation standards.

Policy S-17.5: Private Airstrip and Heliport Location. Locate private airstrips and heliports outside of safety zones and flight paths for existing airports where they are compatible with surrounding established and planned land use, and in a manner to avoid impacting public roadways and facilities.

Policy COS-18.3: Alternate Energy Systems Impacts. Require alternative energy system operators to properly design and maintain these systems to minimize adverse impacts to the environment.

In addition, the General Plan Safety Element identifies major freeways and state routes (SRs) as potential evacuation routes within the county, including Interstate 5 (I-5), I-15, I-8, I-805, SR 52, SR 54, SR 56, SR 67, SR 75, SR 76, SR 78, SR 84, SR 125, SR 163, and SR 905.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Haz-1.1: Implement the Guidelines for Determining Significance, Airport Hazards, when reviewing new development projects to ensure compatibility with surrounding airports and land uses and apply appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Haz-1.3: Review the AICUZ when reviewing new development projects within the study area. Ensure that such development projects are consistent with the land use compatibility and safety policies therein.

Adopted Mitigation Measure Haz-1.5: Coordinate with the San Diego County Regional Airport Authority (SDCRAA) and County Airports for issues related to airport planning and operations.

Adopted Mitigation Measure Haz-3.1: Facilitate coordination between DPLU (now PDS) and the Office of Emergency services to implement and periodically update the Hazard Mitigation Plan.

Adopted Mitigation Measure Haz-3.2: Implement the CEQA Guidelines for Determining Significance to ensure that discretionary projects do not adversely impact emergency response or evacuation plans. Also implement the County Public Road Standards and County Private Road Standards during these reviews and ensure that road improvements are consistent with Emergency Response and Evacuation Plans. Apply appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Haz-3.3: Prepare Fire Access Road network plans and include in Community Plans or other document as appropriate. Also implement the County Fire Code and require fire apparatus access roads and secondary access for projects.

Adopted Mitigation Measure Haz-4.1: Identify and minimize potential fire hazards for future development by using and maintaining a database that identifies fire prone areas, locating development away from Fire Hazard areas whenever practicable, and adhering to the County Guidelines for Determining Significance for Wildland Fires & Fire Protection and applying appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Haz-4.2: Conduct effective and environmentally sensitive brush management measures such as: addressing habitat-specific fire controls within Resource Management Plans; implementation of the Weed Abatement Ordinance and enforcing proper techniques for maintaining defensible space around structures; coordination with the local FAHJ to ensure that district goals for fuel management and fire protection are being met; and recognizing the Memorandum of Understanding between the wildlife agencies and fire authorities that guides the abatement of flammable vegetation without violating environmental regulations for habitat protection.

Adopted Mitigation Measure Haz-4.3: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map and Land Use Maps, which typically show lower densities in wildland areas.

Adopted Mitigation Measure Haz-4.4: Create a Conservation Subdivision Program that facilitates conservation-oriented, fire-safe, project design through changes to the Subdivision Ordinance, Resource Protection Ordinance, Zoning Ordinance, Groundwater Ordinance, and other regulations as necessary.

Adopted Mitigation Measure Pub-1.5: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times.

Adopted Mitigation Measure Pub-1.6: Maintain and use the County GIS and the County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are required, that potential environmental impacts resulting from construction are evaluated along with the development project under review.

Adopted Mitigation Measure Pub-1.7: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.

2.9.3 Analysis of Effects and Significance Determinations

2.9.3.1 Significance Criteria

Based on guidance provided in Appendix G of the State CEQA Guidelines, the *County of San Diego Guidelines for Determining Significance: Hazardous Materials and Existing Contamination* (County of San Diego 2007a), *County of San Diego Guidelines for Determining Significance: Airport Hazards* (County of San Diego 2007b), *County of San Diego Guidelines for Determining Significance: Emergency Response Plans* (County of San Diego 2007c), and *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Vectors* (County of San Diego 2009), the proposed project would result in a significant impact on hazards and hazardous materials if it would:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;
- impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- implement a BMP for stormwater management or construction of a wetland, pond, or other wet basin that could create sources of standing water for more than 72 hours and, as a result, could substantially increase human exposure to vectors, such as mosquitoes, that are capable of transmitting significant public health diseases or creating nuisances;
- include a use that involves the production, use, and/or storage of manure or proposes a composting operation or facility and as a result, could substantially increase human exposure to vectors that are capable of transmitting significant public health diseases or creating nuisances; or
- result in a substantial increase in the number of residents located within one-quarter mile of a significant offsite vector breeding source; including but not limited to, standing water (e.g., agricultural ponds, reservoirs) and sources of manure generation or management activities (e.g., confined animal facilities, horse keeping operations, composting operations).

2.9.3.2 Approach to Analysis

Impacts related to hazards and hazardous materials were analyzed qualitatively based on a review of CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Updated is approved and implemented. Each issue area was analyzed in the context of existing laws and regulations, as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential hazard and hazardous materials impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation measures are applicable to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in

physical environmental effects within the unincorporated county, this analysis focuses on the impacts of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unicorporated county) and its role as a programmatic planning document designed to guide future decision-making related to the reduction of GHGs within the unincorporated county, the study area for the CAP Update is the unincorporated area of the county within the County's jurisdiction (i.e., all unincorporated lands excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects associated with the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of the proposed GHG reduction measures and actions. Future discretionary projects would be evaluated by the County to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to a less-than-significant level.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies, measures, and actions proposed in the CAP Update (see Table 1-2) have been grouped into subcategories for the purpose of analysis, based on the sector they target. CAP Update measures that would have the potential to result in new or more severe impacts, as compared to the conclusions of the 2011 GPU PEIR, related to hazards and hazardous materials are summarized below. CAP Update measures and actions that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to hazards and hazardous materials.

Solid Waste Measures and Actions. This category includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to hazards and hazardous materials include those that could result in new or expanded composting and recycling facilities (Actions SW-1.1, SW-2.1, SW-4.1.a, and SW-4.1.b).

Water and Wastewater Measures and Actions. This category includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to hazards and hazardous materials include those that could result in the construction of new greywater capture systems and new stormwater capture, treatment, and reuse infrastructure (Actions W-1.1 W-2.2, W-2.3, and W-2.4)

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural and agricultural lands, improve land management practices to protect habitat and increase carbon storage, and support climate-friendly farming practices. This category also includes an action that would evaluate opportunities for the construction of farmworker housing (Action A-4.1.b). Therefore, the measures and actions are not expected to result in new or more severe impacts related to hazards and hazardous materials.

Energy Measures and Actions. This category includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to hazards and hazardous materials include those that could result in the construction and operation of renewable energy infrastructure (Actions E-3.2 and E-3.3). Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more severe impacts related to hazards and hazardous materials include those that could result in the construction of new electric vehicle charging, hydrogen fueling infrastructure, and pedestrian and bicycle infrastructure (Actions T-3.1, T-3.1.a, and T-5.1).

2.9.3.3 Issue 1: Create a Hazard from Transport, Use, Disposal, or Accidental Release of Hazardous Materials; Proximity to Schools; and Being Located on Sites Containing Hazardous Materials

This analysis describes the potential for implementation of the CAP Update to result in hazards to the public or the environment due to the transport, use, disposal, or accidental release of hazardous materials; emission or handling of acutely hazardous substances in proximity to schools; and location of subsequent development on contaminated sites.

Guidelines for Determination of Significance

The *County of San Diego Guidelines for Determining Significance: Hazardous Materials and Existing Contamination* (County of San Diego 2007a), which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, provides guidance for addressing the following significance criteria listed in Appendix G of the State CEQA Guidelines:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school; and,
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Based on the County's guidelines, a project would result in a significant impact related to hazardous materials if:

- The project is a business, operation, or facility that proposes to handle hazardous substances in excess of the threshold quantities listed in Chapter 6.95 of the H&SC, generate hazardous waste regulated under Chapter 6.5 of the H&SC, and/or store hazardous substances in underground storage tanks regulated under Chapter 6.7 of the H&SC, and the project will not be able to comply with applicable hazardous substance regulations.
- The project is a business, operation, or facility that would handle regulated substances subject to CalARP risk management plan requirements that in the event of a release could adversely affect children's health due to the presence of a school or daycare within one-quarter mile of the facility.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts related to the transport, use, and disposal of hazardous materials, accidental release of hazardous materials, use of hazardous materials in proximity to schools, and contaminated sites from the adoption of the goals and policies contained within the General Plan and development associated with the General Plan land use map. The 2011 GPU PEIR determined that anticipated development under the General Plan would result in less-than-significant project impacts related to hazardous materials and existing contamination in the unincorporated county.

The 2011 GPU PEIR determined that implementation of the General Plan would result in an increase in the transportation, use, and disposal of hazardous materials from an increase in land uses that commonly store, use, and dispose of hazardous materials, such as limited impact industrial, medium impact industrial, and high impact industrial development. Additionally, industries and businesses using hazardous materials would expand or increase to accommodate the projected population growth under the General Plan. These land uses could potentially be located within one-quarter mile of an existing or proposed school or daycare. Lastly, the 2011 GPU PEIR determined that General Plan land uses and development could be located on contaminated sites, such as those listed pursuant to Government Code 65962.5, burn dump sites, active, abandoned or closed landfills, Formerly Used Defense Sites, areas with historic or current agriculture, or areas with petroleum contamination.

However, the 2011 GPU PEIR concluded that implementation of the General Plan would result in less-than-significant impacts related to potential increases in hazards to the public and environment from the transportation, use and disposal of hazardous materials, an accidental release of hazardous materials, and existing hazardous materials sites because development would be required to comply with applicable federal, state, and local regulations, policies, plans, and guidelines related to hazardous materials and existing contamination. These include applicable General Plan policies as well as the Clean Air Act (CAA) Chemical Accident Prevention Provision, RCRA, CERCLA, Hazardous Materials Transportation Act, Robert T. Stafford Disaster Relief and Emergency Assistance Act, the California H&SC, CFC, Title 22, CCR Titles 23 and 27, Aboveground Petroleum Storage Act, CalARP, Emergency Response to Hazardous Materials Incidents, the California Emergency Services Act, and the County Consolidated Fire Code, all of which strictly regulate the transportation, use, and disposal of hazardous materials.

The discussion of impacts related to hazardous materials and sites can be found in Section 2.7, “Hazards and Hazardous Materials,” of the 2011 GPU PEIR (pages 2.7-28 through 2.7-39) and is hereby incorporated by reference.

CAP Update Impact Analysis

The following discussion describes the potential for implementation of the proposed CAP Update measures to result in effects related to hazardous materials and sites.

Solid Waste Measures and Actions

The CAP Update includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to hazardous materials and sites include those that would result in the development of new or expanded recycling and composting facilities (e.g., Actions SW-1.1, SW-2.1, SW-4.1.a, and SW-4.1.b).

Implementation of these CAP Update measures and actions could result in the construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies which would result in new or expanded composting and recycling facilities to divert solid waste from landfills. Specific locations for any new and expanded facilities have not been identified. The construction of new or expanded solid waste facilities would involve the routine transport, use, and disposal of hazardous materials typically used in construction, including paints, oils, solvents, fuels, lubricants, asphalt products, and other materials. Hazardous waste generated during construction may consist of welding materials, fuel and lubricant containers, paint and solvent containers, and cement products containing strong basic or acidic chemicals. However, similar to what was described in the 2011 GPU PEIR, the transport, use, and disposal of hazardous materials during construction would be required to comply with federal, state, and local regulatory requirements, including CAA Chemical Accident Prevention Provision, RCRA, CERCLA, Hazardous Materials Transportation

Act, Robert T. Stafford Disaster Relief and Emergency Assistance Act, the California H&SC, CFC, Title 22, CCR Titles 23 and 27, Aboveground Petroleum Storage Act, CalARP, Emergency Response to Hazardous Materials Incidents, the California Emergency Services Act, and the County Consolidated Fire Code, all of which strictly regulate the transportation, use, and disposal of hazardous materials.

While specific locations for new and expanded solid waste facilities have not been identified, it is assumed that the development of these facilities would occur in accordance with the General Plan and its policies to reduce the potential for hazardous materials impacts. For example, General Plan Policy LU-16.1 requires that new solid waste management identified in the San Diego County Integrated Waste Management Plan (County of San Diego 2005) are sited in a manner that minimizes environmental impacts and in accordance with applicable local land use policies. In addition, General Plan Policy LU-16.3 encourages the establishment of new recycling and resource recovery facilities in areas with industrial land use designations or other appropriate areas based on the type of recycling. Similarly, Policy S-1.1 aims to minimize exposing populations to hazards by assigning land use designations, density allowances, and roadway classifications that reflect site-specific constraints and hazards. Policy S-13.1 requires land uses involving the storage, transfer, or processing of hazardous materials to be located and designed to minimize risk and comply with all applicable hazardous materials regulations. Policy S-13.2 aims to restrict industrial uses that store, process, or transport significant amounts of hazardous material to areas designated as High Impact-Industrial. Lastly, Policy S-13.3 requires land uses using hazardous materials to be located and designed to ensure sensitive uses, such as schools, hospitals, daycare centers, and residential neighborhoods, are protected. This policy also aims to avoid locating sensitive uses near established hazardous materials users or High Impact Industrial areas where incompatibilities would result.

The proper siting of new or expanded solid waste facilities in accordance with applicable General Plan policies would ensure that these types of facilities are not developed in residential areas or in proximity to schools or other sensitive receptors. Compliance with these regulatory requirements and General Plan policies also would ensure that the construction of new or expanded solid waste facilities would not create a significant hazard to the public or the environment or emit hazardous emissions during construction activities or operations.

Additionally, there is a potential that new or expanded solid waste facilities could be constructed on sites that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, as well as burn dump sites, active, abandoned or closed landfills, Formerly Used Defense Sites, areas with historic or current agriculture, or areas with petroleum contamination. However, similar to what was described in the 2011 GPU PEIR, the development of solid waste facilities on these sites would be required to comply with existing federal, state, and local regulations related to existing on-site hazardous materials contamination, including many of the same regulations described above.

With implementation of General Plan policies and compliance with regulatory requirements, implementation of solid waste measures and actions would not result in hazards to the public or environment related to the transport, use, disposal, or accidental release of hazardous materials; proximity to schools; or sites containing hazardous materials. The impact would be less than significant.

Water and Wastewater Measures and Actions

The CAP Update includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 could result in the construction of new greywater capture systems and new stormwater capture, treatment, and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The construction of new recycled water and stormwater capture and reuse infrastructure would occur in conjunction with existing or proposed development and would not result in the transport, use, and disposal of hazardous materials beyond those described in the 2011 GPU PEIR. The construction of this infrastructure would involve the use of similar types of hazardous materials as are commonly used as part of new development, including paints, oils, solvents, fuels, lubricants, asphalt products, and other materials. Similar to what was described in the 2011 GPU PEIR, the transport, use, and disposal of hazardous materials during construction would be required to comply with the federal, state, and local regulatory requirements described above. Should the development of these facilities occur on a listed hazardous materials site compiled pursuant to Government Code Section 65962.5, compliance with applicable federal, state, and local regulations related to existing on-site hazardous materials contamination would similarly be required, including many of the same regulations described above. Compliance with these regulatory requirements and General Plan policies would ensure that the construction of new recycled water and stormwater capture and reuse infrastructure would not create a significant hazard to the public or the environment or emit hazardous emissions during construction activities or operations.

With implementation of General Plan policies and compliance with regulatory requirements, implementation of water and wastewater measures and actions would not result in hazards to the public or environment related to the transport, use, disposal, or accidental release of hazardous materials; proximity to schools; or sites containing hazardous materials. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

The CAP Update includes strategies to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. CAP Update

Actions A-1.1, A-1.2, A-1.2.a, A-3.1, A-4.1, A-4.1.c, and A-4.1.d would result in acquiring and managing conservation lands and improving land management practices on existing agricultural land to improve carbon sequestration. These actions would be consistent with General Plan Policies LU-7.1, COS-6.2, and COS-6.4, which were adopted for the purpose of protecting agricultural operations and preserving agricultural lands. Because these actions are focused on conservation and preservation of natural and agricultural lands, they would not result in any construction or the development of uses that would involve the routine transport, use, and disposal of hazardous materials. Therefore, with implementation of General Plan policies and compliance with regulatory requirements, implementation of agriculture and conservation measures and actions would not result in hazards to the public or environment related to the transport, use, disposal, or accidental release of hazardous materials; proximity to schools; or sites containing hazardous materials. The impact would be less than significant.

Energy Measures and Actions

The CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects.

Implementation of CAP Update Actions E-2.2 and E-3.3 would include the construction of new infrastructure to promote renewable energy use and electrification. Requirements would include retrofitting and improving existing residential and non-residential structures and County facilities to meet energy efficiency requirements. These retrofits could include rooftop or ground-mounted PV solar arrays or small wind turbines, upgraded mechanical systems, and other similar improvements. With the exception of wind turbines, these types of improvements generally would be made to existing buildings or would be ancillary to new development. Additionally, new large-scale renewable energy infrastructure could be developed through Action E-3.3.

Construction associated with renewable energy projects, including PV solar arrays and small and large wind turbines, would involve the transport, use, and disposal of hazardous materials typically used during construction, including paints, oils, solvents, fuels, lubricants, asphalt products, and other materials. Similar to what was described in the 2011 GPU PEIR and 2012 Wind Energy EIR, the transport, use, and disposal of hazardous materials during construction would be required to comply with the federal, state, and local regulatory requirements described above. Specific locations for new small- and large-scale wind turbines have not been identified; however, these facilities would be developed in accordance with the County's Wind Energy Ordinance Sections 6950–6952. Some small wind turbines would be roof-mounted and would not result in ground disturbance, while others would require the erection of turbine towers and construction of concrete foundations. As described on page 2.6-29 of the 2012 Wind Energy EIR, small wind turbines are permitted as accessory structures without a discretionary permit but would still require a building permit, which would not be issued if the turbines were located on a contaminated site under Government Code Section

65962.5. Additionally, turbines would not require the routine use and storage of hazardous materials and would only utilize small amounts of lubricating oils and hydraulic fluids for ongoing operations.

Large-scale renewable energy systems would require construction activities including earthmoving, the use of construction equipment, and the use of worker vehicles, and may require the use of some hazardous materials to operate or maintain equipment but would be required to obtain a Major Use Permit (MUP) and undergo the County's discretionary review process prior to receiving a permit to develop or operate. Any use of hazardous materials during construction or operations would be evaluated and regulated through the discretionary process, including the preparation of Hazardous Materials Business Plans, as needed.

With implementation of General Plan policies and compliance with regulatory requirements, implementation of energy measures and actions would not result in hazards to the public or environment related to the transport, use, disposal, or accidental release of hazardous materials; proximity to schools; or sites containing hazardous materials. The impact would be less than significant.

Built Environment and Transportation Measures and Actions

The CAP Update includes measures and actions to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Actions T-4.1, T-4.1.a, T-4.2, T-5.1, and T-6.2.a would result in programs to reduce emissions from County employee commutes; improvements to pedestrian, bicycle, and transit networks; programs to encourage active modes of transportation and reduce single occupancy vehicle trips; and the incorporation of Transportation Demand Management strategies. Because of the nature of such improvements (i.e., limited size and within existing transportation corridors), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development.

Construction associated with these improvements would involve the transport, use, and disposal of hazardous materials typically used during construction, including paints, oils, solvents, fuels, lubricants, asphalt products, and other materials. Similar to what was described in the 2011 GPU PEIR, the transport, use, and disposal of hazardous materials during construction would be required to comply with the federal, state, and local regulatory requirements described above. Similarly, should the development of these facilities occur on a listed hazardous materials site compiled pursuant to Government Code Section 65962.5, compliance with applicable federal, state, and local regulations related to existing on-site hazardous materials contamination would also be required, including many of the same regulations described above. Compliance with regulatory requirements and General Plan policies would ensure that the construction these improvements would not create a significant hazard to the public or the environment or emit hazardous emissions during construction activities or operations.

With implementation of General Plan policies and compliance with regulatory requirements, implementation of built environment and transportation measures and actions would not result in hazards to the public or environment related to the transport, use, disposal, or accidental release of hazardous materials; proximity to schools; or sites containing hazardous materials. The impact would be less than significant.

Summary

As detailed in the 2011 GPU PEIR, compliance with existing federal, state, and local regulations related to hazardous materials would ensure that projects implemented under the CAP Update would not result significant impacts related to hazardous materials, contaminated sites, or emissions of hazardous materials in proximity to schools. Additionally, General Plan Policies LU-16.1, LU-16.3, S-1.1, S-13.1, S-13.2, and S-13.3 would ensure the proper siting of new or expanded solid waste facilities so that these facilities are not developed in residential areas or in proximity to schools or other sensitive receptors.

With implementation of adopted General Plan policies and compliance with existing regulatory requirements, implementation of the CAP Update would not result in new or substantially more severe impacts related to hazardous materials compared to the 2011 GPU PEIR. Impacts related to hazardous materials associated with implementation of the solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions in the CAP Update would remain **less than significant**, consistent with the conclusions in the 2011 GPU PEIR**.** Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.9.3.4 Issue 2: Result in Safety Hazards or Excessive Noise from Public and Private Airports

This analysis describes the potential for implementation of the CAP Update to result in impacts related to public and private airports. Note that potential impacts related to excessive airport noise are discussed in Section 2.12, “Noise.”

Guidelines for Determination of Significance

The *County of San Diego Guidelines for Determining Significance: Airport Hazards* (County of San Diego 2007b), which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, provides guidance for addressing the following significance criteria listed in Appendix G of the State CEQA Guidelines:

- For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would it result in a safety hazard or excessive noise for people residing or working in the project area.

Based on the County’s guidelines, a project would result in a significant impact related to airport hazards if:

- The project is located within an established aircraft influence area for a public or public use airport and proposes a development intensity, flight obstruction, or other land use that conflicts with the ALUCP or Comprehensive Land Use Plan (if no ALUCP is adopted) and as a result, the project may result in a significant airport hazard.
- The project is located within 2 miles of a public or public use airport or within 1 mile of a private airport, and proposes any of the following:
    - Residential densities inconsistent with the California Airport Land Use Planning Handbook's Safety Compatibility Criteria Guidelines for Maximum Residential Density (Table 2.9-2, presented at the end of this section) and as a result, the project may result in a significant airport hazard.
    - Non-residential land uses that exceed the California Airport Land Use Planning Handbooks Safety Compatibility Criteria Guidelines for Maximum Non-Residential Intensity (Table 2.9-3, presented at the end of this section) and as a result, the project may result in a significant airport hazard.
    - An incompatible use identified in the California Airport Land Use Planning Handbook's Safety Compatibility Criteria Guidelines for Safety Compatibility Zones – Prohibited Uses (see Table 2.9-4, presented at the end of this section) and as a result, the project may result in a significant airport hazard.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts related to public and private airport hazards from the adoption of the goals and policies contained within the General Plan and development associated with the General Plan land use map. The 2011 GPU PEIR determined that implementation of the General Plan would result in potentially significant impacts related to airport safety hazards because it would allow the development of higher density land uses near existing public airports and would also allow development within two miles of a private airport, which would have the potential to increase the risk of safety hazards associated with airport operations. The 2011 GPU PEIR determined that these impacts would be reduced through a combination of the following:

- Complying with a combination of federal and state regulations and County processes, including but not limited to:
    - FAA regulations that establish safety standards for civil aviation (e.g., 14 CFR Part 77);
    - DOD AICUZ regulations, which establishes safety compatibility criteria for military air bases;
    - State Aeronautics Act, which establishes air safety standards; and

  - County requirements to comply with applicable ALUCPs for any development projects near public airports.

- Implementing General Plan goals and policies related to airport hazards, including LU-4.7, M-7.1, S-15.1, S-15.2, S-15.3, and S-15.4, all of which address hazards to the public and environment near airports. Note that the General Plan Safety Element was recently updated in August 2021. The Safety Element policies referenced in the 2011 GPU PEIR are now identified as Policies S-17.2 (General Plan Policy S-15.1), S-17.3 (General Plan Policy S-15.2), S-17.4 (General Plan Policy S-15.3), and S-17.5 (General Plan Policy S-15.4).
- Implementing Mitigation Measures Haz-1.1 through Haz-1.5 and Haz-2.1 identified in the 2011 GPU PEIR to ensure compatibility between airports and land uses and avoid potential airport operation-related hazards.

The 2011 GPU PEIR concluded that impacts related to public and private airport hazards would be reduced to less than significant with implementation of the General Plan policies and 2011 GPU PEIR mitigation measures, as well as compliance with applicable regulations such as FAA regulations, DOD AICUZ regulations, the State Aeronautics Act, as applicable ALUCPs. Enforcement of existing regulations and implementation of General Plan policies and 2011 GPU PEIR mitigation measures would reduce hazards related to development near public and private airports to less than significant. The discussion of impacts can be found in Section 2.7, “Hazards and Hazardous Materials” (pages 2.7-39 through 2.7-43), of the 2011 GPU PEIR and is hereby incorporated by reference. The full text of the specific policies related to airport hazards is provided above in Section 2.9.2, “Regulatory Framework,” while the full text of applicable 2011 GPU PEIR mitigation measures is provided below in Section 2.9.5, “Mitigation Measures.”

CAP Update Impact Analysis

The following discussion describes the potential for implementation of the proposed CAP Update measures to result in effects related to airport hazards.

Solid Waste Measures and Actions

The CAP Update includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to hazardous materials and sites include those that would result in the development of new or expanded recycling and composting facilities (e.g., Actions SW-1.1, SW-2.1, SW-4.1.a, and SW-4.1.b).

Implementation of these CAP Update measures and actions could result in the construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies which would result in new or expanded composting and recycling facilities to divert solid waste from landfills. Specific locations for any new and expanded facilities have not been identified. However, any new or expanded solid waste facilities would be required to comply with federal, state, and

local regulations related to airport safety and hazards, including FAA regulations such as 14 CFR Part 77, DOD AICUZ regulations, the State Aeronautics Act, and applicable ALUCPs. These regulations require proposed structures that exceed certain height criteria to undergo an Obstruction Evaluation/Airport Airspace Analysis (14 CFR Part 77), consideration of land use compatibility with nearby military airbases (DOD AICUZ regulations) and public airports (ALUCPs). Should the FAA's Obstruction Evaluation/Airport Airspace Analysis determine that a new or expanded solid waste facility has the potential to result in hazards to air navigation, the incorporation of measures such as marking and/or lighting would be required to ensure that no hazards to air navigation occur.

While specific locations for new and expanded solid waste facilities have not been identified, it is assumed that the development of these facilities would occur in accordance with the General Plan and its policies to reduce the potential for airport-related hazards. General Plan Policy S-17.2 requires land used surrounding airports to be compatible with the operation of each airport. Policy S-17.3 requires operational plans for new public/private airports and heliports, as well as future operational changes to existing airports, to be compatible with existing and planned land uses that surround the airport facility. While this policy would not be implemented by future projects associated with the CAP Update, it would require consideration of any such projects should they be built or planned in areas surrounding existing or new airports and/or heliports. Lastly, Policy S-17.4 restricts development of potentially hazardous obstructions or other hazards to flight located within airport approach and departure areas or known flight patterns and discourage uses that may impact airport operations or do not meet federal or state aviation standards.

In addition to the regulations and General Plan policies described above, the following 2011 GPU PEIR mitigation measures also would be applied to the CAP Update to minimize impacts related to airport hazards: Mitigation Measure Haz-1.1, which requires new development projects to be reviewed in accordance with the *County of San Diego Guidelines for Determining Significance: Airport Hazards* to ensure compatibility with surrounding airports and land uses; Mitigation Measure Haz-1.3, which requires new development projects to be reviewed in accordance with the applicable AICUZ to ensure consistency with the land use compatibility and safety policies; and Mitigation Measure Haz-1.5, which requires coordination with the SDCRAA and County airports for issues that may affect airport planning and operations. Implementation of these 2011 GPU PEIR mitigation measures, along with the General Plan policies described above, would ensure that new or expanded solid waste facilities would not create safety hazards related to airport operations. The impact would be less than significant with mitigation.

Water and Wastewater Measures and Actions

The CAP Update includes measures and actions to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 would involve construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county.

Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The construction of new recycled water and stormwater capture and reuse infrastructure would not result in potential hazards related to airport operations. Any new or expanded physical structures associated with implementing water conservation measures and actions would be ancillary to existing or proposed development and would be relatively minor in size and scale, and therefore are not anticipated to be tall enough to pose hazards to air navigation.

Based on the discussion above, implementation of water and wastewater measures and actions that would be implemented under the CAP Update would not create safety hazards related to airport operations. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. These measures would result in the preservation of natural and agricultural lands in the unincorporated county. Therefore, implementation of these measures would not increase airport hazards.

Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. It is anticipated that new farmworker housing would be low density and in proximity to existing agricultural operations, which are generally in more rural areas of the unincorporated county and not in the vicinity of any airports. However, should any new farmworker housing be developed in proximity to an existing airport, it would be required to comply with federal, state, and local regulations related to airport safety and hazards, including FAA regulations such as 14 CFR Part 77, DOD AICUZ regulations, the State Aeronautics Act, and applicable ALUCPs. Additionally, new farmworker housing would be required to implement adopted General Plan goals and policies related to airport hazards, including General Plan Policies S-17.2, S-17.3, and S-17.4, as described above. Lastly, 2011 GPU PEIR Mitigation Measures Haz-1.1, Haz-1.3, and Haz-1.5 require new development projects to be reviewed for compatibility with surrounding airports, military airbases, and land uses, as well as coordination with the SDCRAA and County airports for issues that may affect airport planning and operations. Compliance with existing regulations and implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures would ensure that new farmworker housing associated with the CAP Update would not result in airport hazards.

Based on the discussion above, implementation of Agricultural and Conservation measures and actions that would be implemented under the CAP Update would not

create safety hazards related to airport operations. The impact would be less than significant with mitigation.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects.

Implementation of CAP Update Action E-2.2 and Action E-3.3 could result in the construction of new renewable energy infrastructure and energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted PV solar arrays or small wind turbines, upgraded mechanical systems, and other similar improvements. Potential PV solar arrays, small-scale wind turbines, and other building retrofits and improvements would occur in areas of existing development, and in association with new development, which would include energy-efficient mechanical equipment at the time of construction. Additionally, new large-scale renewable energy infrastructure, such as large-scale PV solar or concentrated solar, and wind turbines, could be developed as a result of Action E-3.3. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assumes development of typical, currently available technologies. The potential for construction of large-scale renewable energy infrastructure was not evaluated in the 2011 GPU PEIR, but potential wind energy impacts were evaluated in the 2012 Wind Energy Ordinance EIR and are incorporated by reference as applicable.

Large-scale renewable energy infrastructure would generally be constructed in primarily undeveloped locations that are productive for generating renewable energy. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees.

The main compatibility concerns for the protection of airport airspace are related to airspace obstructions (e.g., building height, antennas) and hazards to flight (e.g., wildlife attractants, distracting lighting, or glare) that could produce visual or electronic impairment to navigation. This would occur if the structures were located too close to an airport runway, were too tall, or produced glare or lighting that could cause a distraction to pilots. Specific locations for renewable energy projects have not been identified; however, it is possible that small- and large-scale solar arrays or small- and large-scale wind turbines would be constructed within an Airport Influence Area (area around an airport for which an ALUCP exists), within 2 miles of a public airport, or within the safety zone for an airport, and could potentially result in a safety risk.

Federal law requires proposed structures that exceed FAA Regulations Part 77 height criteria to undergo an Obstruction Evaluation/Airport Airspace Analysis. These regulations apply to any construction or alteration that is more than 200 feet above the ground, and any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the slopes identified in Section 2.9.2, "Regulatory Framework." The development of any structures meeting these criteria must submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA. Additionally, the FAA published a final policy in May 2021 addressing the construction of solar energy systems on airport property, specifically federally obligated airports with control towers. Federally obligated airports are public airports that have accepted federal assistance either in the form of grants or property conveyances. Under the final policy, airports must file a Notice of Proposed Construction or Alteration with the FAA that includes a statement that the project will not cause any visual impact (i.e., glare) that could affect pilot approaches.

The placement of small-scale PV solar renewable energy equipment on new and existing buildings is regulated by the existing County Renewable Energy Zoning Ordinance Section 6954(a), which limits the height and scale of these facilities. Rooftop PV solar energy panels generally do not involve construction that would substantially change roof lines or add substantial massing or height such that the altered buildings would have the potential to result in hazards to air navigation. The County's Renewable Energy Zoning Ordinance Section 6954(a) requires the height of on-site PV solar energy systems be no taller than the height designator of the zone, except for on-site energy use systems that may extend no more than 5 feet above the roofline. In the event any small-scale PV solar would be installed on existing County airport facilities with a control tower, the County would be required to file a Notice of Proposed Construction or Alteration with the FAA for review and approval to demonstrate that there would be no visual impact on air traffic. Similarly, large-scale PV solar projects would be subject to the County's Renewable Energy Zoning Ordinance Section 6954(b). Section 6954(b) requires the location, size, design, and operating characteristics of offsite PV solar systems that are less than 10 acres to be compatible with adjacent uses, residents, buildings, or structures, with consideration given to harmony in scale, bulk, coverage, and density. Offsite PV solar systems that are 10 acres or more are considered a Major Impact Service and Utility and are required to obtain a MUP. Section 6954(b) requires any solar system more than 200 feet in height to comply with FAA safety height requirements.

Additionally, wind turbines of all sizes are regulated by the County's Wind Energy Ordinance Sections 6950–6952 and would be required to comply with regulations specific to size and scale of the turbines. Small wind turbines that meet the zoning verification requirements would be limited to a height of no more than 80 feet for small turbines, would have relatively small blades on a vertical or horizontal axis, and would be prohibited on ridgelines. In addition, these structures cannot include guy wires for structural support or aboveground power lines. Similar to small- and large-scale solar systems, small and large wind turbines proposed in proximity to airports that exceed FAA Regulations Part 77 height criteria would be subject to FAA requirements and would be required to undergo an Obstruction Evaluation/Airport Airspace Analysis. Because large wind turbines may

range in height from 300 to 500 feet at the topmost blade tip, they would be required to display aviation lighting per FAA requirements if they are taller than 200 feet.

Future discretionary renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would be required to minimize or eliminate airport hazard impacts to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Additionally, as described on pages 2.6-38 through 2.6-39 of the 2012 Wind Energy EIR, all large-scale wind turbine projects would be required to obtain a MUP. Therefore, these facilities would be required to undergo discretionary review which would provide the opportunity to evaluate if any land use conflicts related to airports existed.

In addition to the regulatory requirements described above, the General Plan policies and 2011 GPU PEIR mitigation measures pertaining to airport hazards (Mitigation Measures Haz-1.1, Haz-1.3, and Haz-1.5) would further limit the project impacts on airport hazards by requiring new development projects to be reviewed for compatibility with surrounding airports, military airbases, and land uses, as well as coordination with the SDCRAA and County airports for issues that may affect airport planning and operations. The impact would be less than significant with mitigation.

Built Environment and Transportation Measures and Actions

The built environment and transportation measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Program (Action T-5.1). Other measures and actions would affect the design of existing and planned roadways. Action T-6.2 would implement transit-supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction. Several measures and actions would further support alternative modes of transportation without resulting in physical changes that could result in airport-related hazards.

Where CAP Update measures and actions result in physical changes to the environment, these improvements would be located throughout the county and would occur in areas that are developed with existing residential and commercial uses. None of these improvements would have the potential to increase airport hazards because any physical changes would be relatively minor and would not introduce any uses that would be incompatible with airport operations. The impact would be less than significant.

Summary

With compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Haz-1.1, Haz-

1.3, and Haz-1.5), implementation of the CAP Update would not result in new or substantial increase in magnitude of impacts related to airport hazards compared to the 2011 GPU PEIR. Therefore, impacts related to airport hazards associated with implementation of the solid waste, water and wastewater, agriculture and conservation, energy and built environment and transportation measures and actions in the CAP Update would remain **less than significant with mitigation**, consistent with the conclusions in the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.9.3.5 Issue 3: Impair or Interfere with Emergency Response and Evacuation Plans

This analysis describes the potential for implementation of the CAP Update to result in impacts related to emergency response and evacuation plans.

Guidelines for Determination of Significance

The *County of San Diego Guidelines for Determining Significance: Emergency Response Plans* (County of San Diego 2007c), which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, provides guidance for addressing the following significance criteria listed in Appendix G of the State CEQA Guidelines:

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Based on the County's guidelines, a project would result in a significant impact related to emergency response and evacuation plans if:

- The project proposes one of the following unique institutions in a dam inundation zone as identified on the inundation map prepared by the dam owner:
  - Hospital
  - School
  - Skilled nursing facility
  - Retirement home
  - Mental health care facility
  - Care facility with patients that have disabilities
  - Adult and childcare facility
  - Jails/detention facility
  - Stadium, arena, amphitheater

- Any other use that would involve concentrations of people that could be exposed to death in the event of a dam failure

- The project proposes a structure or tower 100 feet or greater in height on a peak or other location where no structures or towers of similar height already exist and as a result, the project could cause hazards to emergency response aircraft resulting in interference with the implementation of an emergency response.

Impact Analysis

2011 GPU PEIR Determination

As discussed in Section 2.7, "Hazards and Hazardous Materials," the 2011 GPU PEIR evaluated impacts related to emergency response and evacuation plans with the adoption of the goals and policies contained within the General Plan and buildout of the unincorporated county at the planning horizon. The 2011 GPU PEIR concluded that implementation of the General Plan would increase development in areas of the county that would not have accounted for growth in their existing emergency response and evacuation plans. Therefore, implementation of the General Plan would have the potential to impair emergency response and evacuation plans. However, the County would implement applicable General Plan policies listed above in Section 2.9.2, "Regulatory Framework," and applicable 2011 GPU PEIR mitigation measures listed below in Section 2.9.5, "Mitigation Measures," which would reduce a project's potential for impairing emergency response and evacuation plans by requiring projects to comply with standards for adequate emergency access.

As discussed in the 2011 GPU PEIR (page 2.7-44), the County reviews development proposals for consistency with existing emergency response and evacuation plans. In addition, the San Diego County Fire Protection District is responsible for discretionary project reviews to ensure that development projects include adequate emergency access. Compliance with General Plan policies (Policies S-1.3, M-1.2, M-3.3, and M-4.4), 2011 GPU PEIR mitigation measures (Mitigation Measures Haz-3.1, Haz-3.2, and Haz-3.3), and other applicable regulations listed in Section 2.9.2, "Regulatory Framework," would reduce impacts related to impairment of emergency response and evacuation plans because the General Plan policies and 2011 GPU PEIR mitigation measures would require improvement of road network to shorter routes that support emergencies services, require multiple ingress/egress routes, require coordination between agencies to implement and update the Hazard Mitigation Plan, and require preparation of Fire Access Road network plans and include in Community Plans. The 2011 GPU PEIR determined that impacts would be less than significant after mitigation. The discussion of impacts can be found in Section 2.7, "Hazards and Hazardous Materials" (pages 2.7-43 through 2.7-45 and 2.7-53), of the 2011 GPU PEIR and is incorporated by reference.

CAP Update Impact Analysis

The following sections describe the potential impacts to emergency response and evacuation that could result from implementation of CAP Update measures and actions.

Solid Waste Measures and Actions

Implementation of CAP Update solid waste measures and actions (e.g., Actions SW-1.1, SW-2.1, SW-4.1.a, and SW-4.1.b) could result in construction of new or expanded solid waste facilities in the unincorporated county. Implementation of the CAP Update does not propose changes to the OA EOP, the Multi-Jurisdictional Hazard Mitigation Plan, the OA EOP, or any other emergency plan. Construction activities would include vegetation clearing and piling, grading, site preparation, soil disturbances, concrete pouring and preparation, and construction and refueling. These construction activities may include the presence of vehicles, heavy equipment, heat-generating equipment and activities, and sparks from various sources as well as use of fuels, and combustible materials during construction. However, construction of the new or expanded solid waste facilities would have the potential to interfere with emergency plans and procedures if authorities are not properly notified or emergency routes are blocked.

Operation of the types of solid waste related projects that would occur consistent with the CAP Update generally would not result in development within areas of high fire risk or introduce new population into the unincorporated county. To minimize any potential impacts related to emergency response and evacuation, future development of solid waste facilities would be required to comply with adopted General Plan Policy S-1.3, which supports risk reduction programs and Policy M-3.3, which requires development of multiple ingress/egress routes. Furthermore, implementation of 2011 GPU PEIR Mitigation Measure Haz-3.1 to ensure authorities would prevent impediments to emergency response and evacuation plans, Mitigation Measure Haz-3.2 to avoid conflicts with adopted emergency response and evacuation plans, and Mitigation Measure Haz-3.3 to implement the County Fire Code and to include fire apparatus access and secondary access road, would ensure that impacts related to emergency response and evacuation are minimized by ensuring that emergency vehicle access is maintained during project construction and operation and that evacuation routes remain available to the extent feasible during wildfire events. Therefore, implementation of 2011 GPU PEIR mitigation measures and adopted General Plan policies would ensure that future development of solid waste facilities would not impact adopted emergency response and evacuation plans.

Therefore, implementation of CAP Update solid waste measures and actions would not substantially affect emergency response or evacuation plans. The impact would be less than significant with mitigation.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliance, smart irrigation system, and stormwater and grey water capture systems. Implementation of Measure W-3 would have the potential to result in installation

of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. Implementation of these measures would not interfere with emergency response or excavation plans because installation and operation of the proposed water and wastewater infrastructure improvements would not require the any road closures. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, planting and protecting trees, and providing incentive to encourage carbon farming. These measures would result in the preservation of natural and agricultural lands in the unincorporated county. Interference with an adopted emergency response plan is unlikely to result from implementing these measures and actions because they would not involve extensive long-term construction that would impair emergency vehicle access or block evacuation routes. Additionally, these uses would not introduce new development within high fire risk areas that would increase population such that evacuation or emergency vehicle access routes would become congested.

Some measures and actions would direct the County to conduct evaluations that could result in subsequent programs with the potential to result in projects with potential to conflict with established emergency response plans. For example, Implementation of Action A-4.1.b would result in evaluation of opportunities to increase farmworker housing that could lead to construction of new farmworker housing. It is assumed that new farmworker housing would move existing residents in the county closer to work and provide housing for seasonal farmworkers, and would not result in an overall increase in population within the unincorporated county. If the existing emergency response and evacuation plans do not account for population changes in areas zoned for agricultural use, development of new farmworker housing would have the potential to increase the risk to loss of life in the event of an emergency. The impact would be potentially significant. However, the location or extent of potential future housing development is unknown at this time, and future discretionary projects, including farmworker housing projects, would be subject to an environmental review process and would be required to implement regulations that support emergency response and evacuation plans and mitigate for fire-related impacts. Future projects would also be required to conform to adopted General Plan policies, including Policies S-1.2, M-1.2, M-3.3, and M-4.3, to support emergency services. In addition, the 2011 GPU PEIR Mitigation Measures Haz-3.1, Haz-3.2, and Haz-3.3 would prevent impediments and conflicts with adopted emergency response and evacuation plans. Implementation of the adopted General Plan policies and the identified 2011 GPU PEIR mitigation measures would ensure that future development of farmworker housing would not impact adopted emergency response and evacuation plans.

Therefore, implementation of CAP Update agriculture and conservation measures and actions would not substantially affect emergency response or evacuation plans. The impact would be less than significant with mitigation.

Energy Measures and Actions

Implementation of the CAP Update Measure E-3 and associated implementing actions would involve implementation of policies, programs, and mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. Implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.3 could result in development of small- and large-scale renewable energy projects, which would have the potential to result in impacts to adopted emergency response and evacuation plans.

Construction activities associated with the development of renewable energy projects under the CAP Update would have the potential to interfere with emergency response plans if authorities are not properly notified or emergency routes are blocked. However, projects being implemented under the CAP Update would be required to implement applicable 2011 GPU PEIR mitigation measures, including Mitigation Measure Haz-3.2, which requires the County to implement guidelines and measures to ensure that projects do not adversely impact existing emergency response and evacuation plans.

Once operational, small-scale renewable energy projects would not obstruct implementation of emergency response and evacuation plans because these projects would have limited height structures (e.g., solar panels shall not extend more than five feet above the highest pint of the roof and small wind turbines shall not exceed 80 feet) that would not be expected to affect navigable airspace and thus would not interfere with emergency air support services. In addition, operation of small-scale renewable energy projects would require few maintenance workers and would not involve activities requiring regular trucks or other vehicle trips that would impede access.

The development of large-scale renewable energy systems would result in large projects that occur over many acres, and generally include large and tall components, including tall wind turbines as well as new roads, transmission lines, and fencing. While specific locations for these projects have not been selected, projects would primarily be in areas of the county that are suited to the type of energy that the infrastructure is intended to produce, and therefore would generally be located away from population centers or areas with great evacuation need.

Future discretionary projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts related to the facilitation of emergency response and evacuation plans to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Additionally, all large-scale renewable energy projects would be required to undergo the County's discretionary review process to obtain a MUP. In the case of large-scale wind turbines, as described on page 2.6-40 of the 2012 Wind Energy EIR, tall structures (300–500 feet tall) could potentially affect the ability of emergency air support services to carry out missions associated with an emergency response and may also result in obstructions on roads that are used as emergency access or evacuation. However, all large-scale renewable energy systems would require a MUP, and the County would be required to review all proposals for consistency with existing emergency

response and evacuation plans. Additionally, projects would be required to comply with the applicable General Plan policies listed in Section 2.9.2, "Regulatory Framework," and 2011 GPU PEIR Mitigation Measures Haz-3.2 and Haz-3.3 pertaining to emergency response and evacuation, which would further reduce the potential for impacts.

Therefore, implementation of CAP Update energy measures and actions would not substantially affect emergency response or evacuation plans. The impact would be less than significant with mitigation.

Built Environment and Transportation Measures and Actions

Implementation of the CAP Update Measure T-3 would result in construction of new or expanded pedestrian and bicycle improvements and electric vehicle charge stations, which could result in physical impacts. It is assumed that installation of electric vehicle charge stations would occur within exiting parking lots or parking garages, so that construction activities would be minimal, and no road closures would be required and no impact to emergency response or evacuation plans would occur.

Prior to construction activities, transportation infrastructure improvements with potential to disrupt traffic within County or state right-of-way would be required to obtain traffic control permits and develop traffic control plans in accordance with County requirements. Project plans would be reviewed by the County or other applicable transportation agencies to ensure that projects do not adversely impact emergency evacuation routes as designated in County emergency response and evacuation plans. Furthermore, transportation infrastructure projects would be required to comply with the applicable General Plan policies listed in Section 2.9.2, "Regulatory Framework," and 2011 GPU PEIR Mitigation Measures Haz-3.2 and Haz-3.3 pertaining to emergency response and evacuation. Therefore, overall impacts related to impairment of emergency response and evacuation plans from implementation of transportation infrastructure improvements would be similar to those identified in the 2011 GPU PEIR. Once operational, no roads would be closed or blocked; therefore, implementation of the CAP Update built environment and transportation measures and actions would not impair emergency response or evacuation plans. The impact would be less than significant with mitigation.

Summary

The measures and actions proposed in the CAP Update would have a limited potential to result in impacts related to impairing emergency response or evacuation plans. Where development would occur as a result of CAP Update implementation, adopted General Plan policies, including Policies S-1.2, M-1.2, M-3.3, and M-4.3, and 2011 GPU PEIR Mitigation Measures Haz-3.1, Haz-3.2, and Haz-3.3 would prevent impediments and conflicts with adopted emergency response and evacuation plans. Accordingly, implementation of the CAP Update measures and actions would not result in new impacts or a substantial increase in the magnitude of existing impacts related to emergency response and evacuation plans compared to the 2011 GPU PEIR. Therefore, impacts related to emergency response and evacuation plans associated with implementation of the solid waste, water and wastewater, agriculture and conservation, energy and built

environment and transportation measures and actions in the CAP Update would remain **less than significant with mitigation,** consistent with the conclusions in the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.9.3.6 Issue 4: Expose People or Structures to Wildland Fire Hazards

This analysis describes the potential for implementation of the CAP Update to result in impacts related to wildland fires.

Guidelines for Determination of Significance

The *County of San Diego Guidelines for Determining Significance: Wildland Fire and Fire Protection* (County of San Diego 2022), which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, provides guidance for addressing the following significance criteria listed in Appendix G of the State CEQA Guidelines:

- The project would expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts related to wildland fires with the adoption of the goals and policies contained within the General Plan and the development anticipated throughout the planning horizon. Implementation of the General Plan would result in land uses that allow residential, commercial, and industrial development in areas that are prone to wildland fires. The 2011 GPU PEIR determined that anticipated development under the General Plan would result in potentially significant impacts related to wildland fires. The 2011 GPU PEIR determined that the impacts could be reduced through a combination of the following:

- Complying with a combination of federal, state, and local regulations and permits and existing County regulatory processes related to wildland fire hazards (e.g., County Vegetation and Other Flammable Materials Ordinance, County Removal of Fire Hazards Regulatory Ordinance, County Consolidated Fire Code).
- Implementing General Plan goals and policies related to wildland fire hazards, including LU-6.11, LU-10.2, S-3.1, S-3.2, S-3.3, S-3.4, S-3.6, and S-4.1. Note that the General Plan Safety Element was recently updated in August 2021. The Safety Element policies referenced in the 2011 GPU PEIR are now generally identified as Policies S-4.1 (General Plan Policy S-3.1), S-4.2 (General Plan Policy S-3.2), S-4.3 (General Plan Policy S-3.3), S-4.4 (General Plan Policy S-3.4), S-4.6 (General Plan Policy S-3.6), and S-5.1 (General Plan Policy S-4.1).

- Implementing Mitigation Measures Haz-4.1, Haz-4.2, Haz-4.3, and Haz-4.4 identified in the 2011 GPU PEIR related to wildland fire hazards.

Although the General Plan policies and 2011 GPU PEIR mitigation measures would reduce the potential for impacts related to wildland fire hazards, the 2011 GPU PEIR determined that these policies and mitigation measures would not reduce the impacts to less than significant because the majority of the unincorporated county is located in a High or Very High FHSZ. The 2011 GPU PEIR determined that impacts would remain significant and unavoidable.

The discussion of impacts can be found in Section 2.7, "Hazards and Hazardous Materials," pages 2.7-45 through 2.7-48 of the 2011 GPU PEIR and is incorporated by reference. The full text of the specific policies related to wildland fire hazards is provided above in Section 2.9.2, "Regulatory Framework," while the full text of applicable 2011 GPU PEIR mitigation measures is provided below in Section 2.9.5, "Mitigation Measures."

CAP Update Impact Analysis

The following discussion describes the potential for implementation of the proposed CAP Update measures and actions to result in effects related to wildland fires.

Solid Waste Measures and Actions

Implementation of CAP Update solid waste measures and actions would increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Implementation of Actions SW-1.1, SW-2.1, SW-4.1.a, and SW-4.1.b could result in potential construction of new or expanded solid waste facilities in the unincorporated county. Specific locations for these facilities have not been identified. The unincorporated county contains many wildland-urban interface (WUI) areas, which are areas where development is located close to lands prone to brush fires, and majority of the unincorporated county is in areas classified as a High or Very High FHSZ or State Responsibility Area, which means these areas are at higher risk of adverse effects from wildfire events. If the new or expanded solid waste solid waste facilities are to be constructed in areas adjacent to or within a High or Very High FHSZ, they would have the potential to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

New or expanded solid waste facilities would be required to conform with the currently adopted General Plan policies related to wildfire protection, including but not limited to: Policy LU-6.11 to direct development away from hazardous wildfire areas; Policy LU-6.10 to protect property and residents from natural and human-induced hazards; Policy S-4.1 to locate, site, design, and construction new development to enhance defensibility and to minimize the risk of structural loss and life safety resulting from wildfire; Policy S-4.2 to require development located on ridgelines, top of slopes, saddles or other topographic areas to be sited and designed to account for topography in wildland areas that pose a greater fire risk; Policy S-4.3 to site and design new developments to minimize the likelihood of a wildfire spreading to structures; Policy S-4.4 to locate new developments to where fire and emergency services are available; Policy S-4.6 to implement measures

to mitigate wildfire risks to structures and humans; and Policy S-4.7 to require new development to meet current ignition resistance construction codes. Complying with these adopted General Plan policies would minimize wildfire risk from new or expanded solid waste facilities.

In addition, new or expanded solid waste facilities would be required to implement 2011 GPU PEIR Mitigation Measures Haz-4.1 through Haz-4.4 to reduce impacts from wildland fires. These mitigation measures require development to be located away from fire hazard areas, conducting vegetation management, enforcing the Building and Fire Codes, and creating a program that facilitates conservation-oriented, fire-safe, project design. Furthermore, 2011 GPU PEIR Mitigation Measure Pub-1.5 requires discretionary project applications to include commitments from available fire protection districts, Mitigation Measure Pub-1.6 identifies fire-prone areas and ensures development proposals meet the requirements set forth by the applicable fire jurisdiction, and Mitigation Measure Pub-1.7 implements the Building and Fire Code to ensure there are adequate fire protection in place. Compliance with the adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that implementation of CAP Update solid waste measures and actions would not expose people or structures to significant risks of loss, injury, or death involving wildland fires. The impact would be less than significant with mitigation.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Implementation of these measures would generally result in the installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. Implementation of these measures would not result in new population growth or construction of new structures; therefore, implementation of CAP Update water and wastewater measures and actions would not expose people or structures to significant risks of loss, injury, or death involving wildland fires. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. No new population growth would occur as a result of these measures and actions, and it is assumed that construction of new structures would not be required for managing and preserving conservation, natural, and agricultural lands, promoting carbon framing, or protecting and planting trees.

However, implementation of Action A-4.1.b could result in the identification of opportunities to increase farmworker housing in the unincorporated county. As discussed above, the unincorporated county contains WUI areas and Very High FHSZs. Construction of new farmworker housing in WUI areas or a Very High FHSZ would have the potential to expose people and structures to significant risks involving a wildland fire. However, future farmworker housing development that occurs as a result of evaluations conducted through the CAP Update would be required to conform to the currently adopted General Plan policies related to wildfire protection, including Policy LU-6.11 to direct development away from hazardous wildfire areas; Policy S-4.1 to locate, site, design, and construct new development to enhance defensibility and to minimize the risk of structural loss and life safety resulting from wildfire; Policy S-4.2 to require new development located on ridgelines, top of slopes, saddles or other topographic areas to be sited and designed to account for topography areas that pose a greater fire risk; Policy S-4.3 to site and design new developments to minimize the likelihood of a wildfire spreading to structures; Policy S-4.4 to locate new developments to where fire and emergency services are available; Policy S-4.6 to implement measures to mitigate wildfire risks to structures and humans; and Policy S-4.7 to require new development to meet current ignition resistance construction codes. Compliance with these adopted policies would limit wildfire risks associated with the construction of new farmworker housing in areas prone to wildfire.

In addition, future farmworker housing development would implement applicable 2011 GPU PEIR mitigation measures to ensure that fire services and fire protection are in place for new development, including Mitigation Measure Pub-1.5, which requires discretionary project applications to include commitments from available fire protection districts; Mitigation Measure Pub-1.6, which requires the identification of fire prone areas during the review of development projects and that development proposals meet the requirements set forth by the applicable fire jurisdiction; and Mitigation Measure Pub-1.7, which requires implementation of the Building and Fire Codes and that there are adequate fire protection services in place. In addition, Mitigation Measures Haz-4.1 through Haz-4.4 would further reduce impacts by requiring development to be located away from fire hazard areas, conducting vegetation management, enforcing the Building and Fire Codes, and creating a program that facilitates conservation-oriented, fire-safe, project design. Compliance with the adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that future farmworker housing development would not expose people or structures to significant risks of loss, injury, or death involving wildland fires. The impact would be less than significant with mitigation.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions (e.g., Measure E-3, Action E-3.2, and Action E-3.3) would involve implementation of policies, programs, and mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs have the potential to result in development of various renewable energy projects in the unincorporated county, such as new small-scale PV solar arrays and wind turbine projects and large-scale PV solar, concentrated solar, and

wind turbines. Specific locations for the potential renewable energy system projects are unknown, but they could be located in WUI areas or Very High FHSZs. Impacts related to the exposure of people or structures to wildland fires would be potentially significant if potential renewable energy development are located in a WUI area or Very High FHSZ.

In accordance with the County's Zoning Ordinance, small-scale PV solar systems (under 500 square feet) and up to three small wind turbines are permitted without a discretionary permit if specific zoning criteria are met in accordance with the ordinance. Even though there is a lack of discretionary oversight for small-scale renewable energy projects, all projects would be required to comply with federal, state, and local regulations to minimize or prevent wildfire. The small-scale renewable energy projects would also be required to implement the currently adopted General Plan policies listed in Section 2.9.2, "Regulatory Framework," including Policy LU-6.11 to direct development away from hazardous wildfire areas; Policy S-4.1 to locate, site, design, and construct new development to enhance defensibility and to minimize the risk of structural loss and life safety resulting from wildfire; Policy S-4.2 to require new development located on ridgelines, top of slopes, saddles or other topographic areas to be sited and designed to account for topography areas that pose a greater fire risk; Policy S-4.3 to site and design new developments to minimize the likelihood of a wildfire spreading to structures; Policy S-4.4 to locate new developments to where fire and emergency services are available; Policy S-4.6 to implement measures to mitigate wildfire risks to structures and humans; and Policy S-4.7 to require new development to meet current ignition resistance construction codes.

Furthermore, implementation of 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7, which would require compliance with the Building and Fire Code to ensure there are adequate fire service levels and would require site designs to incorporate features that reduce fire hazards, and Mitigation Measure Pub-1.6, which requires compliance with applicable requirements from the local fire authority, would reduce impacts related to wildland fires. In addition, Mitigation Measures Haz-4.1, Haz-4.2, and Haz-4.4 would further reduce impacts by locating development away from fire hazard areas, conducting vegetation management, and creating a program that facilitates conservation-oriented, fire-safe, project design. Compliance with the adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that future small-scale renewable energy projects would not expose people or structures to significant risks of loss, injury, or death involving wildland fires.

Implementation of CAP Update Action E-3.3 could result in development of large-scale renewable energy projects, such as large-scale PV solar or concentrated solar, and wind turbines. Large-scale renewable energy infrastructure would generally be constructed in primarily undeveloped locations that are productive for generating renewable energy. While specific locations for projects have not been identified, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Due to the majority of the unincorporated county is located in WUI areas or Very High FHSZ, it is likely that future large-scale renewable

energy projects would be located in these high fire risk areas, which could expose people or structures to significant risks of loss, injury, or death involving wildland fires.

However, future large-scale renewable energy projects would be subject to discretionary review and would be evaluated for project-specific impacts under CEQA at the time of application. Project-specific mitigation would be required to reduce and minimize impacts related to wildland fires to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. In addition, future large-scale renewable energy projects would be required to comply with the currently adopted General Plan policies related to fire protection, including Policy S-4.1 which requires development to be located, designed, and constructed to provide adequate defensibility, Policy S-4.2 which requires development located near areas where the terrain or topography affects its susceptibility to wildfires to include design features to reduce the increased risk from fire, Policy S-4.3 which minimizes flammable vegetation around the development, Policy S-4.4 which requires development to locate in areas with available or planned fire and emergency services, Policy S-4.6 which requires development of a fire protection plan if a project is located in a fire hazard area, Policy S-4.7 which require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes, Policy S-5.1 which requires fuel management within established defensible space boundaries, and Policy COS-18.3 to requires alternative energy system operations to design and maintain the systems to minimize adverse impacts to the environment.

In addition, implementation of 2011 GPU PEIR Mitigation Measures Haz-4.1 through Haz-4.4 would further reduce impacts by locating development away from fire hazard areas, conducting vegetation management, enforcing the Building and Fire Codes, and creating a program that facilitates conservation-oriented, fire-safe, project design; Mitigation Measure Pub-1.5 would ensure that discretionary projects include commitments from available fire protection district; Mitigation Measure Pub-1.6 would ensure compliance with applicable requirements from local fire authority; and Mitigation Measure Pub-1.7 would ensure that the Building and Fire Codes are implemented to provide adequate fire protection. Compliance with the adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the potential impacts related to exposing people or structures to significant risks of loss, injury, or death involving wildland fires. However, construction and operation of large-scale renewable energy projects would have the potential to introduce people and structures into areas highly susceptible to wildland fires. Therefore, construction and operation of large-scale renewable energy projects in these areas would have the potential to expose people or structures to significant risks involving wildland fires. The impacts would remain significant, consistent with the 2021 GPU PEIR.

Built Environment and Transportation Measures and Actions

Implementation of the CAP Update Measure T-3 could result in future infrastructure development that would result in impacts related to wildland fires in the unincorporated county. More specifically, implementation of CAP Update would result in new or expanded pedestrian and bicycle improvements, electric vehicle charging stations, and other measures and actions to promote sustainable transportation options. Development of pedestrian and bicycle improvements would occur on existing roadways, and electric

vehicle charging stations would be installed in existing parking lots and garages. Implementation of the proposed transportation infrastructures projects would be connected to existing roadways and located within existing facilities. Future projects consistent with these measures would not involve the construction of new structures intended for human occupancy. As such, the construction of these projects would not result in impacts related to exposing people or structures to significant risks of loss, injury, or death involving wildland fires. The impact would be less than significant.

Summary

Federal, state, and local regulations exist to minimize or prevent wildfire, and implementation of the adopted General Plan policies listed in Section 2.9.2, "Regulatory Framework," would aid in the efforts to prevent wildfire in the county by managing vegetation, preparing for the threat of wildfire based upon location and weather conditions, and ensuring development occurs in areas with adequate fire services. Implementation of 2011 GPU PEIR Mitigation Measures Haz-4.1 through Haz-4.4, Pub-1.5, Pub-1.6, and Pub-1.7 would require locating development away from fire hazard areas, compliance with the Building and Fire Codes, site design to incorporate features to reduce fire hazards, and that there are adequate fire service levels available to serve potential development. However, development of large-scale renewable energy projects would have the potential to introduce people and structures to areas highly susceptible to wildland fires. The impacts related to exposing people or structures to significant risks of loss, injury, or death involving wildland fires would be remain **significant with mitigation** incorporated, consistent with the 2011 GPU PEIR. Therefore, implementation of the CAP Update **would not result in a new or more significant impact** than identified in the 2011 GPU PEIR.

2.9.3.7 Issue 5: Expose Humans to Vectors

This analysis describes the potential for implementation of the CAP Update to result in impacts related to vectors.

Guidelines for Determination of Significance

Based on the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Vectors* (County of San Diego 2009), which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, a project would have a significant impact related to vectors if:

- The project proposes a BMP for stormwater management or construction of a wetland, pond or other wet basin that could create sources of standing water for more than 72 hours, and as a result, could substantially increase human exposure to vectors, such as mosquitoes, that are capable of transmitting significant public health diseases or creating nuisances;
- The project proposes a use that involves the production, use and/or storage of manure or proposes a composting operation or facility and as a result, could substantially

increase human exposure to vectors that are capable of transmitting significant public health diseases or creating nuisances; or

- The project would result in a substantial increase in the number of residents located within one-quarter mile of a significant offsite vector breeding source; including but not limited to, standing water (e.g., agricultural ponds, reservoirs) and sources of manure generation or management activities (e.g., confined animal facilities, horse keeping operations, composting operations).

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts related to vectors with the adoption of the goals and policies contained within the General Plan and the development anticipated through the planning horizon. The 2011 GPU PEIR determined that implementation of the General Plan would allow for the creation of sources of standing water that would persist for more than 72 hours, which could substantially increase human exposure to vectors, such as mosquitoes, that are capable of transmitting potentially significant public health diseases or creating nuisances. Additionally, the General Plan would encourage agricultural operations that involve the production, use, and/or storage of manure or a composting operation. The 2011 GPU PEIR determined that anticipated development under the General Plan would result in potentially significant impacts related to vectors.

The 2011 GPU PEIR concluded that impacts related to vectors would be reduced to less than significant with implementation of the General Plan policies and compliance with applicable regulations and processes such as the Center for Disease Control Division of Vector-Borne Infectious Diseases' requirements, which implements programs to prevent hazards from vectors, and H&SC Sections 116110–116112, which establish mosquito abatement and vector control districts, as well as the County Department of Environmental Health and Quality's Vector Surveillance Program. The discussion of impacts can be found in Section 2.7, "Hazards and Hazardous Materials" (pages 2.7-48 and 2.7-49), of the 2011 GPU PEIR and is hereby incorporated by reference.

CAP Update Impact Analysis

Solid Waste Measures and Actions

Implementation of CAP Update Measures SW-1 through SW-4 and associated implementing actions have the potential to result in the construction of new or expanded solid waste facilities, including new composting/anaerobic digestion facilities and on-farm digesters. These facilities could be located in rural areas or in proximity to developed communities and could result in new vector breeding sources. If the new vector breeding source is located near a substantial human population, a potentially adverse environmental effect could occur.

New or expanded solid waste facilities, including composting facilities, would be required to comply with federal, state, and local regulations and programs that aid in the prevention

of new vector breeding sources, as well as provide vector control as needed. This includes compliance with the Center for Disease Control Division of Vector-Borne Infectious Diseases' requirements and H&SC Sections 116110–116112, which are both described above. Additionally, the County Department of Environmental Health and Quality reviews project development plans for adequate vector control when projects have the potential to create new vector breeding sources. Therefore, compliance with existing regulations and processes associated with vector control would reduce the potential for new or expanded solid waste facilities to create new vector breeding sources. The impact would be less than significant.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Implementation of CAP Update Measures W-1 and W-2 would have the potential to result in installation of water efficient appliance, smart irrigation system, and stormwater and greywater capture systems. Implementation of CAP Update Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. Water efficient appliances, irrigation systems, and stormwater and wastewater treatment systems would generally be installed indoors. While these systems would generally be installed indoors, it is anticipated that stormwater and greywater capture systems would be installed outside and would likely hold standing water for more than 72 hours. As such, these facilities could result in new vector breeding sources. However, any new water and wastewater measures and actions that would have the potential to introduce new vector breeding sources would be subject to the same federal, state, and local regulations and processes described above, including Center for Disease Control Division of Vector-Borne Infectious Diseases' requirements, H&SC Sections 116110–116112, and County Department of Environmental Health and Quality requirements. Therefore, compliance with existing regulations and processes associated with vector control would reduce the potential for implementation of water and wastewater measures and actions to create new vector breeding sources. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and incentivizing carbon farming. The acquisition of conservation lands, preserving natural and agricultural lands, planting and protecting trees, and implementing carbon farming would not create new vector breeding sources. However, Action A-4.1.c would incentivize voluntary alternative manure management (e.g., compost bedded barn, solid separation) projects, which could create conditions that are conducive to vector breeding. The introduction of composting would result in similar vector impacts as those discussed in the 2011 GPU PEIR, which identified agricultural operations that involve the production, use, and/or storage of manure or a composting operation as a potential vector breeding source (2011 GPU PEIR page 2.7-48). Similar to what was described in the

2011 GPU PEIR, composting operations would be subject to the same federal, state, and local regulations and processes described above, including Center for Disease Control Division of Vector-Borne Infectious Diseases' requirements, H&SC Sections 116110–116112, and County Department of Environmental Health and Quality requirements. Therefore, compliance with existing regulations and processes associated with vector control would reduce the potential for implementation of water and wastewater measures and actions to create new vector breeding sources. The impact would be less than significant.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities, and the project could include rooftop or ground-mounted solar arrays or small wind turbines, modern mechanical systems, and other similar improvements. Specifically, Actions E-3.2 and E-3.3 would include the construction of new infrastructure to promote renewable energy use and electrification. Requirements for new development would include retrofitting and improving existing buildings to meet energy efficiency requirements and installing new energy infrastructure, including small- and large-scale solar and battery storage systems and small- and large-scale wind turbines (roof- or ground-mounted systems).

The implementation of these measures and actions would not include any components that would create sources of standing water for more than 72 hours, involve the production, use, and/or storage of manure or proposes a composting operation or facility, or result in a substantial increase in the number of residents located within one-quarter mile of a significant offsite vector breeding source. Therefore, implementation of the energy measures and actions of the CAP Update would not create new vector breeding sources. The impact would be less than significant.

Built Environment and Transportation Measures and Actions

The CAP Update includes measures and actions to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Actions T-4.1, T-4.1.a, T-4.2, T-5.1, and T-6.2.a would result in programs to reduce emissions from County employee commutes; improvements to pedestrian, bicycle and transit networks; programs to encourage active modes of transportation and reduce single occupancy vehicle trips; and the incorporation of Transportation Demand Management strategies. Because of the nature of such improvements (i.e., limited size and within existing transportation corridors), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. These improvements are not expected to occur on undeveloped land. As such, implementation of these measures and actions would not result in new impervious surfaces that could create new sources of standing water for more than 72 hours and potentially increase human exposure to vectors. Therefore, implementation of the built environment and transportation measures and actions of the

CAP Update would not create new vector breeding sources. The impact would be less than significant.

Summary

Compliance with existing federal, state, and local regulations and processes related to vector control would ensure that implementation of the CAP Update would not result in new or substantial increase in magnitude of impacts related to vectors compared to the 2011 GPU PEIR. Therefore, impacts related to vectors associated with implementation of the solid waste, water and wastewater, agriculture and conservation, energy and built environment and transportation measures and actions in the CAP Update would remain **less than significant**, consistent with the conclusions in the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.9.3.8 Cumulative Impact Analysis

The cumulative impact analysis study area for hazards and hazardous materials in the 2011 GPU PEIR was identified as the unincorporated county and immediately surrounding areas (as described on pages 2.7-49 and 2.7-50 of the 2011 GPU PEIR). This analysis uses the same scope identified in the 2011 GPU PEIR. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Transport, Use, Disposal, or Accidental Release of Hazardous Materials; Proximity to Schools; and Sites Containing Hazardous Materials

Cumulative development includes facilities that involve the use, storage, disposal or transport hazardous materials, and potentially increase hazards to the public or the environment. For example, the general plans of surrounding jurisdictions contain industrial land use designations that allow businesses to handle large quantities of hazardous materials. Additionally, the transportation of hazardous materials would increase in the region as a result of an expanded and improved highway system, as proposed in the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy and San Diego Association of Governments (SANDAG) 2021 Regional Plan (combination of Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan).

The 2011 GPU PEIR concluded that cumulative impacts related to hazardous materials and sites would not be significant with compliance with applicable federal, state, and local regulations, including CAA Chemical Accident Prevention Provision, RCRA, CERCLA, Hazardous Materials Transportation Act, Robert T. Stafford Disaster Relief and Emergency Assistance Act, the California H&SC, CFC, Title 22, CCR Titles 23 and 27, Aboveground Petroleum Storage Act, CalARP, Emergency Response to Hazardous Materials Incidents, the California Emergency Services Act, and the County Consolidated Fire Code. Cumulative projects in Mexico would not be subject to these regulations;

however, any transportation of hazardous materials from Mexico into the United States would be required to comply with the above-mentioned regulations.

Implementation of the CAP Update measures and actions would have the potential to result in construction of new or expanded solid waste, renewable energy, and transportation facilities in the unincorporated county. As discussed in Section 2.9.3.3, "Issue 1: Create a Hazard from Transport, Use, Disposal, or Accidental Release of Hazardous Materials; Proximity to Schools; and Being Located on Sites Containing Hazardous Materials," new facilities would be required to comply with the applicable federal, state, and local regulations above, as well as implement General Plan Policies LU-16.1, LU-16.3, S-1.1, S-13.1, S-13.2, and S-13.3.

The 2011 GPU PEIR did not identify a cumulative impact related to hazardous materials. Similar to the conclusions of the 2011 GPU PEIR, the project would not result in a substantial incremental effect that would result in a new significant cumulative impact. The cumulative impact would be **less than significant**.

Issue 2: Public and Private Airports

Impacts would be cumulative in nature if the project in combination with cumulative development would contribute to a regional increase in airport hazards to the public or the environment. The 2011 GPU PEIR concluded that because cumulative projects would result in less than significant cumulative impacts related to airport hazards with compliance with the federal, state, and local regulations related to airport safety, implementation of the General Plan would not contribute to a potentially significant cumulative impact.

Implementation of the CAP Update would include components that could create safety hazards to air navigation. Specifically, the construction of new or expanded solid waste facilities, new farmworker housing, and renewable energy projects could result in potential airport-related safety hazards. However, as discussed in Section 2.9.3.4, "Issue 2: Result in Safety Hazards or Excessive Noise from Public and Private Airports," compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Haz-1.1, Haz-1.3, and Haz-1.5) would reduce potential impacts to less than significant.

Similar to the conclusions of the 2011 GPU PEIR, the project would not result in a substantial incremental effect that would result in a new significant cumulative impact. This cumulative impact would be **less than significant**.

Issue 3: Emergency Response and Evacuation Plans

Impacts would be cumulative in nature if the project in combination with cumulative development would contribute to a regional impairment of emergency response or evacuation plans. The 2011 GPU PEIR determined that cumulative projects would be required to comply with applicable emergency response and evacuation policies outlined in regulations such as the Federal Response Plan, the California Emergency Services Act, and local fire codes. Therefore, due to existing regulations, cumulative projects would not result in a significant cumulative impact.

The 2011 GPU PEIR concluded that because cumulative projects would result in less than significant cumulative impacts, and compliance with existing regulations and implementation of General Plan policies and 2011 GPU PEIR mitigation measures would reduce impacts of the General Plan to less than significant, the General Plan in combination with other cumulative projects would not contribute to a significant cumulative impact.

Implementation of the CAP Update measures would include components that could potentially impair emergency response and evacuations plans. However, as discussed in Section 2.9.3.5, "Issue 3: Impair or Interfere with Emergency Response and Evacuation Plans," adopted General Plan policies, including Policies S-1.2, M-1.2, M-3.3, and M-4.3, and 2011 GPU PEIR Mitigation Measures Haz-3.1, Haz-3.2, and Haz-3.3 would prevent impediments and conflicts with adopted emergency response and evacuation plans and would reduce potential impacts to less than significant.

Similar to the conclusions of the 2011 GPU PEIR, the project would not result in a substantial incremental effect that would result in a new significant cumulative impact. This cumulative impact would be **less than significant**.

Issue 4: Wildland Fires

As noted above, the majority of the unincorporated county is in WUI areas or a High and Very High FHSZ. Given the amount of high fire hazard zones in the unincorporated county, and consistent with the conclusion of the GPU PEIR, a significant cumulative impact related to exposing people or structures to significant risks of loss, injury, or death involving wildland fires in the unincorporated county and immediate surrounding areas. The General Plan establishes land uses that allow residential, commercial, and industrial development in areas that are prone to wildland fires. Implementation of the General Plan results in a potentially significant impact from the exposure of people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands. Therefore, the 2011 GPU PEIR concluded that the General Plan's contribution to this significant cumulative impact would be cumulatively considerable.

Implementation of the CAP Update measures and actions would result in future development that could expose people or structures to significant risks of loss, injury, or death involving wildland fires. However, as discussed in Section 2.9.3.6, "Issue 4: Expose People or Structures to Wildland Fire Hazards," adopted General Plan policies and 2011 GPU PEIR mitigation measures, including Policies LU-6.11, LU-10.2, S-4.1 through 4.4, S-4.6, S-4.7, S-5.1, and COS-18.3, and Mitigation Measures Haz-4.1 through Haz-4.4 and Pub-1.5 through Pub-1.7, would reduce the potential impacts but not to a less-than-significant level.

Because there is a significant cumulative impact related to wildland fires may result from cumulative development within the unincorporated county and immediately surrounding areas, and the potential exists for future projects associated with the CAP Update to increase the risk of exposing people or structures to significant risks of loss, injury, or

death involving wildland fires, the project would contribute the existing cumulative impact. Therefore, the project would result in a considerable contribution to a significant impact related to wildland fires. However, this impact would be consistent with the conclusion of the GPU PEIR and the project would not result in a substantial incremental effect that would result in a new significant cumulative impact. The cumulative impact would remain **significant and unavoidable**.

Issue 5: Vectors

Cumulative projects, such as surrounding jurisdiction's general plans, would potentially contribute to vector breeding sources. Cumulative projects that incorporate environmental measures such as conserving wetlands or encouraging agricultural operations would inadvertently increase vector breeding sources. However, these projects would be required to follow would be subject to the same federal, state, and local regulations and processes described above, including Center for Disease Control Division of Vector-Borne Infectious Diseases' requirements, H&SC Sections 116110–116112, and County Department of Environmental Health and Quality requirements discussed above. Cumulative projects in Mexico would not be subject to these regulations; however, cumulative projects in Mexico would be unlikely to contribute to a cumulative impact because of the limited area of exposure. Therefore, the 2011 GPU PEIR concluded that cumulative project compliance with established requirements would reduce potential cumulative impacts to below a level of significance. A significant cumulative impact with respect to vectors would not occur.

Implementation of the CAP Update measures would include components that could create new vector breeding sources, including new or expanded composting/anaerobic digestion facilities and new stormwater and greywater capture systems. However, as discussed in Section 2.9.3.7, "Issue 5: Expose Humans to Vectors," compliance with existing federal, state, and local regulations and processes related to vector control would ensure that implementation of the CAP Update would result in less than significant vector impacts. Similar to the conclusions of the 2011 GPU PEIR, the project would not result in a substantial incremental effect that would result in a new significant cumulative impact. This cumulative impact would be **less than significant**.

2.9.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would not result in potentially significant impacts related to hazardous materials and sites, airport hazards, emergency response and evacuation plans, wildland fires, or vectors.

2.9.5 Mitigation Measures

2.9.5.1 Issue 1: Transport, Use, Disposal, or Accidental Release of Hazardous Materials; Proximity to Schools; and Sites Containing Hazardous Materials

Project level and contributions to cumulative impacts were determined to be less than significant; therefore, no mitigation measures are required.

2.9.5.2 Issue 2: Public and Private Airports

The mitigation measures applicable to public and private airports that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Haz-1.1: Implement the Guidelines for Determining Significance, Airport Hazards, when reviewing new development projects to ensure compatibility with surrounding airports and land uses and apply appropriate mitigation when impacts are significant.
>
> Adopted Mitigation Measure Haz-1.3: Review the AICUZ when reviewing new development projects within the study area. Ensure that such development projects are consistent with the land use compatibility and safety policies therein.
>
> Adopted Mitigation Measure Haz-1.5: Coordinate with the San Diego County Regional Airport Authority (SDCRAA) and County Airports for issues related to airport planning and operations.

2.9.5.3 Issue 3: Emergency Response and Evacuation Plans

The mitigation measures applicable to emergency response and evacuation plans that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Haz-3.1: Facilitate coordination between DPLU (now PDS) and the Office of Emergency services to implement and periodically update the Hazard Mitigation Plan.
>
> Adopted Mitigation Measure Haz-3.2: Implement the CEQA Guidelines for Determining Significance to ensure that discretionary projects do not adversely impact emergency response or evacuation plans. Also implement the County Public Road Standards and County Private Road Standards during these reviews and ensure that road improvements are consistent with Emergency Response and Evacuation Plans. Apply appropriate mitigation when impacts are significant.
>
> Adopted Mitigation Measure Haz-3.3: Prepare Fire Access Road network plans and include in Community Plans or other document as appropriate. Also implement

the County Fire Code and require fire apparatus access roads and secondary access for projects.

2.9.5.4 Issue 4: Wildland Fires

The mitigation measures applicable to wildland fires impacts that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

Adopted Mitigation Measure Haz-4.1: Identify and minimize potential fire hazards for future development by using and maintaining a database that identifies fire prone areas, locating development away from Fire Hazard areas whenever practicable, and adhering to the County Guidelines for Determining Significance for Wildland Fires & Fire Protection and applying appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Haz-4.2: Conduct effective and environmentally sensitive brush management measures such as: addressing habitat-specific fire controls within Resource Management Plans; implementation of the Weed Abatement Ordinance and enforcing proper techniques for maintaining defensible space around structures; coordination with the local FAHJ to ensure that district goals for fuel management and fire protection are being met; and recognizing the Memorandum of Understanding between the wildlife agencies and fire authorities that guides the abatement of flammable vegetation without violating environmental regulations for habitat protection.

Adopted Mitigation Measure Haz-4.3: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map and Land Use Maps, which typically show lower densities in wildland areas.

Adopted Mitigation Measure Haz-4.4: Create a Conservation Subdivision Program that facilitates conservation-oriented, fire-safe, project design through changes to the Subdivision Ordinance, Resource Protection Ordinance, Zoning Ordinance, Groundwater Ordinance, and other regulations as necessary.

Adopted Mitigation Measure Pub-1.5: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times.

Adopted Mitigation Measure Pub-1.6: Maintain and use the County GIS and the County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are

required, that potential environmental impacts resulting from construction are evaluated along with the development project under review.

Adopted Mitigation Measure Pub-1.7: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.

2.9.5.5 Issue 5: Vectors

Project level impacts and contributions to cumulative impacts were determined to be less than significant; therefore, no mitigation measures are required.

2.9.6 Significance Conclusions

2.9.6.1 Issue 1: Transport, Use, Disposal, or Accidental Release of Hazardous Materials; Proximity to Schools; and Sites Containing Hazardous Materials

With implementation of adopted General Plan policies and compliance with existing federal, state, and local regulations related to hazardous materials, implementation of the CAP Update would result in project and cumulative impacts associated with the transport, use, and disposal of hazardous materials, accidental release of hazardous materials, use of hazardous materials in proximity to schools, and contaminated sites. Therefore, impacts from implementation of the CAP Update would remain **less than significant** and **would not result in a considerable contribution** such that a new significant cumulative impact would occur. Implementation of the CAP Update **would not result in a new significant impact** not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

2.9.6.2 Issue 2: Public and Private Airports

The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although there is a potential for some types of projects to result in airport-related safety hazards, compliance with existing federal, state, and local regulations related to airports and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that project-level and cumulative impacts associated with potential airport hazards would remain **less than significant with mitigation** and **would not result in a considerable contribution** such that a new significant cumulative impact would occur. Implementation of the CAP Update **would not result in a new significant impact** not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

2.9.6.3 Issue 3: Emergency Response and Evacuation Plans

The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although there is a potential for some types of

projects to impair emergency response and evacuation plans, implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that project-level and cumulative impacts associated with impairing implementation of emergency response and evacuation plans would remain **less than significant with mitigation** and **would not result in a considerable contribution** such that a new significant cumulative impact would occur. Implementation of the CAP Update **would not result in a new significant impact** not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

2.9.6.4 Issue 4: Wildland Fires

The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county, including areas susceptible to wildland fires. Compliance with existing regulations related to wildfire protection and implementation of adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Haz-4.1 through Haz-4.4 and Pub-1.5 through Pub-1.7 would reduce the project-level and cumulative impacts but not to a less-than-significant level. Therefore, impacts associated with exposing people or structures to significant risks of loss, injury, or death involving wildland fires would be **significant and unavoidable** and **would result in a considerable contribution** to an existing significant cumulative impact. This impact would be consistent with the conclusion of the 2011 GPU PEIR. Therefore, implementation of the CAP Update **would not result in a new significant impact** not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

2.9.6.5 Issue 5: Vectors

The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although there is a potential for some types of projects to create new vector breeding sources, compliance with existing federal, state, and local regulations related to vector control and implementation of adopted General Plan policies would ensure that project and cumulative impacts associated with vectors would remain **less than significant** and **would not result in a considerable contribution** such that a new significant cumulative impact would occur. Implementation of the CAP Update **would not result in a new significant impact** not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

Table 2.9-2 Maximum Residential Density

Current Setting	Safety Compatibility Zones [a]					
	(1) Runaway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
	Average number of dwelling units (du) per gross acre					
Rural Farmland/ Open Space (Minimal Development)	0	Maintain current zoning if less than density Criteria for rural / suburban setting				No limit
Rural/Suburban (Mostly to Partially Undeveloped)	0	1 du per 10 – 20 ac.	1 du per 2 – 5 ac.	1 du per 2 – 5 ac.	1 du per 1 – 2 ac.	No limit
Urban (Heavily Developed)	0	0	Allow infill at up to average of surrounding residential area [b]			No limit

Notes:

[a] Clustering to preserve open land encouraged in all zones.

[b] See Chapter 3 of the California Airport Land Use Planning Handbook (January 2002) for discussion of infill development criteria; infill is appropriate only if nonresidential uses are not feasible.

Source: Caltrans 2011.

Table 2.9-3 Maximum Non-Residential Intensity

Current Setting	Safety Compatibility Zones					
	(1) Runaway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
	Average number of people per gross acre [a]					
Rural Farmland/Open Space (Minimal Development)	0[b]	10–25	60–80	60–80	80–100	150
Rural/Suburban (Mostly to Partially Undeveloped)	0[b]	25–40	60–80	60–80	80–100	150
Urban (Heavily Developed)	0[b]	40–60	80–100	80–100	100–150	No limit [c]
Multipliers for above numbers [d]						
Maximum Number of People per Single Acre	x 1.0	x 2.0	x 2.0	x 3.0	x 2.0	x 3.0
Bonus for Special Risk-Reduction Bldg. Design	x 1.0	x 1.5	x 2.0	x 2.0	x 2.0	x 2.0

Notes:

[a] Also see Table 2.9-4 for guidelines regarding uses that should be prohibited regardless of usage intensity.

[b] Exceptions may be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied.

[c] Large stadiums and similar uses should be prohibited.

[d] Multipliers are cumulative (e.g., maximum intensity per single acre in inner safety is 2.0 times the average intensity for the site, but with risk-reduction building design is 2.0 x 1.5 = 3.0 times the average intensity).

Source: Caltrans 2011.

Table 2.9-4 Safety Compatibility Zones – Prohibited Uses

Safety Compatibility Zone	Prohibited Uses
Zone 1 Runway Protection Zone	• Prohibit all new structures • Prohibit residential land uses • Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area
Zone Inner Approach/ Departure Zone	• Prohibit residential uses except on large, agricultural parcels • Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable) • Prohibit children's schools, day care centers, hospitals, nursing homes • Prohibit hazardous uses (e.g., aboveground bulk fuel storage)
Zone 3 Inner Turning Zone	• Limit residential uses to very low densities (if not deemed unacceptable because of noise) • Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable) • Prohibit children's schools, large day care centers, hospitals, nursing homes • Avoid hazardous uses (e.g., aboveground bulk fuel storage)
Zone 4 Outer Approach/ Departure Zone	• In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas • Limit nonresidential uses as in Zone 3 • Prohibit children's schools, large day care centers, hospitals, nursing homes
Zone 5 Sideline Zone	• Avoid residential uses unless airport related (noise usually also a factor) • Allow all common aviation-related activities provided that height-limit criteria are met • Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities • Prohibit children's schools, large day care centers, hospitals, nursing homes
Zone 6 Traffic Pattern Zone	• Allow residential uses • Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities • Avoid children's schools, large day care centers, hospitals, nursing homes

Notes:

Definitions: As used in this table, the follow meanings are intended:

Allow: **Use is acceptable**

Limit: **Use is acceptable only if density/intensity restrictions are met**

Avoid: **Use generally should not be permitted unless no feasible alternative is available**

Prohibit: **Use should not be permitted under any circumstances**

Children's Schools: **Through grade 12**

Large Day Care Centers: **Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed.**

Aboveground Bulk Storage of Fuel: **Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes)**

[1] **The prohibitions are pursuant to the California Airport Land Use Planning Handbook, Chapter 9, pp. 9-44 and 9-45, Basic Safety Compatibility Qualities, Table 9B.**

Source: Caltrans 2011.

2.10 Hydrology and Water Quality

This section describes the existing conditions for hydrology and water quality, including groundwater resources, surface water resources, stormwater drainage systems, groundwater quality, surface water quality, and flooding and dam inundation areas within the county, and evaluates the potential for implementation of the CAP Update to result in impacts on these resources. Because this analysis is subsequent to the certified 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the existing setting and impact analysis for hydrology and water quality from the 2011 GPU PEIR as it applies to the CAP Update and supplements with updates to setting conditions since certification of the 2011 GPU PEIR.

Table 2.10-1 summarizes the impact conclusions reached in the 2011 GPU PEIR for hydrology and water quality and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. The evaluation of water quality-related impacts has been consolidated into one discussion because the physical changes resulting from implementation of the CAP Update measures and actions would result in a similar potential to affect both surface water and groundwater quality. Similarly, the evaluation of hydrology- and drainage-related impacts, including erosion or siltation, flooding and flood hazards, stormwater capacity, and seiche, tsunami, and mudflow hazards, have been consolidated into one discussion for the sake of brevity because the physical changes resulting from implementation of the CAP Update measures and actions would result in generally the same discussion for all issue areas. Accordingly, the issue topics in Table 2.10-1 are different than those in the 2011 GPU PEIR. As indicated in Table 2.10-1, implementation of the CAP Update would not result in a new or more severe impact on hydrology and water quality.

Table 2.10-1 Summary of Hydrology and Water Quality–Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			Potential New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Surface Water and Groundwater Quality	General Plan Only: Significant and Unavoidable	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Cumulatively Considerable Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			Potential New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
2	Groundwater Supply and Recharge	General Plan Only: Significant and Unavoidable	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Cumulatively Considerable Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
3	Surface Hydrology and Drainage	General Plan Only: Less than Significant with Mitigation	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Not Cumulatively Considerable	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

Source: Compiled by Ascent Environmental in 2023.

No comments related to water quality and hydrology were received by the County during the Notice of Preparation (NOP) scoping process. Copies of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.10.1 Existing Conditions

The 2011 GPU PEIR includes a discussion of existing conditions of the unincorporated county related to hydrology and water quality in Section 2.8, “Hydrology and Water Quality.” No substantial changes to the existing conditions for hydrology and water quality have been identified that would alter the conclusions or require a supplemental discussion of the existing conditions as described in the 2011 GPU PEIR. Therefore, the existing conditions in the 2011 GPU PEIR remain applicable and are herein incorporated by reference. A summary of the existing conditions, as described on pages 2.8-1 through 2.8-25 of the 2011 GPU PEIR, is provided below.

- The county overlies a complex groundwater resource consisting of various aquifer types that may experience shortages from large groundwater users.
- The county spans two hydrologic regions, which are further subdivided into 16 hydrologic units in unincorporated county, that contain various surface waters, including estuaries, lagoons, bays, lakes, reservoirs, rivers, and creeks.
- Most of the unincorporated county consists of rural land that does not support or require stormwater drainage facilities. However, urban areas primarily within the western part of the unincorporated county are supported by a stormwater conveyance system.

- Urbanization has contributed to increased pollutants and impervious surfaces in the watershed. Because the stormwater conveyance system is not connected with the sanitary sewer system, urban runoff is not treated before being discharged to surface waters.
- The San Diego Regional Water Quality Control Board (RWQCB) has adopted the San Diego Basin Water Quality Control Plan (San Diego Basin Plan), which designates beneficial uses for water bodies in the San Diego Region and establishes water quality objectives and implementation plans to protect those beneficial uses. Water quality contaminants within the unincorporated county include metals, nutrients (phosphorus and nitrogen), petroleum products (gasoline, diesel, oil, and grease), pathogens (bacteria and viruses), pesticides and herbicides, radioactive elements, sediments, and total dissolved solids.
- The potential for flooding is high in the unincorporated county. Major storm events have produced floods that have resulted in property losses and extensive damage to public infrastructure throughout the unincorporated county.

2.10.2 Regulatory Framework

Section 2.8, “Hydrology and Water Quality,” of the 2011 GPU PEIR, pages 2.8-25 through 2.8-30, describes the regulatory framework related to hydrology and water quality and is herein incorporated by reference. Specific regulations discussed in the 2011 GPU PEIR that may be applicable to the CAP Update include the following:

2.10.2.1 Federal

- Clean Water Act (CWA)
- National Flood Insurance Act
- National Flood Insurance Reform Act

2.10.2.2 State

- Porter-Cologne Water Quality Control Act
- Cobey-Alquist Floodplain Management Act of 1965
- National Pollutant Discharge Elimination System (NPDES) Permits
- California Groundwater Rights
- California Water Code
- Assembly Bill 3030 – Sustainable Groundwater Management Act

In addition to the above, the following state laws, regulations, and policies have been adopted or updated since certification of the 2011 GPU PEIR.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act, effective January 1, 2015, requires local public agencies in certain groundwater basins throughout the state to sustainably manage groundwater resources, and authorizes State Water Resources Control Board (SWRCB) intervention in areas where local agencies are unable or unwilling to do so. The long-term planning required by the act is designed to provide a buffer against drought and climate change and contribute to reliable water supplies regardless of weather patterns in the state. Within the county, the San Pasqual Valley, San Luis Rey Valley – Upper San Luis Rey Valley, and Borrego Valley – Borrego Springs basins are identified as medium- and high-priority basins. These basins are required by the Sustainable Groundwater Management Act to develop groundwater sustainability agencies and groundwater sustainability plans and manage groundwater for long-term sustainability.

State Water Resources Control Board Construction General Permit

Construction activities that disturb 1 acre or more of land must obtain coverage under the SWRCB Construction General Permit (Order 2009-0009-DWQ as amended by Order 2010-0014-DWQ and Order 2012-006-DWQ). Under the terms of the permit, applicants must file complete and accurate Notice of Intent and Permit Registration Documents with the SWRCB. Applicants must also demonstrate conformance with applicable construction best management practices (BMPs) and prepare a construction Storm Water Pollution Prevention Plan (SWPPP) containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site.

Future development projects occurring within the county would be required to comply with the Construction General Permit if more than 1 acre would be disturbed during construction.

Water Quality Control Policy for Siting, Design, Operation and Maintenance of Onsite Wastewater Treatment Systems

On June 19, 2012, the SWRCB adopted Resolution No. 2012-0032, the Onsite Wastewater Treatment Systems (OWTS) Policy, which establishes a statewide, risk-based, tiered approach for the regulation and management of OWTS installations and replacements and sets the level of performance and protection expected from OWTS. In accordance with California Water Code Section 13290 et seq., the OWTS Policy sets standards for OWTS that are constructed or replaced, that are subject to a major repair, that pool or discharge waste to the surface of the ground, and that have affected, or will affect, groundwater or surface water to a degree that makes it unfit for drinking water or other uses, or cause a health or other public nuisance condition. The OWTS Policy also includes minimum operating requirements for OWTS that may include siting, construction, and performance requirements; requirements for OWTS near certain waters listed as impaired under Section 303(d) of the CWA; requirements authorizing local agency implementation of the requirements; corrective action requirements; minimum monitoring

requirements; exemption criteria; requirements for determining when an existing OWTS is subject to major repair; and a conditional waiver of waste discharge requirements.

The SWRCB approved the San Diego RWQCB's Nitrate/OWTS Policy Basin Plan amendment on November 17, 2015. The Office of Administrative Law approved the RWQCB's Nitrate/OWTS Policy Basin Plan amendment on May 17, 2016. An OWTS Policy Update was subsequently issued on April 17, 2018, which includes a renewal for the conditional waiver in the OWTS Policy that expired on May 13, 2018, and an amendment to the total maximum daily load list included in the OWTS Policy.

2.10.2.3 Local

- San Diego Basin Plan
- Colorado River Basin Plan
- San Diego County Board of Supervisors (BOS) Policy I-45, Definition of Watercourses in the Subject of Flood Control
- San Diego County BOS Policy I-68, Proposed Projects in Floodplains with Defined Floodways
- San Diego County BOS Policy I-73, Hillside Development Policy
- County of San Diego Code of Regulatory Ordinances Section 91.1.105.10, Flood Damage Prevention Ordinance
- County of San Diego Code of Regulatory Ordinances Sections 86.601–86.608, Resource Protection Ordinance (RPO)
- County of San Diego Code of Regulatory Ordinances Sections 67.801–67.814, Watershed Protection, Stormwater Management, and Discharge Control Ordinance (WPO)
- San Diego County Code of Regulatory Ordinances Sections 67.701–67.703, 67.710–67.711, 67.720–67.722, Groundwater Ordinance
- San Diego County Code of Regulatory Ordinances Sections 87.101–87.804, Grading Ordinance

In addition to the above, the following local laws, regulations, and policies have been adopted/updated since certification of the 2011 GPU PEIR.

Water Quality Control Plan for the San Diego Basin

The Basin Plan was most recently amended in May 2016 and designates water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. The intent of the amended Basin Plan remains consistent with that described in Section 2.9.2.2, "Local," of the 2011 GPU PEIR.

County of San Diego Jurisdictional Runoff Management Program

The County's Jurisdictional Runoff Management Program (JRMP), approved on July 26, 2015, and updated in 2019, was prepared in response to regulatory requirements adopted by the RWQCB (County of San Diego 2019). The purpose of the JRMP document is to guide implementation of programs and strategies to reduce pollutants discharged from the County's storm drain system to receiving waters.

The goal of the JRMP is to establish a programmatic framework for the implementation of stormwater management activities in accordance with Water Quality Improvement Plan strategies and other jurisdictional plans, design standards, and ordinances. By providing and implementing programs for new land development and redevelopment projects, impacts on receiving waters and other environmental resources are minimized. The JRMP also complies with federal and state laws.

County of San Diego Best Management Practices Design Manual

Adopted in February 2016 and last updated in September 2020, the County's BMP Manual guides land development and public improvement projects in the unincorporated area to reach compliance with the Regional Municipal Separate Storm Sewer System (MS4) Permit and reduce the discharge of pollutants in stormwater to the maximum extent practicable (MEP) (County of San Diego 2020). The BMP Manual is focused on project design requirements and related post-construction requirements. Specifically, the BMP Manual provides guidance on which stormwater management requirements apply to a given project; defines the performance standards for source control and site design BMPs, stormwater pollution control BMPs, and hydromodification management BMPs based on the Regional MS4 Permit; outlines the required steps to the comprehensive stormwater management design process; contains the source control and site design requirements applicable to all development; outlines the process of determining which category of on-site pollution control BMP or combination of BMPs is most appropriate for a given project and how those BMPs should be designed; provides guidance for meeting the performance standards for the two components of hydromodification management (i.e., protection of critical coarse sediment yield areas and flow control for post-project runoff); and describes the long-term maintenance requirements for structural BMPs.

The BMP Manual establishes the minimum BMP requirements applicable to all development projects, regardless of size or type. These measures include general BMP siting, source control BMPs, and site design BMPs. The County's 2013 MS4 Permit requires co-permittees to impose additional requirements on those projects considered Priority Development Projects (PDPs), which are required to comply with structural BMP performance requirements specified in the BMP Manual. These additional requirements focus on retention of the 85th percentile storm event. If on-site retention is not feasible, other alternatives are available, including partial retention and biofiltration. PDPs are also required to comply with hydromodification management BMP requirements, as specified in the BMP Manual, which address flow duration impacts and critical sediment yield areas. All projects must meet the following general requirements:

- on-site BMPs must be located so as to remove pollutants from runoff prior to its discharge to any receiving waters, and as close to the source as possible;
- structural BMPs must not be constructed within waters of the United States; and
- on-site BMPs must be designed and implemented with measures to avoid the creation of nuisance or pollution associated with vectors (e.g., mosquitos, rodents, or flies).

All projects must complete a Storm Water Intake Form to determine if they are a development project and to assess their priority and project type. The Storm Water Intake Form determines which type of Stormwater Quality Management Plan (SWQMP) Form is required for each development project.

The MS4 Permit establishes separate performance standards for (1) source control and site design practices, (2) stormwater pollutant control BMPs, and (3) hydromodification management BMPs. Each development project must be designed to satisfy any of several potentially applicable performance standards. Performance standards are specific design objectives to be achieved through the implementation of BMPs.

Baseline Source Control and Site Design BMPs must be implemented for all development projects wherever it is applicable and feasible to do so. These BMPs help to prevent the on-site generation of pollutants and flows and to keep them from leaving the site. The following source control BMPs must be implemented at all development projects where applicable and feasible:

- Prevention of illicit discharges into the MS4;
- Storm drain system stenciling or signage;
- Protection of outdoor material storage areas from rainfall, run-on, runoff, and wind dispersal;
- Protection of materials stored in outdoor work areas from rainfall, run-on, runoff, and wind dispersal;
- Protection of trash storage areas from rainfall, run-on, runoff, and wind dispersal; and
- Use of any additional BMPs determined to be necessary by the County of San Diego to minimize pollutant generation at each project.

The following site design practices must be implemented at all Development Projects, where applicable and feasible:

- Maintenance or restoration of natural storage reservoirs and drainage corridors (including topographic depressions, areas of permeable soils, natural swales, and ephemeral and intermittent streams);

- Buffer zones for natural water bodies (where buffer zones are technically infeasible, require project applicant to include other buffers such as trees, access restrictions, etc.);
- Conservation of natural areas within the project footprint, including existing trees, other vegetation, and soils;
- Construction of streets, sidewalks, or parking lot aisles to the minimum widths necessary, provided public safety is not compromised;
- Minimization of the impervious footprint of the project;
- Minimization of soil compaction to landscaped areas;
- Disconnection of impervious surfaces through distributed pervious areas;
- Landscaped or other pervious areas designed and constructed to effectively receive and infiltrate, retain, and/or treat runoff from impervious areas, prior to discharging to the MS4;
- Small collection strategies located at, or as close as possible to, the source (i.e., the point where stormwater initially meets the ground) to minimize the transport of runoff and pollutants to the MS4 and receiving waters;
- Use of permeable materials for projects with low traffic areas and appropriate soil conditions;
- Landscaping with native or drought tolerant species; and
- Harvesting and using precipitation.

An Enhanced Site Design BMP is any site design BMP used specifically to reduce the Design Capture Volume (DCV) within a Drainage Management Area. This can be achieved either by adjusting the impervious runoff factor of one or more surfaces or by implementing BMPs that receive and mitigate a portion of the DCV. Because DCV reduction is not required, this performance standard is optional.

However, implementation of Enhanced Site Design BMPs is strongly encouraged for all PDPs as a means of reducing or eliminating the need for other, more complex or costly BMPs needed to satisfy Structural Performance Standards for the remaining DCV.

Structural Performance Standards are numeric design standards for reducing or eliminating stormwater flows and pollutant loads from PDP sites. They specifically address the remaining volume of runoff within a Drainage Management Area (either the DCV or a greater volume) after the application of all other site design and source control BMPs described above. Storm Water Pollutant Control BMPs for PDPs must meet the following performance standards:

1. Each PDP shall implement BMPs designed to retain (i.e., intercept, store, infiltrate, evaporate, and evapotranspire) on site the pollutants contained in the volume of stormwater runoff produced from a 24-hour, 85th percentile storm event (DCV).

a. If it is not technically feasible to implement retention BMPs for the full DCV on site for a PDP, then the PDP shall utilize biofiltration BMPs for the remaining volume not reliably retained. Biofiltration BMPs must be designed as described in Appendix F of the BMP Manual to have an appropriate hydraulic loading rate to maximize stormwater retention and pollutant removal, as well as to prevent erosion, scour, and channeling within the BMP, and must be sized to:

    i. Treat 1.5 times the DCV not reliably retained on site, or

    ii. Treat the DCV not reliably retained on site with a flow-thru design that has a total volume, including pore spaces and pre-filter detention volume, sized to hold at least 0.75 times the portion of the DCV not reliably retained on site.

b. If biofiltration BMPs are not technically feasible, then the PDP shall utilize flow-thru treatment control BMPs (selected and designed per Appendix J.5 of the BMP Manual) to treat runoff leaving the site, and participate in offsite alternative compliance to mitigate for the pollutants from the DCV not reliably retained onsite pursuant to Section 2.2.1.(b). Flow-thru treatment control BMPs must be sized and designed to:

    i. Remove pollutants from storm water to the MEP (defined by the MS4 Permit) by following the guidance in Appendix J.5 of the BMP Manual; and filter or treat either: 1) the maximum flow rate of runoff produced from a rainfall intensity of 0.2 inch of rainfall per hour, for each hour of a storm event, or 2) the maximum flow rate of runoff produced by the 85th percentile hourly rainfall intensity (for each hour of a storm event), as determined from the local historical rainfall record, multiplied by a factor of two (both methods may be adjusted for the portion of the DCV retained on site as described in Appendix J.5 of the BMP Manual), and

    ii. Meet the flow-thru treatment control BMP treatment performance standard described in Appendix J.5 of the BMP Manual.

2. A PDP may be allowed to participate in an offsite alternative compliance program in lieu of fully complying with the performance standards for storm water pollutant control BMPs on site.

For many PDP sites, additional BMPs may be needed to preserve the supply of critical coarse sediment to water bodies. Any PDP that is not exempt from hydromodification management requirements must either comply with critical coarse sediment requirements or demonstrate that they do not apply.

County of San Diego Low Impact Development Handbook

The County's Low Impact Development Handbook: Stormwater Management Strategies (County of San Diego 2014) was created in 2007 and updated in July 2014 by a multidisciplinary Technical Advisory Committee. The goal of the County's low impact development (LID) program is to protect water quality by preserving and mimicking natural hydrologic functions through the use of stormwater planning and management techniques on a project site. The purpose of the LID Handbook is to provide a comprehensive list of LID planning and stormwater management techniques for developers, builders, contractors, planners, landscape architects, engineers, and government employees as guidance to reference before developing a project site. The document serves as a guidance document for the planning, application, design, and maintenance of LID BMPs. LID feasibility and applicability criteria and specific LID requirements are specified in the BMP Manual.

County of San Diego Code of Regulatory Ordinances, Sections 67.801–67.814, Watershed Protection, Stormwater Management, and Discharge Control Ordinance

The current WPO was adopted in March 2008 and amended in January 2016. The stated purposes of this ordinance are to protect the health, safety, and general welfare of county residents; to protect water resources and improve water quality; to cause the use of management practices by the County and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the County of San Diego is compliant with applicable state and federal law. The WPO contains discharge prohibitions and requirements that vary depending on the type of land use activity and location in the county. The WPO defines the requirements legally enforceable by the County in its unincorporated areas.

In accordance with the WPO, the County requires the development of an SWQMP to be submitted with discretionary and ministerial permit applications. The purpose of the SWQMP is to mitigate stormwater impacts by identifying effective permanent BMPs for implementation. The SWQMP review process considers the project location, receiving water quality, anticipated project impacts and associated pollutants, and mitigation for impacts with the selection of BMPs. The SWQMP provides needed information to address both stormwater and non-stormwater issues. The Preliminary Grading Plan and Preliminary Hydrology/Drainage Study are an integral part of the SWQMP and provide the technical basis for the SWQMP. The SWQMP requires, but is not limited to, the following elements:

- Water quality pollutants of concern, treatment volume based on water quality design storm, site plans and adjacent land use, and soil characteristics;

- Mitigation measures to protect water quality, pollution prevention BMPs (MEP Based), site design BMPs, source control BMPs, LID BMPs, and structural treatment BMPs;

- Mitigation measures to prevent increases in downstream erosion to MEP, site design BMPs, source control BMPs, LID BMPs, and structural treatment BMPs;
- Any infiltration BMPs proposed for use on site; and
- Agreements, easements, licenses relating to proposed BMP construction, location, maintenance, or changes in drainage character.

As defined in the WPO, each proposed project is required to implement measures to ensure that (1) pollutant discharges and runoff flows from development are reduced to the MEP, (2) receiving water quality objectives are not violated throughout the life of the project, and (3) runoff flows from development are managed to reduce erosive forces that may impact surface water beneficial use and/or habitat.

The WPO also contains LID requirements. LID is a stormwater management approach that maintains the natural hydrologic character of a site or region by using design techniques that infiltrate, filter, store, evaporate, and detain runoff on site. A LID Handbook was developed in December 2007 by the County of San Diego Department of Public Works to provide the development community with guidance on implementing LID strategies and practices (County of San Diego 2014). The WPO has incorporated LID site design BMP requirements in Section 67.806, General Best Management Practice Requirements, to be applicable to all development projects with the potential to add pollutants to stormwater or to affect the flow rate or velocity of stormwater runoff. This requirement defines the general standard for LID site design. The more explicit LID site design requirements for PDPs have been included in Section 67.810/67.811, Additional Planning, Design and Post-Construction Requirements for Development Projects. The BMP Manual includes a discussion of LID Site Design requirements.

All construction sites determined to be a land disturbance activity, as defined in the WPO, are required to meet General BMP Requirements (Attachment 2.2 of Section 67.806) and the Additional BMP Requirements for Construction Projects (Section 67.809). Section 67.806 (Attachment 2.2) of the WPO includes the list of general BMP requirements applicable to all dischargers. Section 67.809 (Attachment 2.2) of the WPO includes the list of additional BMPs to be implemented and maintained for construction projects. At a minimum, the County has determined that the following pollution control practices be adequately implemented and maintained year-round on all non-exempt projects:

- Project Planning
- Good Site Management “Housekeeping,” including waste management
- Non-stormwater Management
- Erosion Control
- Sediment Control
- Run-on and Run-off Control
- Active/Passive Sediment Treatment Systems, where applicable

- Any other construction BMPs suggested by the applicable Water Quality Improvement Plan and deemed to be effective at controlling erosion and sedimentation.

Disturbed soil areas are considered active whenever soil-disturbing activities have occurred, continue to occur, or will occur during the ensuing 14 days. Non-active areas must be protected within 14 days of cessation of soil-disturbing activities or prior to the onset of precipitation, whichever occurs first.

San Diego County Zoning Ordinance, Renewable Energy Regulations

Sections 6950–6959 of the County Zoning Ordinance prescribe reasonable standards and procedures for the installation and operation of solar energy systems and wind turbines.

Photovoltaic solar energy systems for on-site use are allowed as an accessory use in all zones upon approval of a building permit unless the property is subject to a Special Area Designator or is governed by a Discretionary Permit. Setback and height requirements are established in Section 6954(a).

Ordinance 10261 amended the San Diego County Zoning Ordinance to update and streamline provisions related to small wind energy turbines. This ordinance is consistent with state laws that encourage the construction of small wind energy turbines. The amendments made by this ordinance are intended to set forth reasonable standards and procedures for the installation and operation of small wind turbines to improve and enhance public welfare and safety, and to implement the Energy Element of the General Plan. The amendments to Section 6951 allow a maximum of three small wind turbines on a legal lot as an accessory use to the primary use of the lot in accordance several requirements, including height restrictions (the wind turbine height may exceed the height limit of the zone in accordance with Section 4620.j, but shall not exceed 80 feet), lighting restrictions (a small wind turbine shall not include any exterior lights unless required by law), location restrictions (a small wind turbine tower shall not be located on a ridgeline, and the turbine blades shall not exceed the height of the ridgeline in an area within 150 feet of the ridgeline), and design guidelines (which prohibit use of trellis towers and guy wires and require that power lines connecting turbine towers to structures are installed underground). Installation of a small wind turbine requires approval of a Building Permit to ensure the turbine meets current Uniform Building Code and approval of a Zoning Verification Permit to ensure the turbine complies with County Zoning regulations.

2011 San Diego General Plan

The General Plan policies related to hydrology and water quality that are applicable to the CAP Update include the following:

> Policy LU-6.5: Sustainable Stormwater Management. Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development techniques as well as a combination of site design, source control,

and stormwater best management practices, where applicable and consistent with the County's LID Handbook.

Policy LU-6.9: Development Conformance with Topography. Require development to conform to the natural topography to limit grading; incorporate and not significantly alter the dominant physical characteristics of a site; and to utilize natural drainage and topography in conveying stormwater to the maximum extent practicable.

Policy LU-6.10: Protection from Hazards. Require that development be located and designed to protect property and residents from the risks of natural and man-induced hazards.

Policy LU-6.12: Flooding. Document and annually review areas within floodways and 100- and 200-year floodplains to ensure areas subject to flooding are accurately mapped in accordance with AB 162 (enacted January 1, 2008). (See also Policy S-9.1)

Policy LU-8.1: Density Relationship to Groundwater Sustainability. Require land use densities in groundwater dependent areas to be consistent with the long-term sustainability of groundwater supplies, except in the Borrego Valley.

Policy LU-8.2: Groundwater Resources. Require development to identify adequate groundwater resources in groundwater dependent areas, as follows:

- In areas dependent on currently identified groundwater overdrafted basins, prohibit new development from exacerbating overdraft conditions. Encourage programs to alleviate overdraft conditions in Borrego Valley.
- In areas without current overdraft groundwater conditions, evaluate new groundwater-dependent development to assure a sustainable long-term supply of groundwater is available that will not adversely impact existing groundwater users.

Policy LU-13.1: Adequacy of Water Supply. Coordinate water infrastructure planning with land use planning to maintain an acceptable availability of a high quality sustainable water supply. Ensure that new development includes both indoor and outdoor water conservation measures to reduce demand.

Policy LU-13.2: Commitment of Water Supply. Require new development to identify adequate water resources, in accordance with State law, to support the development prior to approval.

Policy LU-14.1: Wastewater Facility Plans. Coordinate with wastewater agencies and districts during the preparation or update of wastewater facility master plans and/or capital improvement plans to provide adequate capacity and assure consistency with the County's land use plans.

Policy LU-14.2: Wastewater Disposal. Require that development provide for the adequate disposal of wastewater concurrent with the development and that the infrastructure is designed and sized appropriately to meet reasonably expected demands.

Policy LU-14.3: Wastewater Treatment Facilities. Require wastewater treatment facilities serving more than one private property owner to be operated and maintained by a public agency. Coordinate the planning and design of such facilities with the appropriate agency to be consistent with applicable sewer master plans.

Policy LU-14.4: Sewer Facilities. Prohibit sewer facilities that would induce unplanned growth. Require sewer systems to be planned, developed, and sized to serve the land use pattern and densities depicted on the Land Use Map. Sewer systems and services shall not be extended beyond either Village boundaries or extant Urban Limit Lines, whichever is more restrictive, except:

- When necessary for public health, safety, or welfare;
- When within existing sewer district boundaries;
- When necessary for a conservation subdivision adjacent to existing sewer facilities; or
- Where specifically allowed in the community plan.

Policy LU-16.1: Location of Waste Management Facilities. Site new solid waste management facilities identified in the San Diego County Integrated Waste Management Plan, in a manner that minimizes environmental impacts and prevents groundwater degradation, and in accordance with applicable local land use policies.

Policy LU-16.3: New Waste Management Facilities. Encourage the establishment of additional recycling and resource recovery facilities in areas with Industrial land use designations or other appropriate areas based on the type of recycling.

Policy COS-4.1: Water Conservation. Require development to reduce the waste of potable water through use of efficient technologies and conservation efforts that minimize the County's dependence on imported water and conserve groundwater resources.

Policy COS-4.2: Drought-Efficient Landscaping. Require efficient irrigation systems and in new development encourage the use of native plant species and non-invasive drought tolerant/low water use plants in landscaping.

Policy COS-4.3: Stormwater Filtration. Maximize stormwater filtration and/or infiltration in areas that are not subject to high groundwater by maximizing the natural drainage patterns and the retention of natural vegetation and other pervious surfaces. This policy shall not apply in areas with high groundwater,

where raising the water table could cause septic system failures, moisture damage to building slabs, and/or other problems.

Policy COS-4.4: Groundwater Contamination. Require land uses with a high potential to contaminate groundwater to take appropriate measures to protect water supply sources.

Policy COS-5.1: Impact to Floodways and Floodplains. Restrict development in floodways and floodplains in accordance with policies in the Flood Hazards section of the Safety Element.

Policy COS-5.2: Impervious Surfaces. Require development to minimize the use of directly connected impervious surfaces and to retain stormwater run-off caused from the development footprint at or near the site of generation.

Policy COS-5.3: Downslope Protection. Require development to be appropriately sited and to incorporate measures to retain natural flow regimes, thereby protecting downslope areas from erosion, capturing runoff to adequately allow for filtration and/or infiltration, and protecting downstream biological resources.

Policy COS-5.4: Invasive Species. Encourage the removal of invasive species to restore natural drainage systems, habitats, and natural hydrologic regimes of watercourses.

Policy COS-5.5: Impacts of Development to Water Quality. Require development projects to avoid impacts to the water quality in local reservoirs, groundwater resources, and recharge areas, watersheds, and other local water sources.

Policy S-9.1: Landslide Risks. Direct development away from areas with high landslide, mudslide, or rock fall potential when engineering solutions have been determined by the County to be infeasible.

Policy S-9.2: Risk of Slope Instability. Prohibit development from causing or contributing to slope instability.

Policy S-10.1: Floodplain Data. Maintain and expand floodplain data and information throughout the County, to better understand current and future floodplain conditions and changes associated with development activities and mitigation projects.

Policy S-10.2: Floodplain Maps. Manage development based on federal floodplain maps. County maps shall also be referred to, and in case of conflict(s) between the County floodplain maps and the federal floodplain maps, the more stringent of restrictions shall apply.

Policy S-10.3: Development in Floodplains. Limit development in designated floodplains to decrease the potential for property damage and loss of life from flooding and to avoid the need for engineered channels, channel improvements,

and other flood control facilities. Require development to conform to federal floodproofing standards and siting criteria to prevent flow obstruction.

Policy S-10.4: Development in Flood Hazard Areas. Require development within mapped flood hazard areas to be sited and designed to minimize on and off-site hazards to health, safety, and property due to flooding.

Policy S-10.5: Development in Villages. Allow new uses and development within the floodplain fringe (land within the floodplain outside of the floodway) only when environmental impacts and hazards are mitigated. This policy does not apply to floodplains with unmapped floodways. Require land available outside the floodplain to be fully utilized before locating development within a floodplain. Development within a floodplain may be denied if it will cause significant adverse environmental impacts or is prohibited in the community plan. Channelization of floodplains is allowed within villages only when specifically addressed in community plans.

Policy S-10.6: Development in the Floodplain Fringe. Prohibit development in the floodplain fringe when located on Semi-Rural and Rural Lands to maintain the capacity of the floodplain, unless specifically allowed in a community plan. For parcels located entirely within a floodplain or without sufficient space for a building pad outside the floodplain, development is limited to a single-family home on an existing lot or those uses that do not compromise the environmental attributes of the floodplain or require further channelization.

Policy S-10.7: Development in Dam Inundation Areas. Prohibit development in dam inundation areas that may interfere with the County's emergency response and evacuation plans.

Policy S-11.1: Land Uses within Floodways. Limit new or expanded uses in floodways to agricultural, recreational, and other such low intensity uses and those that do not result in an increase in flood levels during the occurrence of the base flood discharge, do not include habitable structures, and do not substantially harm, and fully offset impacts to, the environmental values of the floodway area. This policy does not apply to minor renovation projects, improvements required to remedy an existing flooding problem, legal sand or gravel mining activities, or public infrastructure.

Policy S-11.2: Use of Natural Channels. Require the use of natural channels for County flood control facilities except where necessary to protect existing structures from a current flooding problem and where natural channel use is deemed infeasible. The alternative must achieve the same level of biological and other environmental protection, such as water quality, hydrology, and public safety.

Policy S-11.3: Flood Control Facilities. Require flood control facilities to be adequately sized, constructed, and maintained to operate effectively.

Policy S-11.4: Stormwater Management. Require development to incorporate low impact design, including site design, source control, and other measures to minimize stormwater impacts on drainage and flood control facilities and promote groundwater recharge, where feasible. In addition, require projects that are classified as Priority Development Projects to also incorporate pollutant control and hydromodification management measures.

Policy S-11.5: Development Site Improvements. Require development to provide necessary on- and off-site improvements to stormwater runoff and drainage facilities.

Policy S-11.6: Stormwater Hydrology. Ensure development avoids diverting drainages, increasing velocities, and altering flow rates to off-site areas to minimize adverse impacts to the area's existing hydrology.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Hyd-1.1: Update and implement the County of San Diego's Jurisdictional Urban Runoff Management Program (JURMP).

Adopted Mitigation Measure Hyd-1.2: Implement and revise as necessary the Watershed Protection Ordinance to reduce the adverse effects of polluted runoff discharges on waters and to encourage the removal of invasive species and restore natural drainage systems.

Adopted Mitigation Measure Hyd-1.3: Establish and implement low impact development (LID) standards for new development to minimize runoff and maximize infiltration.

Adopted Mitigation Measure Hyd-1.4: Revise and implement the Stormwater Standards Manual requiring appropriate measures for land use with a high potential to contaminate surface water or groundwater resources.

Adopted Mitigation Measure Hyd-1.5: Utilize the County Guidelines for Determining Significance for Surface Water Quality, Hydrology, and Groundwater Resources to identify adverse environmental effects.

Adopted Mitigation Measure Hyd-2.1: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available water districts. Also implement and revise as necessary Board Policy G-15 to conserve water at County facilities.

Adopted Mitigation Measure Hyd-2.2: Implement the Groundwater Ordinance to balance groundwater resources with new development. Also revise the Ordinance Relating to Water Conservation for Landscaping (currently Zoning Ordinance

Sections 6712 through 6725) to further water conservation through the use of recycled water.

Adopted Mitigation Measure Hyd-2.3: Establish a water credits program between the County and the Borrego Water District to provide a streamlined and consistent process for the permanent cessation of outdoor water intensive uses such as irrigated agricultural or golf course land.

Adopted Mitigation Measure Hyd-2.4: Coordinate with the San Diego County Water Authority and other water agencies to coordinate land use planning with water supply planning and implementation and enhancement of water conservation programs.

Adopted Mitigation Measure Hyd-2.5: Implement and revise as necessary the Resource Protection Ordinance and Policy I-68 Proposed Projects in Flood Plains / Floodways to restrict development in flood plains / floodways.

Adopted Mitigation Measure Hyd-3.1: Implement, and revise as necessary, ordinances to require new development to be located down and away from ridgelines, conform to the natural topography, not significantly alter dominant physical characteristics of the site, and maximize natural drainage and topography when conveying stormwater.

Adopted Mitigation Measure Hyd-3.2: Implement, and revise, as necessary the Resource Protection Ordinance to limit development on steep slopes. Also incorporate Board Policy I-73, the Hillside Development Policy, into the Resource Protection Ordinance to the extent that it will allow for one comprehensive approach to steep-slope protections.

Adopted Mitigation Measure Hyd-3.3: Implement the Grading, Clearing and Watercourses Ordinance to protect development sites against erosion and instability.

Adopted Mitigation Measure Hyd-4.1: Implement the Flood Damage Prevention Ordinance to reduce flood losses in specified areas.

Adopted Mitigation Measure Hyd-4.2: Implement the Grading, Clearing and Watercourses Ordinance to limit activities affecting watercourses.

Adopted Mitigation Measure Hyd-4.3: Implement and revise as necessary Board Policies such as: Policy I-68, which establishes procedures for projects that impact floodways; Policy I-45, which defines watercourses that are subject to flood control; and Policy I-56, which permits, and establishes criteria for, staged construction of off-site flood control and drainage facilities by the private sector when there is a demonstrated and substantial public, private or environmental benefit.

Adopted Mitigation Measure Hyd-6.1: Implement the Resource Protection Ordinance to prohibit development of permanent structures for human habitation

or employment in a floodway and require planning of hillside developments to minimize potential soil, geological and drainage problems.

Adopted Mitigation Measure Hyd-8.2: Review discretionary projects for dam inundation hazards through application of the County's Guidelines for Determining Significance for Hydrology and Guidelines for Determining Significance for Emergency Response Plans.

2.10.3 Analysis of Effects and Significance Determinations

2.10.3.1 Significance Criteria

Based on Appendix G of the State CEQA Guidelines, the *County of San Diego Guidelines for Determining Significance: Hydrology and Water Quality* (County of San Diego 2021), and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources* (County of San Diego 2007a), the proposed project would result in a significant impact on hydrology and water quality if it would:

- violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;[1]
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    - result in substantial erosion or siltation on- or off-site;
    - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
    - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    - impede or redirect flood flows;
- in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;
- conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; or[2]
- result in substantial erosion or the loss of topsoil.

[1] This threshold has been revised from the County's format to be consistent with the updated Appendix G checklist.
[2] This threshold has been revised from the County's format to be consistent with the updated Appendix G checklist.

2.10.3.2 Approach to Analysis

Impacts related to hydrology and water quality are analyzed qualitatively based on a review of CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area was analyzed in the context of existing laws and regulations as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for hydrology and water quality impacts associated with the implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation measures are applicable to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impacts of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unicorporated county) and its role as a programmatic planning document designed to guide future decision-making related to the reduction of GHGs within the unincorporated county, the study area for the CAP Update is the unincorporated area of the county within the County's jurisdiction (i.e., all unincorporated lands excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects associated with the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of the proposed GHG reduction measures and actions. The County would evaluate future discretionary projects to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to below a significant level.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies, measures, and actions proposed in the CAP Update (see Table 1-2) have been grouped into subcategories for the purpose of analysis, based on the sector they target. CAP Update measures that would have the potential to result in new or more severe impacts, as

compared to the conclusions of the 2011 GPU PEIR, related to hazards and hazardous materials are summarized below. CAP Update measures and actions that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to hydrology and water quality.

Solid Waste Measures and Actions. This category includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to hydrology and water quality include those that could result in new or expanded composting and recycling facilities (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b).

Water and Wastewater Measures and Actions. This category includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to hydrology and water quality include those that could result in the construction of new greywater capture systems and new stormwater capture, treatment, and reuse infrastructure (Actions W-1.1 W-2.2, W-2.3, and W-2.4).

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural and agricultural lands, improve land management practices protect habitat and increase carbon storage, and support climate-friendly farming practices. This category also includes exploration of opportunities for construction of farmworker housing. Key actions with potential to result in new or more severe impacts related to hydrology and water quality include those that involve habitat restoration (Actions A-1.2 and A-4.1).

Energy Measures and Actions. This category includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to hydrology and water quality include those that could result in the construction and operation of renewable energy infrastructure (Actions E-3.2 and E-3.3). Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more severe impacts related to hydrology and water quality include those that could result in the construction of new electric vehicle charging, hydrogen fueling infrastructure, and pedestrian and bicycle infrastructure (Actions T-4.1, T-4.2, T-4.3, T-4.6, and T-6.1).

2.10.3.3 Issue 1: Degrade Surface Water and Groundwater Quality

This analysis describes the potential for implementation of the CAP Update to result in impacts on surface water and groundwater quality.

Guidelines for Determination of Significance

The *County of San Diego Guidelines for Determining Significance: Hydrology and Water Quality* (County of San Diego 2021) and *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources* (County of San Diego 2007a), which are reflective of the guidelines that were utilized in the 2011 GPU PEIR, provide guidance for addressing the following significance criteria listed in Appendix G of the State CEQA Guidelines:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation;
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Note that the analysis of the CAP Update's potential to conflict with or obstruct implementation of sustainable groundwater management plan as it relates to groundwater supplies is provided in Section 2.10.3.4, "Issue 2: Decrease Groundwater Supply and Interfere with Groundwater Recharge."

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts on surface water and groundwater quality resulting from the adoption of the goals and policies contained within the General Plan and anticipated development of the land use map through the planning horizon. The 2011 GPU PEIR determined that development under the General Plan would contribute both point and non-point source pollutants that would have the potential to violate water quality standards or waste discharge requirements, or otherwise degrade surface water quality. In addition, the 2011 GPU PEIR determined that development of General Plan land uses would result in potentially significant impacts on water quality from proposing land uses in groundwater dependent areas that are currently experiencing groundwater contamination, which may also exacerbate existing groundwater quality impacts. The placement of groundwater dependent land uses in areas with water quality constituents at concentrations above Primary Federal or State Maximum Contaminant Levels would violate water quality standards, such as those for nitrates, naturally occurring radionuclides, leaking underground fuel tanks, and other constituents of concern. The

2011 GPU PEIR determined that the impacts could be reduced through a combination of the following:

- Complying with a combination of federal, state, and local regulations and permits and existing County regulatory processes related to maintaining water quality standards (e.g., NPDES Construction General Permit, JRMP, WPO, BOS Policy I-84).
- Implementing General Plan goals and policies related to protection of water quality, including LU-6.5, LU-6.9, LU-14.1, LU-14.2, LU-14.3, LU-14.4, COS-4.2, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.5.
- Implementing Mitigation Measures Hyd-1.1 through Hyd-1.10 identified in the 2011 GPU PEIR related to protection of water quality.

Although the General Plan policies and 2011 GPU PEIR mitigation measures would reduce the potential for impacts on surface water and groundwater quality, the 2011 GPU PEIR determined that these policies and mitigation measures would not reduce the impact to a less-than-significant level because smaller construction activities (i.e., less than 1 acre) would have the potential to contribute pollutants in quantities that would exceed water quality standards or otherwise significantly degrade water quality. In addition, the 2011 GPU PEIR determined that impacts associated with groundwater quality would not be mitigated to below a level of significance because land uses would still be proposed in areas that are currently experiencing groundwater contamination, thereby exacerbating groundwater quality impacts. Therefore, the 2011 GPU PEIR concluded that impacts on surface water and groundwater quality would be significant and unavoidable.

Additional mitigation for groundwater quality impacts would have required water to be imported from outside the area where groundwater was contaminated, required the construction of water treatment systems to reduce constituents in groundwater impaired areas, or placed a moratorium on building permits and development applications in groundwater constrained areas. However, these measures were rejected as infeasible. Specific General Plan policies related to groundwater quality are listed above under Section 2.10.2, “Regulatory Framework,” and 2011 GPU PEIR mitigation measures are listed in Section 2.10.5, “Mitigation Measures.”

The discussion of impacts can be found in Section 2.8, “Hydrology and Water Quality” (pages 2.8-30 through 2.8-36), of the 2011 GPU PEIR and is incorporated by reference.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures to result in impacts on surface water and groundwater quality.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County

operations and more generally in the unincorporated county. Implementation of CAP Update measures and actions could result in potential construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 would include development of zero waste policies which may result in new or expanded composting and recycling facilities to divert solid waste from landfills.

Although specific locations for any new or expanded recycling and composting facilities have not been identified, because of the nature of these improvements, they would most likely occur near industrial and commercial areas throughout the unincorporated county and in accordance with the General Plan. For example, Policy LU-16.3 encourages the establishment of new recycling and resource recovery facilities in areas with industrial land use designations or other appropriate areas based on the type of recycling.

The construction of new or expanded recycling and composting facilities associated with implementing the CAP Update could involve the use of heavy equipment, paving, ground disturbance, and other typical construction activities that could adversely affect water quality standards or waste discharge requirements where projects are located near waterways or discharge runoff to stormwater drainage systems. These violations could result in conflicts with existing water quality control plans. Furthermore, construction activities could risk the release of pollutants in areas that are subject to inundation. Pollutants associated with construction activities typically include soils, debris, other materials generated during demolition and clearing, fuels and other fluids associated with the equipment used for construction, paints, other hazardous materials, concrete slurries, and asphalt materials. These pollutants would degrade water quality if they were carried by stormwater or other runoff into surface waters.

These potential construction-related water quality impacts are similar to those identified in the 2011 GPU PEIR, which determined that development would have the potential to result in substantial additional sources of polluted runoff that would have short-term impacts on surface water quality from construction activities. Similar to what was described in the 2011 GPU PEIR, construction sites of 1 acre or more in size are required to prepare a SWPPP pursuant to the NPDES permit program. The SWPPP would identify BMPs that must be implemented to reduce the potential for pollutants from construction to degrade water quality. In compliance with the NPDES permit program, the construction of new or expanded solid waste facilities that are 1 acre or more in size would be required to implement BMPs that minimize disturbance, protect slopes, reduce erosion, and limit or prevent various pollutants from entering surface water runoff. However, similar to what was described in the 2011 GPU PEIR, potential water quality impacts could occur if new or expanded solid waste facilities would involve less than 1 acre of construction because these projects would not be subject to the NPDES permit program, and therefore would still have the potential to contribute pollutants such as soils, debris and other materials in quantities that would exceed water quality standards and otherwise significantly degrade water quality.

Following construction of any new or expanded solid waste facilities, operation of these facilities could have the potential to degrade water quality through non-point source pollution into surface water and groundwater bodies. Development of these facilities could

result in new impervious surfaces that would increase urban runoff containing oil, grease, metals, pathogens, total dissolved solids, sediments, or toxic chemicals, which could degrade water quality if they enter surface water or groundwater bodies. Additionally, if new or expanded solid waste facilities are developed in proximity to CWA Section 303(d) impaired water bodies, they could contribute both point and non-point source pollutants to these water bodies that could violate water quality standards. Lastly, the development of new or expanded solid waste facilities in groundwater dependent areas that are currently experiencing groundwater contamination would have the potential to contribute to the continued degradation of these existing water quality impacted areas.

Several federal, state, and local regulations exist that reduce the potential for projects to violate water quality standards. These include, but are not limited to the CWA, which establishes water quality standards for all waters of the United States; Porter-Cologne Water Quality Control Act, which requires region-specific basin plans; NPDES, which regulates point source and nonpoint source discharges to surface waters of the United States; San Diego Basin Plan, which sets water quality objectives for the San Diego Basin; Colorado River Basin Plan, which sets water quality objectives for the Colorado River Basin; WPO, which protects water resources and improves water quality; and LID requirements, which establish stormwater management techniques.

In addition, it is assumed that the development of new or expanded solid waste facilities would occur in accordance with the General Plan and its policies to reduce the potential for surface water and groundwater quality impacts. General Plan Policies LU-6.5 and LU-6.9 would ensure that development implements sustainable stormwater management techniques and conforms with natural topography to limit grading. Policies COS-4.3 and COS-4.4 require maximizing stormwater filtration and minimizing groundwater contamination from certain land uses. Policies COS-5.2, COS-5.3, and COS-5.4 require development projects to minimize impervious surfaces, be appropriately sited and incorporate measures to retain natural flow regimes, and avoid impacts to the water quality in local reservoirs, groundwater resources, recharge areas, watersheds, and other local water sources.

In addition to the regulations and General Plan policies described above, the following 2011 GPU PEIR mitigation measures also would be applied to the CAP Update to minimize water quality impacts: Mitigation Measure Hyd-1.1, which requires implementation of the County's JRMP; Mitigation Measure Hyd-1.2, which requires implementation of the WPO to reduce the adverse effects of polluted runoff discharges on waters; Mitigation Measure Hyd-1.3, which requires implementation of LID standards for new development to minimize runoff and maximize infiltration; Mitigation Measure Hyd-1.4, which requires implementation of the Stormwater Standards Manual requiring appropriate measures for land use with a high potential to contaminate surface water or groundwater resources; and Mitigation Measure Hyd-1.5, which requires utilization of the *County of San Diego Guidelines for Determining Significance: Hydrology and Water Quality* and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources*.

Implementation of these 2011 GPU PEIR mitigation measures, along with the General Plan policies and regulatory requirements described above, would reduce the potential for new or expanded solid waste facilities to degrade surface water or groundwater quality. However, the effectiveness of mitigation cannot be determined with certainty at a programmatic level. Therefore, the impacts related to water quality issues would be significant, consistent with the conclusions in the 2011 GPU PEIR.

Water and Wastewater Measures and Actions

The CAP Update includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 could result in the construction of new greywater capture systems and new stormwater capture, treatment, and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The construction of new recycled water and stormwater capture and reuse infrastructure would occur in conjunction with existing or proposed development and would not result in significant water quality impacts. Rather, these measures and actions would facilitate water efficiency and conservation for existing development and new development as it is approved, which would reduce the amount of stormwater runoff that could contribute to degraded water quality. Accordingly, these actions could improve water quality compared to existing conditions. As such, implementation of these actions is not anticipated to degrade surface water or groundwater quality. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 through A-4 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. These measures would result in the preservation of natural and agricultural lands in the unincorporated county. Therefore, implementation of these measures would generally benefit water quality.

However, implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county if opportunities to increase farmworker housing in the unincorporated area are identified. It is anticipated that new farmworker housing would be low density and in proximity to existing agricultural operations, which are generally in more rural areas of the unincorporated county. The development of new farmworker housing would have the potential to result in similar construction and operation-related water quality impacts described above and in the 2011 GPU PEIR. Construction-related impacts could occur from the use of heavy equipment, paving, ground disturbance, and other typical construction activities that generate pollutants such

as debris, other materials generated during demolition and clearing, fuels and other fluids associated with the equipment used for construction, paints, other hazardous materials, concrete slurries, and asphalt materials. Additionally, new farmworker housing would result in new impervious surfaces that could increase urban runoff that contains pollutants and impact surface water and groundwater quality.

Similar to what was described in the 2011 GPU PEIR, construction of new farmworker housing would be subject to the federal, state, and local regulations described above that reduce the potential for projects to degrade surface water and groundwater quality, and would likely be required to undergo subsequent CEQA analysis. New farmworker housing would also be required to implement adopted General Plan goals and policies related to water quality, including Policies LU-6.5, LU-6.9, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.4, as described above. Lastly, 2011 GPU PEIR Mitigation Measures Hyd-1.1 through Hyd-1.5 require implementation of the County's JRMP and WPO, implementation of LID standards to minimize runoff and maximize infiltration, implementation of the Stormwater Standards Manual, and utilization of the *County of San Diego Guidelines for Determining Significance: Hydrology and Water Quality* and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources*. Compliance with existing regulations and implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures would reduce the potential for new farmworker housing associated with the CAP Update to degrade surface water or groundwater quality. However, the effectiveness of mitigation cannot be determined with certainty at a programmatic level. Therefore, the impacts related to water quality issues would be significant, consistent with the conclusions in the 2011 GPU PEIR.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects.

Implementation of CAP Update Measure E-2 and Measure E-3 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted photovoltaic solar arrays or small wind turbines, energy storage systems, upgraded mechanical systems, and other similar improvements. Potential solar photovoltaic, small-scale wind turbines, and other building retrofits and improvements would occur in areas of existing development, and in association with new development, which would include energy-efficient mechanical equipment at the time of construction.

Rooftop photovoltaic solar energy panels and upgraded mechanical systems generally do not involve construction that would have the potential to impact water quality. However, the development of renewable energy projects such as ground-mounted photovoltaic solar arrays or small wind turbines would have the potential to result in similar construction-related water quality impacts described above and in the 2011 GPU PEIR.

These construction-related impacts could occur from the use of heavy equipment, paving, ground disturbance, and other typical construction activities that generate pollutants such as debris, other materials generated during demolition and clearing, fuels and other fluids associated with the equipment used for construction, paints, other hazardous materials, concrete slurries, and asphalt materials. Once operational, small wind turbines would use small amounts of lubricating oils and hydraulic fluids for ongoing operations. It is not anticipated that the development of renewable energy projects would result in new impervious surfaces that could increase urban runoff.

Similar to what was described in the 2011 GPU PEIR, construction of new renewable energy projects would be subject to the same federal, state, and local regulations described above that reduce the potential for projects to degrade surface water and groundwater quality. Additionally, wind turbines of all sizes are regulated by the County's Wind Energy Ordinance Sections 6950–6952. Section 6591(a)(1)(ii)(b) of the Wind Energy Ordinance prohibits any part of the wind turbine from being located closer than 300 feet or five times the turbine height, whichever is greater, from blue line watercourses or water bodies as identified on the current US Geological Survey Topographic Map as posted on the agency's website. Section 6591(a)(2) limits the area of ground disturbance (including grading, clearing, brushing, and grubbing) during installation to more than a 25-foot radius around the base of the tower and no more than 4 feet wide for the access path to the tower. Compliance with these sections of the Wind Energy Ordinance would further reduce the potential for small wind turbines to impact water quality.

Implementation of proposed CAP Update Action E-3.3 could result in the construction of new large-scale renewable energy systems, including large-scale solar technologies such as photovoltaic solar and concentrated solar, and wind turbines. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assumes that common current technologies for wind and solar would be utilized. The potential for construction of large-scale renewable energy infrastructure was not evaluated in the 2011 GPU PEIR, but potential wind energy impacts were evaluated in the 2012 Wind Energy Ordinance EIR and are incorporated by reference as applicable.

Large-scale renewable energy infrastructure would generally be constructed in primarily undeveloped locations that are productive for generating renewable energy. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees.

Large-scale renewable solar systems can range in size from 2 to several thousand acres. The location of large-scale photovoltaic solar systems is limited by the County's Zoning Ordinance Section 6954(b)(3), which requires a Major Use Permit (MUP) for projects over 10 acres. Projects that would be less than 10 acres would be required to obtain an Administrative Permit in accordance with the County's Zoning Ordinance Section

6954(b)(1). These projects would be required to comply with County development requirements, ordinances, and permitting procedures in addition to compliance with federal, state, and local regulations and policies (e.g., CWA, NPDES permits, WPO) described in Section 2.10.2, "Regulatory Framework," that are in place to protect water quality in the county. Future discretionary large-scale renewable energy projects would also be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would be implemented to minimize or eliminate impacts related to surface water and groundwater quality.

Large-scale wind energy projects could also be developed under proposed CAP Update Action E-3.3. The location of large-scale wind turbine farms would be limited by the County's Wind Energy Ordinance, which sets forth requirements related to setbacks, noise, height, and locations where large turbines are allowed. Additionally, all large wind turbine projects would be required to obtain an MUP in accordance with the County's Wind Energy Ordinance Section 6592 and would also be evaluated under CEQA. Furthermore, as described on pages 3.1.2-14 and 3.1.2-15 of the 2012 Wind Energy Ordinance EIR, the large-scale production of energy from wind turbines would not result in significant impacts on water quality because all future large wind turbine projects would be required to comply with the Grading Ordinance, WPO, LID requirements, and MUP process prior to approval. The potential development of large-scale wind turbine farms under the CAP Update would be similar to those evaluated in the 2012 Wind Energy Ordinance EIR.

In addition to the regulatory requirements described above, implementation of adopted General Plan goals and policies (Policies LU-6.5, LU-6.9, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.4) and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Hyd-1.1 through Hyd-1.5) related to water quality would further reduce project impacts on surface water and groundwater quality by requiring implementation of the County's JRMP and WPO, implementation of LID standards to minimize runoff and maximize infiltration, implementation of the Stormwater Standards Manual, and utilization of the *County of San Diego Guidelines for Determining Significance: Hydrology and Water Quality* and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources*. Compliance with existing regulations and implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures would reduce the potential for implementation of CAP Update energy measures and actions to degrade surface water or groundwater quality. While the 2012 Wind Energy EIR determined that water quality impacts from small- and large-scale wind energy projects would be less than significant, the effectiveness of mitigation for other energy projects that could occur under the CAP Update (e.g., large-scale solar systems) cannot be determined with certainty at a programmatic level. Therefore, the impacts related to water quality issues would be significant, consistent with the conclusions in the 2011 GPU PEIR.

Built Environment and Transportation Measures and Actions

The CAP Update includes measures and actions to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Actions T-

4.1 and T-4.2 would result in programs to reduce emissions from County employee commutes; improvements to pedestrian, bicycle, and transit networks; programs to encourage active modes of transportation and reduce single occupancy vehicle trips; and the incorporation of Transportation Demand Management strategies. Because of the nature of such improvements (i.e., limited size and within existing transportation corridors), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development.

Construction associated with these improvements would result in similar water quality impacts described above and in the 2011 GPU PEIR, and could involve the use of heavy equipment, paving, ground disturbance, and other typical construction activities that generate pollutants such as debris, other materials generated during demolition and clearing, fuels and other fluids associated with the equipment used for construction, paints, other hazardous materials, concrete slurries, and asphalt materials. Following construction, operation of these infrastructure improvements would not have the potential to degrade water quality because it is anticipated that they would be located in existing developed areas and therefore would not introduce new impervious surfaces that could increase urban runoff.

However, similar to what was described in the 2011 GPU PEIR, implementation of these infrastructure improvements would be subject to the same federal, state, and local regulations described above that reduce the potential for projects to degrade surface water and groundwater quality. The development of these infrastructure improvements would also be required to implement adopted General Plan goals and policies related to water quality, including Policies LU-6.5, LU-6.9, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.4, as described above. Lastly, 2011 GPU PEIR Mitigation Measures Hyd-1.1 through Hyd-1.5 require implementation of the County's JRMP and WPO, implementation of LID standards to minimize runoff and maximize infiltration, implementation of the Stormwater Standards Manual, and utilization of the *County of San Diego Guidelines for Determining Significance: Hydrology and Water Quality* and *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources*. Compliance with existing regulations and implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures would reduce the potential for implementation of the built environment and transportation measures and actions of the CAP Update to degrade surface water or groundwater quality. However, the effectiveness of mitigation cannot be determined with certainty at a programmatic level. Therefore, the impacts related to water quality issues would be significant, consistent with the conclusions in the 2011 GPU PEIR.

Summary

As detailed in the GPU PEIR 2011, although compliance with existing regulations and the implementation of General Plan policies and 2011 GPU PEIR mitigation measures would reduce impacts on surface water and groundwater quality, these impacts would not be reduced to a less-than-significant level because smaller construction activities (i.e., less than 1 acre) would have the potential to contribute pollutants in quantities that would exceed water quality standards or otherwise significantly degrade water quality. In

addition, the 2011 GPU PEIR determined that impacts associated with groundwater quality would not be mitigated to below a level of significance because land uses would still be proposed in areas that are currently experiencing groundwater contamination, thereby exacerbating groundwater quality impacts.

Future projects implemented under the CAP Update would be required to comply with existing federal, state, and local regulations and implement adopted General Plan policies (Policies LU-6.5, LU-6.9, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.4) and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Hyd-1.1 through Hyd-1.5). While all feasible mitigation would be applied at the project level as part of the County's discretionary review process, construction of projects associated with the CAP Update could still adversely affect water quality because the exact location and nature of projects is not known. At the programmatic level, it is not possible to determine with certainty that impacts on surface water and groundwater quality would be reduced to below a level of significance. Therefore, the impacts related to water quality issues would be potentially significant, consistent with the conclusions in the 2011 GPU PEIR. However, implementation of the CAP Update **would not result in new or more severe impacts** compared to the 2011 GPU PEIR.

2.10.3.4 Issue 2: Decrease Groundwater Supply and Interfere with Groundwater Recharge

This analysis describes the potential for implementation of the CAP Update to result in impacts related to groundwater supply and recharge.

Guidelines for Determination of Significance

The *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources* (County of San Diego 2007a), which are reflective of the guidelines that were utilized in the 2011 GPU PEIR, provide guidance for addressing the following significance criteria listed in Appendix G of the State CEQA Guidelines:

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts related to groundwater supply and recharge resulting from the adoption of the goals and policies contained within the General Plan and anticipated development of the land use map through the planning horizon. The 2011 GPU PEIR determined that development anticipated through the planning horizon would

result in an exacerbation of groundwater supply impacts that are already being experienced in parts of the unincorporated county. Maximum development of the land uses proposed in the General Plan would cause impacts in four geographic areas: (1) areas that experience a 50-percent reduction in groundwater storage; (2) areas that may be currently impacted by the combined drawdown of existing wells; (3) areas that experience a high frequency of low well yield; and (4) Borrego Valley.

The 2011 GPU PEIR determined that impacts would be reduced with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures, as well as compliance with applicable regulations related to groundwater supply and recharge. General Plan policies that would address groundwater supplies include Policy LU-8.1, which requires land use densities in groundwater dependent areas to be consistent with the long-term sustainability of groundwater supplies, except in the Borrego Valley; Policy LU-8.2, which requires development to identify adequate groundwater resources in groundwater dependent areas; Policy LU-13.1, which requires coordination of water infrastructure planning with land use planning to maintain an acceptable availability of a high quality sustainable water and requires new development to include water conservation measures; Policy LU-13.2, which requires new development to identify adequate water resources; Policy COS-4.1, which requires development to reduce the waste of potable water through use of efficient technologies and conservation efforts supply; as well as Policies LU-6.5, LU-6.9, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.4 described above. In addition, the 2011 GPU PEIR identified Mitigation Measures Hyd-1.1 through Hyd-1.5 and Mitigation Measures Hyd-2.1 through Hyd-2.5 to address groundwater supply impacts.

However, the 2011 GPU PEIR concluded that groundwater supply impacts would remain significant and unavoidable because even with mitigation measures in place, implementation of the General Plan would allow land uses and development to occur in areas that are already experiencing groundwater supply impacts, thereby worsening the unsustainable use of groundwater supplies.

In addition, additional mitigation for groundwater supply impacts was considered that would have required all projects to share well water, secure water contracts to import groundwater from other non-impacted groundwater basins, or place a moratorium on building permits and development applications. However, these measures were rejected as infeasible. Specific General Plan policies related to groundwater supply are listed above under Section 2.10.2, “Regulatory Framework,” and 2011 GPU PEIR mitigation measures are listed in Section 2.10.5, “Mitigation Measures.”

The discussion of impacts can be found in Section 2.8, “Hydrology and Water Quality” (pages 2.8-30 through 2.8-42), and is incorporated by reference.

CAP Update Impact Analysis

The following discussion describes the potential for implementation of the proposed CAP Update measures to result in effects related to groundwater supply and recharge.

Solid Waste Measures and Actions

The CAP Update includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to groundwater supplies and recharge include those that would result in the development of new or expanded recycling and composting facilities (e.g., Actions SW-1.1, SW-2.1, SW-4.1.a, and SW-4.1.b).

Implementation of these CAP Update measures and actions could result in the construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies that would result in new or expanded composting and recycling facilities to divert solid waste from landfills. Because of the nature of these improvements, it is anticipated that they would be developed near industrial and commercial areas throughout the unincorporated county and in accordance with the General Plan. For example, Policy LU-16.3 encourages the establishment of new recycling and resource recovery facilities in areas with industrial land use designations or other appropriate areas based on the type of recycling.

Although new or expanded solid waste facilities would likely be located near developed industrial and commercial areas, because no specific locations have been identified, there is a potential that development of these facilities could occur on or in the vicinity of groundwater aquifers. The development of new or expanded solid waste facilities could result in new impervious surfaces that would have the potential to interfere with groundwater recharge and decrease the availability of groundwater supplies. The development of new or expanded solid waste facilities would have the potential to result in similar impacts on groundwater supply and recharge described in the 2011 GPU PEIR. The development of new or expanded solid waste facilities in areas of the unincorporated county that are currently experiencing groundwater supply issues would contribute to worsening an already unsustainable groundwater supply. This includes areas that experience a 50 percent reduction of groundwater in storage; areas that may be currently impacted by the combined drawdown of existing wells; areas that experience a high frequency of low well yield; and the Borrego Valley.

Several federal, state, and local regulations exist that reduce impacts to groundwater supplies and recharge. These include, but are not limited to the: Porter-Cologne Water Quality Control Act, which requires region-specific Basin Plans; San Diego Basin Plan, which sets water quality objectives for the San Diego Basin; Colorado River Basin Plan, which sets water quality objectives for the Colorado River Basin; WPO, which protects water resources and improves water quality; and the County Groundwater Ordinance, which is intended to mitigate potential groundwater impacts of discretionary projects.

Through the County's Groundwater Ordinance and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources*, projects are currently reviewed on a case-by-case basis when proposing to use groundwater. Pump tests and modeling are typically required to demonstrate a viable water supply. These requirements are described in greater detail in

these documents. In addition, specific guidance and mitigation is provided in the groundwater guidelines for all projects in Borrego since they all rely on its aquifer for water. It should also be noted that groundwater in Borrego Valley is currently managed through local water agencies (Borrego Water District and Borrego Springs Park Community Services District). Management efforts aimed at addressing the overdraft condition of the Borrego aquifer include groundwater preservation fees; irrigated agricultural land purchases; tiered water rates; water recycling; artificial recharge; monitoring and data gathering; importation from other nearby basins or districts; and potential water storage and recovery efforts.

Additionally, it is assumed that the development of new or expanded solid waste facilities would occur in accordance with the General Plan and its policies to reduce the potential for groundwater supply and recharge impacts. General Plan policies that would address groundwater supplies include Policies LU-6.5, LU-6.9, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.4 described above, as well as Policy LU-8.1, which requires land use densities in groundwater dependent areas to be consistent with the long-term sustainability of groundwater supplies, except in the Borrego Valley; Policy LU-8.2, which requires development to identify adequate groundwater resources in groundwater dependent areas; Policy LU-13.1, which requires coordination of water infrastructure planning with land use planning to maintain an acceptable availability of a high quality sustainable water and requires new development to include water conservation measures; Policy LU-13.2, which requires new development to identify adequate water resources; and Policy COS-4.1, which requires development to reduce the waste of potable water through use of efficient technologies and conservation efforts supply.

In addition to the regulations and General Plan policies described above, the following 2011 GPU PEIR mitigation measures also would be applied to the CAP Update to minimize water quality impacts: Mitigation Measure Hyd-2.1, which requires implementation of BOS Policy I-84 requiring that discretionary project applications include commitments from available water districts; Mitigation Measure Hyd-2.2, which requires implementation of the Groundwater Ordinance to balance groundwater resources with new development; Mitigation Measure Hyd-2.4, which requires the County to coordinate with the San Diego County Water Authority and other water agencies to coordinate land use planning with water supply planning and implementation and enhancement of water conservation programs; Mitigation Measure Hyd-2.5, which requires implementation of the RPO and BOS Policy I-68 “Proposed Projects in Flood Plains/Floodways” to restrict development in flood plains/floodways; and Mitigation Measures Hyd-1.1 through Hyd-1.5 described above.

Compliance with existing regulations and implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures would reduce potential impacts on groundwater supply and recharge from new or expanded solid waste facilities. However, the effectiveness of mitigation cannot be determined with certainty at a programmatic level. Therefore, the impacts related to groundwater supply and recharge would be potentially significant, consistent with the conclusions in the 2011 GPU PEIR.

Water and Wastewater Measures and Actions

The CAP Update includes measures and actions to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 would involve construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The construction of new recycled water and stormwater capture and reuse infrastructure would occur in conjunction with existing or proposed development and would not result in significant groundwater supply or recharge impacts. Rather, these measures and actions would facilitate water efficiency and conservation for existing development and new development as it is approved, which would reduce the demand on groundwater supplies from development. Accordingly, these actions could be beneficial to groundwater supplies and recharge compared to existing conditions. As such, implementation of these actions is not anticipated to substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 through A-4 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. These measures would result in the preservation of natural and agricultural lands in the unincorporated county. Therefore, implementation of these measures would not decrease groundwater supply or interfere with groundwater recharge.

Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. It is anticipated that new farmworker housing would be low density and in proximity to existing agricultural operations, which are generally in more rural areas of the unincorporated county that are dependent on groundwater. Additionally, new farmworker housing would potentially result in new impervious surfaces that could interfere with groundwater recharge. The development of new farmworker housing would have the potential to result in similar impacts on groundwater supply and recharge described in the 2011 GPU PEIR. The development of new farmworker housing in areas of the unincorporated county that are currently experiencing groundwater supply issues would contribute to worsening an already unsustainable groundwater supply. This includes areas that experience a 50 percent reduction of groundwater in storage; areas that may be currently impacted by the combined drawdown of existing wells; areas that experience a high frequency of low well yield; and the Borrego Valley.

Several federal, state, and local regulations exist that reduce impacts to groundwater supplies and recharge. These include, but are not limited to the: Porter-Cologne Water Quality Control Act, which requires region-specific Basin Plans; San Diego Basin Plan, which sets water quality objectives for the San Diego Basin; Colorado River Basin Plan, which sets water quality objectives for the Colorado River Basin; WPO, which protects water resources and improves water quality; and the County Groundwater Ordinance, which is intended to mitigate potential groundwater impacts of discretionary projects.

Through the County's Groundwater Ordinance and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Groundwater Resources*, projects are currently reviewed on a case-by-case basis when proposing to use groundwater. Pump tests and modeling are typically required to demonstrate a viable water supply. These requirements are described in greater detail in these documents. In addition, specific guidance and mitigation is provided in the groundwater guidelines for all projects in Borrego since they all rely on its aquifer for water. It should also be noted that groundwater in Borrego Valley is currently managed through local water agencies (Borrego Water District and Borrego Springs Park Community Services District). Management efforts aimed at addressing the overdraft condition of the Borrego aquifer include groundwater preservation fees; irrigated agricultural land purchases; tiered water rates; water recycling; artificial recharge; monitoring and data gathering; importation from other nearby basins or districts; and potential water storage and recovery efforts.

Additionally, it is assumed that the development of new farmworker housing would occur in accordance with the General Plan and its policies to reduce the potential for groundwater supply impacts. General Plan policies that would address groundwater supplies include Policies LU-6.5, LU-6.9, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.4 described above, as well as Policy LU-8.1, which requires land use densities in groundwater dependent areas to be consistent with the long-term sustainability of groundwater supplies, except in the Borrego Valley; Policy LU-8.2, which requires development to identify adequate groundwater resources in groundwater dependent areas; Policy LU-13.1, which requires coordination of water infrastructure planning with land use planning to maintain an acceptable availability of a high quality sustainable water and requires new development to include water conservation measures; Policy LU-13.2, which requires new development to identify adequate water resources; and Policy COS-4.1, which requires development to reduce the waste of potable water through use of efficient technologies and conservation efforts supply.

In addition to the regulations and General Plan policies described above, the following 2011 GPU PEIR mitigation measures also would be applied to the CAP Update to minimize groundwater supply impacts: Mitigation Measure Hyd-2.1, which requires implementation of Board Policy I-84 requiring that discretionary project applications include commitments from available water districts; Mitigation Measure Hyd-2.2, which requires implementation of the Groundwater Ordinance to balance groundwater resources with new development; Mitigation Measure Hyd-2.4, which requires the County to coordinate with the San Diego County Water Authority and other water agencies to coordinate land use planning with water supply planning and implementation and

enhancement of water conservation programs; Mitigation Measure Hyd-2.5, which requires implementation of the RPO and BOS Policy I-68 “Proposed Projects in Flood Plains/Floodways” to restrict development in flood plains/floodways; and Mitigation Measures Hyd-1.1 through Hyd-1.5 described above.

Compliance with existing regulations and implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures would reduce potential impacts on groundwater supply and recharge from new farmworker housing. However, the effectiveness of mitigation cannot be determined with certainty at a programmatic level. Therefore, the impacts related to groundwater supply and recharge would be potentially significant, consistent with the conclusions in the 2011 GPU PEIR.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects.

Implementation of CAP Update Measure E-2 and Measure E-3 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted photovoltaic solar arrays or small wind turbines, upgraded mechanical systems, energy storage systems, and other similar improvements. Potential solar photovoltaic, small-scale wind turbines, and other building retrofits and improvements would occur in areas of existing development, and in association with new development, which would include energy-efficient mechanical equipment at the time of construction. The construction and operation of these types of renewable energy projects are not anticipated to require the use of groundwater, nor would they result in new impervious surfaces that could substantially interfere with groundwater recharge. Therefore, implementation of these actions is not anticipated to substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

Additionally, implementation of CAP Update Action E.3.3 could result in the construction of new large-scale renewable energy infrastructure including photovoltaic solar, concentrator solar, and wind turbines. The potential for the construction of large-scale renewable energy infrastructure was not evaluated in the 2011 GPU PEIR but potential wind energy impacts were evaluated in the 2012 Wind Energy EIR, and a summary of that analysis is provided below and is herein incorporated by reference.

Large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating the renewable energy source. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage,

and scale of this type of infrastructure which relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees.

Water consumption from renewable energy resources varies considerably depending on the type of technology and cooling features used. There are currently two types of centralized solar power generating facilities: concentrator solar power plants (CSPs) and photovoltaic power plants. CSP facilities face challenges focused on water consumption because of the large amounts of water required for cooling and steam generation. The result is that water consumption at CSP facilities are comparable to water-intensive, traditional thermal power technologies (Mielke et al. 2010: 36). Solar photovoltaic systems, meanwhile, do not require significant quantities of water during normal operation (US Department of Energy 2006). Concentrated solar photovoltaic systems require more water than traditional solar photovoltaic technologies, but in amounts that are still less than traditional, nonrenewable thermal power plants (Mielke et al. 2010: 37). Solar photovoltaic technology has the potential to offset negative water consumption trends associated with nonrenewable energy resources. However, depending on the mix of new solar technologies that may be developed, if they favor CSP facilities, there could be significant and unavoidable impacts related to groundwater consumption.

The 2012 Wind Energy EIR evaluated impacts on groundwater resources associated with the development of large-scale wind turbine facilities on pages 3.2-16 to 3.2-17. All projects would be subject to discretionary review and would be required to obtain an MUP. As part of the County's discretionary review process, all large wind projects would be evaluated under CEQA and would be required to implement measures to minimize impacts on groundwater resources, as necessary. MUPs are subject to the county Groundwater Ordinance, WPO, and other local or regional plans, policies, or regulations. The 2012 Wind Energy EIR concluded on page 3.1.2-35 that there would be no significant impacts on groundwater resources and, therefore, no mitigation would be required.

Depending on the type and scale of large-scale renewable energy projects that would be developed under the CAP, there could be an increase in the overall quantity of groundwater drawn from local groundwater basins. Future discretionary large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts to groundwater resources to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. In addition, MUPs are subject to the county Groundwater Ordinance, WPO, and other local or regional plans, policies, or regulations implemented to reduce impacts on groundwater resources. However, additional water consumption needed for large-scale renewable energy projects, especially in the large quantities required for CSP facilities, could substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, the impacts related to groundwater supply and recharge would be potentially significant, consistent with the conclusions in the 2011 GPU PEIR.

Built Environment and Transportation Measures and Actions

The built environment and transportation measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Plan (Action T-5.1). Other measures and actions would affect the design of existing and planned roadways. Action T-6.2 would implement transit-supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction. Several measures and actions would further support alternative modes of transportation without resulting in physical changes that could decrease groundwater supplies or substantially interfere with groundwater recharge.

Where CAP Update measures and actions result in physical changes to the environment, these improvements would be located throughout the county and would occur in areas that are developed with existing residential and commercial uses. None of these improvements would require the use of groundwater for construction or operation, and therefore would not substantially decrease groundwater supplies. Additionally, because these improvements would likely be in existing developed areas, they would not introduce new impervious surfaces that could substantially interfere with groundwater recharge. Therefore, implementation of these actions is not anticipated to substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The impact would be less than significant.

Summary

As detailed in the GPU PEIR 2011, although compliance with existing regulations and the implementation of General Plan policies and 2011 GPU PEIR mitigation measures would reduce impacts on groundwater supply and recharge, these impacts would not be reduced to a less-than-significant level because implementation of the General Plan would allow land uses and development to occur in areas that are already experiencing groundwater supply impacts, thereby worsening the unsustainable use of groundwater supplies. In addition, additional mitigation for groundwater supply impacts was considered that would have required all projects to share well water, secure water contracts to import groundwater from other non-impacted groundwater basins, or place a moratorium on building permits and development applications. However, these measures were rejected as infeasible.

Future projects implemented under the CAP Update would be required to comply with existing federal, state, and local regulations and implement adopted General Plan policies (Policies LU-6.5, LU-6.9, LU-8.1, LU-8.2, LU-13.1, LU-13.2, COS-4.1, COS-4.3, COS-4.4, COS-5.2, COS-5.3, and COS-5.4) and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Hyd-1.1 through Hyd-1.5 and Hyd-2.1 through Hyd-2.5).

While all feasible mitigation would be applied at the project level as part of the County's discretionary review process, construction of projects associated with the CAP Update could still adversely affect groundwater supplies and recharge because of the location and nature of projects. Furthermore, additional water consumption needed for large-scale renewable energy projects, especially in the large quantities required for CSP facilities, could substantially decrease groundwater supplies or interfere substantially with groundwater recharge. At the programmatic level, it is not possible to determine with certainty that impacts on groundwater supplies and recharge would be reduced below a level of significance. Therefore, the impacts related to groundwater supply and recharge would be potentially significant, consistent with the conclusions in the 2011 GPU PEIR. However, implementation of the CAP Update **would not result in a new or more severe impact** compared to the 2011 GPU PEIR.

2.10.3.5 Issue 3: Surface Hydrology and Drainage

This following discussion describes the potential for implementation of the proposed CAP Update measures to result in effects related to surface hydrology and drainage.

Guidelines for Determination of Significance

The *County of San Diego Guidelines for Determining Significance: Hydrology and Water Quality* (County of San Diego 2021), which are reflective of the guidelines that were utilized in the 2011 GPU PEIR, provide guidance for addressing the following significance criteria listed in Appendix G of the State CEQA Guidelines:

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
- result in substantial erosion or siltation on- or off-site;
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- impede or redirect flood flows.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts related to surface hydrology and drainage from the adoption of the goals and policies contained within the General Plan and anticipated development of the land use map through the planning horizon. The 2011 GPU PEIR determined that ground disturbing construction activities and new development would have the potential to alter drainage patterns and increase the rate and amount of surface runoff that could cause potentially significant impacts related to erosion and siltation, flooding,

stormwater drainage system capacity, polluted runoff, and flood flows. The 2011 GPU PEIR determined that anticipated development under the General Plan would result in potentially significant impacts related to surface hydrology and drainage.

The 2011 GPU PEIR concluded that impacts related to surface hydrology and drainage would be reduced to a less-than-significant level with implementation of the General Plan policies and 2011 GPU PEIR mitigation measures, as well as compliance with applicable regulations related to site drainage, including the National Flood Insurance Act, National, Flood Insurance Reform Act, Cobey-Alquist Floodplain Management Act; BOS Policy I-45; County Flood Damage Prevention Ordinance; County Grading, Clearing, and Watercourse Ordinance; and RPO. General Plan policies that would address surface hydrology and drainage include Policies LU-6.5, LU-6.10, LU-6.12, COS-5.1, S-8.1, S-8.2, S-9.1, S-9.2, S-9.3, S-9.4, S-9.5, S-9.6, S-10.1, S-10.2, S-10.3, S-10.4, S-10.5, and S-10.6. In addition, the 2011 GPU PEIR identified Mitigation Measures Hyd-1.2 through Hyd-1.5, Hyd-2.5, Hyd-3.1, Hyd-3.2, Hyd-3.3, Hyd-4.1 through Hyd-4.3, Hyd-6.1, Hyd-8.1, and Hyd-8.2 to address potential impacts on surface hydrology and drainage. Enforcement of existing regulations and implementation of General Plan policies and 2011 GPU PEIR mitigation measures would reduce impacts on surface hydrology and drainage to less than significant.

The discussion of impacts can be found in Section 2.8, “Hydrology and Water Quality” (pages 2.8-42 through 2.8-50), of the 2011 GPU PEIR and is incorporated by reference. The full text of the specific policies related to surface hydrology and drainage is provided above in Section 2.10.2, “Regulatory Framework,” while the full text of applicable 2011 GPU PEIR mitigation measures is provided below in Section 2.10.5, “Mitigation Measures.”

CAP Update Impact Analysis

Solid Waste Measures and Actions

The CAP Update includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to hazardous materials and sites include those that would result in the development of new or expanded recycling and composting facilities (e.g., Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b). Implementation of these CAP Update measures and actions could result in the construction of new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies that would result in new or expanded composting and recycling facilities to divert solid waste from landfills.

The construction of new and expanded solid waste facilities could involve the use of heavy equipment, paving, ground disturbance, and other typical construction activities that could contribute to temporary changes in drainage patterns. Development of these projects could also permanently alter local drainage characteristics of individual sites and influence erosion and siltation, flooding, stormwater drainage system capacity, polluted runoff, and flood flows. Compliance with regulations relating to grading and drainage would limit these

effects for projects that are subject to the requirements of the County grading ordinance. In areas where new construction for projects would take place, the peak flow and volume of storm water runoff generated from such areas would be affected by development through conversion of vegetated or otherwise pervious surfaces to impervious surfaces (e.g., roads, roofs, driveways, walkways) and by the development of drainage systems that might more effectively connect these impervious surfaces to water bodies. The travel time of runoff originally traveling as overland sheet flow could be reduced when routed into constructed conveyance systems directly from impervious surfaces. Soil compaction from activities at energy facilities could also reduce the local permeability of natural surfaces. Overall, an increase in impervious surfaces could increase the rate and volume of runoff and eliminate some natural storage and infiltration capacity along drainage paths. Consequently, sites could be subject to onsite ponding, or onsite or offsite flooding, especially during the wet season or during storm events. An increase in impervious surfaces could also increase the amount of polluted runoff that enters existing stormwater drainage systems.

Although specific locations for any new and expanded facilities have not been identified, any facilities would be sited outside of flood hazard zones in accordance with applicable federal, state, and local regulations. These regulations include the National Flood Insurance Act, which establishes flood-risk zones within floodplain areas; National Flood Insurance Reform Act, which reduces the risk of flood damage to properties; Cobey-Alquist Floodplain Management Act, which protects people and property from flooding hazards; BOS Policy I-45, which identifies procedures to use when proposed projects impact floodways; County Flood Damage Prevention Ordinance, which regulates development within all areas of special flood hazards and areas of flood-related erosion hazards and establishes policies that minimize public and private losses due to flood conditions; the County Grading, Clearing and Watercourses Ordinance, which requires the lowest floor of structures to be elevated to or above the level of the 100-year flood; County Subdivision Ordinance, which requires mapping and drainage easements to avoid certain drainages; and RPO, which prohibits development of permanent structures for human habitation in a floodway.

Compliance with these regulations would similarly address impacts on surface hydrology and drainage. The configuration of individually proposed new projects would be designed to address onsite ponding and discharges to offsite waterways. While development projects would divert stormwater flows differently from the current pattern of drainage on both developed and undeveloped land, new drainage systems would be designed in a manner to minimize erosion, sedimentation, and flooding in compliance with local and state laws and regulations. In addition, projects would be required to incorporate post-construction BMPs and LID strategies that are designed to treat polluted runoff associated with new impervious surfaces before entering stormwater drainage systems.

Additionally, new or expanded solid waste facilities would be required to implement General Plan policies that address surface hydrology and drainage. These include General Plan Policy LU-6.5 described above, as well as Policy LU-6.10, which requires development to be located and designed to protect property and residents from the risks of natural and man-induced hazards; Policy COS-5.1, which restricts development in

floodways and floodplains in accordance with policies in the Flood Hazards section of the Safety Element; Policy S-9.1, which directs development away from areas with high landslide, mudslide, or rock fall potential; Policy S-9.2, which prohibits development from causing or contributing to slope instability; Policy S-~~9.3~~10.4, which requires development within mapped flood hazard areas be sited and designed to minimize on-site and off-site hazards; Policy S-~~9.4~~10.5, which allows new uses and development within the floodplain fringe (land within the floodplain outside of the floodway) only when environmental impacts and hazards are mitigated; Policy S-~~9.5~~10.6, which prohibits development in the floodplain fringe when located on Semi-Rural and Rural Lands to maintain the capacity of the floodplain; Policy S-~~9.6~~10.7, which prohibits development in dam inundation areas that may interfere with the County's emergency response and evacuation plans; Policy S-~~10.1~~11.1, which limits new or expanded uses in floodways to agricultural, recreational, and other such low-intensity uses and that do not meet certain criteria identified in the policy; Policy S-~~10.2~~11.2, which would require the use of natural channels for County flood control facilities; Policy S-~~10.3~~11.3, which would require flood control facilities to be adequately sized, constructed, and maintained to operate effectively; Policy S-~~10.4~~11.4, which would require new development to incorporate measures to minimize storm water impacts; Policy S-~~10.5~~11.5, which would require new development to provide necessary on-site and off-site improvements to storm water runoff and drainage facilities; and Policy S-~~10.6~~11.6, which would ensure new development maintains the existing hydrology of the area.

In addition to the regulations and General Plan policies described above, the following 2011 GPU PEIR mitigation measures also would be applied to the CAP Update to minimize impacts on surface hydrology and drainage: Mitigation Measures Hyd-1.2 through Hyd-1.3, as described above; Mitigation Measure Hyd-2.5, as described above; Mitigation Measure Hyd-3.1, which requires the County to implement ordinances that require new development to be located down and away from ridgelines, conform to the natural topography, not significantly alter dominant physical characteristics of the site, and maximize natural drainage and topography when conveying stormwater; Mitigation Measure Hyd-3.2, which requires the County to implement the RPO to limit development on steep slopes; Mitigation Measure Hyd-3.3, which requires implementation of the Grading, Clearing and Watercourses Ordinance to protect development sites against erosion and instability; Mitigation Measure Hyd-4.1, which requires the County to implement the Flood Damage Prevention Ordinance (Regulatory Code 91.1.105.10) to reduce flood losses in specified areas; Mitigation Measure Hyd-4.2, which requires the County to implement the Grading, Clearing and Watercourses Ordinance to limit activities affecting watercourses; Mitigation Measure Hyd-4.3, which requires the County to implement specific BOS policies that relate to impacts on floodways and flood-control measures; Mitigation Measure Hyd-6.1, which requires that the County implement the RPO to prohibit development of permanent structures for human habitation or employment in a floodway and require planning of hillside developments to minimize potential soil, geological and drainage problems; and Mitigation Measure Hyd-8.2, which requires the County to review discretionary projects for dam inundation hazards through application of the *County of San Diego Guidelines for Determining Significance: Hydrology and Water Quality* and *County of San Diego Guidelines for Determining Significance: Emergency Response Plans*.

Compliance with existing regulations and implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures would ensure that new or expanded solid waste facilities associated with the CAP Update would not alter surface hydrology or drainage. The impact would be less than significant with mitigation.

Water and Wastewater Measures and Actions

The CAP Update includes measures and actions to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 would involve construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The construction of new recycled water and stormwater capture and reuse infrastructure would not result in potential impacts on surface hydrology and drainage. Rather, these measures actions would facilitate water efficiency and conservation for existing development and new development as it is approved, which would reduce the amount of stormwater runoff that could alter local drainage characteristics of individual sites and influence erosion and siltation, flooding, stormwater drainage system capacity, polluted runoff, and flood flows. Accordingly, these actions could be beneficial to surface hydrology and drainage. Additionally, any new or expanded physical structures associated with implementing water conservation measures and actions would be ancillary to existing or proposed development and would be relatively minor in size and scale, and therefore would not alter surface hydrology or drainage. As such, implementation of these actions is not anticipated to alter surface hydrology or drainage. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of Measures A-1 through A-4 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. These measures would result in the preservation of natural and agricultural lands in the unincorporated county. Therefore, implementation of these measures would generally benefit surface hydrology and drainage.

However, implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county if opportunities to increase farmworker housing in the unincorporated area are identified. It is anticipated that new farmworker housing would be low density and in proximity to existing agricultural operations, which are generally in more rural areas of the unincorporated county. The development of new farmworker housing would have the potential to result in similar construction and

operation-related impacts on surface hydrology and drainage described above and in the 2011 GPU PEIR. These impacts could include temporary changes in drainage patterns from construction as well as permanent alterations to local drainage characteristics of individual sites, which could influence erosion and siltation, flooding, stormwater drainage system capacity, polluted runoff, and flood flows.

Similar to what was described in the 2011 GPU PEIR, construction of new farmworker housing would be subject to the same federal, state, and local regulations described above that reduce the potential for projects to alter surface hydrology and drainage. New farmworker housing would also be required to implement adopted General Plan goals and policies related to surface hydrology and drainage, including Policies LU-6.5, LU-6.10, LU-6.12, COS-5.1, ~~S-8.1, S-8.2, S-9.1, S-9.2, S-9.3, S-9.4, S-9.5, S-9.6,~~ S-10.1, S-10.2, S-10.3, S-10.4, S-10.5, ~~and~~ S-10.6, and 11.1 through 11.6 as described above. Lastly, new farmworker housing would be required to implement 2011 GPU PEIR Mitigation Measures Hyd-1.2 through Hyd-1.3, Hyd-2.5, Hyd-3.1, Hyd-3.2, Hyd-3.3, Hyd-4.1 through Hyd-4.3, Hyd-6.1, and Hyd-8.2, as described above.

Compliance with existing regulations and implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures would ensure that new farmworker housing associated with the CAP Update would not alter surface hydrology and drainage. The impact would be less than significant with mitigation.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects.

Implementation of CAP Update Measure E-2 and Measure E-3 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted photovoltaic solar arrays or small wind turbines, energy storage systems. upgraded mechanical systems, and other similar improvements. Potential solar photovoltaic, small-scale wind turbines, and other building retrofits and improvements would occur in areas of existing development, and in association with new development, which would include energy-efficient mechanical equipment at the time of construction. Construction of these types of new renewable energy projects is not anticipated to require substantial ground-disturbing activities that could alter drainage patterns. Rather, it is anticipated that construction activities would only require minor ground disturbance such as trenching for wires and piping.

However, implementation of CAP Update Action E.3.3 could result in the construction of new large-scale renewable energy infrastructure including photovoltaic solar, concentrator solar, and wind turbines. The potential for the construction of large-scale renewable energy infrastructure was not evaluated in the 2011 GPU PEIR but potential

wind energy impacts were evaluated in the 2012 Wind Energy EIR and a summary of that analysis is provided below and is herein incorporated by reference.

The use of heavy equipment, paving, ground disturbance, and other typical construction activities associated with new large-scale renewable energy infrastructure could adversely affect water quality standards where projects are located near waterways or discharges runoff to stormwater drainage systems. Development of these projects could alter local drainage characteristics of individual sites and influence onsite or offsite flooding. Compliance with regulations relating to grading and drainage would limit these effects for projects that are subject to the requirements of the County's Grading Ordinance. In areas where new construction for projects would take place, the peak flow and volume of storm water runoff generated from such areas would be affected by development through conversion of vegetated or otherwise pervious surfaces to impervious surfaces (e.g., roads, roofs, driveways, walkways) and by the development of drainage systems that might more effectively connect these impervious surfaces to water bodies. The travel time of runoff originally traveling as overland sheet flow could be reduced when routed into constructed conveyance systems directly from impervious surfaces. Soil compaction from activities at large-scale renewable energy facilities could also reduce the local permeability of natural surfaces. Overall, an increase in impervious surfaces could increase the rate and volume of runoff and eliminate some natural storage and infiltration capacity along drainage paths. Consequently, sites could be subject to onsite ponding, or onsite or offsite flooding, especially during the wet season or during storm events.

All discretionary projects would be required to comply with the WPO, the Flood Damage Prevention Ordinance, the Grading Ordinance and the RPO. The configuration of individually proposed new projects would be designed to address onsite ponding and discharges to offsite waterways. While large-scale renewable energy projects could divert stormwater flows differently from the current pattern of drainage on both developed and undeveloped land, new drainage systems would be designed in a manner to minimize hydrology and drainage effects in compliance with local and state laws and regulations.

The 2012 Wind Energy EIR evaluated impacts relating to hydrology and drainage associated with the development of large-scale wind turbine facilities on pages 3.2-17 to 3.2-20 and determined impacts to be less than significant. All large-scale renewable energy projects would be required to obtain a grading permit as part of the MUP discretionary review process and comply with the County's Grading Ordinance. Projects would also be required to prepare and implement a SWQMP, which would contain construction and post-construction BMPs, and LID strategies for erosion and flood control. Additionally, PDPs are required to have a Major SWQMP and are subject to hydromodification control requirements. The criteria that define PDPs commonly apply to large-scale renewable energy facilities (non-residential and 1 acre in size or greater; hillside development greater than 1 acre; new paved surfaces that are greater than 5,000 square feet and intended for transportation).

The MUP review process also requires the submittal of pre-project and post-project drainage information to ensure that drainage patterns are not substantially altered with

implementation of the project. All large-scale renewable energy projects are subject to obtaining an MUP, which would require compliance with all applicable local, state, and federal regulations that address flood hazards. Moreover, because these improvements would generally occur in existing developed areas, they would not be sited in flood hazards areas in accordance with applicable federal, state, and local regulations, including National Flood Insurance Act; National Flood Insurance Reform Act; Cobey-Alquist Floodplain Management Act; BOS Policy I-45; County Flood Damage Prevention Ordinance; the County Grading, Clearing and Watercourses Ordinance; County Subdivision Ordinance; and RPO. Additionally, new renewable energy projects would be required to implement adopted General Plan goals and policies related to surface hydrology and drainage, including Policies LU-6.5, LU-6.10, LU-6.12, COS-5.1, ~~S-8.1, S-8.2, S-9.1, S-9.2,~~ ~~S-9.3, S-9.4, S-9.5, S-9.6,~~ S-10.1, S-10.2, S-10.3, S-10.4, S-10.5, ~~and~~ S-10.6, and 11.1 through 11.6 as described above. Lastly, renewable energy projects would be required to implement 2011 GPU PEIR Mitigation Measures Hyd-1.2 through Hyd-1.3, Hyd-2.5, Hyd-3.1, Hyd-3.2, Hyd-3.3, Hyd-4.1 through Hyd-4.3, Hyd-6.1, and Hyd-8.2, as described above.

Compliance with existing regulations and implementation of applicable General Plan policies and 2011 GPU PEIR mitigation measures would ensure that new renewable energy projects associated with the CAP Update would not alter surface hydrology and drainage. The impact would be less than significant with mitigation.

Built Environment and Transportation Measures and Actions

The built environment and transportation measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Measure T-1.1) and Active Transportation Plan (Measure T-5.1). Other measures and actions would affect the design of existing and planned roadways. Measure T-6.2 would implement transit-supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Measure T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction. Several measures and actions would further support alternative modes of transportation without resulting in physical changes that could alter surface hydrology or drainage.

Where CAP Update measures and actions result in physical changes to the environment, these improvements would be located throughout the county and would occur in areas that are developed with existing residential and commercial uses. None of these improvements would have the potential to alter surface hydrology or drainage because any physical changes would be relatively minor and would likely be located in existing developed areas, and therefore would not be located in flood hazard areas. Therefore, implementation of these actions is not anticipated to alter surface hydrology or drainage. The impact would be less than significant.

Summary

With compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Hyd-1.2 through Hyd-1.3, Hyd-2.5, Hyd-3.1, Hyd-3.2, Hyd-3.3, Hyd-4.1 through Hyd-4.3, Hyd-6.1, and Hyd-8.2), implementation of the CAP Update would not result in a new or substantial increase in magnitude of impacts related to surface hydrology and drainage compared to the 2011 GPU PEIR. Therefore, impacts related to surface hydrology and drainage associated with implementation of the solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions in the CAP Update would remain less than significant with mitigation**,** consistent with the conclusions in the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.10.3.6 Cumulative Impact Analysis

The cumulative impact analysis study area for hydrology and water quality in the 2011 GPU PEIR was identified as drainage basins, watersheds, water bodies or groundwater basins, depending on the location of the potential impact and its tributary area (as described on page 2.8-58 of the 2011 GPU PEIR). This analysis uses the same scope identified in the 2011 GPU PEIR. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Surface Water and Groundwater Quality

This section describes potential cumulative impacts related to surface water and groundwater quality with implementation of the CAP Update. Impacts would be cumulative in nature if the project, in combination with cumulative development, would contribute to degraded water quality within drainage basins, watersheds, water bodies or groundwater basins.

The 2011 GPU PEIR determined that cumulative development would result in a potentially significant cumulative impact on water quality. Although required regulations would minimize the cumulative impact of projects in the United States, watersheds or receiving waters that receive runoff from projects in Mexico would not be protected by the same requirements. The 2011 GPU PEIR concluded that cumulative impacts on surface water and groundwater quality from development anticipated through the planning horizon would be reduced with implementation of the General Plan policies and 2011 GPU PEIR mitigation measures listed above, and compliance with applicable federal, state, and local regulations; however, the impacts would remain significant and unavoidable.

Implementation of the CAP Update measures would include components that could degrade surface water and groundwater quality. Specifically, the construction of new or expanded solid waste facilities, new farmworker housing, and renewable energy projects

could degrade surface water and groundwater quality. As discussed in Section 2.10.3.3, "Issue 1: Degrade Surface Water and Groundwater Quality," compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Hyd-1.1 through Hyd-1.5) would reduce potential impacts. However, because the exact location and nature of projects is not known, the potential for projects implemented under the CAP Update to contribute to a cumulatively significant impact would remain. Therefore, the project, in combination with other reasonably foreseeable projects in the region, would result in a considerable contribution to an existing cumulative effect. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR. This **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

Issue 2: Groundwater Supply and Recharge

This section describes potential cumulative impacts related to groundwater supply and recharge with implementation of the CAP Update. Impacts would be cumulative in nature if the project, in combination with cumulative development, would contribute to decreased groundwater supplies or substantially interfere with groundwater recharge within the groundwater dependent areas of the unincorporated county and the immediately adjacent jurisdictional areas that share groundwater basins with county areas.

The 2011 GPU PEIR concluded that cumulative impacts to groundwater supplies resulting from the development anticipated through the planning horizon would be reduced with implementation of the General Plan policies and 2011 GPU PEIR mitigation measures listed above, and compliance with applicable federal, state, and local regulations; however, the impacts would remain significant and unavoidable.

Implementation of the CAP Update measures would include components that could decrease groundwater supplies and interfere with groundwater recharge. Specifically, the construction of new or expanded solid waste facilities, new farmworker housing, and large-scale renewable energy projects could impact groundwater resources. As discussed in Section 2.10.3.4, "Issue 2: Decrease Groundwater Supply and Interfere with Groundwater Recharge," compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Hyd-1.1 through Hyd-1.5 and Hyd-2.1 through Hyd-2.5) would reduce potential impacts. However, because the exact location and nature of projects is not known, the potential for projects implemented under the CAP Update to contribute to a cumulatively significant impact would remain. Therefore, the project, in combination with other reasonably foreseeable projects in the region, would result in a considerable contribution to an existing cumulative effect. The cumulative impact would be significant, consistent with the conclusions in the 2011 GPU PEIR. This **would not result in a new or more severe impact** compared to the 2011 GPU PEIR.

Issue 3: Surface Hydrology and Drainage

This section describes potential cumulative impacts related to surface hydrology and drainage with implementation of the CAP Update. Impacts would be cumulative in nature

if the project, in combination with cumulative development, would contribute to altered surface hydrology and drainage within drainage basins, watersheds, water bodies or groundwater basins.

The 2011 GPU PEIR determined that cumulative projects would result in less-than-significant cumulative impacts on surface hydrology and drainage with compliance with the federal, state, and local regulations. The 2011 GPU PEIR concluded that cumulative impacts on surface hydrology and drainage from implementation of the General Plan would not be significant with compliance with applicable federal, state, and local regulations and implementation of the General Plan policies and 2011 GPU PEIR mitigation measures listed above.

Implementation of the CAP Update measures would include components that could alter surface hydrology and drainage. Specifically, the construction of new or expanded solid waste facilities, new farmworker housing, and renewable energy projects could result in potential impacts on surface hydrology and drainage. However, as discussed in Section 2.10.3.5, “Issue 3: Surface Hydrology and Drainage,” compliance with federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Hyd-1.2 through Hyd-1.3, Hyd-2.5, Hyd-3.1, Hyd-3.2, Hyd-3.3, Hyd-4.1 through Hyd-4.3, Hyd-6.1, and Hyd-8.2) would reduce potential impacts to less than significant.

The 2011 GPU PEIR did not identify an existing cumulative effect related to surface hydrology and drainage from cumulative projects. Cumulative growth projected in the 2021 Regional Plan is not anticipated to generate additional effects on hydrology and drainage in the cumulative condition. Similar to the conclusions of the 2011 GPU PEIR, implementation of the CAP Update would not result in a substantial incremental effect that would result in a new significant cumulative impact. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.10.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would not result in new or more severe significant impacts on surface water and groundwater quality, groundwater supply and recharge, or surface hydrology and drainage.

2.10.5 Mitigation Measures

The following section lists the mitigation measures from the 2011 GPU PEIR that are applicable to the proposed project. No new mitigation measures have been proposed to avoid or minimize hydrology and water quality impacts resulting from the proposed project.

2.10.5.1 Issue 1: Surface Water and Groundwater Quality

The mitigation measures applicable to surface water and groundwater quality that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Hyd-1.1: Update and implement the County of San Diego's Jurisdictional Runoff Management Program (JRMP).[3]
>
> Adopted Mitigation Measure Hyd-1.2: Implement and revise as necessary the Watershed Protection Ordinance to reduce the adverse effects of polluted runoff discharges on waters and to encourage the removal of invasive species and restore natural drainage systems.
>
> Adopted Mitigation Measure Hyd-1.3: Establish and implement low impact development (LID) standards for new development to minimize runoff and maximize infiltration.
>
> Adopted Mitigation Measure Hyd-1.4: Revise and implement the Stormwater Standards Manual requiring appropriate measures for land use with a high potential to contaminate surface water or groundwater resources.
>
> Adopted Mitigation Measure Hyd-1.5: Utilize the County *Guidelines for Determining Significance for Hydrology and Water Quality*[4] and *Groundwater Resources* to identify adverse environmental effects.

2.10.5.2 Issue 2: Groundwater Supply and Recharge

The mitigation measures applicable to groundwater supply and recharge that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Hyd-2.1: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available water districts. Also implement and revise as necessary Board Policy G-15 to conserve water at County facilities.
>
> Adopted Mitigation Measure Hyd-2.2: Implement the Groundwater Ordinance to balance groundwater resources with new development. Also revise the Ordinance Relating to Water Conservation for Landscaping (currently Zoning Ordinance Sections 6712 through 6725) to further water conservation through the use of recycled water.

[3] This mitigation measure has been updated to reflect the current name of the program.
[4] This mitigation measure has been updated to reflect the latest version of the County's *Guidelines for Determining Significance: Hydrology and Water Quality*, which was last updated in August 2021.

Adopted Mitigation Measure Hyd-2.3: Establish a water credits program between the County and the Borrego Water District to provide a streamlined and consistent process for the permanent cessation of outdoor water intensive uses such as irrigated agricultural or golf course land.

Adopted Mitigation Measure Hyd-2.4: Coordinate with the San Diego County Water Authority and other water agencies to coordinate land use planning with water supply planning and implementation and enhancement of water conservation programs.

Adopted Mitigation Measure Hyd-2.5: Implement and revise as necessary the Resource Protection Ordinance and Policy I-68 Proposed Projects in Flood Plains / Floodways to restrict development in flood plains / floodways.

2.10.5.3 Issue 3: Surface Hydrology and Drainage

The mitigation measures applicable to surface hydrology and drainage that were adopted as a part of the 2011 GPU PEIR and are applicable to the project include the following:

Adopted Mitigation Measure Hyd-3.1: Implement, and revise as necessary, ordinances to require new development to be located down and away from ridgelines, conform to the natural topography, not significantly alter dominant physical characteristics of the site, and maximize natural drainage and topography when conveying stormwater.

Adopted Mitigation Measure Hyd-3.2: Implement, and revise, as necessary the Resource Protection Ordinance to limit development on steep slopes. Also incorporate Board Policy I-73, the Hillside Development Policy, into the Resource Protection Ordinance to the extent that it will allow for one comprehensive approach to steep-slope protections.

Adopted Mitigation Measure Hyd-3.3: Implement the Grading, Clearing and Watercourses Ordinance to protect development sites against erosion and instability.

Adopted Mitigation Measure Hyd-4.1: Implement the Flood Damage Prevention Ordinance to reduce flood losses in specified areas.

Adopted Mitigation Measure Hyd-4.2: Implement the Grading, Clearing and Watercourses Ordinance to limit activities affecting watercourses.

Adopted Mitigation Measure Hyd-4.3: Implement and revise as necessary Board Policies such as: Policy I-68, which establishes procedures for projects that impact floodways; Policy I-45, which defines watercourses that are subject to flood control; and Policy I-56, which permits, and establishes criteria for, staged construction of off-site flood control and drainage facilities by the private sector when there is a demonstrated and substantial public, private or environmental benefit.

Adopted Mitigation Measure Hyd-6.1: Implement the Resource Protection Ordinance to prohibit development of permanent structures for human habitation or employment in a floodway and require planning of hillside developments to minimize potential soil, geological and drainage problems.

Adopted Mitigation Measure Hyd-8.2: Review discretionary projects for dam inundation hazards through application of the County's Guidelines for Determining Significance for Hydrology and Guidelines for Determining Significance for Emergency Response Plans.

2.10.6 Significance Conclusions

2.10.6.1 Issue 1: Surface Water and Groundwater Quality

The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although compliance with existing federal, state, and local regulations related to surface water and groundwater quality and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce project-level and cumulative impacts, these impacts would not be reduced to a less-than-significant level because of the uncertainty of the types, locations, and scale of projects implemented under the CAP Update. Therefore, similar to the conclusions in the 2011 GPU PEIR, the CAP Update would have a **significant and unavoidable impact** and **would result in a considerable contribution** to a significant cumulative impact on surface water and groundwater quality. However, this **would not be a new or more severe impact** compared to the 2011 GPU PEIR.

2.10.6.2 Issue 2: Groundwater Quality and Supply

The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although compliance with existing federal, state, and local regulations related to groundwater supply recharge and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce project-level and cumulative impacts, these impacts would not be reduced to a less-than-significant level because of the uncertainty of the types, locations, and scale of projects implemented under the CAP Update. Therefore, similar to the conclusions in the 2011 GPU PEIR, the CAP Update would have a **significant and unavoidable impact** and **would result in a considerable contribution** to a significant cumulative impact on groundwater supply and recharge. However, this **would not be a new or more severe impact** compared to the 2011 GPU PEIR.

2.10.6.3 Issue 3: Surface Hydrology and Drainage

The CAP Update would result in the development and redevelopment of infrastructure throughout the unincorporated county. Although there is a potential for some types of projects to alter surface hydrology and drainage, compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that project-level and cumulative impacts on surface hydrology and drainage would remain **less than significant** and **would not result in a considerable contribution** such that a new significant cumulative impact would occur. Implementation of the CAP Update **would not result in a new or more severe impact** not discussed in the 2011 GPU PEIR.

2.11 Land Use and Planning

This section describes existing land uses, plans, and policies and the potential effects that implementation of the CAP Update may have related to land use and planning. Specifically, this section evaluates the potential for the CAP Update to result in the physical division of an established community and to result in conflicts with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. Policy conflicts do not, in and of themselves, constitute a significant environmental impact; rather, potential conflicts with land use policies would be environmental impacts if these conflicts would result in physical impacts.

This section incorporates by reference the land use and planning setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU PEIR. Because this analysis is subsequent to the adopted 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since certification of the 2011 GPU EIR.

This section focuses on conflicts with plans, policies, and regulations related to land use and planning. The potential for the CAP Update to conflict with an adopted Habitat Conservation Plan or Natural Communities Conservation Plan is discussed in Section 2.4, “Biological Resources.” The potential for the CAP Update to conflict with a water quality control plan or sustainable groundwater management plan is discussed in Section 2.10, “Hydrology and Water Quality.” Potential conflicts with applicable air quality plans are discussed in Section 2.3, “Air Quality,” renewable energy or energy efficiency plans are further discussed in Section 2.6, “Energy,” and plans adopted for the purpose of reducing GHG emissions are further discussed in Section 2.8, “Greenhouse Gas Emissions.” Additionally, potential conflicts with plans, policies, and regulations addressing the circulation system are further discussed in Section 2.13, “Transportation.”

Table 2.11-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. As indicated, implementation of the proposed project would ~~not~~ result in new or more severe significant impacts on land use and planning.

Table 2.11-1 Summary of Land Use and Planning–Related Impacts

Issue Number	Issue Topic	Determination from GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Physically Divide an Established Community	General Plan Only: Less than Significant with Mitigation	CAP Update Only: Yes	CAP Update Only: Yes
		General Plan Cumulative Contribution: Less than Significant with Mitigation	CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: Yes
2	Conflict with Land Use Plans, Policies, or Regulations	General Plan Only: Less than Significant	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less than Significant	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report: SEIR = Supplemental Environmental Impact Report.

Source: Compiled by Ascent Environmental in 2023.

Comments received during the Notice of Preparation (NOP) scoping process included recommendations for the County to evaluate how land use approvals and patterns affect GHG production, population growth, and environmental justice. In addition, comments requested that the County should focus residential and commercial development in urbanized transit corridors and prohibit these land uses in agricultural and rural areas. Commenters also requested that the County demonstrate the CAP's consistency with the San Diego Association of Governments' (SANDAG's) Regional Transportation Plan/Sustainable Communities Strategy/Regional Comprehensive Plan (2021 Regional Plan) and the County General Plan. These concerns are addressed and summarized in this section and other relevant sections, including Section 2.2, "Agriculture and Forestry Resources," Section 2.7, "Environmental Justice," Section 2.8, "Greenhouse Gas Emissions," and Section 2.13, "Transportation." A copy of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.11.1 Existing Conditions

Section 2.9, "Land Use" (pages 2.9-1 through 2.9-21), of the 2011 GPU PEIR provides a discussion of existing conditions related to land uses in the unincorporated county. Existing land use conditions in the unincorporated county remain largely the same as those described in the 2011 GPU PEIR, with exception of the approval of the General Plan Amendments described in Section 2.11.2, "Regulatory Framework."

The unincorporated county encompasses approximately 3,570 square miles, of which over 90 percent is either open space or undeveloped. The County has jurisdiction over approximately 35 percent of land within unincorporated areas. The land use designations within the County's jurisdiction are Residential, Commercial, Industrial, Public/Semi-Public, and Open Space. Development within the unincorporated county is predominately rural in character, with urbanized coastal and inland communities concentrated along the

westernmost boundaries of the unincorporated county. The remaining 65 percent of land, for which the County has no jurisdiction over land uses, is comprised of tribal lands and public agency lands, such as state parks, national forests, other public agency non-conservation lands, and military installations (County of San Diego 2014).

2.11.2 Regulatory Framework

Section 2.9 of the 2011 GPU PEIR (pages 2.9-22 through 2.9-27) describes the Regulatory Framework related to land use and is incorporated herein by reference. A complete list of applicable federal, state, and local regulations that appeared in the 2011 GPU PEIR regarding land use is provided below. Regulations that appear in a list format have not changed and continue to apply to the unincorporated county. Regulations that have been adopted or updated since adoption of the 2011 GPU PEIR are described in full.

2.11.2.1 Federal

No federal land use regulations are applicable to the project.

2.11.2.2 State

- California Planning and Zoning Law
- Senate Bill (SB) 375

2.11.2.3 Local

- County of San Diego Community and Subregional Plans; Specific Plans
- County of San Diego Board of Supervisors Policies I-63, I-104, and J-33
- County of San Diego Zoning Ordinance (Zoning Ordinance)

San Diego Association of Governments 2021 Regional Plan

As the metropolitan planning organization for the San Diego region, SANDAG is responsible for developing and implementing a long-range Regional Transportation Plan (RTP). The 2011 GPU PEIR includes a discussion of the 2030 RTP, which was adopted on March 28, 2003. Metropolitan planning organizations are responsible for preparing and adopting a new RTP every 4 years. The most current RTP for the San Diego region is the *2021 Regional Plan*, which was adopted on December 10, 2021, and supersedes the 2030 RTP (SANDAG 2021).

SANDAG's *2021 Regional Plan* provides a framework for coordinated land use and transportation planning strategies. It identifies projects, policies, and programs developed to achieve the following goals: (1) an efficient movement of people and goods; (2) access to affordable, reliable, and safe mobility options for everyone; and (3) healthier air and reduced GHG emissions regionwide. Examples of such projects include pedestrian, bicycle, and transit infrastructure improvements to facilitate multi-modal transportation

and transportation demand management strategies to improve traffic flow and safety on roadways. The *2021 Regional Plan* is comprised of the following elements:

- RTP: An RTP serves as the long-term blueprint of the transportation system in a metropolitan region. SANDAG's RTP identifies and analyzes transportation needs of the San Diego region and creates a framework for project priorities.
- Sustainable Communities Strategy (SCS): As a requirement of SB 375, the *2021 Regional Plan* includes an SCS, which consists of land use, housing, and transportation strategies that, if implemented, would allow the San Diego region to meet its regional targets for GHG emissions reductions from passenger vehicle use established by the California Air Resources Board.
- Regional Comprehensive Plan: The *2021 Regional Plan* also includes the elements of a regional comprehensive plan, as required by Public Utilities Code Section 132360 et seq., which integrates land uses, transportation systems, infrastructure needs, and public investment strategies, within a regional framework, in cooperation with member agencies and the public.

2020-2030 County Operations Strategic Sustainability Plan

The *2020-2030 County Operations Strategic Sustainability Plan* identifies high level sustainability initiatives and measures for internal operations and community-based actions. The plan includes initiatives and goals that focus on energy (reducing energy use and promoting clean energy production), water (reducing potable water consumption and promoting water reuse systems), waste (increasing diversion of solid waste and promoting recycling), and transportation (reducing fleet vehicle emissions and vehicle miles traveled, electrifying the fleet, and expanding electric vehicle charging infrastructure). The plan incorporates the goals and strategies from other County-developed plans, including the 2017 *Zero Net Energy Portfolio Plan*, 2019 *Renewable Energy Plan*, 2017 *Strategic Plan to Reduce Waste*, and 2019 *County Operations Waste Diversion Plan* (County of San Diego n.d.a).

County of San Diego Zero Carbon Portfolio Plan

The *Zero Carbon Portfolio Plan* (County of San Diego n.d.b) presents a strategy and specific measures that will result in a reduction in operational carbon emissions of 90 percent by 2030, relative to its 2008 baseline. Specific measures include purchasing increasingly renewable-sourced electricity, replacing fossil fuel-burning equipment with electric equipment in existing buildings, implementing energy efficiency measures at existing County-owned and occupied facilities, conducting ongoing monitoring of energy performance at existing County facilities, requiring all new construction capital projects to be all electric Zero Net Energy buildings, and installing PV systems on existing County properties. The plan is intended to support and build on existing state, County, and industry goals, including GHG emission reduction goals established by Assembly Bill (AB) 32 and Executive Orders B-30 and B-55 (see also Section 2.6, "Energy," for additional information).

County of San Diego Renewable Energy Plan

The County's *Renewable Energy Plan* (County of San Diego 2019) outlines a series of measures to transition existing electricity consumption from fossil-fuel grid electricity to clean, renewable power sources. This plan follows the guidance established by the County's *Zero Net Energy Portfolio Plan*, which sets a pathway for reducing the County's total energy footprint by improving energy efficiency and increasing the use of renewable energy. The *Renewable Energy Plan* documents the County's Renewable Energy Program, which consists of three components to increase renewable energy usage in County facilities: (1) enact Power Purchase Agreements for large-scale renewable power installations; (2) install County-owned PV systems at new Zero Net Energy facilities and at existing sites; and (3) purchase green power (100 percent community solar).

County of San Diego Strategic Plan to Reduce Waste

The County's *Strategic Plan to Reduce Waste* (County of San Diego 2017) was developed to (1) assess how the County is achieving its current diversion rate, (2) identify the programs, policies, and resources needed to achieve diversion targets, and (3) propose diversion opportunities and strategies for residents and businesses in the unincorporated areas of the county and for its internal operations to support efforts towards zero waste (90 percent diversion or greater). The plan presented a set of diversion programs and policies to achieve 75 percent diversion by 2020 and additional strategies targeting zero waste by 2040. The strategies in the plan focus on waste prevention, reuse, repair, recycling, and composting. The plan was developed to align with state legislation, regulations, and policies supporting diversion, which include AB 939 (diversion requirements for cities and counties), AB 341 (mandatory commercial recycling requirements), AB 1826 (organic materials recycling requirements), AB 876 (identify processing capacity for organic materials), SB 1383 (organic waste diversion requirements), and California Green Building Standards Code (CALGreen) (construction and demolition debris diversion requirements).

Airport Land Use Compatibility Plans

The 2011 GPU PEIR included a discussion of the Airport Land Use Compatibility Plans (ALUCPs) for the six airports located in the unincorporated county: Agua Caliente Airstrip, Borrego Valley Airport, Fallbrook Community Airpark, Jacumba Airport, Ocotillo Airstrip, and Ramona Airport. The overall goals of these ALUCPs are to protect public safety and welfare within safety zones, noise contours, and airspace protection and overflight boundaries. The ALUCPs for each of these airports were updated on April 7, 2022, superseding the previous ALUCPs that were adopted in 2006 and subsequently amended in 2011 (SDCRAA 2023). The intent of these ALUCPs remains consistent with that described in Section 2.9.2.2, "Local," of the 2011 GPU PEIR.

Local Coastal Program Land Use Plan

The Local Coastal Program Land Use Plan (LUP) is the primary document that governs land development in the County of San Diego's Coastal Zone. The LUP is designed to

preserve the unique environment of the county's Coastal Zone and to encourage the protection and restoration of its resources, while encouraging public enjoyment of its recreational opportunities. The LUP guides both public and private activities that constitute "development" under the California Coastal Act of 1976. In general, constructing a dwelling, commercial building, road, trail, or other improvements constitutes "development" that requires a permit, with specific exceptions. Furthermore, "development" includes changes in the use of land or water, even where construction is not involved (County of San Diego 2018).

County of San Diego Low Impact Development Handbook

The County's Low Impact Development (LID) Handbook was approved in 2007 and most recently updated in 2014. The LID Handbook incorporates design guidelines, including site planning and integrated management practices, to manage stormwater drainage associated with new development in a manner consistent with the San Diego Regional Water Quality Control Board, Order No. R9-2007-0001 (Municipal Separate Storm Sewer System Permit) as well as the County's Standard Urban Stormwater Mitigation Plan and Hydromodification Management Plan. The LID Handbook also requires that landscaping for new development conforms to the County's *Landscape Water Conservation Design Manual* and the State of California's Water Conservation Landscape Ordinance. See also Section 2.10, "Hydrology and Water Quality."

2011 San Diego County General Plan

San Diego County General Plan Policies

The General Plan goals and policies related to land use and planning that are applicable to the CAP Update are identified in the following sections.

Land Use Element

The Land Use Element of the General Plan includes policies to guide future development in an efficient and sustainable manner that is compatible with the character of unincorporated communities and the protection of valuable and sensitive natural resources. The following policies from the Land Use Element are applicable to the CAP Update:

> Policy LU-6.5: Sustainable Stormwater Management. Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development (LID) techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.
>
> Policy LU-7.1: Agricultural Land Development. Protect agricultural lands with lower-density land use designations that support continued agricultural operations.
>
> Policy LU-12.4: Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character,

minimize visual and environmental impacts, and whenever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts: for Mobility Element roads identified in Table M-4, an LOS D or better may not be achieved.

Policy LU-16.3: New Waste Management Facilities. Encourage the establishment of additional recycling and resource recovery facilities in areas with Industrial land use designations or other appropriate areas based on the type of recycling.

Conservation and Open Space Element

The Conservation and Open Space Element of the General Plan includes goals and policies to guide future growth and development with respect to the conservation, management, and utilization of natural and cultural resources; the protection of open space; and the provision of park and recreation resources. The following policies from the Conservation and Open Space Element are applicable to the CAP Update:

Policy COS-4.1: Water Conservation. Require development to reduce the waste of potable water through use of efficient technologies and conservation efforts that minimize the County's dependence on imported water and conserve groundwater resources.

Policy COS-4.2: Drought-Efficient Landscaping. Require efficient irrigation systems and in new development encourage the use of native plant species and non-invasive drought tolerant/low water use plants in landscaping.

Policy COS-4.5: Recycled Water. Promote the use of recycled water and gray water systems where feasible.

Policy COS-5.5: Impacts of Development to Water Quality. Require development projects to avoid impacts to the water quality in local reservoirs, groundwater resources, and recharge areas, watersheds, and other local water sources.

Policy COS-6.2: Protection of Agricultural Operations. Protect existing agricultural operations from encroachment of incompatible land uses by doing the following:

- Limiting the ability of new development to take actions to limit existing agricultural uses by informing and educating new projects as to the potential impacts from agricultural operations.
- Encouraging new or expanded agricultural land uses to provide a buffer of non-intensive agriculture or other appropriate uses (e.g., landscape screening) between intensive uses and adjacent non-agricultural land uses.
- Allowing for agricultural uses in agricultural areas and designing development and lots in a manner that facilitates continued agricultural use within the development.

- Requiring development to minimize potential conflicts with adjacent agricultural operations through the incorporation of adequate buffers, setbacks, and project design measures to protect surrounding agriculture.
- Supporting local and state right-to-farm regulations.
- Retain or facilitate large and contiguous agricultural operations by consolidation of development during the subdivision process.

Policy COS-6.4: Conservation Easements. Support the acquisition or voluntary dedication of agriculture conservation easements and programs that preserve agricultural lands.

Policy COS-14.3: Sustainable Development. Require design of residential subdivisions and nonresidential development through "green" and sustainable land development practices to conserve energy, water, open space, and natural resources.

Policy COS-14.7: Alternative Energy Sources for Development Projects. Encourage development projects that use energy recovery, photovoltaic, and wind energy.

Policy COS-14.13: Incentives for Sustainable and Low GHG Development. Provide incentives such as expedited project review and entitlement processing for developers that maximize use of sustainable and low GHG land development practices in exceedance of State and local standards.

Environmental Justice Element

The Environmental Justice Element of the San Diego County General Plan contains goals and policies to reduce unique or compounded health risks in disadvantaged communities, promote civic engagement in public decision making, and prioritize improvements and programs to address needs and benefits for disadvantaged communities. The following goal and policies from the Environmental Justice Element are applicable to the CAP Update:

Goal EJ-2: Protect Sensitive Land Use Compatibility. Support and expand land use development, transportation patterns, pollution mitigation, and other techniques to ensure compatibility that protects sensitive land uses (e.g. schools, housing, health facilities, childcare facilities, senior centers, parks, etc.) from increased pollution exposure in EJ Communities.

Policy EJ-2.3: Renewable Energy Facilities. Develop criteria to identify and evaluate potential environmental impacts of storage, operation, and maintenance of renewable energy facilities and products that affect EJ Communities.

Policy EJ-2.4: Designated Truck Routes. Consistent with the Mobility Element, minimize heavy truck traffic and designate routes away from residential neighborhoods and other sensitive areas in EJ Communities.

Policy EJ-2.5: Conflicting Land Use Buffers (All Unincorporated Areas). Consistent with the Land Use Element, avoid land use conflicts by ensuring sensitive land uses are adequately buffered from heavy industrial uses and other facilities that may pose a threat to human health.

Policy EJ-2.6: Pollution Reduction Incentives (All Unincorporated Areas). Encourage existing stationary sources of emissions to use feasible measures to minimize emissions that could have potential impacts on air quality. Incentivize non-conforming uses to relocate to appropriate industrial zones if currently impacting sensitive land uses.

Policy EJ-2.7: New Sensitive Land Uses (All Unincorporated Areas). Consistent with the Land Use Element, avoid locating new homes, schools, childcare and eldercare facilities, parks and recreation, and health care facilities within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

Policy EJ-3.7: Carbon Sequestration Efforts (All Unincorporated Areas). Consistent with the Land Use Element and Climate Action Plan, support and promote carbon sequestration and carbon farming efforts for agricultural lands in unincorporated areas to mitigate air, water, and soil pollution exposure and help build climate resilience.

Policy EJ-5.2: Priority Siting and Improvements. Prioritize siting for new civic buildings, provision of County services, infrastructure improvements, and community amenities based on community-identified locations and feedback from EJ Communities (e.g. community centers, schools, parks, and open space, and emergency services, and improvements for transportation infrastructure, such as road maintenance, bike, and pedestrian facilities, including Americans with Disabilities Act (ADA) accessibility).

Policy EJ-6.5: Low-Income Homeowners (All Unincorporated Areas). Provide assistance and program referrals for low-income homeowners to maintain and improve residential properties through rehabilitation and energy efficiency and weatherization assistance programs.

Goal EJ-12: Healthy Design and Multi-Modal Development. Promote multi-modal land use design and development patterns that decrease vehicle miles traveled, and encourage increased physical activity, biking, and walking as a means to reduce health-related issues.

Policy EJ-12.2: Pedestrian Amenities Improvements. Support collaboration with private and agency partners to enhance pedestrian amenities, such as lighting, shade, benches, trash and recycling receptacles, bathrooms, hand sanitizing stations, water fountains, and prioritize investments in EJ Communities.

Policy EJ-12.3: Pedestrian and Bicycle Facilities. Prioritize the incorporation and installation of pedestrian and bicycle facilities in EJ Communities based on

community-identified mobility needs and feedback. Consistent with the Mobility Element, require that new developments, redevelopment projects, and any new and renovated transportation facilities built, managed, and/or operated by the County in EJ Communities include pedestrian and bicycle facilities. Support connections to programs providing pedestrian and bicycle safety training and resources.

Policy EJ-13.3: Urban Greening and Green Infrastructure. Encourage planting of native plants, and other urban greening and green infrastructure projects with supporting maintenance agreements within EJ Communities. Coordinate efforts of Climate Action Plan Urban Greening and DPW Green Streets Program with green spaces and recreational areas.

County of San Diego Community Plan and Subregional Plan Updates

Each planning area has a community or subregional plan except for Pendleton/De Luz and County Islands, which are Community Plan Areas without organized planning or sponsor groups. Each community plan or subregional plan supplements the County's General Plan by focusing on a specific planning area. The County has regularly revised and amended various community plans and subregional plans since adoption of the General Plan to maintain consistency.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Lan-1.1: Coordinate with adjacent cities and other agencies regarding planning efforts and resource protection. This includes working with SANDAG during updates to the RTP to ensure that regional roads are properly planned, sited, and designed. Additional on-going consultations include coordination with state, federal, and local agencies regarding the high speed rail, the Sunrise Powerlink, and tribal casinos.

Adopted Mitigation Measure Lan-1.2: Coordinate with land owners, other departments, and community groups to ensure that both public and private development projects and associated infrastructure minimize impacts to established communities. This involves community input and General Plan conformance reviews on County road projects to insure that County road planning and development is consistent with the General Plan. This also includes analysis of potential environmental impacts for public and private road projects and application of mitigation measures pursuant to CEQA. DPW policies and procedures shall be evaluated to ensure that such reviews are conducted and that issues regarding potential division of communities are identified and addressed. General Plan Amendments that propose changes to the circulation network shall be kept consistent with the General Plan Goals and Policies, and such proposals will also be reviewed by the communities. In addition, Board Policy I-63 and/or department procedures will be updated to meet this standard.

Adopted Mitigation Measure Lan-1.3: Maintain plans and standards for infrastructure and roads so that divisions of communities do not occur. This will include: 1) updates to County Road Standards to ensure that roads are designed and built in a safe manner consistent with the General Plan and community context; 2) adherence to Community Plans to guide infrastructure planning in the individual and unique communities of the County; 3) evaluation and, if necessary, revisions to the subdivision ordinance to ensure future project designs, and corresponding infrastructure designs, are consistent with the General Plan and with established community character; 4) preparation of local public road network plans to improve mobility, connectivity, and safety; and 5) preparation of community road standards that supplement the County road standards in order to recognize the unique constraints and character of different communities.

2.11.3 Analysis of Effects and Significance Determinations

2.11.3.1 Significance Criteria

Based on guidance provided in Appendix G of the State CEQA Guidelines, the proposed project would result in a significant impact on land use and planning if it would:

- physically divide an established community, or
- cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

2.11.3.2 Approach to Analysis

Impacts related to land use and planning were analyzed qualitatively based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented (i.e., the division of established communities and significant environmental effects resulting from conflicts with land use plans, policies, and regulations). Each issue area was analyzed in the context of existing laws and regulations, as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant adopted General Plan policies and 2011 GPU PEIR mitigation measures have been applied to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update. These policies and mitigation measures are incorporated by reference.

Scope of SEIR Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures

and actions) to demonstrate progress towards established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impact of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unicorporated county) and its role as a programmatic planning document designed to guide future decision-making related to the reduction of GHG emissions within the unincorporated county, the study area for land use and planning is the unincorporated area of the county within the County's jurisdiction (i.e., excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. This SEIR considers the types of impacts that could occur with implementation of future projects anticipated to result from implementation of the proposed GHG reduction measures and actions because these future projects have yet to be specifically defined. Future discretionary projects would be evaluated by the County to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to a less-than-significant level.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update actions and measures that would have the potential to affect land use and planning are summarized below. CAP Update actions and measures that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to land use and planning.

Solid Waste Measures and Actions. This category includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions relevant to land use and planning include those that would result in the development of new or expanded recycling and composting facilities (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b).

Water and Wastewater Measures and Actions. This category includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Key actions relevant to land use and planning include those that would result in the construction of new recycled water and stormwater capture and reuse infrastructure (Actions W-1.1, W-2.2, W-2.3, and W-2.4).

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. Key actions relevant to land use and planning include those that would result in the acquisition of conservation and agricultural lands (Actions A-1.1 and A-3.1) and the evaluation of opportunities for the construction of farmworker housing (Action A-4.1.b).

Energy Measures and Actions. This category includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Key actions relevant to land use and planning include those that would result in the construction of new small- and large-scale infrastructure to promote renewable energy use and electrification (Actions E-1.1, E-2.1, E-2.2, E-3.1, E-3.2.a, E-3.2.b, and E-3.3). Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions relevant to land use and planning include those that would result in the construction of new electric vehicle charging stations (Action T-3.1), hydrogen fueling infrastructure (Action T-3.1.a), and pedestrian and bicycle network improvements (Action T-5.1) and that would promote densification of land uses within Transit Priority Areas (Action T-6.2).

2.11.3.3 Issue 1: Physically Divide an Established Community

This section describes the potential impact related to the physical division of an established community from implementation of the CAP Update measures and actions.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, the project would have a potentially significant impact if it would:

- physically divide an established community.

For the purposes of this ~~draft~~ SEIR, established communities are defined as established town centers and communities described in Section 2.9.1.2 of the 2011 GPU PEIR. The County of San Diego has not published specific guidelines for determining significant impacts related to land use and planning under CEQA.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts related to the potential for physical division of established communities because of adoption of the goals and policies contained within

the plan, and buildout of the land use map. The 2011 GPU PEIR determined that buildout under the General Plan would result in potentially significant project impacts related to the physical division of an established community. The 2011 GPU PEIR determined that the impact could be reduced through a combination of the following:

- Implementing the following adopted General Plan policies that would ensure that future development and circulation improvements would be consistent with the character of established communities:
    - Policy LU-1.4: Village Expansion. Permit new Village Regional Category designated land uses only where contiguous with an existing or planned Village and where all of the following criteria are met:
        - Potential Village development would be compatible with environmental conditions and constraints, such as topography and flooding
        - Potential Village development would be accommodated by the General Plan road network
        - Public facilities and services can support the expansion without a reduction of services to other County residents
        - The expansion is consistent with community character, the scale, and the orderly and contiguous growth of a Village area
    - Policy LU-2.1: Community Plans. Maintain updated Community Plans, as part of the General Plan, to guide development to reflect the character and vision for each individual unincorporated community, consistent with the General Plan.
    - Policy LU-2.3: Development Densities and Lot Sizes. Assign densities and minimum lot sizes in a manner that is compatible with the character of each unincorporated community.
    - Policy LU-2.5: Greenbelts to Define Communities. Identify and maintain greenbelts between communities to reinforce the identity of individual communities.
    - Policy LU-4.1: Regional Planning. Participate in regional planning to ensure that the unique communities, assets, and challenges of the unincorporated lands are appropriately addressed with the implementation of the planning principles and land use requirements of SB375.
    - Policy LU-4.2: Review of Impacts of Projects in Adjoining Jurisdictions. Review, comment, and coordinate when appropriate on plans, projects, and proposals of overlapping or neighboring agencies to ensure compatibility with the County's General Plan, and that adjacent communities are not adversely impacted.
    - Policy LU-4.3: Relationship of Plans in Adjoining Jurisdictions. Consider the plans and projects of overlapping or neighboring agencies in the planning of unincorporated lands, and invite comments and coordination when appropriate.

- Policy LU-4.4: Development Compatibility with Military Facilities. Ensure compatibility of new development with the current and planned mission and operations of U.S. government military installations.
- Policy LU-11.2: Compatibility with Community Character. Require that commercial, office, and industrial development be located, scaled, and designed to be compatible with the unique character of the community.
- Policy LU-12.4: Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character, minimize visual and environmental impacts, and whenever feasible, locate any facilities and supporting infrastructure outside preserve areas. Require context sensitive Mobility Element road design that is compatible with community character and minimizes visual and environmental impacts.
- Policy M-10.6: On-Street Parking. Minimize on-street vehicular parking outside Villages and Rural Villages where on-street parking is not needed, to reduce the width of paved shoulders and provide an opportunity for bicycle lanes to retain rural character in low-intensity areas. Where on-street parking occurs outside Villages and Rural Villages, require the design to be consistent with the rural character. [See applicable community plan for possible relevant policies.]
- Policy H-2.1: Development that Respects Community Character. Require that development in existing residential neighborhoods be well designed so as not to degrade or detract from the character of surrounding development consistent with the Land Use Element. [See applicable community plan for possible relevant policies.]
- Policy M-1.3: Treatment of High-Volume Roadways. To avoid bisecting communities or town centers, consider narrower rights-of-way, flexibility in design standards, and lower design speeds in areas planned for substantial development. Reduce noise, air, and visual impacts of new freeways, regional arterials, and Mobility Element roads, through landscaping, design, and/or careful location of facilities.

- Implementing the following mitigation measures identified in the 2011 GPU PEIR that would ensure that future infrastructure and development do not conflict with other local plans and regional planning efforts:
  - Adopted Mitigation Measure Lan-1.1: Coordinate with adjacent cities and other agencies regarding planning efforts and resource protection. This includes working with SANDAG during updates to the RTP to ensure that regional roads are properly planned, sited, and designed. Additional on-going consultations include coordination with state, federal, and local agencies regarding the high speed rail, the Sunrise Powerlink, and tribal casinos.
  - Adopted Mitigation Measure Lan-1.2: Coordinate with land owners, other departments, and community groups to ensure that both public and private

development projects and associated infrastructure minimize impacts to established communities. This involves community input and General Plan conformance reviews on County road projects to insure that County road planning and development is consistent with the General Plan. This also includes analysis of potential environmental impacts for public and private road projects and application of mitigation measures pursuant to CEQA. DPW policies and procedures shall be evaluated to ensure that such reviews are conducted and that issues regarding potential division of communities are identified and addressed. General Plan Amendments that propose changes to the circulation network shall be kept consistent with the General Plan Goals and Policies, and such proposals will also be reviewed by the communities. In addition, Board Policy I-63 and/or department procedures will be updated to meet this standard.

- Adopted Mitigation Measure Lan-1.3: Maintain plans and standards for infrastructure and roads so that divisions of communities do not occur. This will include: 1) updates to County Road Standards to ensure that roads are designed and built in a safe manner consistent with the General Plan and community context; 2) adherence to Community Plans to guide infrastructure planning in the individual and unique communities of the County; 3) evaluation and, if necessary, revisions to the subdivision ordinance to ensure future project designs, and corresponding infrastructure designs, are consistent with the General Plan and with established community character; 4) preparation of local public road network plans to improve mobility, connectivity, and safety; and 5) preparation of community road standards that supplement the County road standards in order to recognize the unique constraints and character of different communities.

The 2011 GPU PEIR determined that the impact related to the physical division of an established community would be reduced to a less-than-significant level through the implementation of adopted General Plan policies and the mitigation measures described above. The discussion of the impact related to the physical division of an established community can be found in Section 2.9, “Land Use” (pages 2.9-27 through 2.9-29), of the 2011 GPU PEIR, and is incorporated herein by reference.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures and actions to result in the physical division of an established community.

Solid Waste Measures and Actions

The CAP Update includes strategies, measures, and actions to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to land use and planning include those that would result in the

development of new or expanded recycling and composting facilities. For example, Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b include development of zero waste policies and improvements to waste management practices that may result in new or expanded composting and recycling facilities to increase waste diversion from landfills. Specific locations for new and expanded facilities have not been identified. Therefore, these improvements are analyzed at a programmatic level.

Projects with potential to physically divide an established community include those that would introduce new infrastructure that would bisect existing land uses or those that would change existing circulation patterns in a manner that would hinder access to established communities (e.g., freeway, railroad, airport, or large open space area). Specific locations for new and expanded solid waste facilities have not been identified, but it is assumed that the development of these facilities would occur in accordance with San Diego County Use Regulations and General Plan policies. Policy LU-16.3 encourages the establishment of new recycling and resource recovery facilities in areas with industrial land use designations or other appropriate areas based on the type of recycling. For example, the General Plan states that some agricultural areas may be appropriate for management or recycling of agricultural waste (i.e., composting). Because new and expanded solid waste facilities would be sited on land that is zoned for this type of land use, or allowable by condition, these facilities would not be sited in a manner that would physically divide established communities. In addition, these facilities would not be sited such that they would introduce land uses that are clearly incompatible with existing and planned surrounding land uses.

Based on the discussion above, implementation of solid waste measures and actions proposed in the CAP Update would result in a less-than-significant impact related to the physical division of established communities.

Water and Wastewater Measures and Actions

The CAP Update includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Actions W-1.1, W-2.2, W-2.3, and W-2.4 include development of policies that may result in the construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater. These actions are consistent with the policies in the adopted General Plan related to sustainable stormwater management (Policy LU-6.5), water conservation (Policy COS-4.1), drought-efficient landscaping (Policy COS-4.2), and recycled water (Policy COS-4.5), which were evaluated in the 2011 GPU PEIR.

The construction of new recycled water and stormwater capture and reuse infrastructure would not consist of new large-scale infrastructure (e.g., freeway, railroad, airport) or large

open space areas that would bisect existing land uses or those that would change existing circulation patterns in a manner that would hinder access to established communities. Rather, these actions would facilitate water efficiency and conservation for existing development and new development as it is approved. These infrastructure improvements, when considered separately from the future development that they may accompany, would not result in the conversion of any land uses or the introduction of new land uses that would be incompatible with existing and planned surrounding land uses. Accordingly, the physical division of established communities is not anticipated.

Based on the discussion above, implementation of water and wastewater measures and actions proposed in the CAP Update would result in a less-than-significant impact related to the physical division of established communities.

Agriculture and Conservation Measures and Actions

The CAP Update includes strategies to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. Actions A-1.1, A-1.2, A-1.2a, A-3.1, A-4.1, and A-4.1c would result in acquiring and managing conservation lands and improving land management practices on existing agricultural land to improve carbon sequestration. Some actions could result in the dedication of existing agricultural land in the unincorporated county for agricultural uses in perpetuity. Action A-4.1.b would result in the evaluation of opportunities for future construction of farmworker housing. New farmworker housing would be constructed as accessory uses to support existing agricultural operations.

The agriculture and conservation actions would not result in the development of new large-scale infrastructure (e.g., freeway, railroad, airport) or large open space areas that would bisect existing land uses or that would change existing circulation patterns in a manner that would hinder access to established communities. In addition, these actions would not introduce new land uses that would be incompatible with existing and planned surrounding land uses. Accordingly, the physical division of established communities is not anticipated.

Based on the discussion above, implementation of agriculture and conservation measures and actions would result in a less-than-significant impact related to the physical division of established communities.

Energy Measures and Actions

The CAP Update includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Actions E-1.1, E-2.1, E-2.2, E-3.1, E-3.2.a, E-3.2.b, and E-3.3 include development of policies and programs that may indirectly result in the construction of new small- and large-scale infrastructure to achieve the County's renewable energy use and electrification goals.

Small-Scale Energy Systems

Requirements for new development would include retrofitting and improving existing buildings to meet energy efficiency requirements and installing new energy infrastructure, including small-scale solar and energy storage systems and small-scale wind turbines (roof- or ground-mounted systems), as well as energy storage (Action E-3.2.b). With the exception of wind turbines, these types of improvements would be made to existing buildings or would be made in connection with new development as it is approved. Accordingly, these types of projects would not have potential to physically divide an established community.

Specific locations for new small-scale wind turbines have not been identified; however, these facilities would be developed in accordance with the County's Wind Energy Ordinance. As described on page 2.7-11 of the 2012 Wind Energy EIR, small-scale wind turbines would be located in concert with existing residential, commercial, industrial, and agricultural uses. Future small-scale wind turbines could potentially require the development or improvement of access roads. However, small-scale wind turbines are allowed as accessory uses and any new or improved access roads would be contained within properties and would be accessed via private roads that would not bisect communities or town centers. Therefore, small-scale wind turbines would not significantly disrupt or divide an established community or create land uses that are clearly incompatible with existing and planned surrounding land uses (County of San Diego 2012). Accordingly, the physical division of an established community from development of small-scale energy infrastructure is not anticipated.

Large-Scale Renewable Energy Systems

Implementation of policies and programs to increase renewable energy in the unincorporated county has the potential to indirectly result in the development of large-scale renewable energy systems to satisfy increased demand. These systems would include solar energy generation technologies such as PV and concentrator solar, and large-scale wind turbine systems. Because the demand generated by such programs and the types of renewable energy systems that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level.

Large-scale renewable energy system projects may require the construction of multiple components to support energy production, including substations, transmission systems, maintenance buildings, and internal and external access roads. These projects would vary in size and could be as large as several thousand acres. It is anticipated that these facilities would be constructed in primarily undeveloped locations that are suitable for generating renewable energy. Specific locations that may be chosen for these large-scale utility projects are unknown. It is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. However, linear infrastructure, such as roadways, would have potential to divide established communities

if this infrastructure was sited in a manner that would disrupt existing access and circulation patterns.

Each large-scale renewable energy project would be required to obtain applicable permits (e.g., Administrative Permit or Major Use Permit). During the permit process, individual projects would be reviewed to ensure that the physical character (i.e., scale, bulk, coverage, and density) of each project is in harmony with the County's zoning regulations and compatible with adjacent properties. In addition, the physical characteristics of the site would be reviewed to determine if the site is suitable for the type and intensity of the proposed use or development. Large-scale wind turbine systems are further governed by the County's Wind Energy Ordinance, which sets forth requirements related to location, size, design, and operating characteristics of proposed facilities. Roadway improvements would be constructed according to the County's Zoning Ordinance Sections 6750–6799, San Diego County Public Road Standards, and San Diego County Private Road Standards.

Each large-scale renewable energy project also would be required to undergo evaluation for project-specific impacts under CEQA at the time of application. As applicable, individual projects would be required to demonstrate consistency with General Plan goals and policies (e.g., Goal EJ-2 and Policies LU-12.4, EJ-2.3, EJ-2.5, EJ-2.7, EJ-5.2) and implement 2011 GPU PEIR mitigation measures (Lan-1.1 through Lan-1.3), listed above in the "2011 San Diego County General Plan" and "2011 San Diego County GPU PEIR" sections, respectively, which are intended to reduce the potential for roadways to physically divide established communities. In addition, project-specific mitigation would be identified, where applicable, to minimize or eliminate impacts related to the direct or indirect conversion of agricultural resources to the extent feasible.

Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible; however, because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects impact related to division of established communities could be significant.

Built Environment and Transportation Measures and Actions

The CAP Update includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Actions T-3.1, T-3.1.b, T-5.1, and T-6.2 would include the development of plans and programs that may result in the construction of pedestrian, bicycle, and transit network improvements and zero-emission vehicle infrastructure. Because of the nature of such improvements (i.e., limited size and within existing transportation corridors), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. These improvements are anticipated to improve multi-modal connections between and within communities. The CAP Update does not propose any large-scale transportation infrastructure (e.g., freeway, railroad, airport) that would bisect existing land uses or that would change existing circulation patterns in a manner that would hinder access to

established communities. Accordingly, the physical division of established communities is not anticipated.

Based on the discussion above, implementation of built environment and transportation measures and actions proposed in the CAP Update would result in a less-than-significant impact related to the physical division of established communities.

Summary

Based on the discussion above, solid waste, water and wastewater, agriculture and conservation, small-scale renewable energy, and built environment and transportation measures and actions that would be implemented under the CAP Update are not anticipated to result in the physical division of established communities. However, large-scale renewable energy projects could introduce linear infrastructure (e.g., roadways) with potential to physically divide established communities. Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible; however, it cannot be guaranteed that impacts related to the physical division of established communities would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of these projects. Therefore, large-scale renewable energy facilities would have a **potentially significant** impact related to the physical division of established communities **(Impact LU-1)**. Implementation of the CAP Update **would result in a new significant impact** not disclosed in the 2011 GPU PEIR.

2.11.3.4 Issue 2: Conflict with Land Use Plans, Policies, or Regulations

This section describes the potential impact related to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact that would result from implementation of the CAP Update measures and actions.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, which is reflective of the guidelines that were utilized in the 2011 GPU PEIR, the project would have a potentially significant impact if it would:

- result in conflicts with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact.

The County of San Diego has not published specific guidelines for determining significant impacts related to land use and planning under CEQA.

Merely being in conflict with an existing plan, policy, or regulation would not necessarily be considered a significant impact under CEQA; rather, the conflict must result in a substantial adverse effect in the environment. Further, a project need not conform perfectly to every policy to be consistent with a planning document, such as a general

plan. In the case of a general plan, the project must be "compatible with the objectives, policies, general land uses, and programs specified in" the general plan. (*Sequoyah Hills, supra, 23 Cal.App.4th at pp. 717-718*.)

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated impacts related to the potential for possible conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. The 2011 GPU PEIR determined that buildout under the General Plan would not result in potentially significant project impacts related to possible conflicts with land use plans, policies, or regulations adopted to avoid or mitigate environmental impacts. The 2011 GPU PEIR determined that conflicts with land use plans, policies, or regulations would be avoided through implementation of the following policies:

- Policy LU-4.1: Regional Planning. Participate in regional planning to ensure that the unique communities, assets, and challenges of the unincorporated lands are appropriately addressed with the implementation of the planning principles and land use requirements, including the provisions of SB375.
- Policy LU-4.7: Airport Land Use Compatibility Plans (ALUCP). Coordinate with the Airport Land Use Commission (ALUC) and support review of Airport Land Use Compatibility Plans (ALUCP) for development within Airport Influence Areas.
- Policy LU-6.5: Sustainable Stormwater Management. Ensure that development minimizes the use of impervious surfaces and incorporates other Low Impact Development techniques as well as a combination of site design, source control, and stormwater best management practices, where applicable and consistent with the County's LID Handbook.
- Policy LU-14.1: Wastewater Facility Plans. Coordinate with wastewater agencies and districts during the preparation or update of wastewater facility master plans and/or capital improvement plans to provide adequate capacity and assure consistency with the County's land use plans.
- Policy S-15.1: Sheriff Facility Locations. Locate Sheriff facilities to best serve existing and planned development and the corresponding demand for services.
- Policy M-12.1: County Trails System. Implement a County Trails Program by developing the designated trail and pathway alignments and implementing goals and policies identified in the Community Trails Master Plan.

The 2011 GPU PEIR determined that the impact related to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact would be less than significant through the implementation of adopted General Plan policies discussed above. No mitigation measures were identified or required. The discussion of the impact related to conflicts with land use plans, policies, or regulations can be found in Section 2.9, "Land Use" (pages 2.9-29 through 2.9-36), of the 2011 GPU PEIR, and is incorporated herein by reference.

CAP Update Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures and actions to result in conflicts with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact.

As noted above under "2011 San Diego County General Plan" in Section 2.11.2.3, "Local," the Environmental Justice Element of the General Plan contains goals and policies to reduce unique or compounded health risks in disadvantaged communities, promote civic engagement in public decision making, and prioritize improvements and programs to address needs and benefits for disadvantaged communities. General Plan policies that are relevant to the CAP Update include policies to protect environmental justice communities from increased pollution exposure (EJ-2.3 through EJ-2.7, EJ-3.7) and ensure that environmental justice communities receive equitable public facilities and infrastructure (EJ-5.2, EJ-12.2, EJ-12.3, and EJ-13.3). The CAP Update does not propose any measures or actions that would impair the County's ability to carry out the goals and policies in the Environmental Justice Element. Rather, the CAP Update includes an equity framework intended to serve as guidance for the implementation of inclusive climate actions outlined in the CAP Update. Specifically, the equity framework identifies best practices in implementing and assessing fair and inclusive climate actions, programs, and outcomes and prioritizing communities with the greatest need. The CAP Update considers socioeconomic groups and local communities that are vulnerable to climate change. Relevant measures and actions proposed under the CAP Update that would benefit underserved communities are described in the sections below. Therefore, the CAP Update would not conflict with applicable General Plan policies adopted for the purpose of avoiding or mitigating an environmental impact on environmental justice communities. See also Section 2.7, "Environmental Justice," which summarizes existing conditions related to environmental justice concerns, identifies existing regulatory requirements, and includes an analysis demonstrating that CAP implementation would not result in adverse environmental impacts that might be disproportionally borne by minority and low-income communities within San Diego County.

As noted in Section 2.11.2.3, above, SANDAG's *2021 Regional Plan* represents the RTP for the County. It provides a framework for coordinated land use and transportation planning strategies by identifying projects, policies, and programs developed to achieve the goals of efficiently moving people and goods; providing access to affordable, reliable, and safe mobility options for everyone; and providing healthier air and reduced GHG emissions regionwide. Examples of such projects include pedestrian, bicycle, and transit infrastructure improvements to facilitate multi-modal transportation and transportation demand management strategies to improve traffic flow and safety on roadways. The measures and actions proposed under the CAP Update and described below are intended to further statewide and regional goals, including those of the Regional Plan, by promoting policies and actions that reduce GHG emissions through improved solid waste and water/wastewater use and management, increasing the availability of renewable sources of energy, promoting sustainable agricultural practices, and promoting transportation and built environment improvements that encourage the development of multi-modal transportation options and vehicular emissions reductions.

These measures and actions also are compatible with the goals and initiatives laid out in the County's *2020-2030 County Operations Strategic Sustainability Plan,* which includes initiatives and goals that focus on energy (reducing energy use and promoting clean energy production), water (reducing potable water consumption and promoting water reuse systems), waste (increasing diversion of solid waste and promoting recycling), and transportation (reducing fleet vehicle emissions and vehicle miles traveled, electrifying the fleet, and expanding electric vehicle charging infrastructure); the County's *Zero Carbon Portfolio Plan,* which presents measures to support and build on existing state, County, and industry goals, including GHG emission reduction goals established by AB 32 and Executive Orders B-30 and B-55; and the County's *Renewable Energy Plan*, which outlines a series of measures to transition existing electricity consumption from fossil-fuel grid electricity to clean, renewable power sources.

Solid Waste Measures and Actions

This category includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions relevant to land use and planning include those that would result in the development of new or expanded recycling and composting facilities (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b).

Specific locations for new and expanded sustainable solid waste facilities have not been identified, but the development of these facilities would be required to comply with General Plan policies and zoning regulations. In accordance with General Plan Policies LU-16.3 and COS-6.2, new recycling and resource recovery facilities would be sited in areas with industrial land use designations or other appropriate areas based on the type of recycling, subject to a use permit. For example, the General Plan states that some agricultural areas may be appropriate for management or recycling of agricultural waste (i.e., composting facilities). Therefore, the siting of sustainable solid waste facilities would not conflict with the County's General Plan or zoning regulations.

Future discretionary actions would be evaluated for project-specific impacts related to land use and planning under CEQA at the time of application. Because recycling and composting facilities would be sited in accordance with the County's General Plan and zoning regulations, the construction and operation of such facilities are not anticipated to result in physical environmental effects related to incompatible land uses. Such facilities would not be sited in proximity to sensitive land uses, such as residences, schools and day care centers, parks and recreational facilities, and medical facilities. Therefore, sensitive populations would not be exposed to excessive odors and pests, noise, emissions of air pollutants and toxic air contaminants (e.g., volatile organic compounds), vehicle traffic, or hazardous materials associated with the construction and operation of recycling and composting facilities. For further analysis related to the physical effects of construction and operation of recycling and composting facilities, see also Section 2.3, "Air Quality," Section 2.7, "Environmental Justice," Section 2.9, "Hazards and Hazardous Materials," Section 2.12, "Noise," and Section 2.13, "Transportation."

Future discretionary actions would also be required to undergo site-specific review under CEQA for consistency with other land use plans, policies, and regulations at the time of application. For example, new or expanded sustainable solid waste facilities proposed within the county's Coastal Zone would be required to demonstrate consistency with the Local Coastal Program LUP and would be subject to review and approval by the County, which has assumed permitting authority for the California Coastal Commission within the unincorporated coastal area. In addition, new or expanded sustainable solid waste facilities proposed within the safety zone, noise contour, or airspace protection and overflight boundary of any airport would be required to demonstrate consistency with the applicable airport's land use compatibility plan (in accordance with General Plan Policy LU-4.7) and would be subject to review and approval by the San Diego County Regional Airport Authority. If potential for impacts would result, additional CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether there would be conflicts with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact.

Furthermore, the construction of new recycling and composting facilities and implementation of other waste reduction programs proposed in the CAP Update would help the County achieve its zero waste and diversion goals outlined in the 2020-2030 County Operations Strategic Sustainability Plan, which connect all the County's separate sustainability planning efforts, including the Strategic Plan to Reduce Waste. Implementation, and the CAP Update would ensure that the County's operations and community-based actions are aligned with state legislation promoting solid waste diversion (i.e., AB 939, AB 341, AB 1826, AB 876, SB 1383, and CALGreen).

Based on the above discussion, the solid waste measures and actions would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. The impact would be less than significant.

Water and Wastewater Measures and Actions

This category includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Key actions relevant to land use and planning include those that would result in the construction of new recycled water and stormwater capture and reuse infrastructure (Actions W-1.1, W-2.2, W-2.3, and W-2.4).

Specific locations for new recycled water and stormwater capture and reuse infrastructure have not been identified; however, this infrastructure would facilitate water efficiency and conservation for existing development and new development as it is approved. These infrastructure improvements, when considered separately from the future development that they may accompany, would not change existing land uses or introduce new land uses in a manner that would conflict with the County's General Plan or zoning regulations. Implementation of water and wastewater actions under the CAP Update would ensure consistency with various County plans, including the County's *Landscape Water Conservation Design Manual*, *Low Impact Development Handbook*, *Standard Urban Stormwater Mitigation Plan*, and *Hydromodification Management Plan*, which govern

water conservation and stormwater management for new development (see also Section 2.10, “Hydrology and Water Quality”). Implementation of new recycled water and stormwater capture and reuse infrastructure would also be consistent with General Plan Policies COS-4.1, COS-4.2, and COS-4.5, which were adopted for the purpose of reducing potable water consumption and increasing the use of recycled water systems in new development. In addition, implementation of these actions would help the County achieve similar goals outlined in the *2020-2030 County Operations Strategic Sustainability Plan*. Therefore, the water and wastewater measures and actions would not conflict with applicable land use plans, policies, and regulations.

Based on the above discussion, the water and wastewater measures and actions would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. Because the 2011 GPU PEIR concluded that the impact related to conflicts with land use plans, policies, and regulations would be less than significant, implementation of the water and wastewater measures and actions under the CAP Update would not result in a new or substantial increase in the magnitude of this impact.

Agriculture and Conservation Measures and Actions

This category includes strategies to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. Key actions relevant to land use and planning include those that would result in the acquisition of conservation and agricultural lands (Actions A-1.1 and A-3.1). Dedicating existing agricultural land in the unincorporated county for agricultural uses in perpetuity could be inconsistent with the land uses envisioned in the General Plan land use diagram. These actions would, however, be consistent with Guiding Principle 8 in the County’s General Plan to “preserve agriculture as an integral component of the region’s economy, character, and open space network.” In addition, these actions would be consistent with General Plan Policies LU-7.1, COS-6.2, and COS-6.4, which were adopted for the purpose of protecting agricultural operations and preserving agricultural lands. Action A-4.1.b would result in the evaluation of opportunities for future construction of farmworker housing. However, new farmworker housing would be constructed as accessory uses to support existing agricultural operations and would be reviewed for consistency with the County’s Zoning Code as part of the permitting process. Therefore, although agriculture and conservation measures and actions could result in changes to land use and zoning designations throughout the unincorporated county, implementation of these actions would not conflict with the guiding principles and policies identified in the General Plan.

The CAP Update also includes actions that promote equity and align with the policies in the Environmental Justice Element of the General Plan. Action A-2.1 would implement an Equity Driven Tree Planting Program that prioritizes underserved communities. The program would expand tree canopy cover throughout the county and would include a public education component on the benefits of drought-tolerant tree plantings. This action would be consistent with General Plan Policy EJ-3.7, which was adopted to promote carbon sequestration efforts that ensure equitable air quality throughout the unincorporated county, and General Plan Policy EJ-13.3, which was adopted to

encourage urban greening within environmental justice communities. Action A-4.1.a would result in a food sourcing policy that prioritizes and contracts with equitable food suppliers in County operations.

Based on the above discussion, the agriculture and conservation measures and actions would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. The impact would be less than significant.

Energy Measures and Actions

This category includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Key actions relevant to land use and planning include those that would result in the construction of new small- and large-scale infrastructure to promote renewable energy use and electrification (Actions E-1.1, E-2.1, E-2.2, E-3.1, E-3.2, E-3.2.a, E-3.2.b, and E-3.3).

Small-Scale Energy Systems

The construction and operation of small-scale renewable energy systems have potential to result in physical effects, such as increases in noise levels and changes to existing views. Specific locations for new small-scale renewable energy systems have not been identified; however, the installation and operation of solar energy systems and wind turbines are required to comply with the standards and procedures outlined in the Renewable Energy Regulations contained in Sections 6950–6959 of the County's Zoning Ordinance. These regulations are intended to minimize physical effects related to incompatible land uses. Specifically, the Renewable Energy Regulations identify height and setback requirements for onsite PV solar energy systems that are permitted as accessory uses to agricultural, civic, commercial, industrial, and residential land uses. The Renewable Energy Regulations also specify requirements for the location, size, design, and operating characteristics of offsite PV solar energy systems to ensure compatibility with adjacent land uses. With regard to small-scale wind turbines, the Renewable Energy Regulations specify design criteria; sound level limits; height limits; and setback requirements from roads, property lines, transmission towers and lines, and protected biological resources. Therefore, the energy measures and actions would not conflict with County ordinances governing the development of small-scale renewable energy systems.

The construction of small-scale renewable energy systems would be consistent with General Plan Policies COS-14.3, COS-14.7, and COS-14.13, which were adopted for the purpose of reducing emissions of criteria pollutants and GHGs from new development through minimized energy demands. These actions would help the County achieve similar goals outlined in other County plans for reducing non-renewable energy consumption, which include the *2020-2030 County Operations Strategic Sustainability Plan*, *Zero Carbon Portfolio Plan*, and *Renewable Energy Plan*. Therefore, the energy measures and

actions would not conflict with County plans and policies reflecting the County's desire to expand renewable energy sources. See also Section 2.6, "Energy."

Further, the energy measures and actions would align with the goals and policies in the Environmental Justice Element of the General Plan that promote equity for environmental justice communities. Action E-2.2.a would assist renters with implementing energy efficiency improvements. Action E-3.2.a would incentivize the development of renewable energy systems (e.g., solar) on low-income homes. This action would be consistent with General Plan Policy EJ-6.5, which was adopted to assist low-income homeowners through energy efficiency programs.

Based on the above discussion, the energy measures and actions would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. The impact would be less than significant.

Large-Scale Renewable Energy Systems

Implementation of policies and programs to increase renewable energy in the unincorporated county have potential to indirectly result in the development of large-scale renewable energy systems to satisfy increased demand. These systems would include solar energy generation technology such as solar PV and concentrator solar, and large-scale wind turbine systems. Because the demand generated by such programs and the types of renewable energy systems that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level and assumes use of typical solar and wind generation technologies.

Large-scale renewable energy system projects may require the construction of multiple components to support energy production, including substations, transmission systems, maintenance buildings, and internal and external access roads. These projects would vary in size and could be as large as several thousand acres. It is anticipated that these facilities would be constructed in primarily undeveloped locations that are suitable for generating renewable energy. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees.

Each large-scale renewable energy project would be required to obtain applicable permits (e.g., Administrative Permit or Major Use Permit). During the permit process, individual projects would be reviewed to ensure that the physical character (i.e., scale, bulk, coverage, and density) of each project is in harmony with the County's zoning regulations and compatible with adjacent properties. In addition, the physical characteristics of the site would be reviewed to determine if the site is suitable for the type and intensity of the proposed use or development. Large-scale wind turbine systems are further governed by the County's Wind Energy Ordinance, which sets forth requirements related to location, size, design, and operating characteristics of proposed facilities. Roadway improvements would be constructed according to the County's Zoning Ordinance Sections

6750–6799, San Diego County Public Road Standards, and San Diego County Private Road Standards.

Each large-scale renewable energy project also would be required to undergo evaluation for project-specific impacts under CEQA at the time of application. As applicable, individual projects would be required to demonstrate consistency with General Plan policies (e.g., Policies LU-4.7, LU-6.5, S-15.1, M-12.1, LU-4.1, LU-14.1) that would avoid conflicts with land use plans, policies, or regulations. In addition, project-specific mitigation would be identified, where applicable, to minimize or eliminate impacts related to the direct or indirect conversion of agricultural resources to the extent feasible.

Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible. Large-scale renewable energy projects would not be approved unless they meet the goals and policies of applicable land use plans. The impact would be less than significant.

Built Environment and Transportation Measures and Actions

This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions relevant to land use and planning include those that would result in the construction of pedestrian, bicycle, and transit network improvements and zero-emission vehicle infrastructure (Actions T-3.1, T-3.1.b, and T-5.1) and that would promote increased density of land uses within Transit Priority Areas (e.g., Action T-6.2).

The construction of new electric vehicle charging stations and hydrogen fueling infrastructure would support the County's plans for reducing non-renewable energy consumption, which include the *2020-2030 County Operations Strategic Sustainability Plan*, *Zero Carbon Portfolio Plan*, and *Renewable Energy Plan*. Pedestrian and bicycle network improvements would be consistent with Guiding Principle 6 in the County's General Plan to "provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns and, when appropriate, plan for development which supports public transportation." In addition, bicycle and pedestrian network improvements would be consistent with the intent of the County's *Active Transportation Plan*, which supports the County's efforts to promote active transportation options through pedestrian and bicycle improvements in the unincorporated county. Therefore, the built environment and transportation measures and actions would not conflict with County plans and policies related to energy consumption and the transportation network.

As discussed in Section 1.7, "Project Consistency with Applicable Plans," SANDAG's *2021 Regional Plan* provides a basis for allocating federal and state funds used for specific items such as land use incentives and transportation improvements. The County has considered the *2021 Regional Plan* goals and implemented them to the extent feasible during the preparation of the CAP Update. Accordingly, the pedestrian and bicycle network improvements that would be implemented under the CAP Update reflect

the types of projects identified in the *2021 Regional Plan*. These improvements would support goals in the *2021 Regional Plan* to improve the efficiency and equity of the transportation network and reduce air pollutant and GHG emissions.

As discussed in the "Buildout Assumptions" section of this SEIR relies on SANDAG's *2021 Regional Plan* population projections, which represent a scaled down and more current and realistic estimate of the development potential in the unincorporated county than what was considered in the 2011 GPU PEIR. More specifically, the *2021 Regional Plan EIR* Alternative 2 growth assumption (DS39 scenario) was used as the basis for the buildout assumptions assumed in the CAP Update because it mostly closely resembled observed patterns of growth. Accordingly, the population and number of residential units are anticipated to be less than what was originally assumed in the 2011 GPU PEIR. Although SANDAG anticipates a different distribution of land uses than assumed in the 2011 GPU PEIR, the CAP Update would be consistent with the *2021 Regional Plan*'s overarching vision of sustainable growth and development in the region. For example, implementation of Action T-6.2 under the CAP Update would promote densification of land uses within Transit Priority Areas. The densification of land uses near transit is similarly reflected in the *2021 Regional Plan*, which includes actions to partner with jurisdictions on planning efforts that support sustainable communities in Mobility Hub areas and Transit Priority Areas, encourage planning and capital projects that allow for higher-density and mixed-use development within Mobility Hub areas and transit priority areas, and incentivize housing in transit-rich areas. Therefore, the CAP Update would not conflict with the *2021 Regional Plan*. See also Section 2.13, "Transportation."

Based on the above discussion, the built environment and transportation measures and actions would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. The impact would be less than significant.

Summary

The 2011 GPU PEIR concluded that the impact related to conflicts with land use plans, policies, and regulations would be less than significant. Similarly, the solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions proposed in the CAP Update would be generally consistent with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. Therefore, the impact would remain **less than significant** with implementation of the CAP Update. Implementation of the measures and actions in the CAP Update **would not result in new or more severe impacts**.

2.11.3.5 Cumulative Impact Analysis

The cumulative impact analysis study area for land use and planning in the 2011 GPU PEIR was identified as the San Diego region, including jurisdictions and special districts within and adjacent to the unincorporated county (see page 2.9-36 of the 2011 GPU PEIR). The cumulative environmental setting has been updated from the 2011 GPU PEIR

and is based on the development forecasts in SANDAG's *2021 Regional Plan* (SANDAG 2021). Therefore, the cumulative impact analysis study area for land use and planning is the SANDAG region, which encompasses the unincorporated areas and 18 incorporated cities that make up the entire County of San Diego. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Physically Divide an Established Community

The 2011 GPU PEIR determined that cumulative development would result in a less-than-significant cumulative impact related to the physical division of a community with the implementation of mitigation measures. Growth within the San Diego region has contributed to an ongoing trend of increased density and land use development. Growth and development patterns within the region are generally consistent with applicable land use plans; however, certain projects such as new large-scale development and transportation network improvements in previously unserved areas have resulted in, and will continue to result in, the division of established communities. Accordingly, there is an existing significant cumulative impact with respect to the division of established communities from past, present, and reasonably foreseeable future development in the cumulative impact analysis study area.

As described in Section 2.11.3.3, "Issue 1: Physically Divide an Established Community," most CAP Update measures and actions would not introduce new infrastructure (e.g., freeway, railroad, airport) or large open space areas that would bisect existing land uses or change existing circulation patterns in a manner that would hinder access to established communities. In addition, the CAP Update measures and actions would not result in the development of land uses that would directly or indirectly induce growth or change development patterns in the San Diego region; rather, these measures and actions are intended to accommodate projected growth in the region while ensuring the sustainability of the region's resources. However, large-scale renewable energy projects could result in new linear infrastructure (e.g., roadways) with potential to physically divide established communities. Therefore, implementation of the CAP Update would result in a considerable contribution to an existing cumulative effect related to the division of an established community. The cumulative impact would be **significant** (**Impact-C-LU-1**). Implementation of the CAP Update **would result in a new significant impact** not disclosed in the 2011 GPU PEIR.

Issue 2: Conflict with Land Use Plans, Policies, or Regulations

The 2011 GPU PEIR determined that cumulative development would result in a less-than-significant cumulative impact related to conflicts with land use plans, policies, or regulations. Cumulative projects within unincorporated San Diego County are required to demonstrate that they would not result in conflicts with applicable land use plans, policies, and regulations in order to be approved. Where projects are inconsistent with applicable plans, such as the General Plan, analysis of associated impacts would be required on a project-by-project basis both through CEQA compliance and local processes such as design review. Therefore, there is a less-than-significant cumulative impact with respect

to conflicts with land use plans, policies, or regulations from past, present, and reasonably foreseeable future development in the cumulative impact analysis study area.

As described in Section 2.11.3.4, "Issue 2: Conflict with Land Use Plans, Policies, or Regulations," CAP Update measures and actions would not result in conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Rather, the County has considered the guiding principles and goals related to reducing GHG emissions in the various regional and countywide planning documents and has implemented them to the extent feasible during the preparation of the CAP Update. Similar to the conclusions of the 2011 GPU PEIR, implementation of the project would not result in a substantial incremental effect that would result in a new significant cumulative impact related to conflicts with land use plans, policies, or regulations. The cumulative impact would be **less than significant**. Implementation of the CAP Update **would not result in a new significant impact** not disclosed in the 2011 GPU PEIR.

2.11.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would result in a potentially significant impact and a new significant cumulative impact related to the physical division of established communities, as summarized below.

Impact LU-1: Physically Divide an Established Community. Large-scale renewable energy projects could introduce linear infrastructure (e.g., roadways) with potential to physically divide established communities. Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible; however, it cannot be guaranteed that impacts related to the physical division of established communities would be reduced to a level below significance because of the uncertainty of the types, locations, and scale of these projects.

Impact-C-LU-1: Result in a Cumulatively Considerable Contribution to Physical Division of Established Communities. Large-scale renewable energy projects could result in new linear infrastructure (e.g., roadways) with potential to physically divide established communities. Therefore, implementation of the CAP Update would result in a considerable contribution to an existing cumulative effect related to the division of an established community.

2.11.5 Mitigation Measures

2.11.5.1 Issue 1: Physically Divide an Established Community

The following mitigation measures were adopted as part of the 2011 GPU PEIR and are applicable to the CAP Update:

> Adopted Mitigation Measure Lan-1.1: Coordinate with adjacent cities and other agencies regarding planning efforts and resource protection. This includes working

with SANDAG during updates to the RTP to ensure that regional roads are properly planned, sited, and designed. Additional on-going consultations include coordination with state, federal, and local agencies regarding the high speed rail, the Sunrise Powerlink, and tribal casinos.

Adopted Mitigation Measure Lan-1.2: Coordinate with land owners, other departments, and community groups to ensure that both public and private development projects and associated infrastructure minimize impacts to established communities. This involves community input and General Plan conformance reviews on County road projects to insure that County road planning and development is consistent with the General Plan. This also includes analysis of potential environmental impacts for public and private road projects and application of mitigation measures pursuant to CEQA. DPW policies and procedures shall be evaluated to ensure that such reviews are conducted and that issues regarding potential division of communities are identified and addressed. General Plan Amendments that propose changes to the circulation network shall be kept consistent with the General Plan Goals and Policies, and such proposals will also be reviewed by the communities. In addition, Board Policy I-63 and/or department procedures will be updated to meet this standard.

Adopted Mitigation Measure Lan-1.3: Maintain plans and standards for infrastructure and roads so that divisions of communities do not occur. This will include: 1) updates to County Road Standards to ensure that roads are designed and built in a safe manner consistent with the General Plan and community context; 2) adherence to Community Plans to guide infrastructure planning in the individual and unique communities of the County; 3) evaluation and, if necessary, revisions to the subdivision ordinance to ensure future project designs, and corresponding infrastructure designs, are consistent with the General Plan and with established community character; 4) preparation of local public road network plans to improve mobility, connectivity, and safety; and 5) preparation of community road standards that supplement the County road standards in order to recognize the unique constraints and character of different communities.

The 2013 Wind Energy Ordinance EIR considered mitigation that would require future large wind turbine projects to avoid using project designs or project features (such as access roads) that would potentially divide an established community. However, this measure was determined to be infeasible because future large wind projects may be able to make findings that land use impacts do not outweigh the benefits of such projects.

Additional mitigation was contemplated as part of this ~~draft~~ SEIR that would implement a development cap on large-scale renewable energy projects. However, this potential mitigation measure was rejected as infeasible because it may interfere with implementation of CAP Update Action E-3.3 (to provide 100 percent renewable energy from San Diego Community Power by 2030) and diminish the potential for the County to achieve the 2030 GHG emissions reduction target established by the CAP Update. This mitigation would also be infeasible because it would conflict with the County's goal for expanding renewable energy resources. It is unknown how many individual projects and

the specific types of large-scale renewable energy systems that would be required to meet the GHG reduction goals of the CAP Update because the design, siting, and economic feasibility characteristics of the options under consideration vary widely. No other additional feasible mitigation is available.

2.11.5.2 Issue 2: Conflict with Land Use Plans, Policies, or Regulations

The General Plan and CAP Update would not result in the potential for substantial conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. No mitigation measures were identified in the 2011 GPU PEIR and no new mitigation measures are required.

2.11.6 Significance Conclusions

2.11.6.1 Issue 1: Physically Divide an Established Community

With implementation of the CAP Update, large-scale renewable energy projects have potential to result in the physical division of established communities. Even with compliance with existing land use regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures, impacts from large-scale renewable energy projects could remain significant. No other feasible project-related mitigation is available that could be applied to large-scale renewable energy projects. Therefore, the project's impact related to the physical division of established communities would be **significant and unavoidable** and the project **would result in a considerable contribution** such that a new significant cumulative impact related to the conversion of agricultural resources could occur. This **would be a new or more severe impact** not disclosed in the 2011 GPU PEIR.

2.11.6.2 Issue 2: Conflict with Land Use Plans, Policies, or Regulations

As described above in Sections 2.11.3.4 and 2.11.3.5, measures and actions that would be implemented under the CAP Update would result in a **less-than-significant impact** related to conflicts with land use plans, policies, and regulations and **would not result in a new significant cumulative impact** related to conflicts with land use plans, policies, and regulations. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.12 Noise

This section describes existing conditions for noise within the unincorporated county. It includes definitions of common noise descriptors; summaries of applicable noise regulations, acoustic fundamentals, and existing ambient noise conditions; and an analysis of potential short- and long-term noise impacts associated with implementation of the CAP Update. Potential noise impacts are analyzed, and mitigation measures are provided for those impacts determined to be significant. Because this analysis is subsequent to the adopted 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the noise setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with updates to setting conditions since certification of the 2011 GPU PEIR.

Table 2.12-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. As indicated, implementation of the proposed project would not result in new or more severe significant impacts related to noise.

Table 2.12-1 Summary of Noise-Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1[1]	Excessive Noise Levels (Temporary Construction Noise)	General Plan Only: Less-Than-Significant Impact after Mitigation	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less-Than-Significant Impact after Mitigation	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
	Excessive Noise Levels (Permanent Operational Noise)	General Plan Only: Significant and Unavoidable Impact	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Significant and Unavoidable Cumulative Impact	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
2	Excessive Groundborne Vibration	General Plan Only: Less-Than-Significant Impact after Mitigation	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less-Than-Significant Impact after Mitigation	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
3	Excessive Noise from a Public or Private Airport	General Plan Only: Less-Than-Significant Impact after Mitigation	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Less-Than-Significant Impact after Mitigation	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

[1] **Since the certification of the 2011 GPU PEIR, the California Natural Resources Agency revised the State CEQA Guidelines in 2018. This ~~draft~~ SEIR uses the updated State CEQA Guidelines, which combine temporary and permanent noise impact thresholds under one impact question.**

GPU = General Plan Update; PEIR = Programmatic Environmental Impact Report; SEIR = Supplemental Environmental Impact Report; CAP = Climate Action Plan.

Source: Compiled by Ascent Environmental in 2023.

No comments related to noise and vibration were received during the Notice of Preparation (NOP) scoping process. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.12.1 Existing Conditions

The 2011 GPU PEIR included a discussion of existing noise conditions within the unincorporated county in Section 2.11.1, “Noise,” pages 2.11-1 through 2.11-9. Some development has occurred in the unincorporated county since the adoption of the 2011 GPU PEIR leading to a potential increase in ambient noise levels. Therefore, the 2011 GPU PEIR conditions represent a conservative baseline for comparison of potential future noise levels. Therefore, the existing conditions in the 2011 GPU PEIR would be applied to the project and are herein incorporated by reference.

2.12.1.1 Noise Measurements

No new ambient noise measurements were obtained as part of this analysis. Measured ambient noise levels, as wells as baseline traffic noise levels in the unincorporated county, are provided as part of the 2011 GPU PEIR. Specifically, the 2011 GPU PEIR

provided a summary of community noise levels (Equivalent Energy Level [L_{eq}])[1] measured for the various land uses within the unincorporated county, including:

- Freeways and Highways – 70 A-weighted decibels (dBA)
- Major Arterials – 66–71 dBA
- Passenger Rail – 70 dBA
- Airports – 56 dBA
- Commercial – 65–69 dBA
- Industrial – 61–62 dBA
- Agricultural – 44–68 dBA
- Other Uses – 59–74 dBA
- Noise-Sensitive Uses – 43–65 dBA

2.12.1.2 Transportation Noise Generators

Roadways

The most substantial and common source of noise on roadways is traffic in the unincorporated county. The roadway network in the unincorporated county consists of state highways, interstate highways, regional arterials, local public roads, and private roads. Noise would vary by time of day depending on traffic volumes, the speed of the traffic, the type of vehicles using a particular roadway, and pavement conditions. Highways and arterials generally accommodate high-speed, high-volume traffic, and are designed to provide for the movement of people and goods between and within communities in the county. The interstate highways in the unincorporated county include Interstate (I-) 15, I-5, and I-8. Major state highways include State Route (SR) 94, SR 78, SR 79, and SR 76. Examples of major arterials include Jamacha Road in Valle de Oro Community Planning Area, Sweetwater Road in Spring Valley Community Planning Area, and Tecate Road in Mountain Empire Subregion. Local roads serve lower speed, lower volume traffic and provide access to local residential neighborhoods and commercial and industrial areas in each of the communities throughout the unincorporated county.

Airports

Noise generated from aviation operations is concentrated around airport buildings, runways, and along approach and departure routes. There are seven public airport operations in the unincorporated county (Table 2.11-2 of the 2011 GPU PEIR). Additionally, 29 smaller private-use airports are scattered throughout the unincorporated county.

[1] All noise levels were short-term (15-minute) measurements.

Railroads

There are two railroad corridors within the San Diego region, which are operated by five railroad providers. The railroad corridors are primarily located within incorporated cities. The San Diego & Arizona Eastern Railway's Desert Line is the primary freight rail line that traverses the unincorporated county. However, this line is not currently operating (Smith 2022). The extent of the noise generated from passenger and freight trains depends on many factors, including the frequency of train operations, the number of railway cars, the type of engine, and the number of grade crossings that require warning bells or horns. In addition, train pass-by events would cause adjacent land use to be affected by groundborne vibration.

2.12.1.3 Non-Transportation Noise Generators

Industrial, Commercial, Extractive, and Agricultural Sources

Non-transportation related noise generators are commonly called "stationary," "fixed," "area," or "point" sources of noise. Industrial processing; mechanical equipment; pump stations; and heating, ventilating, and air conditioning equipment are examples of fixed location, non-transportation noise sources within the unincorporated county.

Noise generated by industrial and commercial operations, maintenance, manufacturing, truck traffic (loading docks), and warehousing noise can affect surrounding noise-sensitive land uses. Noise perceived as disruptive by residents in proximity to existing agricultural operations has the potential to result from the operation of agricultural machinery in the evening or early morning hours when many residents desire a quiet environment. In addition, operation of exterior exhaust and cooling system equipment typically used in greenhouse operations can be a source of noise that has the potential to affect surrounding land uses.

Temporary and/or Nuisance Noise

Intermittent or temporary neighborhood noise from amplified music, public address systems, barking dogs, landscape maintenance, stand-by power generators, motorized recreation, and construction activities are disturbing to residents but are difficult to attenuate and control. The 2011 GPU PEIR identified that 74 percent of the noise complaints received by the County's Office of Noise Control in the unincorporated county are associated with barking dogs. Roosters and machinery are also common sources of noise complaints, each accounting for approximately 7 percent of complaints. The least common source of noise complaints are birds, accounting for approximately 2 percent of noise complaints.

2.12.2 Regulatory Framework

The 2011 GPU PEIR included a summary of the regulatory framework related to noise in Chapter 2.11, "Noise" (pages 2.11-9 through 2.11-14), and it is herein incorporated by reference. Specific regulations discussed in the 2011 GPU PEIR and applicable to the project include the following:

2.12.2.1 Federal

- Federal Aviation Administration (FAA) Standards
- Federal Highway Administration Standards
- Federal Railroad Administration Standards
- Federal Transit Administration (FTA) Standards
- US Office of Surface Mining Reclamation and Enforcement

2.12.2.2 State

- California Noise Control Act of 1973
- California Noise Insulation Standards (CCR Title 24)
- California Airport Noise Standards (CCR, Title 21, Section 5000 et seq.)
- Streets and Highways Code; California Vehicle Code (Sections 27200–27207)
- California Harbors and Navigation Code
- California Streets and Highway Code (Sections 215.5–216-5)

2.12.2.3 Local

- Airport Land Use Compatibility Plans (ALUCPs)
- The Adopted County of San Diego General Plan Noise Element
- San Diego County Code of Regulatory Ordinances, Title 3, Division 6, Chapter 4, Sections 36.401–36.435, Noise Ordinance
- San Diego County Code of Regulatory Ordinances, Title 6, Division 3, Chapter 4, Sections 63.401–63.402, Agricultural Enterprise and Consumer Information Ordinance

2011 San Diego County General Plan

The policies addressing noise that were adopted as part of the General Plan and are applicable to the project include the following:

> Policy LU-2.8: Mitigation of Development Impacts. Require measures that minimize significant impacts to surrounding areas from uses or operations that

cause excessive noise, vibrations, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.

Policy M-2.4: Roadway Noise Buffers. Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise-receptors to minimize adverse impacts from traffic noise. Consider reduction measures such as alternative road design, reduced speeds, alternative paving, and setbacks or buffers, prior to berms and walls.

Policy N-1.4: Adjacent Jurisdiction Noise Standards. Incorporate the noise standards of an adjacent jurisdiction into the evaluation of a project when it has the potential to impact the noise environment of that jurisdiction.

Policy N-1.5: Regional Noise Impacts. Work with local and regional transit agencies and/or other jurisdictions, as appropriate, to provide services or facilities to minimize regional traffic noise and other sources of noise in the County.

Policy N-2.1: Development Impacts to Noise Sensitive Land Uses. Require an acoustical study to identify inappropriate noise levels where development may directly result in any existing or future noise sensitive land uses being subject to noise levels equal to or greater than 60 Community Noise Equivalent Level (CNEL) and require mitigation for sensitive uses in compliance with the noise standards listed in Table N-2 in the Noise Element.

Policy N-2.2: Balconies and Patios. Assure that in developments where the exterior noise level on patios or balconies for multi-family residences or mixed-use developments exceed 65 CNEL, a solid noise barrier is incorporated into the building design of the balconies and patios while still maintaining the openness of the patio or balcony.

Policy N-3.1: Groundborne Vibration. Use the Federal Transit Administration and Federal Railroad Administration guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources.

Policy N-4.1: Traffic Noise. Require that projects proposing General Plan amendments that increase the average daily traffic beyond what is anticipated in this General Plan do not increase cumulative traffic noise to off-site noise sensitive land uses beyond acceptable levels.

Policy N-4.2: Traffic Calming. Include traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise in development that may impact noise sensitive land uses.

Policy N-4.3: Jurisdictional Coordination. Coordinate with California Department of Transportation (Caltrans), the City of San Diego, and other adjacent jurisdictions, as appropriate, for early review of proposed new and expanded

State freeways, highways, and road improvement projects within or affecting the unincorporated County to: 1) locate facilities where the impacts to noise sensitive land uses would be minimized, and 2) develop and include noise abatement measures in the projects to minimize and/or avoid the impacts to noise sensitive land uses.

Policy N-4.5: Roadway Location. Locate new or expanded roads designated in the Mobility Element in areas where the impact to noise sensitive land uses would be minimized.

Policy N-4.9: Airport Compatibility. Assure the noise compatibility of any development projects that may be affected by noise from public or private airports and helipads during project review by coordinating, as appropriate, with appropriate agencies such as the San Diego County Regional Airport Authority (SDCRAA) and the Federal Aviation Administration (FAA).

Policy N-6.1: Noise Regulations. Develop and regularly update codes and ordinances as necessary to regulate impacts from point, intermittent, and other disruptive noise sources.

Policy N-6.2: Recurring Intermittent Noise. Minimize impacts from noise in areas where recurring intermittent noise may not exceed the noise standards listed in Table N-2, but can have other adverse effects.

Policy N-6.3: High-Noise Equipment. Require development to limit the frequency of use of motorized landscaping equipment, parking lot sweepers, and other high-noise equipment if their activity will result in noise that affects residential zones.

Policy N-6.4: Hours of Construction. Require development to limit the hours of operation as appropriate for non-emergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.

Policy N-6.6: Code Enforcement. Provide sufficient resources within the County for effective enforcement of County codes and ordinances.

Policy S-~~15.1~~17.2: Land Use Compatibility. Require land uses surrounding airports to be compatible with the operation of each airport.

Policy S-17.3: Airport Operational Plans. Require operational plans for new public/private airports and heliports, as well as future operational changes to existing airports, to be compatible with existing and planned land uses that surround the airport facility.

Policy S-17.5: Private Airstrip and Heliport Location. Locate private airstrips and heliports outside of safety zones and flight paths for existing airports where they are compatible with surrounding established and planned land use, and in a manner to avoid impacting public roadways and facilities.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Noi-1.1: Require an acoustical analysis whenever a new development may result in any existing or future noise sensitive land uses being subject to on-site noise levels of 60 dBA (CNEL) or greater, or other land uses that may result in noise levels exceeding the "Acceptable" standard in the Noise Compatibility Guidelines (Table N-1 in the Noise Element).

Adopted Mitigation Measure Noi-1.3: Require an acoustical study for projects proposing amendments to the County General Plan Land Use Element and/or Mobility Element that propose a significant increase to the average daily traffic due to trips associated with the project beyond those anticipated in the General Plan.

Adopted Mitigation Measure Noi-2.1: For Land Use Designations defined in Table 2.11-14, a groundborne vibration technical study shall be required for proposed land uses within the following distances from the Sprinter Rail Line right-of-way and the property line: 600 feet of a Category 1 Land Use, 200 feet of a Category 2 Land Use, and 120 feet of a Category 3 Land Use. If necessary, mitigation shall be required for land uses in compliance with the standards listed in Tables 2 and 3 of the County of San Diego Guidelines for Determining Significance – Noise.

Adopted Mitigation Measure Noi-2.4: Require an acoustical study whenever a proposed extractive land use facility may result in a significant noise impact to existing noise sensitive land uses, or when a proposed noise sensitive land use may be significantly affected by an existing extractive land use facility. The results of the acoustical study may require a "buffer zone" to be identified on all Major Use Permit applications for extractive facilities whenever a potential for a noise impact to noise sensitive land uses may occur.

Adopted Mitigation Measure Noi-5.1: Use the applicable Airport Land Use Compatibility Plan's (ALUCP) as guidance/reference during development review of projects that are planned within an Airport Influence Area (AIA). Any projects that are within the AIA shall be submitted to the SDCRAA for review.

Adopted Mitigation Measure Noi-5.3: Consult with the FAA standards and the County Noise Ordinance as a guide for assessing noise impacts from private airports and helipads.

2.12.3 Analysis of Effects and Significance Determinations

2.12.3.1 Significance Criteria

Based on guidance provided in Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance: Noise* (County of San Diego 2009), except as provided in Public Resources Code Section 21099, the proposed project would result in a significant noise impact if it would:

- result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- result in generation of excessive groundborne vibration or groundborne noise levels;
- for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

2.12.3.2 Approach to Analysis

Impacts related to noise are analyzed based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area is analyzed in the context of existing laws and regulations as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation measures are already applicable to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impacts of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unincorporated county) and its role as a programmatic planning document designed to guide future decision-making related to the reduction of GHGs within the unincorporated county, the study area for noise is the unincorporated area of the county within the County's jurisdiction (i.e., all unincorporated lands excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects associated with the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of the proposed GHG reduction measures and actions. Future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, additional CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to below a significant impact.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update measures and actions that would have the potential to affect noise are summarized below.

CAP Update actions and measures that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to noise.

Solid Waste Measures and Actions. This category includes strategies, measures, and implementing actions aimed at achieving zero solid waste in County operations and within the unincorporated county. Key measures and actions with the potential to result in new or more severe impacts related to noise include Measures SW-1 through SW-4, which have the potential to result in the construction of new or expanded solid waste facilities to meet waste diversion targets, and increase the prevalence of composting, anaerobic digestion, recycling throughout the unincorporated county.

Water and Wastewater Measures and Actions. This category includes strategies to decrease water consumption and increase wastewater and stormwater treatments. Key measures and actions with the potential to result in new or more severe impacts related to noise include Measures W-1 through W-3, which would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency.

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural land and agricultural land. Key measures and actions with the potential to result in new or more severe impacts related to noise include Measures A-1 through A-2. Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified.

Energy Measures and Actions. This category includes a strategy to develop policies and programs to increase energy efficiency and renewable energy use. Key actions with the potential to result in new or more severe impacts related to noise are included to support Measure E-3. For example, Action E-3.2 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. Through Action E-3.2.b, the County would work with partners to promote and support on-site renewable (wind and solar) energy generation and storage (microgrids, site-specific and/or community scale) to increase renewable energy generation and use in the unincorporated area, which would be regulated by existing County ordinances and policies. Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the vehicle fleet, install electric vehicle charging stations, incentivize the use of alternative fuels and landscaping practices, and promote and support transit and ridesharing to reduce single-occupancy vehicle use. Generally, a shift from gas powered cars to electric engines and alternative modes of transportation would not result in increased noise. However, actions with the potential to result in construction of new or improved facilities (e.g., Actions T-5.1 and T-6.2) may generate new or more severe impacts related to noise.

2.12.3.3 Issue 1: Excessive Noise Levels

This section describes the potential for implementation of the CAP Update to result in excessive noise levels.

Guidelines for Determination of Significance

Appendix G of the State CEQA Guidelines establishes the following guideline for determining significance of effects related to excessive noise levels:

- result in generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

The CEQA thresholds provided by the *County of San Diego Guidelines for Determining Significance: Noise* (County of San Diego 2009) state that a significant impact would occur if project implementation would result in the exposure of any on- or off-site existing or reasonably foreseeable future noise-sensitive land use to exterior or interior noise in excess of any of the following:

1. Construction (temporary or periodic) noise levels that exceed

    a. 75 dBA for an 8-hour period, between 7 a.m. and 7 p.m., if impulsive noise exceeds 82 dBA maximum sound level (L_{max}) at an occupied residential, village zoning, or civic use or 85 dBA L_{max} at an occupied agricultural, commercial, or

industrial use; or if noise is generated between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, or any time on Sundays or holidays, or

2. Operational (permanent) noise levels that exceed

    a. Exterior Locations:

        i. Roadways and all other noise sources: 60 or 65 dBA (CNEL) in the Noise Compatibility Guidelines or an increase of 10 dBA (CNEL) over pre-existing noise in areas where the ambient noise level is 49 dBA (CNEL) or less.

        ii. Railroads: 60 dBA (CNEL) or an increase of 10 dBA (CNEL) over pre-existing noise in areas where the ambient noise level is 49 dBA (CNEL) or less.

    b. Interior Locations:

        i. 45 dBA (CNEL)

The above guidelines are based on the updated State CEQA Guidelines for noise impact analysis (California Natural Resources Agency 2018) and the *County of San Diego Guidelines for Determining Significance: Noise* (County of San Diego 2009). Since the certification of the 2011 GPU PEIR, the Natural Resources Agency finalized the State CEQA Guidelines in 2018. The above updated State CEQA Guidelines for noise reflect the guidelines for determination of significance for Issues 1 (Excessive Noise Levels), 3 (Permanent Increase in Ambient Noise Levels), and 4 (Temporary or Periodic Increase in Ambient Noise Levels) applied in the 2011 GPU PEIR.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated excessive noise levels (i.e., roadways and railroads) at noise-sensitive uses; temporary increases in ambient noise levels resulting from construction of new land uses and infrastructure; and permanent increase in ambient noise levels resulting from operation of traffic on new roadways or roadway improvements and new industrial facilities and other noise-generating uses.

It was determined that future development under the General Plan would have the potential to expose noise-sensitive land uses to excessive noise levels. The 2011 GPU PEIR concluded that these impacts would be reduced to below a level of significance through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; the adopted General Plan goals and policies; and specific mitigation measures/implementation programs identified in the 2011 GPU PEIR. Specific policies related to noise are listed above under Section 2.12.2, “Regulatory Framework.” Mitigation measures identified in the 2011 GPU PEIR include Noi-1.1 to Noi-1.9, which would require an acoustical analysis for new development that may result in

noise levels exceeding the "Acceptable" standard listed in the Noise Element, coordination with agencies to identify and analyze appropriate route alternatives, and implementation procedures to ensure that a public participation process is available for affected communities. With implementation of mitigation and compliance with existing regulations and adopted General Plan policies, the 2011 GPU PEIR concluded that this impact would be reduced to a less-than-significant level. The discussion of this impact can be found in Chapter 2.11, "Noise," on pages 2.11-14 through 2.11-19 and 2.11-35.

The 2011 GPU PEIR determined that future development under the General Plan would have the potential to expose sensitive land uses to excessive temporary noise from construction and nuisance noise from development intensification and concluded that these impacts would be reduced to below a level of significance through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; the adopted General Plan goals and policies; and specific mitigation measures/implementation programs identified in the 2011 GPU PEIR. Specific mitigation measures identified in the 2011 GPU PEIR include Adopted Mitigation Measures Noi-4.1 and Noi-4.2, which require the County to periodically review and revise to the Noise Ordinance and augment staff and equipment as appropriate to facilitate enforcement of Noise Ordinance. Specific policies related to noise are listed above under Section 2.12.2, "Regulatory Framework." The discussion of impacts can be found in Section 2.11.3.4 (pages 2.11-28 through 2.11-32 and 2.11-36 and 2.11-37) of the 2011 GPU PEIR.

The 2011 GPU PEIR determined that implementation of the General Plan would result in significant and unavoidable impacts related to a permanent increase in ambient noise levels. Even with the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; the adopted General Plan goals and policies; and specific mitigation measures/implementation programs identified in the 2011 GPU PEIR, the impacts would not be reduced to below a level of significance. The County determined that the following mitigation measures would be infeasible to reduce impacts associated with permanent increases in ambient noise levels to below a level of significance because the measure would prohibit the construction of many roadway projects proposed in the Circulation Element: Noi-1.3 (requiring an acoustical study for projects proposing amendments to the General Plan), Noi-1.4 (editing the Guidelines for Determining Significance to promote design and measures that minimize motor vehicle traffic noise), Noi-1.5 (coordinating with agencies to identify and analyze appropriate route alternatives that may minimize noise impacts), Noi-1.8 (implement procedures with agencies to ensure that a public participation process is available for the affected communities), Noi-2.3 (reviewing industrial facility applications to ensure they are located in appropriate areas), Noi-2.4 (requiring an acoustical study for a facility that may result in a significant noise impact), Noi-3.1 (ensuring that new County road improvement projects would not exceed the County's Noise Standards or exceed 3 dB over existing conditions), and Noi-3.2 (determining appropriate noise reduction site design techniques). Specific policies related to noise are listed above under Section 2.12.2, "Regulatory Framework," above.

CAP Impact Analysis

The following sections describe the effects related to noise that could result from the implementation of the measures and actions proposed in the CAP Update.

Solid Waste Measures and Actions

Excessive Noise Levels (Temporary Construction Noise)

Implementation of the CAP Update measures and associated implementing actions would have the potential to result in new or expanded solid waste facilities. For example, Actions SW-1.1 and SW-2.1 include development of zero waste policies that may result in new or expanded composting and recycling facilities to divert solid waste from landfills. Specific locations for new and expanded facilities have not been identified. Therefore, these improvements are analyzed at a programmatic level.

Construction noise levels that could result from the implementation of projects associated with the implementation of CAP Update would fluctuate depending on the type, number, size, and duration of usage for the varying equipment. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. Construction generally occurs in several discrete stages and each phase requires the use of varying equipment types and quantities at varying intensities. These variations in the operational characteristics of the equipment change the effect they have on the noise environment of the project site and in the surrounding communities for the duration of the construction process.

To assess noise levels associated with the various equipment types and operations, construction equipment can be considered to operate in two modes: mobile and stationary. Mobile equipment sources move around a construction site performing tasks in a recurring manner (e.g., loaders, graders, dozers). Stationary equipment operates in a location for an extended period to perform continuous or periodic operations. Operational characteristics of heavy construction equipment are additionally typified by short periods of full-power operation followed by extended periods of operation at lower power, idling, or powered-off conditions.

Additionally, when construction-related noise levels are being evaluated, activities that occur during the more noise-sensitive evening and nighttime hours are of increased concern. Because exterior ambient noise levels typically decrease during the late evening and nighttime hours as traffic volumes and commercial activities decrease, construction activities performed during these more noise-sensitive periods of the day can result in increased annoyance and potential sleep disruption for occupants of nearby residential uses.

The site preparation phase typically generates the most substantial noise levels because of the on-site equipment associated with grading, compacting, and excavation, which uses the noisiest types of construction equipment. Site preparation equipment and activities include backhoes, bulldozers, loaders, and excavation equipment (e.g., graders

and scrapers). It is not anticipated that the types of projects that could be implemented under the CAP Update would involve the construction of large structures; however, construction of large structural elements and mechanical systems could require the use of a crane for placement and assembly tasks, which may generate noise. A detailed construction equipment list is not currently available; however, it is expected that the primary sources of noise for this project type would include backhoes, bulldozers, and excavators. Noise levels from typical types of construction equipment can range from approximately 74 to 94 dBA at 50 feet.

Based on this information and accounting for typical usage factors of individual pieces of equipment and activity types, on-site construction could result in hourly average noise levels of 87 dBA L_{eq} at 50 feet and maximum noise levels of 90 dBA L_{max} at 50 feet from the simultaneous operation of heavy-duty equipment.

Future projects associated with implementation of the CAP Update would be required to perform an acoustical analysis, as required by 2011 GPU PEIR Mitigation Measures Noi-1.1, Noi-1.3, and Noi-2.4, and would be evaluated for consistency with land use compatibility guidelines prior to development. Further, these projects would be regulated by the County Noise Ordinance and would require approval of building permits. Finally, all development projects would be required to comply with San Diego County Code Sections 36.408 and 36.409, Construction Equipment, which regulates construction-related noise. With implementation of the identified 2011 GPU PEIR mitigation measures and existing regulations, no substantial increases in periodic noise would occur and the impact would remain less-than-significant.

Excessive Noise Levels (Permanent Operational Noise)

Operation of new or expanded solid waste facilities would result in increased haul truck trips to and from the facility; however, it is anticipated that the haul truck trips to the facility would be displaced by the haul trucks trips that would be diverted from landfills. Therefore, no net increase in the number of haul truck trips and associated traffic-related noise within the county would occur. The loudest equipment that would be in operation at a composting facility would be the grinder and front-end loader. Equipment would operate continuously but would be dependent on the volume of materials received and the need to move materials. In the case of the aerated static pile composting, large blowers would push and pull air through the piles. These blowers have the potential to operate 24 hours per day. Composting methods use electric motors to power pumps, impellers, or compressors. When properly installed, operated, and maintained, these motors generally produce noise levels less than 54 dBA at 30 feet (SWRCB 2015). As stated above, all new and existing facilities would be required to demonstrate consistency with land use compatibility guidelines as described in Zoning Ordinance Section 6952(f) as well as perform acoustical analyses as stated in Adopted Mitigation Measures Noi-1.1, Noi-1.3, and Noi-2.4. In addition, adopted General Plan Policy LU-2.8 would require measures to minimize significant impacts to surrounding areas from uses or operations that cause excessive noise.

Because these projects would be required to perform an acoustical analysis, be determined consistent with land use compatibility guidelines, and would be regulated by the County Noise Ordinance, excessive noise from operations would be minimized. Therefore, implementation of measures would result in less-than-significant operational noise impacts related to new or expanded solid waste facilities.

Water and Wastewater Measures and Actions

Excessive Noise Levels (Temporary Construction Noise)

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping.

Installation of water efficient appliances, irrigation systems, and stormwater and grey water capture systems would generally not require the use of heavy equipment that would result in excessive noise impacts. Construction of stormwater and wastewater treatment systems associated with the CAP Update would be regulated by the County Noise Ordinance and require approval of a building permit. In addition, these projects would be required to comply with San Diego County Code Sections 36.408 and 36.409, Construction Equipment, which regulates construction-related noise. Similar to construction of new or expanded solid waste facilities, development of stormwater and wastewater treatment systems would be required to perform an acoustical analysis as required by 2011 GPU PEIR Mitigation Measures Noi-1.1, Noi-1.3, and Noi-2.4 and would be required to be determined consistent with land use compatibility guidelines to proceed with development. With implementation of the identified 2011 GPU PEIR mitigation measures and existing regulations, temporary and periodic noise impacts would be less than significant.

Excessive Noise Levels (Permanent Operational Noise)

Operations of water and wastewater projects associated with the CAP Update would result in the generation of noise from the usage of equipment typical of this land use type, such as pumps, generators, and utility trucks. These projects would also be subject to Zoning Ordinance Section 6952(f) and Adopted Mitigation Measures Noi-1.1, Noi-1.3, and Noi-2.4, which are intended to reduce any potential exposure of sensitive receptors to excessive levels of noise. Water and wastewater measures and actions would result in less-than-significant permanent noise impacts.

Agriculture and Conservation Measures and Actions

Excessive Noise Levels (Temporary Construction Noise)

Implementation of Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. These projects would result in preservation of existing natural, conservation, and agricultural lands and would not require construction activities.

Implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county, if opportunities to increase farmworker housing in the unincorporated area are identified. Development of farmworker housing could involve the use of heavy equipment for earthmoving, materials processing, vehicle trips during construction/equipment replacement/monitoring activities, possible changes in landform and views, and construction of housing. These activities could result in the exposure of nearby sensitive receptors to noise generated from the use of construction equipment for the construction of farmer housing and the planting of trees. However, because of the scale and nature of the possible projects, which are generally small, localized, and would require relatively little use of heavy-duty construction equipment for short periods of time, construction-related noise is not anticipated to be excessive to the point that it would significantly impact sensitive receptors. Additionally, all projects would be required to comply with Section 36.408 of the County's Noise Ordinance, which sets limits on hours of operation for construction equipment, and Section 36.409 of the County's Noise Ordinance sets sound level limits on construction equipment. Therefore, temporary construction noise impacts would be less than significant.

Excessive Noise Levels (Permanent Operational Noise)

Under Section 36.417 of the Noise Ordinance, agricultural operations are generally exempt from the noise standards, provided that each piece of equipment and machinery powered by an internal-combustion engine is equipped with an appropriate muffler and air intake silencer in good working order and one of the following applies: operations do not take place between 7:00 p.m. and 7:00 a.m.; the operations and equipment are utilized for the preparation, planting, harvesting, protection, or salvage of agricultural crops during adverse weather conditions; or the operations and equipment are used for agricultural pest control in accordance with regulations and procedures administered by the County Department of Agriculture. Therefore, agricultural operations would not result in a potentially significant impact to noise-sensitive land uses, specifically residential and commercial land uses. Operations associated with tree planting are not likely to cause noise related impacts to sensitive receptors because trees do not typically require prolonged maintenance that would generate excessive noise.

Projects associated with the implementation of the CAP Update would be required to conform with applicable adopted General Plan policies and the 2011 GPU PEIR mitigation measures. Additionally, as stated above, agricultural operations are typically considered exempt from noise standards and operations associated with tree planting are not

expected to generate excessive noise levels for prolonged periods of time such that sensitive receptors would be significantly impacted. Thus, implementation of the agriculture and conservation measures and actions would result in less-than-significant impacts related to the exposure of sensitive receptors to excessive permanent noise levels over the existing environment.

Energy Measures and Actions

Excessive Noise Levels (Temporary Construction Noise)

Implementation of CAP Update energy measures and associated implementing actions would involve implementation of policies, programs, and other mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in the development of various renewable energy projects.

Implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.3 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted photovoltaic (PV) solar arrays or small wind turbines, upgraded mechanical systems, energy storage, and other similar improvements. While the location of improvements associated with potential future projects is unknown it is likely that retrofits would occur in areas of existing development. Renewable energy projects, including on-site renewable energy generation supported through proposed CAP Update Action E-3.2.b, would be regulated by existing County ordinances and policies. The placement of small-scale PV solar renewable energy equipment on new and existing buildings is regulated by the existing County Renewable Energy Zoning Ordinance Section 6954(a). Small-scale wind turbines would be regulated by the County's Wind Energy Ordinance Sections 6950 through 6952.

Implementation of CAP Update Action E-3.3 could result in large-scale wind turbines and solar energy generation systems such as PV and concentrator solar. Large-scale renewable energy infrastructure requires large, undeveloped land that is productive for generating the renewable energy source. Specific locations that may be chosen for these facilities are unknown; however, it is likely that suitable locations would be in undeveloped areas due to the scale of the potential renewable energy systems. The large-scale production of energy from PV solar systems generally include a variety of infrastructure components such as arrays, substation sites, battery storage, collection systems, and overhead and underground transmission facilities. Large-scale wind turbine infrastructure generally includes wind turbines (300–500 feet to the topmost blade tip), a substation site, meteorological towers, overhead and underground collector cable systems, and overhead transmission lines. All future large-scale renewable energy projects would be subject to discretionary review and would be evaluated under CEQA, and would be required to mitigate significant impacts as needed.

Excessive noise could result from construction of projects associated with implementation of CAP Update energy measures. Activities such as site grading, truck/construction

equipment movement, and engine noise would have the potential to result in the exposure of on- or off-site areas to noise in excess of the standards listed in the County Zoning Code Sections 36.408 and 36.409. However, construction activities would be required to comply with Section 36.408 of the County's Noise Ordinance, which sets limits on hours of operation for construction equipment, and Section 36.409 of the County's Noise Ordinance, which sets sound level limits on construction equipment. Adopted General Plan Policy N-6.4 would require non-emergency construction to be limited near noise-sensitive land uses. In addition, 2011 GPU PEIR Mitigation Measures Noi-1.1, Noi-1.3, and Noi-2.4 would require an acoustical study for projects that may result in excessive noise.

With implementation of adopted 2011 GPU PEIR mitigation measures and compliance with adopted General Plan policies and existing regulations, temporary construction noise impacts would remain less than significant.

Excessive Noise Levels (Permanent Operational Noise)

Operation of upgraded mechanical systems, small-scale solar arrays, and small wind turbine systems do not typically generate significant levels of noise during regular operation. Noise would be generated during maintenance activities for these systems but these activities would likely involve small crews (one to two light-duty trucks) and any noise generated would likely be less than the ambient noise of the surrounding developed area. Operational noise from large-scale solar and wind turbine projects include equipment noise from the motors of the wind turbines, substations, maintenance activities, worker vehicle trips to and from the sites, battery storage HVAC systems, and transformers and substation transformers. Emergency generators may be used in the event of power loss from the electricity distribution grid and, therefore, would be limited. Maintenance activities would also occur intermittently for short durations at one location at a time. However, as described above, large-scale renewable systems are typically located in undeveloped areas and therefore are not likely to expose sensitive receptors to significant levels of noise.

In addition to the requirements described above, the County's Wind Energy Ordinance also establishes low-frequency (C-weighted) sound limits for large wind turbine projects. In some cases, a higher C-weighted sound level may potentially create an annoyance; however, there is no published scientific evidence to conclude wind turbine noise could cause adverse health effects (page 2.8-19 of the 2012 Wind Energy Ordinance EIR). All large wind turbine projects would be required to obtain a Major Use Permit (MUP) and be evaluated under CEQA, and the implementation of mitigation would be required if significant impacts are identified (County of San Diego 2012). This is the same process that would be required for other large-scale renewable energy projects. As part of the MUP process, large-scale renewable energy projects would be required to perform an acoustical analysis, as required by 2011 GPU PEIR Mitigation Measures Noi-1.1, Noi-1.3, and Noi-2.4, and would be required to be determined consistent with land use compatibility guidelines as described in Zoning Ordinance Section 6952(f) to proceed with development. However, while large-scale wind energy projects would be required to meet the low-frequency sound limit established in the County's Wind Energy Ordinance, it is

possible for a noise waiver to be granted that could result in a higher C-weighted sound limit being approved. The 2012 Wind Energy Ordinance EIR considered mitigation to eliminate the noise waiver; however, this was rejected as infeasible because it would reduce the amount of viable wind projects within the county. Therefore, consistent with the conclusions of the 2012 Wind Energy EIR, implementation of large-scale renewable wind energy projects could result in significant impacts related to annoyance from low-frequency noise from large wind turbines operation.

Built Environment and Transportation Measures and Actions

Excessive Noise Levels (Temporary Construction Noise)

Built environment and transportation measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Program (Action T-5.1). Measure T-6.2 would implement transit-supportive roadway treatments, such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction.

Construction activities associated with the implementation of these measures would be similar to those analyzed in the 2011 GPU PEIR and discussed in “Solid Waste Measures and Actions” above. As explained in the 2011 GPU PEIR, implementation of the General Plan policies listed in Section 2.12.2, “Regulatory Framework,” and 2011 GPU PEIR Mitigation Measures Noi-1.1, Noi-1.3, and Noi-2.4, which require acoustical analysis for projects may result in excessive noise, would reduce noise levels from these activities. Because of the scale and nature of proposed improvements, which are generally small, localized, and would require little use of heavy-duty construction equipment, construction-related noise is not anticipated to be excessive. Additionally, all projects would be required to comply with Section 36.408 of the County’s Noise Ordinance which sets limits on hours of operation for construction equipment, and Section 36.409 of the County’s Noise Ordinance sets sound level limits on construction equipment. With implementation of adopted 2011 GPU PEIR mitigation measures and compliance with adopted General Plan policies and existing regulations, impacts related to temporary construction noise would be less than significant.

Excessive Noise Levels (Permanent Operational Noise)

The operation of transportation infrastructure improvements (e.g., pedestrian and bicycle paths) would have the potential to result in the reduction of traffic on local roadways. Consequently, these improvements would reduce traffic-generated noise levels and associated exposure to nearby sensitive receptors. The operation of transit-supportive roadway treatments would not be likely to generate excessive levels of noise because the improvements would only act to improve traffic efficiency on existing roadways and would

not result in new sources of noise. Measures and actions such as promoting the use of alternative fuels, increasing the County's Green Fleet, and implementation of anti-idling policies, would not increase noise during operation. As stated above, construction activities associated with the implementation of these measures would be similar to those analyzed in the 2011 GPU PEIR and would therefore be subject to the adopted General Plan policies and 2011 GPU PEIR mitigation measures that would further reduce noise levels from these activities. Therefore, implementation of built environment and transportation actions and measures would not result in significant impacts related to excessive noise.

Summary

The CAP Update would further existing programs and provide new and modified infrastructure in new and established communities to reduce GHG emissions. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project impacts associated with excessive noise. Consistent with the 2011 GPU PEIR, impacts related to excessive noise from construction associated with implementation of the solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions in the CAP Update would be less than significant with mitigation. Impacts related to excessive noise from operation of projects associated with implementation of the solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions in the CAP Update would remain significant and unavoidable, consistent with the conclusions in the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.12.3.4 Issue 2: Excessive Groundborne Vibration

This section describes potential project impacts on excessive groundborne vibration with implementation of the proposed CAP Update measures and actions.

Guidelines for Determination of Significance

Appendix G of the State CEQA Guidelines established the following guideline for determining significance of effects related to excessive groundborne vibration:

- result in generation of excessive groundborne vibration or groundborne noise levels.

The CEQA thresholds provided by the *County of San Diego Guidelines for Determining Significance: Noise* (County of San Diego 2009) state that a significant impact would occur if the project would result in the exposure of vibration sensitive uses to groundborne vibration and noise equal to or in excess of the levels shown in Table 4 of the Guidelines, Groundborne Vibration and Noise Standards, or if new sensitive land uses would be located in the vicinity of groundborne vibration inducing land uses such as railroads or mining operations. The groundborne vibration and noise standards identify the following

three land use categories with increasing sensitivity to groundborne vibration and noise impacts:

- Category 1: Buildings where low-ambient vibration is essential for interior operations (research & manufacturing facilities with special vibration constraints).
- Category 2: Residences and buildings where people normally sleep (hotels, hospitals, residences, & other sleeping facilities).
- Category 3: Institutional land uses with primarily daytime use (schools, churches, libraries, other institutions, & quiet offices).

A project would result in a significant impact if frequent events would exceed 0.0018 inches per second (in/sec) root mean square (RMS) for Category 1 land uses, 0.004 in/sec RMS for Category 2, and 0.0056 in/sec RMS for Category 3. Occasional or infrequent events (fewer than 70 vibration events per day) would be considered a significant impact if they would exceed 0.0018 in/sec RMS for Category 1 land uses, 0.010 in/sec RMS for Category 2, and 0.014 in/sec RMS for Category 3.

These thresholds are consistent with the guidelines for determination of significance for Issue 2 applied in the 2011 GPU PEIR.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated groundborne vibration at noise-sensitive uses. It was determined that future development under the General Plan would have the potential to expose sensitive land uses to excessive groundborne vibration. The 2011 GPU PEIR concluded that these impacts would be reduced to below a level of significance through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; the adopted General Plan goals and policies; and specific mitigation measures/implementation programs identified in the 2011 GPU PEIR. Specific policies related to vibration and noise are listed above under Section 2.12.2, “Regulatory Framework.” Specific mitigation measures identified in the 2011 GPU PEIR include Mitigation Measure Noi-2.1 (requiring groundborne vibration study for applicable land use designations), Mitigation Measure Noi-2.2 (reviewing the Guidelines for Determining Significance to incorporate standards to minimize groundborne vibration), Mitigation Measure Noi-2.3 (ensuing industrial facilities are located in areas that would minimize impacts to noise-sensitive land uses), and Mitigation Measure Noi-2.4 (requiring an acoustical study for projects that may result in a significant noise impact). With implementation of mitigation measures and compliance with adopted General Plan policies and existing regulations, the 2011 GPU PEIR concluded that this impact would be reduced to a less-than-significant level. The discussion of this impact can be found in Section 2.11.3.2 (pages 2.11-19 through 2.11-23 and 2.11-35 to 2.11-36) and it is herein incorporated by reference.

CAP Impact Analysis

Solid Waste Measures and Actions

Implementation of CAP Update Measures SW-1 through SW-4 and associated implementing actions have the potential to result in the construction of new or expanded solid waste facilities. Construction of new or expanded solid waste facilities would have the potential to result in excessive vibration levels. These activities may result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and activities involved. Groundborne vibration levels caused by various types of construction equipment and activities (e.g., bulldozers, blasting) range from 58 to 109 vibration decibels (VdB) and from 0.003 to 0.089 in/sec peak particle velocity (PPV) at 25 feet. While large-scale construction is not expected, it is possible that a variety of heavy-duty construction equipment, including bulldozers and trucks, would be used. Blasting or pile driving would not be anticipated to be needed. Per the FTA, levels associated with the use of a large bulldozer and trucks are 0.089 and 0.076 in/sec PPV (87 and 86 VdB) at 25 feet, respectively. These facilities could be located in rural areas or in proximity to developed communities, near roadways or commercial areas, or in remote areas. All development projects would be required to perform an acoustical analysis as required by 2011 GPU PEIR Mitigation Measures Noi-2.1 and Noi-2.4 and would be required to be determined consistent with land use compatibility guidelines to proceed with development and conduct acoustical studies for projects that may result in significant noise impact. Adopted General Plan Policy N-3.1 would require the use of appropriate guidelines to limit the extent of exposure that sensitive uses may have to groundborne vibration from construction equipment and other sources. Further, these projects would be regulated by the County Noise Ordinance and would be required to comply with all applicable noise guidelines.

With implementation of adopted 2011 GPU PEIR mitigation measures and compliance with adopted General Plan policies and existing regulations, implementation of the CAP Update measures and actions would result in less-than-significant vibrational noise impacts.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Implementation of CAP Update Measures W-1 and W-2 would have the potential to result in installation of water efficient appliances, smart irrigation systems, and stormwater and greywater capture systems. Implementation of CAP Update Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on site, so that the stormwater and greywater would be treated and reused for landscaping.

Installation of water efficient appliances, irrigation systems, and stormwater and greywater capture systems would result in no or minimal ground disturbance and would generally not require the use of heavy equipment that would result in vibration impacts.

Construction of stormwater and wastewater treatment systems on-site may require the use of heavy-duty construction equipment including bulldozers and trucks. Blasting or pile driving would not be anticipated to be needed. Per the FTA, levels associated with the use of a large bulldozer and trucks are 0.089 and 0.076 in/sec PPV (87 and 86 VdB) at 25 feet, respectively. The stormwater and wastewater treatment systems would likely be located within developed communities or within proposed development. All development projects would be required to perform an acoustical analysis as required by 2011 GPU PEIR Mitigation Measures Noi-2.1 and Noi-2.4 would be required to be determined consistent with land use compatibility guidelines to proceed with development and conduct acoustical studies for projects that may result in significant noise impact. Adopted General Plan Policy N-3.1 would require the use of appropriate guidelines to limit the extent of exposure that sensitive uses may have to groundborne vibration from construction equipment and other sources. In addition, these projects would be regulated by the County Noise Ordinance and would be required to comply with all applicable noise guidelines.

With implementation of 2011 GPU PEIR mitigation measures and compliance with adopted General Plan policies and existing regulations, implementation of the water and wastewater projects associated with the CAP Update would result in less-than-significant vibrational noise impacts.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, planting and protecting trees, providing incentive to encourage carbon farming, and developing a program to incentivize transition to cleaner fuels. These measures would result in new conservation lands, preservation of existing natural and agricultural lands, new trees, and the use of cleaner fuels in the unincorporated county. These projects would not require the use of heavy equipment that would result in vibration impacts.

Implementation of Action A-4.1.b would result in evaluation of opportunities to increase affordable farmworker housing in the unincorporated county. If development of new farmworker housing results from opportunities identified through implementation of this action, such development would require construction and the use of heavy-duty construction equipment that may result in vibration impacts. Similar to development of new or expanded solid waste facilities, development of farmworker housing would be required to perform an acoustical analysis as required by 2011 GPU PEIR Mitigation Measures Noi-2.1 and Noi-2.4 would be required to be determined consistent with land use compatibility guidelines to proceed with development and conduct acoustical studies for projects that may result in significant noise impact. The adopted General Plan Policy N-3.1 would require the use of appropriate guidelines to limit the extent of exposure that sensitive uses may have to groundborne vibration from construction equipment and other sources. In addition, these projects would be regulated by the County Noise Ordinance and would be required to comply with all applicable noise guidelines. As part of the County's discretionary review process, all projects would be evaluated under CEQA and

would be required to implement measures to minimize impacts to groundborne vibration and groundborne noise levels.

With implementation of 2011 GPU PEIR mitigation measures and compliance with adopted General Plan policies and existing regulations, implementation of the water and wastewater projects associated with the CAP Update would result in less-than-significant vibrational noise impacts.

Energy Measures and Actions

Implementation of the CAP Update would generally result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. Through Action E-3.2.b, the County would work with partners to promote and support renewable energy generation and storage (microgrids, site-specific and/or community scale, and large-scale) to increase renewable energy generation and use in the unincorporated area.

Implementation of renewable energy projects associated with the CAP Update may require the use of heavy-duty construction equipment including drills, bulldozers and trucks, which would have the potential to result in temporary groundborne vibration. Future development associated with the CAP Update would be required to perform an acoustical analysis as required by 2011 GPU PEIR Mitigation Measures Noi-2.1 and Noi-2.4 would be required to be determined consistent with land use compatibility guidelines to proceed with development and conduct acoustical studies for projects that may result in significant noise impact. The adopted General Plan Policy N-3.1 would require the use of appropriate guidelines to limit the extent of exposure that sensitive uses may have to groundborne vibration from construction equipment and other sources. In addition, these projects would be regulated by the County Noise Ordinance and would be required to comply with all applicable noise guidelines. With implementation of the identified 2011 GPU PEIR mitigation measures and compliance with existing regulations.

With implementation of 2011 GPU PEIR mitigation measures and compliance with adopted General Plan policies and existing regulations, implementation of the energy projects associated with the CAP Update would result in less-than-significant vibrational noise impacts.

Built Environment and Transportation Measures and Actions

The built environment and transportation measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Program (Action T-5.1). Other measures and actions would affect the design of existing and planned roadways. Action T-6.2 would implement transit-supportive roadway treatments such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing

access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction.

Installation of signal communication, curb extension, and electric vehicle charging stations would not require blasting or pile driving. However, other types of construction equipment that would result in groundborne vibration may be required to install signals and curb extensions, such as loaded trucks, drills, or bulldozers. All development projects would be required to perform an acoustical analysis as required by 2011 GPU PEIR Mitigation Measures Noi-2.1 and Noi-2.4 would be required to be determined consistent with land use compatibility guidelines to proceed with development and conduct acoustical studies for projects that may result in significant noise impact. The adopted General Plan Policy N-3.1 would require the use of appropriate guidelines to limit the extent of exposure that sensitive uses may have to groundborne vibration from construction equipment and other sources. Further, these projects would be regulated by the County Noise Ordinance and would be required to comply with all applicable noise guidelines. As part of the County's discretionary review process, all projects would be evaluated under CEQA and would be required to implement measures to minimize impacts to groundborne vibration and groundborne noise levels.

With implementation of 2011 GPU PEIR mitigation measures and compliance with adopted General Plan policies and existing regulations, implementation of the built environment and transportation projects associated with the CAP Update would result in less-than-significant vibrational noise impacts**.**

Summary

Implementation of the CAP Update would result in development of new or modified facilities and structures (e.g., new or expanded solid waste facilities, water and wastewater infrastructure and efficiency improvements, and small-scale renewable energy infrastructure). Development of new or modified facilities and structures could involve the use of limited heavy-duty equipment that would result in groundborne vibration. However, the 2011 GPU PEIR Mitigation Measures Noi-2.1 and Noi-2.4 would be required to be determined consistent with land use compatibility guidelines to proceed with development and conduct acoustical studies for projects that may result in significant noise impacts. Adopted General Plan Policy N-3.1 would limit the extent of exposure that sensitive uses may have to groundborne vibration from construction equipment and other sources. Therefore, consistent with the 2011 GPU PEIR, impacts related to excessive groundborne vibration associated with implementation of the solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions in the CAP Update would remain less than significant with mitigation, consistent with the conclusions in the 2011 GPU PEIR. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.12.3.5 Issue 3: Excessive Noise Exposure from a Public or Private Airport

This section describes potential project impacts related to exposing people to excessive noise levels from a public or private airport.

Guidelines for Determination of Significance

Appendix G of the State CEQA Guidelines establishes the following guideline for determining significance of effects related to excessive noise exposure from a public or private airport:

- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would expose people residing or working in the project area to excessive noise level.

The County does not have specific guidelines for determining the significance of impacts related to aircraft noise; therefore, the above threshold from Appendix G of the State CEQA Guidelines is applied for the following analysis. Based on Appendix G of the State CEQA Guidelines and the California Airport Land Use Planning Handbook, the CAP Update would have a significant impact if it would expose people residing or working in the project area to excessive noise levels from a public airport. The level of noise acceptable to new development in the vicinity of proposed new airports, active military airports being converted to civilian use, and existing civilian airports is established as an annual CNEL of 60 dBA.

Impact Analysis

2011 GPU PEIR Determination

The 2011 GPU PEIR evaluated excessive noise exposure from a public or private airport associated with the implementation of the General Plan. The 2011 GPU PEIR concluded that the General Plan includes land use designations that would potentially result in the development of noise-sensitive land uses near a public or private airstrip, which would result in the exposure of persons to excessive noise levels. However, the impacts would be reduced to less than significant with implementation of adopted General Plan Policies N-4.9 (Airport Compatibility), S-15.1 (Land Use Compatibility), S-15.2 (Airport Operation Plans), and S-15.4 (Private Airstrip and Heliport Location) and implementation of Adopted Mitigation Measure Noi-5.1 (submitting projects that are within the AIA to the SDCRAA for review) and Adopted Mitigation Measure Noi-5.3 (assessing noise impacts from private airports and helipads).

CAP Impact Analysis

As discussed in Section 2.12.1.2, “Transportation Noise Generators,” there are seven public airports and 29 small private airstrips scattered throughout the unincorporated

county. Public airports and private airstrips have the potential to result in excessive noise impacts to people residing or working in the project area from activities such as aircraft takeoffs and landings. The CAP Update does not propose any new public airports or private airstrips. However, projects associated with the CAP Update would have the potential to expose people residing or working in the project area to excessive noise impacts from an existing public airport or private airstrip. Specific locations for potential projects have not been identified. Therefore, the following sections provide a programmatic level analysis for potential impacts resulting from implementation of various types of the CAP Update measures and associated implementing actions.

Solid Waste Measures and Actions

The CAP Update includes zero waste policies that exceed the state's diversion targets (Actions SW-1.1 and SW-2.1) and implementation of landfill gas capture systems that exceed State requirements (Actions SW-3.1 and SW-4.1). In addition, Action SW-4.1.a would incentivize the development of new composting/anaerobic digestion facilities and on-farm digesters. Implementation of the measures and actions in this group may result in the need for new or expanded facilities to process the waste and result in the development of new or expanded solid waste facilities.

The specific locations for the new or expanded solid waste facilities have not been determined. If the new or expanded solid waste facilities are located within the vicinity of a private airstrip or an airport land use plan, 2 miles of a public airport, or the 60 dBA annual CNEL noise contour of a public airport, impacts to people at these facilities could occur. Future projects associated with implementation of the CAP Update would be required to comply with adopted General Plan Policy N-4.9, which requires noise compatibility of any projects that may be affected by noise from public or private airports, and Policy S-~~15.1~~17.2, which requires land uses surrounding airports to be compatible with the operation of each airport. In addition, future development associated with CAP Update would be required to implement 2011 GPU PEIR Mitigation Measure Noi-5.1, which requires any projects within the AIA be submitted to the SDCRAA for review, and Mitigation Measure Noi-5.3, which requires consultation with the FAA standards and the County Noise Ordinance for assessing noise impacts. Compliance with the adopted General Plan policies and implementing 2011 GPU PEIR mitigation measures would ensure that future development would not result in excessive noise exposure from a public or private airport. Impacts would be less than significant.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Implementation of Measures W-1 and W-2 would generally result in installation of water efficient appliance, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping.

Installation of water efficient appliances, irrigation systems, stormwater and grey water capture systems, and on-site stormwater and wastewater treatment systems would require additional employees to be present temporarily to install related improvements. However, such facilities likely would not require additional short- or long-term employees that could be exposed to airport noise. Further, existing and proposed development would be covered by ALUCPs which are intended to minimize the public's exposure to excessive noise within areas around public airports and designate compatible and incompatible land uses surrounding the airport. As such, potential water and wastewater projects would result in less-than-significant impacts related to exposing people to excessive noise levels from a public or private airport.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and incentivizing carbon farming. Implementation of Action A-4.1.b would have the potential to identify opportunities for increased farmworker housing in the unincorporated county. Acquiring and preserving conservation, natural, and agricultural lands, protecting and planting trees, and incentivizing carbon farming would not result in people residing or working in the area on a long-term basis. Therefore, no impact related to excessive noise levels from a public or private airport would occur.

Development of farmworker housing (if opportunities to increase farmworker housing in the unincorporated area are identified) would have the potential to expose people residing or working in the area to excessive noise from a public or private airport if the housing is located within the vicinity of a private airstrip or an airport land use plan, 2 miles of a public airport, or the 60 dBA annual CNEL noise contour of a public airport. Development of new farmworker housing associated with CAP Update would be required to comply with adopted General Plan Policy N-4.9, which reduces potential noise impacts to noise-sensitive land uses, and Policies ~~S-15.1, S-15.2, and S-15.4~~S-17.2, S-17.3 and S-17.5, which require land uses surrounding airports to be compatible with airport operations. In addition, new farmworker housing projects that result from implementation of CAP Update Action 4.1.b would be required to implement 2011 GPU PEIR Mitigation Measure Noi-5.1, which requires any projects that are within an AIA to be submitted to the SDCRAA for review. Compliance with the adopted General Plan policies and implementing 2011 GPU PEIR mitigation measures would result in less-than-significant noise exposure from a public or private airport.

Energy Measures and Actions

Implementation of CAP Update Measure E-2 could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities. These retrofits could include rooftop or ground-mounted PV solar arrays or small wind turbines, upgraded mechanical systems, large-scale renewable energy projects (e.g., solar and wind energy systems), and other similar improvements.

Implementation of the energy measures and actions does not include the development of noise-sensitive land uses and would not expose people to excessive noise levels due to the proximity of a public or private airport. Therefore, no impacts related to exposing people to excessive noise levels from a public or private airport would occur.

Built Environment and Transportation Measures and Actions

Built environment and transportation measures and actions would implement existing County programs, such as the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan (Action T-1.1) and Active Transportation Program (Action T-5.1). Other measures and actions would affect the design of existing and planned roadways. Measure T-6.2 would implement transit-supportive roadway treatments, such as signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians. Action T-3.1 would result in the installation of publicly available electric vehicle charging stations. Action T-3.1.a would support the transition to clean hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and other efforts that could facilitate future infrastructure construction.

Because of the nature of proposed transportation infrastructure improvements (i.e., limited size, along existing roadways, and within existing parking structures), it is likely that most infrastructure improvements would occur within existing developed residential and commercial centers throughout the county or as part of new development as it is approved. Residential and commercial centers have the low potential for noise impacts from airports because these land uses have been developed or would be developed to comply with noise standards from applicable ALUCPs to minimize the public's exposure to excessive noise within areas around public airports. In addition, as explained in the 2011 GPU PEIR, implementation of the General Plan policies listed above in Section 2.12.2, "Regulatory Framework," and implementation of 2011 GPU PEIR Mitigation Measure Noi-5.1 (using applicable ALUCP as guidance for project located in an AIA) and Mitigation Measure Noi-5.3 (assessing noise impacts from private airports and helipads) would ensure that new development would not expose people to excessive noise levels from a public or private airport. This impact would be less than significant with mitigation.

Summary

The CAP Update would further existing programs and provide new and modified infrastructure in new and established communities to reduce GHG emissions. Implementation of 2011 GPU PEIR mitigation measures and adopted General Plan policies would reduce the potential impacts associated with excessive noise levels from a public and private airport. Although the locations of most projects that would be constructed to achieve the targets of the CAP Update are unknown, it is reasonable to assume that development would be consistent with applicable ALUCPs, would be subject to compliance with adopted General Plan Policies N-4.9, ~~S-15.1, S-15.2, and S-15.4~~S-17.2, S-17.3, and S-17.5, and would be required to implement 2011 GPU PEIR Mitigation Measures Noi-5.1 through Noi-5.3. Consistent with the 2011 GPU PEIR, impacts related to excessive noise levels from a public or private airport associated with implementation

of the solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions in the CAP Update would be less than significant with mitigation. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.12.3.6 Cumulative Impact Analysis

The cumulative impact analysis study area for noise in the 2011 GPU PEIR was identified as the areas surrounding noise-generating sources, such as roadways and agricultural or industrial uses (as described on page 2.11-34 of the 2011 GPU PEIR). This analysis uses the same scope identified in the 2011 GPU PEIR. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Excessive Noise Levels

Cumulative impacts could result if the physical improvements that result from implementation of the CAP Update interact with development associated with buildout of the County's General Plan or other regional development, as anticipated in the 2021 Regional Plan, and increase those impacts.

The 2011 GPU PEIR concludes that buildout of the General Plan would result in significant cumulative impacts associated with excessive noise levels and permanent increases in ambient noise levels and would not result in significant cumulative impacts related to temporary increases in ambient noise levels. With implementation of mitigation from the 2011 GPU PEIR and compliance with the adopted General Plan policies, the buildout of the General Plan would result in less-than-significant cumulative impacts related to excessive construction noise levels and significant and unavoidable cumulative impacts related to permanent increases in ambient noise levels.

Implementation of the CAP Update would have the potential to result in construction of new or expanded solid waste facilities, renewable energy infrastructure, and transportation facilities in the unincorporated county. As discussed in Section 2.12.3.3, "Issue 1: Excessive Noise Levels," all new development would be required to implement 2011 GPU PEIR Mitigation Measures Noi-1.1, Noi-1.3, and Noi-2.4, which would ensure that new development would be consistent with land use compatibility guidelines. With implementation of the identified 2011 GPU PEIR mitigation measures, the project would result in less-than-significant impacts related to noise resulting from operation of the potential new development.

However, as discussed above, operational sources of low-frequency noise associated with CAP Update Action E-3.3 would be potentially significant because it is possible for a noise waiver to be granted for large wind turbines subject to specific conditions. The noise associated with operation of large wind turbines could combine with other low-frequency noise in the environment to result in cumulative increases above ambient noise levels. Thus, this action could result in excessive noise levels over the existing condition.

The CAP Update would result in a considerable contribution to an existing cumulative effect related to permanent increase in ambient noise levels. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 2: Excessive Groundborne Vibration

The 2011 GPU PEIR concluded cumulative impacts associated with groundborne vibration would be potentially significant because the General Plan would result in the exposure of sensitive receptors to major vibrational sources (i.e., roadways and railways). With implementation of mitigation from the 2011 GPU PEIR, the buildout of the General Plan would result in less-than-significant cumulative impacts related to excessive groundborne vibration.

As discussed in Section 2.12.3.4, "Issue 2: Excessive Groundborne Vibration," above, vibrational noise associated with implementation of the project would not be significant with implementation of 2011 GPU PEIR Mitigation Measures Noi-2.1 and Noi-2.4 and compliance with adopted General Plan Policy N-3.1 and existing regulations. Given the nature of the improvements that would occur with implementation of the CAP Update (e.g., new or expanded solid waste facilities, water and wastewater infrastructure and efficiency improvements, renewable energy infrastructure, and transportation infrastructure improvements), implementation of the CAP Update measures and actions would not result in significant impacts related to excessive groundborne vibration. Similar to the conclusions of the 2011 GPU PEIR, the project would not result in an incremental effect that would result in a significant cumulative impact. The impact would be less than significant. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Issue 3: Excessive Noise from a Public or Private Airport

The 2011 GPU PEIR concludes that development associated with buildout of the General Plan would result in a potentially significant cumulative impact related to aircraft noise. However, with implementation of mitigation from the 2011 GPU PEIR and adopted General Plan policies, buildout of the General Plan would result in a less-than-significant cumulative impact related to excessive noise exposure from airports.

As discussed in Section 2.12.3.5, "Issue 3: Excessive Noise Exposure from a Public or Private Airport," above, excessive noise from a public or a private airport associated with implementation of the project would not be significant with implementation of 2011 GPU PEIR Mitigation Measure Noi-5.1 and compliance with adopted General Plan Policies N-4.9, ~~S-15.1, S-15.2, and S-15.4~~S-17.2, S-17.3, and S-17.5. In addition, future development that has the potential to be exposed to excessive noise from airports (i.e., farmworker housing) would be required to be consistent with applicable ALUCPs, which minimize the public's exposure to excessive noise within areas around public airports. Given the nature of the projects that would be implemented as part of the CAP Update and the fact that impacts resulting from the proposed CAP Update measures and actions would not result in significant impacts related to excessive noise from a public or private

airport, the project would not result in a substantial incremental effect that would result in a significant cumulative impact. The impact would be less than significant. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

2.12.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would not result in new or more severe significant impacts related to construction and operational noise, groundborne vibration, or airport noise exposure.

2.12.5 Mitigation Measures

The following section lists the mitigation measures from the 2011 GPU PEIR that are applicable to the proposed project. No new mitigation measures have been proposed to avoid or minimize noise impacts resulting from the proposed project.

2.12.5.1 Issue 1: Excessive Noise Levels

The mitigation measures addressing noise that were adopted as part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Noi-1.1: Require an acoustical analysis whenever a new development may result in any existing or future noise sensitive land uses being subject to on-site noise levels of 60 dBA (CNEL) or greater, or other land uses that may result in noise levels exceeding the "Acceptable" standard in the Noise Compatibility Guidelines (Table N-1 in the Noise Element).
>
> Adopted Mitigation Measure Noi-1.3: Require an acoustical study for projects proposing amendments to the County General Plan Land Use Element and/or Mobility Element that propose a significant increase to the average daily traffic due to trips associated with the project beyond those anticipated in the General Plan.
>
> Adopted Mitigation Measure Noi-2.4: Require an acoustical study whenever a proposed extractive land use facility may result in a significant noise impact to existing noise sensitive land uses, or when a proposed noise sensitive land use may be significantly affected by an existing extractive land use facility. The results of the acoustical study may require a "buffer zone" to be identified on all Major Use Permit applications for extractive facilities whenever a potential for a noise impact to noise sensitive land uses may occur.

As described above in Section 2.12.3.3, even with implementation of the General Plan policies and 2011 GPU PEIR mitigation measures, and compliance with County's Noise Compatibility Guidelines, General Plan Noise Element noise standards, and the County's Noise Ordinance, project-level and cumulative impacts related to excessive noise from large-scale wind turbines could occur because noise waivers could be provided under certain circumstances. Additional mitigation was considered that would eliminate the

noise waiver, but it was rejected because it would conflict with the County's goal to expand renewable energy.

Additional mitigation was considered as part of this ~~draft~~ SEIR that would implement a development cap on large-scale wind turbine projects. However, this mitigation was rejected as infeasible because it may reduce the effectiveness of CAP Update Action E-3.3 and achievement of the County's 2030 GHG emissions reduction target. The number and types of renewable large-scale wind energy facilities that would be required to meet the GHG reduction goals of the CAP is unknown because the design, siting, and economic feasibility characteristics of the options under consideration vary widely. No other additional feasible mitigation beyond compliance with the County's adopted General Plan policies, 2011 GPU PEIR mitigation measures, Noise Compatibility Guidelines, General Plan Noise Element noise standards, and the Noise Ordinance is available.

2.12.5.2 Issue 2: Excessive Groundborne Vibration

The mitigation measures addressing groundborne vibration that were adopted as part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Noi-2.1: For Land Use Designations defined in Table 2.11-14, a groundborne vibration technical study shall be required for proposed land uses within the following distances from the Sprinter Rail Line right-of-way and the property line: 600 feet of a Category 1 Land Use, 200 feet of a Category 2 Land Use, and 120 feet of a Category 3 Land Use. If necessary, mitigation shall be required for land uses in compliance with the standards listed in Tables 2 and 3 of the County of San Diego Guidelines for Determining Significance - Noise.
>
> Adopted Mitigation Measure Noi-2.4: Require an acoustical study whenever a proposed extractive land use facility may result in a significant noise impact to existing noise sensitive land uses, or when a proposed noise sensitive land use may be significantly affected by an existing extractive land use facility. The results of the acoustical study may require a "buffer zone" to be identified on all Major Use Permit applications for extractive facilities whenever a potential for a noise impact to noise sensitive land uses may occur.

2.12.5.3 Issue 3: Excessive Noise from a Public or Private Airport

The mitigation measures addressing airport noise that were adopted as part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Noi-5.1: Use the applicable Airport Land Use Compatibility Plan's (ALUCP) as guidance/reference during development review of projects that are planned within an Airport Influence Area (AIA). Any projects that are within the AIA shall be submitted to the SDCRAA for review.

Adopted Mitigation Measure Noi-5.3: Consult with the FAA standards and the County Noise Ordinance as a guide for assessing noise impacts from private airports and helipads.

2.12.6 Significance Conclusions

2.12.6.1 Issue 1: Excessive Noise Levels

The CAP Update would further existing programs and provide new and modified infrastructure in new and established communities to reduce GHG emissions. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project impacts associated with the excessive noise levels. However, it is possible for a noise waiver to be granted for a large-scale wind turbine project within the designated Noise Waiver Area on the Wind Resources Map, subject to specific conditions. Consistent with the Wind Energy EIR, the development of large wind turbines under the proposed project would result in a significant and unavoidable impact related to low-frequency noise. Therefore, the development of large wind turbines associated with the CAP Update could combine with existing low-frequency noise in the environment to result cumulative increases above ambient for low-frequency noise levels. As such, the project would contribute to a cumulatively considerable impact. The project's impact related to excessive noise levels would be **significant and unavoidable** and the project **would result in a considerable contribution** to a significant cumulative impact. This **would not be a new or more severe impact** compared to the 2011 GPU PEIR.

2.12.6.2 Issue 2: Excessive Groundborne Vibration

Implementation of the CAP Update may result in development with the potential to generate groundborne vibration during construction. Implementation of these projects would be within the scope of proposed development und the build out of the General Plan evaluated in the 2011 GPU PEIR. Based on the type of subsequent projects anticipated, implementation of the CAP Update is not expected to generate excessive groundborne vibration. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project impacts associated with excessive groundborne vibration. The project's impacts related to excessive groundborne vibration from development would remain **less than significant with mitigation** and the project **would not result in a considerable contribution** to a significant cumulative impact. Implementation of the CAP Update would not result in a new significant impact not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect. This **would not be a new or more severe impact** compared to the 2011 GPU PEIR.

2.12.6.3 Issue 3: Excessive Noise from a Public or Private Airport

The CAP Update would further existing programs and provide new and modified infrastructure in new and established communities to reduce GHG emissions. Implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project impacts associated with excessive noise from a public or private airport. The project's impacts related to excessive noise from a public or private airport would remain **less than significant with mitigation** and the project **would not result in a considerable contribution** to a significant and unavoidable cumulative impact. Implementation of the CAP Update would not result in a new significant impact not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect. This **would not be a new or more severe impact** compared to the 2011 GPU PEIR.

2.13 Transportation

This section describes existing conditions related to transportation and evaluates the potential effects that implementation of the CAP Update may have on this issue. Because this analysis is subsequent to the certified 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the transportation setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the GPU PEIR. Senate Bill (SB) 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new State CEQA Guidelines that address transportation metrics under CEQA. In 2018, Appendix G of the State CEQA Guidelines was amended to include additional significance criteria to evaluate a project's potential impact on vehicle miles traveled (VMT). Because the amended significance criteria addressing VMT was not yet adopted in 2008, when the Notice of Preparation (NOP) for the 2011 GPU PEIR was released, an evaluation of potential impacts on VMT was not included in the 2011 GPU PEIR. Additionally, SB 743 discusses impacts from parking, stating that "the adequacy of parking for a project shall not support a finding of significance." (See Public Resources Code Section 21099(b)(3).) Therefore, parking capacity is not considered in this analysis.

Table 2.13-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the CAP Update. As indicated in Table 2.13-1, implementation of the CAP Update would not result in new or more severe significant impacts on transportation.

Comments received in response to the NOP related to transportation included suggestions to encourage telecommuting; increase development near transit; implement complete streets strategies to reduce VMT; and coordinate between the County and other partner agencies to ensure consistency between policies, projects, and plans. Copies of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

Table 2.13-1 Summary of Transportation-Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			Potential New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System	General Plan Only: Less Than Significant with Mitigation Incorporated	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Not Cumulatively Considerable	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
2	Exceed Threshold for Vehicle Miles Traveled	Not Applicable[1]	CAP Update Only: No	CAP Update Only: No
		Not Applicable[1]	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
3	Increase Hazards Due to a Design Features[2]	General Plan Only: Significant and Unavoidable	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Cumulatively Considerable	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No
4	Result in Inadequate Emergency Access	General Plan Only: Less Than Significant with Mitigation Incorporated	CAP Update Only: No	CAP Update Only: No
		General Plan Cumulative Contribution: Not Cumulatively Considerable	CAP Update Cumulative Contribution: No	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

[1] The 2011 GPU PEIR determined significance based on level of service (LOS). However, Section 15064.3 of the State CEQA Guidelines was adopted in December 2018 and provides that vehicle miles traveled (VMT) is the "most appropriate measure of transportation impacts" and mandated analysis of VMT impacts effective July 1, 2020. LOS, or other measures of automobile delay, are no longer considered significant environmental impacts under CEQA (Public Resources Code Section 21009[b][2]). Therefore, LOS is no longer considered an appropriate metric for analyzing transportation impacts on the environment; and thus, is not considered in this analysis.

[2] The 2011 GPU PEIR determined transportation hazard significance based on rural road safety. The transportation hazards analysis contained herein incorporates rural road safety. The 2011 GPU PEIR findings related to rural road safety are summarized in Section 2.15.3.5, Issue 3.

Source: Compiled by Ascent Environmental in 2023.

2.13.1 Existing Conditions

This section describes the existing roadway network, transit services, and bicycle and pedestrian facilities in the unincorporated county. Section 2.15.1 of the 2011 GPU PEIR includes a discussion of the existing conditions related to transportation and traffic in the unincorporated county based on level of service (LOS). In 2013, SB 743 was enacted, with

an implementation date of July 1, 2020, requiring public agencies to no longer use LOS for traffic analysis and instead use VMT.

2.13.1.1 Roadway Network

The County Roadway Register Report classifies the existing roadway network in the unincorporated county by seven categories: interstates, freeways or expressways, principal arterials, minor arterials, major collectors, minor collectors, and local roads (County of San Diego 2023). The General Plan groups roadways by similar types, the four groups being state highways, Mobility Element roadways, local public roads, and private roads. “Mobility Element roadways” refers to the portion of the County Mobility Element roadway system that have been constructed. The County of San Diego Department of Public Works Road Section is responsible for maintaining nearly 2,000 miles of County Mobility Element roadways and other transportation facilities, such as bridges and guardrails, signs, traffic signals and crosswalks. Within the unincorporated county, there are approximately 5 miles of principal arterial roads, 146 miles of minor arterials roads, 481 major collector roads, 198 minor collector roads, and 1,117 local roads (County of San Diego 2023).

2.13.1.2 Transit Services

The San Diego Metropolitan Transit System (MTS) and the North County Transit District (NCTD) are the two agencies responsible for providing bus, rail, and paratransit services within the San Diego region. Additionally, the Amtrak Pacific Surfliner provides intercity rail service along the Los Angeles–San Diego–San Luis Obispo Rail Corridor. Other specialized transit services are offered through the Consolidated Transportation Service Agency (CTSA) for the San Diego region.

Bus Service

MTS offers over 100 fixed bus routes throughout its service area, including traditional urban shuttle-type routes, express routes, and bus rapid transit routes, as well as paratransit services. Bus services are provided in the unincorporated county by the San Diego Transit Corporation (SDTC), which is owned by MTS. SDTC serves the Cities of San Diego, El Cajon, La Mesa, and National City, in addition to the unincorporated communities of Julian, Desert, Central Mountain, Lakeside, Alpine, Mountain Empire, Crest, Valle de Oro, Spring Valley, Sweetwater, and Otay. SDTC bus service provides connections to light and heavy rail services and offers local service and express service (MTS 2020).

NCTD operates a bus system referred to as the BREEZE, which serves the unincorporated north county. BREEZE serves eight north county cities, in addition to the unincorporated communities of Pendleton/De Luz, Fallbrook, Ramona, Pala/Pauma Valley, Valley Center, North County Metro, and San Dieguito. BREEZE operates approximately 30 different bus routes, many of which provide connections to light rail systems and tourist attractions (NCTD 2022).

Rail Service

There are five railroad providers that operate on two railroad corridors within the San Diego region. Many of these rail lines are located within the incorporated areas of the county; however, some unincorporated residents use these systems. Railroad providers for San Diego County include NCTD, MTS, BNSF, Carrizo Gorge Railway, and San Diego and Imperial Valley Railroad. The two railroad corridors that cross the county are the Los Angeles–San Diego–San Luis Obispo Rail Corridor and the San Diego & Arizona Eastern Railway Corridor.

MTS operates the San Diego Trolley, which runs along the San Diego & Arizona Eastern Railroad Corridor. The entire system encompasses 54.3 total miles (107.6 total track miles) of light rail transit on three routes serving 53 transit centers. Although the entire trolley line is located within the incorporated areas of the county, many residents from the unincorporated areas of the county use its service. Fiscal Year 2022 ridership for the MTS trolley system reached approximately 30 million trips, and bus ridership totaled approximately 28 million trips (MTS 2022).

NCTD operates the SPRINTER Light Rail system between Oceanside and Escondido on a rail line that runs approximately parallel to State Route 78. The Buena Creek SPRINTER Station is the only site in the unincorporated county that is served by high-frequency light rail transit. The SPRINTER rail line is 22 miles long and runs 455 trains every week. The NCTD COASTER rail line is 41 miles long. More than 190 COASTER trains operate each week along the coastal corridor between Oceanside and downtown San Diego.

Paratransit and Other Specialized Transit Services

MTS Access is an origin-to-destination, shared ride, advanced reservation public transit service provided in accordance with the Americans with Disabilities Act. Consistent with the Americans with Disabilities Act, MTS Access is comparable to MTS's fixed-route bus system including in terms of service characteristics (such as on-time performance and travel time) and service area (providing service within three-quarters of a mile of a regular MTS fixed bus route). The service is intended to complement the fixed bus and trolley routes and times. Similarly, NCTD LIFT provides paratransit services at a level that is comparable to NCTD's fixed-route bus service. The NCTD LIFT service is provided to areas that are within three-quarters of a mile of an NCTD BREEZE bus route and/or SPRINTER rail station.

Facilitating Access to Coordinated Transportation, operated by CTSA, provides access to transportation for seniors, persons with disabilities, veterans, and the income disadvantaged and fills gaps in existing transit services, acting as a mobility manager by referring individuals to the most appropriate transportation mode. Transportation referrals are provided in person, over the phone, and through a web-based trip planner (511 San Diego Region).

2.13.1.3 Bicycle and Pedestrian Systems

Of the roughly 2,000 miles of County-maintained roadways, less than half include sidewalks, and less than 1 percent include a bicycle route or lane.

The County of San Diego Active Transportation Plan (ATP) classifies bike lanes in the following four types:

- Class I Bike Path: A completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- Class II Bike Lanes: A striped lane for one-way bike travel on a street or highway.
- Class III Bike Route: Provides for shared use with vehicular traffic within the travel lane.
- Class IV Separated Bikeway: A physically separated bikeway for the exclusive use of bicycles. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

As of 2018, the unincorporated county had 1 mile of Class I, 145 miles of Class II, and 9 miles of Class III bicycle facilities, totaling 155 miles of existing bicycle facilities. There are currently no Class IV bicycle facilities in the unincorporated county (County of San Diego 2018: 3-3).

Pedestrian facilities in the unincorporated county include sidewalks, pathways, and trails. Results from a County Pedestrian Gap Analysis and evaluation of existing facilities revealed that roughly 53 percent, or 401 miles, of the assessment roadways have no sidewalk or pedestrian facility (County of San Diego 2018: 3-3).

2.13.2 Regulatory Framework

Section 2.15.2 of the 2011 GPU PEIR describes the regulatory framework related to transportation and is incorporated herein by reference. SB 743 was signed into effect in 2013 with an implementation date set for July 1, 2020. While the 2011 GPU PEIR included VMT numbers for the unincorporated county, it did not include analysis for VMT as currently required under SB 743. Therefore, a discussion of SB 743 is provided below. The majority of the local regulatory discussion in the 2011 GPU PEIR regarding transportation remains applicable to the proposed project; however, several legislative regulations, policy guidance documents, and funding mechanisms related to transportation have been authorized or updated since the adoption of the 2011 GPU PEIR. Therefore, a discussion of each is provided below.

2.13.2.1 Federal

Specific regulations discussed in the 2011 GPU PEIR and applicable to the CAP Update include the following:

- Americans with Disabilities Act
- Title 23, Code of Federal Regulations, Section 450.220

In addition to the above, the following regulation related to transportation has been adopted and/or updated since certification of the 2011 GPU PEIR.

Highway Capacity Manual, 7th Edition (2022)

The Highway Capacity Manual is the fundamental reference for concepts, performance measures, and analysis techniques for evaluating the multimodal operation of streets, highways, freeways, and off-street paths. The 7th edition was published in 2022 and contains new information, including new planning-level methods for connected and automated vehicles; a completely revised procedure for analyzing two-lane highways; a new procedure for evaluating systems of freeways and arterials with queue spillback; and updated methodologies for pedestrian operations at uncontrolled and signalized crossings.

2.13.2.2 State

Specific regulations discussed in the 2011 GPU PEIR and applicable to the CAP Update include the following:

- California Department of Transportation (Caltrans) Standards
- Statewide Transportation Improvement Program
- Transportation Development Act

In addition to the above, the following regulations related to transportation have been adopted and/or updated since certification of the 2011 GPU PEIR.

Senate Bill 375

Governor Arnold Schwarzenegger signed SB 375, the 2008 Sustainable Communities and Climate Protection Act, on September 30, 2008, with the purpose of reducing greenhouse gas (GHG) emissions from passenger vehicles through coordinated transportation and land use planning strategies. The legislation is two-fold requiring the California Air Resources Board (CARB) to set and regularly update per capita was a metric used extensively in the transportation industry at the time the 2011 GPU PEIR was prepared for a variety of purposes including, but not limited to highway cost allocation, determining user fee structures, and estimating air quality and GHG emissions; thus, VMT related to the build out of the general plan was a known concept at the time.

For the purpose of forecasting GHG emissions from growth anticipated under the adopted General Plan, VMT GHG emissions reduction targets by region as well as mandating each of California's 18 metropolitan planning organizations to include a Sustainable Communities Strategy in their federally mandated long-range Regional Transportation Plan to demonstrate how the region plans to meet CARB's GHG emission reduction targets.

Senate Bill 743

SB 743, passed in 2013, required OPR to develop new State CEQA Guidelines that address transportation metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

OPR published its proposal for the comprehensive updates to the State CEQA Guidelines in November 2017, which included proposed updates related to analyzing transportation impacts pursuant to SB 743. These updates indicated that VMT would be the primary metric used to identify transportation impacts. In December of 2018, OPR published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory) which provides guidance for VMT analysis (OPR 2018). The OPR Technical Advisory recommends that a per capita or per employee VMT that is fifteen percent below that of existing development, measured against the region or city, may indicate a less-than-significant transportation impact. As used in the OPR Technical Advisory, "regional" refers to the full geography within the jurisdictional borders of a metropolitan planning organization or a regional transportation planning agency. Comparing a project's VMT per capita or VMT per employee to that of the entire region or entire city allows a lead agency to better align with the state's climate commitments. Comparison to only a portion of the region or city could result in a less environmentally protective significance threshold, potentially disconnecting significance determinations from those commitments (OPR 2023). In December 2018, OPR and the state Natural Resources Agency submitted the updated State CEQA Guidelines to the Office of Administrative Law for final approval to implement SB 743. The Office of Administrative Law subsequently approved the updated State CEQA Guidelines, and local agencies had an opt-in period until July 1, 2020, to implement the updated guidelines. As of July 1, 2020, implementation of Section 15064.3 of the updated State CEQA Guidelines applies statewide.

Vehicle Miles Traveled-Focused Transportation Impact Study Guide

The Vehicle Miles Traveled-Focused Transportation Impact Study Guide was prepared by Caltrans to provide guidance to Caltrans districts, lead agencies, tribal governments, developers, and consultants regarding Caltrans's review of a land use project or plan's transportation analysis using the VMT metric for evaluating transportation impacts. It replaces the *Guide for the Preparation of Traffic Impact Studies* (2002) and is for use with local land use projects.

Interim Local Development and Intergovernmental Review Safety Review Practitioners Guidance

The Interim Local Development and Intergovernmental Review Safety Review Practitioners Guidance was released by Caltrans in December 2020 to provide instruction to Caltrans staff, lead agencies, and consultants regarding safety impact review expectations under CEQA and can be used as a guide at the local review level for assessing safety impacts of projects and plans on local right-of-way. It supports the implementation of SB 743 which uses VMT as a measure for transportation impact analyses over LOS with special consideration of vulnerable users and communities.

Transportation Analysis Framework: Evaluating Transportation Impacts of State Highway System Projects and Transportation Analysis under CEQA

Caltrans released the Transportation Analysis Framework: Evaluating Transportation Impacts of State Highway System Projects and Transportation Analysis under CEQA in September 2020 to serve as additional guidance in the implementation of SB 743. The Transportation Analysis Framework establishes changes to Caltrans procedures for the analysis of transportation impacts of projects on the State Highway System, primarily induced demand and provides direction for the preferred approach for analyzing the VMT attributable to proposed projects in various project settings. Transportation Analysis under CEQA provides information to support Caltrans's CEQA practitioners in making CEQA significance determinations for transportation impacts of projects on the State Highway System.

Mobile Source Strategy

The Mobile Source Strategy, updated by CARB every 5 years, demonstrates how the state can simultaneously meet air quality standards, achieve GHG emissions reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption. Statewide, the concepts in the 2020 Strategy could achieve criteria pollutant NO_x reductions of over 590 tons per day in 2037 and reduce mobile source fuel consumption by 9.5 billion gallons of gasoline and 3.0 billion gallons of diesel equivalent in 2045. This equates to a well-to-wheel GHG emissions reduction of approximately 94 million metric tons of carbon dioxide equivalent in 2045 (CARB 2021: 4).

California Transportation Plan

The 2050 California Transportation Plan, approved in February 2021, is a federal and state-mandated state transportation plan that ties several internal and external inter-related plans and programs and "provides a common framework for guiding transportation decisions and investments by all levels of government and the private sector" (Caltrans 2016). It is updated every 5 years and demonstrates how the state will achieve state targets for GHG reductions.

Active Transportation Program

Governor Jerry Brown signed legislation on September 26, 2013, creating the Active Transportation Program. The program consolidated several federal and state programs in an effort to promote biking and walking across California. The Active Transportation Program encourages increased use of active transportation through the promotion of environmental, equitable, economic, and public health-related goals. An amount of $100,000,000 of SB 1 funding is dedicated to the Active Transportation Program annually.

Solutions of Congested Corridors Program

The Solutions of Congested Corridors Program makes $250 million available annually to projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan, by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. Eligible projects may include improvements to state highways, local streets, rail facilities, public transit facilities, bicycle and pedestrian facilities, and preservation of critical local habitat and open spaces.

Local Partnership Program

The Local Partnership Program supports investment by local communities by providing matching funds for voter-approved transportation tax measures. Projects under the program include road maintenance and rehabilitation efforts as well as other infrastructure improvements. Funds are allocated on both a formula and competitive basis, which helps ensure smaller jurisdictions receive funding through the program. This program is intended to balance the need to direct increased revenue to the highest transportation needs while distributing the impact of increased funding.

2.13.2.3 Local

Specific regulations discussed in the 2011 GPU PEIR and applicable to the CAP Update include the following:

- Community Plans
- County Zoning Ordinance, Parking Regulations, Sections 6750–6799
- San Diego County Public Road Standards
- San Diego County Private Road Standards
- County of San Diego Consolidated Fire Code
- County of San Diego Regulatory Ordinances, Sections 77.201–77.220, Transportation Impact Fee
- County Community Right-of-Way Development Standards

Discussed below in *County of San Diego Transportation Study Guidelines*, to comply with SB 743, the County of San Diego adopted the updated Transportation Study Guidelines

(TSG) on September 24, 2022, that identifies VMT analysis methodologies, establishes VMT thresholds for CEQA transportation impacts, and identifies initial mitigation strategies. The TSG provides guidance for the methodology and thresholds utilized to evaluate transportation-related impacts.

In addition to the above, the following regulations related to transportation have been adopted and/or updated since certification of the 2011 GPU PEIR.

San Diego Forward: The 2021 Regional Plan

The San Diego Association of Governments (SANDAG) Board of Directors adopted San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) in December 2021. The 2021 Regional Plan combines the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan. It anticipates the growth that will occur in the region and provides a blueprint for a regional transportation system, while also establishing the region's sustainable community strategy with the overarching vision of promoting sustainability and offering more mobility options for people and goods. The 2021 Regional Plan strategies are organized around the 5 Big Moves: Next Operating System, Complete Corridors, Transit Leap, Mobility Hubs, and Flexible Streets. The three primary goals guiding the 2021 Regional Plan are the efficient movement of people and goods; access to affordable, reliable, and safe mobility options; and healthier air and reduced GHG emissions.

2023 Regional Transportation Improvement Program

The 2023 Regional Transportation Improvement Program (2023 RTIP) is a multi-billion-dollar 5-year program of major transportation projects funded by federal, state, TransNet local sales tax, and other local and private funding covering fiscal year 2023 to fiscal year 2027. The program development process, which includes the air quality emissions analysis for all regionally significant projects, requires approval by the Federal Highway Administration and the Federal Transit Administration.

The 2023 RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of the transportation system, while reducing transportation-related air pollution in support of efforts to attain federal and state air quality standards for the region. The program also incrementally implements the 2021 Regional Plan, which is the long-range transportation plan for the San Diego region. The final 2023 RTIP was adopted by the SANDAG Board of Directors on September 12, 2022, and approved by the Federal Highway Administration and the Federal Transit Administration in December 2022.

County of San Diego Transportation Study Guidelines

The County Board of Supervisors approved the updated TSG in September 2022. The TSG was developed as a guide for analyzing the transportation impacts of proposed projects in the unincorporated county addressing the manner in which transportation impacts under CEQA are measured due to SB 743, which shifts the focus from LOS to VMT. VMT is the total number of miles traveled by motor vehicles, including trips to/from

and within the planning area. The TSG provides CEQA VMT Screening Criteria for projects that are presumed to result in a less-than-significant VMT impact and are, thus, not required to perform a VMT analysis. Projects that do not meet the screening criteria are subject to a detailed evaluation of the VMT produced by the project. Typically, transportation VMT analysis for CEQA should be conducted using the SANDAG Regional Travel Demand Model; however, other tools for conducting VMT analysis may be preferred depending on the project characteristics and the sensitivity of the SANDAG model in the project location and for the project type.

The TSG provides metrics to determine whether a project surpasses the County's VMT Thresholds of Significance. The VMT generated under the current General Plan establishes the baseline in which planned development is compared to identify cumulative transportation-related impacts. The current General Plan conditions represent buildout of the land uses and mobility network assumed within the County's current General Plan.

The TSG establishes thresholds for large land use plans and states that land use plans should be compared to the region overall. Comparison to the region is appropriate because large land use plans can have an effect on regional VMT (County of San Diego 2022). The thresholds apply to large land use plans:

- Residential: Aggregate all residential land uses for the build-out year of the plan and compare the resulting build-out year VMT per resident to the existing regional average. The threshold is 15 percent below the existing regional average VMT per resident.
- Employment: Aggregate all employment land uses for the build-out year of the plan and compare the resulting build-out year VMT per employee to the existing regional average. The threshold is 15 percent below the existing regional average VMT per employee.
- Retail/Service: Evaluate the effect that adding these land uses has on regional VMT. The threshold is any increase in regional VMT.

County of San Diego Regulatory Ordinances, Sections 77.201–77.220, Transportation Impact Fee

The County of San Diego Regulatory Ordinances, Sections 77.201–77.220, Transportation Impact Fee program provides funding for mitigation of cumulative impacts and for proportional construction of transportation facilities needed to support traffic generated by new development to meet state law requirements. Per the County Board of Supervisors ordinance, effective December 31, 2012, the County will collect the fee at or before building permit issuance for projects that generate new trips.

County of San Diego 2020 Consolidated Fire Code

The 2020 Consolidated Fire Code (County Fire Code) includes the County amendments to the 2019 California Fire Code and the ordinances of the 13 unincorporated county fire protection districts. The County Fire Code is adopted for the protection of public health

and safety and applies to both ministerial and discretionary projects. It includes definitions, requirements for permits and inspection for installing or altering systems, regulations for the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, equipment use and maintenance of buildings, structures, and premises, including the installation, alteration or repair of new and existing fire protection systems and their inspection and provides penalties for violation of this code. It applies to new construction and to any alterations, repairs, or reconstruction. Section 503 of the County Fire Code includes provisions and regulations applicable to roadway design and emergency vehicle access.

San Diego County Fire Authority Emergency Vehicle Turnaround, Section 503

The San Diego County Fire Authority provides regulatory standards and design guidance regarding emergency vehicle turnaround. Fire apparatus access roads, except private residential driveways, shall be provided and maintained for purposes of rapid and reliable fire apparatus access and for unobstructed traffic circulation for evacuation or relocation of civilians during a wildfire or other emergency (San Diego County Fire Authority 2016).

County of San Diego Department of Public Works Traffic Control Permit

After obtaining an encroachment, excavation, and/or construction permit from the County, a traffic control permit is necessary for any work on a County-maintained roadway or in the County right-of-way. It is the responsibility of those performing work on or adjacent to a public road in the unincorporated area of the county to install and maintain appropriate traffic control in accordance with an approved traffic control plan. An approved traffic control plan is necessary to provide the motoring public safe passage through the construction zone, as well as to safeguard construction workers (County of San Diego Department of Public Works n.d.).

County of San Diego Active Transportation Plan

The ATP promotes active transportation through pedestrian and bicycle improvements throughout the unincorporated county. The ATP consists of an update to the County's Bicycle Transportation Plan (dated 2008) and the Pedestrian Area Plans (prepared for Alpine, Borrego Springs, Fallbrook Town Center, Lakeside Town Center and Spring Valley) into one combined ATP. The ATP was approved by the Board of Supervisors on October 31, 2018. The ATP identifies goals, objectives, and actions related to improving safety to reduce auto collisions with cyclists and pedestrians, increasing accessibility and connectivity with an active transportation network, and improving public health by encouraging walking and biking.

2011 San Diego County General Plan

The General Plan policies related to transportation that are applicable to the CAP Update include the following:

> Policy LU-2.8: Mitigation of Development Impacts. Require measures that minimize significant impacts to surrounding areas from uses or operations that

cause excessive noise, vibrations, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.

Policy LU-5.1: Reduction of Vehicle Trips within Communities. Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that support multi-modal transportation, including walking, bicycling, and the use of public transit, when appropriate.

Policy LU-5.4: Planning Support. Undertake planning efforts that promote infill and redevelopment of uses that accommodate walking and biking within communities.

Policy LU-5.5: Projects That Impede Non-Motorized Travel. Ensure that development projects and road improvements do not impede bicycle and pedestrian access. Where impacts to existing planned routes would occur, ensure that impacts are mitigated and acceptable alternative routes are implemented.

Policy LU-6.9: Development Conformance with Topography. Require development to conform to the natural topography to limit grading; incorporate and not significantly alter the dominant physical characteristics of a site; and to utilize natural drainage and topography in conveying stormwater to the maximum extent practicable.

Policy LU-6.10: Protection from Hazards. Require that development be located and designed to protect property and residents from the risks of natural and man-induced hazards.

Policy LU-9.8: Village Connectivity and Compatibility with Adjoining Areas. Require new development within Villages to include road networks, pedestrian routes, and amenities that create or maintain connectivity; and site, building, and landscape design that is compatible with surrounding areas. *[See applicable community plan for possible relevant policies.]*

Policy LU-10.4: Commercial and Industrial Development. Limit the establishment of commercial and industrial uses in Semi-Rural and Rural areas that are outside of Villages (including Rural Villages) to minimize vehicle trips and environmental impacts.

Policy LU-11.6: Office Development. Locate new office development complexes within Village areas where services are available, in proximity to housing, and along primary vehicular arterials (ideally with transit access) with internal vehicular and pedestrian linkages that integrate the new development into the multi-modal transportation network where feasible.

Policy LU-11.8: Permitted Secondary Uses. Provide a process where secondary land uses may be permitted when appropriate and compatible with the primary commercial, office, and light industrial uses, in order to better serve the daily needs of employees and to reduce the frequency of related automobile trips. This policy is not intended for high impact industrial uses.

Policy M-1.1: Prioritized Travel within Community Planning Areas. Provide a public road network that accommodates travel between and within community planning areas rather than accommodating overflow traffic from State highways and freeways that are unable to meet regional travel demands.

Policy M-1.2: Interconnected Road Network. Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.

Policy M-1.3: Treatment of High-Volume Roadways. Consider narrower rights-of-way, flexibility in design standards, and lower design speeds in areas planned for substantial development in order to avoid bisecting communities or town centers. Reduce noise, air, and visual impacts of new freeways, regional arterials, and Mobility Element roads, through landscaping, design, and/or careful location of facilities.

Policy M-2.2: Access to Mobility Element Designated Roads. Minimize direct access points to Mobility Element roads from driveways and other non-through roads to maintain the capacity and improve traffic operations.

Policy M-3.1: Public Road Rights-of-Way. Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network (see Mobility Element Network Appendix), Community Plans, or Road Master Plans. Require the provision of sufficient right-of-way width, as specified in the County Public Road Standards and Community Trails Master Plan, to adequately accommodate all users, including transit riders, pedestrians, bicyclists, and equestrians.

Policy M-3.2: Traffic Impact Mitigation. Require development to contribute its fair share toward financing transportation facilities, including mitigating the associated direct and cumulative traffic impacts caused by their project on both the local and regional road networks. Transportation facilities include road networks and related transit, pedestrian and bicycle facilities, and equestrian.

Policy M-3.3: Multiple Ingress and Egress. Require development to provide multiple ingress/egress routes in conformance with state law and local regulations.

Policy M-4.1: Walkable Village Roads. Encourage multi-modal roads in Villages and compact residential areas with pedestrian-oriented development patterns that enhance pedestrian safety and walkability, along with other non-motorized modes of travel, such as designing narrower but slower speed roads that increase pedestrian safety.

Policy M-4.2: Interconnected Local Roads. Provide an interconnected and appropriately scaled local public road network in Village and Rural Villages that reinforces the compact development patterns promoted by the Land Use Element and individual community plans.

Policy M-4.3: Rural Roads Compatible with Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character. [*See applicable community plan for possible relevant policies.*]

Policy M-4.4: Accommodate Emergency Vehicles. Design and construct public and private roads to allow for necessary access for appropriately-sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.

Policy M-4.5: Context Sensitive Road Design. Design and construct roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. Provide wildlife crossings in road design and construction where it would minimize impacts in wildlife corridors.

Policy M-4.6: Interjurisdictional Coordination. Coordinate with adjacent jurisdictions so that roads within Spheres of Influence (SOIs) or that cross jurisdictional boundaries are designed to provide a consistent cross-section and capacity. To the extent practical, coordinate with adjacent jurisdictions to construct road improvements concurrently or sequentially to optimize and maintain road capacity.

Policy M-5.1: Regional Coordination. Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with the following:

- Sufficient capacity consistent with the County General Plan Land Use Map;
- Travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled;
- Facilities sited and designed to be compatible with the differing scales, intensities, and characteristics of the unincorporated communities while still accommodating regional, community, and neighborhood travel demands; and
- Maximized efficiency to enhance connectivity between different modes of travel.

Policy M-5.1 Regional Coordination. Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with the following:

- Sufficient capacity consistent with the County General Plan Land Use Map
- Travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled
- Facilities sited and designed to be compatible with the differing scales, intensities, and characteristics of the unincorporated communities while still accommodating regional, community, and neighborhood travel demands
- Maximized efficiency to enhance connectivity between different modes of travel

Policy M-5.2: Impact Mitigation for New Roadways and Improvements. Coordinate with Caltrans to mitigate negative impacts from existing, expanded, or new state freeways or highways and to reduce impacts of road improvements and/or design modifications to state facilities on adjacent communities.

Policy M-8.1: Maximize Transit Service Opportunities. Coordinate with San Diego Association of Governments (SANDAG), the CTSA, NCTD, and MTS to provide capital facilities and funding, where appropriate, to:

- Maximize opportunities for transit services in unincorporated communities;
- Maximize the speed and efficiency of transit service through the development of transit priority treatments such as transit signal priority, transit queue jump lanes, and dedicated transit only lanes;
- Provide for transit-dependent segments of the population, such as the disabled, seniors, low income, and children, where possible; and
- Reserve adequate rights-of-way to accommodate existing and planned transit facilities including bus stops.

Policy M-8.2: Transit Service to Key Community Facilities and Services. Locate key County facilities, healthcare services, educational institutions, and other civic facilities so that they are accessible by transit in areas where transit is available. Require those facilities to be designed so that they are easily accessible by transit, whenever possible.

Policy M-8.3: Transit Stops That Facilitate Ridership. Coordinate with SANDAG, NCTD, and MTS to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for Town Centers, transit nodes, and large-scale commercial or residential development projects. Ensure that the planning of Town Centers and Village Cores incorporates uses that support the use of transit, including multi-family residential and mixed-use transit–oriented development, when appropriate.

Policy M-8.4: Transit Amenities. Require transit stops that are accessible to pedestrians and bicyclists; and provide amenities for these users' convenience.

Policy M-8.5: Improved Transit Facilities. Require development projects, when appropriate, to improve existing nearby transit and/or park and ride facilities, including the provision of bicycle and pedestrian facilities, provisions for bus transit in coordination with NCTD and MTS as appropriate including, but not limited to, shelters, benches, boarding pads, and/or trash cans, and to provide safe, convenient, and attractive pedestrian connections.

Policy M-8.7: Inter-Regional Travel Modes. Coordinate with SANDAG, Caltrans, and the California High-Speed Rail Authority, where appropriate, to identify alternative methods for inter-regional travel to serve the unincorporated county residents.

Policy M-8.8: Shuttles. Coordinate with Tribal governments, the Reservation Transportation Authority, and other large employers to provide shuttles and other means of connecting transit stops with job locations, civic, and commercial uses, where appropriate.

Policy M-9.1: Transportation Systems Management. Explore the provision of operational improvements (i.e. adding turn lanes, acceleration lanes, intersection improvements, etc.) that increase the effective vehicular capacity of the public road network prior to increasing the number of road lanes. Ensure operational improvements do not adversely impact the transit, bicycle, and pedestrian networks.

Policy M-9.2: Transportation Demand Management. Require large commercial and office development to use TDM programs to reduce single-occupant vehicle traffic generation, particularly during peak periods to maximize the capacity of existing or improved road facilities.

Policy M-9.3: Preferred Parking. Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles and flex cars. [Refer also to Policy COS-16.3 (Low-Emission Vehicles) in the Conservation and Open Space Element.] Encourage parking cash out programs to reimburse employees for the cost of "free" on-site parking to provide incentives to use alternate modes of travel and to reduce parking requirements (see also Policy M-10.5).

Policy M-9.4: Park-and-Ride Facilities. Require developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that provide convenient access to congested regional arterials. Require park-and-ride facilities that are accessible to pedestrians and bicyclists, and include bicycle lockers and transit stops whenever feasible.

Policy M-10.1: Parking Capacity. Require new development to:

- Provide sufficient parking capacity for motor vehicles consistent with the project's location, use, and intensity;
- Provide parking facilities for motorcycles and bicycles; and
- Provide staging areas for regional and community trails.

Policy M-10.2: Parking for Pedestrian Activity. Parking in a commercial area in Fallbrook Require the design and placement of on-site automobile, motorcycle, and bicycle parking in Villages and Rural Villages that encourages pedestrian activity by providing a clear separation between vehicle and pedestrian areas and prohibit parking areas from restricting pedestrian circulation patterns.

Policy M-10.3: Maximize On-street Parking. Encourage the use of on-street parking in commercial and/or high-density residential town center areas to calm traffic and improve pedestrian interaction. Traffic operations and pedestrian safety must not be compromised.

Policy M-10.4: Shared Parking. Support town center plans, when desired by the community, that incorporate on-street and/or shared vehicular parking facilities to reduce on-site parking requirements.

Policy M-10.5: Reduced Parking. Accommodate appropriate reductions in on-site parking requirements in situations such as:

- Development of low-income and senior housing
- Development located near transit nodes
- Employment centers that institute Transportation Demand Management programs
- Development that integrates other parking demand reductions techniques such as parking cash out, when ensured by ongoing permit conditions

Policy M-11.1: Bicycle Facility Design. Support regional and community-scaled planning of pedestrian and bicycle networks.

Policy M-11.2: Bicycle and Pedestrian Facilities in Development. Require development and Town Center plans in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities, including both on-street facilities as well as off-street bikeways, to safely serve the full range of intended users, along with areas for transit facilities, where appropriate and coordinated with the transit service provider.

Policy M-11.3: Bicycle Facilities on Roads Designated in the Mobility Element. Maximize the provision of bicycle facilities on County Mobility Element roads in

Semi-Rural and Rural Lands to provide a safe and continuous bicycle network in rural areas that can be used for recreation or transportation purposes, while retaining rural character.

Policy M-11.4: Pedestrian and Bicycle Network Connectivity. Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks.

Policy M-11.5: Funding for Bicycle Network Improvements. Seek outside funding opportunities for bicycle and pedestrian network improvement projects, particularly those that provide safe and continuous pedestrian and bicycle routes to schools, town centers, parks, park-and-ride facilities, and major transit stops.

Policy M-11.6: Coordination for Bicycle and Pedestrian Facility Connectivity. Coordinate with Caltrans to provide alternate connections for past, existing, or planned bicycle and pedestrian routes that were or would be severed by state freeway and highway projects that intersect pathways or divide communities.

Policy M-11.7: Bicycle and Pedestrian Facility Design. Promote pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village.

Policy S-2.7: Evacuation Access. All development proposals are required to identify evacuation routes at the Community Plan level and identify and facilitate the establishment of new routes needed to ensure effective evacuation. Evacuation routes should be incorporated into existing Community Wildfire Protection Plans where available.

Policy S-4.5: Access Roads. Require development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently. The width, surface, grade, radius, turnarounds, turnouts, bridge construction, vegetative management and brush clearance around roadways, and lengths of fire apparatus access roads shall meet the requirements of the State and San Diego County Consolidated Fire Codes. All requirements and any deviations will be at the discretion of the Fire Code Official.

Policy S-4.6: Fire Protection Plans. Ensure that development located within fire hazard areas implement measures in a Fire Protection Plan that reduce the risk of structural and human loss due to wildfire.

Policy S-12.6: Resilient Transportation Systems. Increase the resilience of transportation systems and protect critical transportation infrastructure from climate change.

Policy S-16.1: Vehicular Access to Development. Require development to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Tra-1.3: Implement the County Public Road Standards during review of new development projects. Also revise the Public Road Standards to include a range of road types according to Regional Category context.

Adopted Mitigation Measure Tra-1.4: Implement and revise as necessary the County Guidelines for Determining Significance for Transportation and Traffic to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.

Adopted Mitigation Measure Tra-4.4: Implement and revise as necessary the Subdivision Ordinance to ensure that proposed subdivisions meet current design and accessibility standards.

2.13.3 Analysis of Effects and Significance Determinations

2.13.3.1 Significance Criteria

The significance criteria used to evaluate the project impacts to transportation under CEQA are based on Appendix G of the State CEQA Guidelines, the County of San Diego TSG, and State CEQA Guidelines Section 15064.3. Impacts to the transportation system would be significant if implementation of the project would:

- conflict with a program, plan, ordinance or policy addressing the circulation system;
- exceed threshold for VMT;
- substantially increase hazards due to a design feature;
- result in inadequate emergency access.

2.13.3.2 Approach to Analysis

Impacts related to transportation are analyzed based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area is analyzed in the context of existing laws and regulations as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation

measures are applicable to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether approval and implementation of the CAP Update would result in new or more severe impacts than what were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward the established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impact of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unincorporated county) and its role as a planning document designed to guide future decision-making related to the reduction of GHG emissions within the unincorporated county, the study area for the CAP Update is the unincorporated area of the county within the County's jurisdiction (i.e., all unincorporated lands excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR remains programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about implementation is known. Because future projects that would implement the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of future projects consistent with the proposed GHG reduction measures and actions. Future discretionary would be evaluated by the County to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to a less-than-significant level.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update actions and measures with the potential result in effects to transportation are summarized below. CAP Update measures and actions that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to all transportation impact analyses except for VMT. The analysis of VMT consistent with State CEQA Guidelines Section 15064.3 considers all policies and programs that could affect VMT.

Solid Waste Measures and Actions. This category includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to transportation include those that would result in the development of new or expanded recycling and composting facilities (Actions SW-1.1, SW-2.1, SW-4.1.a, and SW-4.1.b).

Water and Wastewater Measures and Actions. This category includes strategies to decrease potable water consumption and increase stormwater collection and reuse. Key actions with potential to result in new or more severe impacts related to transportation include those that would result in the construction of new stormwater capture and reuse infrastructure (Actions W-1.1, W-2.2, W-2.3, and W-2.4).

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. Key actions with potential to result in new or more severe impacts related to transportation include those that would result in the construction and maintenance of restoration and conservation projects (Action A-1.2). This category also includes an action that would evaluate opportunities for the construction of farmworker housing (Action A-4.1.b).

Energy Measures and Actions. This category includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to transportation include those that would result in the construction of new infrastructure to promote renewable energy use and electrification (Actions E-1.1 and E-3.3). Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more severe impacts related to transportation include those that would result in the construction of new electric vehicle charging stations (EVCSs) (Action T-3.1), hydrogen fueling infrastructure (Action T-3.1.a), active transportation facilities (Action T-5.1), and transit-supportive roadway treatments (Action T-6.2).

2.13.3.3 Issue 1: Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System

This section describes potential project impacts on programs, plans, ordinances, or policies addressing the circulation system with implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* (County of San Diego 2011), the project would result in a significant impact if it would:

- conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Impact Analysis

2011 GPU PEIR Determination

As discussed in Section 2.15, "Transportation and Traffic," the 2011 GPU PEIR evaluated impacts related to transit, roadway, bicycle, and pedestrian facilities with the adoption of the goals and policies contained within the General Plan and buildout of the unincorporated county at the planning horizon. The discussion of impacts can be found in Section 2.15, "Transportation and Traffic" (pages 2.15-36 through 2.15-39) and is hereby incorporated by reference. The 2011 GPU PEIR determined that there would be inconsistencies between the General Plan and existing alternative transportation plans and policies at that time, thus resulting in potentially significant impacts.

The 2011 GPU PEIR determined that the impacts to alternative transportation would be reduced through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; and adopted General Plan policies. The General Plan Policies LU-5.1, LU-6.3, LU-5.4, LU-5.5, LU-9.8, LU-11.6, M-3.1. M-3.3. M-4.3, M-8.1, M-8.2, M-8.3, M-8.4, M-8.5, M-8.6, M-8.7, M-9.2, M-9.4, M-11.2, M-11.3, M-11.4, M-11.5. M-11.6, and M-11.7 would promote provisions for alternative modes of transportation, including bike lanes, bus stops, trails, and sidewalks. Additionally, the 2011 GPU PEIR determined that the impacts to alternative transportation would be further reduced with the implementation of Mitigation Measures Tra-6.1, Tra-6.2, Tra-6.3, Tra-6.4, Tra-6.5, Tra-6.6, Tra-6.7, Tra-6.8, and Tra-6.9. Impacts to alternative transportation were determined to be less than significant with implementation of adopted General Plan policies and the 2011 GPU PEIR mitigation measures referenced above.

CAP Impact Analysis

The following sections describe the potential for implementation of the proposed CAP Update measures and actions to result in impacts to alternative transportation.

As noted above, SANDAG's *2021 Regional Plan* combines the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan. The 2021 Regional Plan anticipates the growth that will occur in the region and provides a blueprint for a regional transportation system, while also establishing the region's sustainable community strategy with the overarching vision of promoting sustainability and offering more mobility options for people and goods. The Regional Plan provides a framework for coordinated land use and transportation planning strategies by identifying policies and

programs developed to achieve the goals of efficiently moving people and goods; providing access to affordable, reliable, and safe mobility options for everyone; and providing healthier air and reduced GHG emissions regionwide. The Regional Plan also includes recommendations for funding and implementation of transit, roadway, bicycle, and pedestrian facilities that would improve the transportation circulation system countywide. The measures and actions proposed under the CAP Update and described below are intended to further statewide and regional goals, including those of the Regional Plan, by promoting policies and actions that reduce GHG emissions by improving solid waste and water/wastewater use and management, increasing the availability of renewable sources of energy, promoting sustainable agricultural practices, and promoting transportation and built environment improvements that encourage the development of multi-modal transportation options - including bicycle and pedestrian facilities - and associated vehicular emissions reductions.

An important goal of the Regional Plan is to promote healthier air, including reduced GHG emissions, through reductions in local and regional VMT. A number of CAP Update measures and actions in support of the overall strategy of supporting active transportation and reducing single-occupancy vehicle trips would support this goal by promoting programs and policies to support alternative modes of transportation within the unincorporated county, consistent with the goal of the Regional Plan of improving the transportation circulation system countywide. The degree to which CAP Update implementation not only does not conflict with the Regional Plan but would reduce VMT-related GHG emissions, such that it would be substantially consistent with the GHG reduction strategies of the Regional Plan, is further discussed below under “Issue 2: Exceed Threshold for VMT.”

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and within the unincorporated county. Implementing CAP Update measures and actions (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b) could result in potential construction of new or expanded solid waste facilities. Specific locations for new and expanded facilities have not been identified.

Construction of solid waste facilities would be localized and temporary. Although construction of solid waste facilities and associated off-site improvements could occur within the roadway or along pedestrian and bicycle facilities potentially resulting in lane closures, minor detours, and/or delays due to the movement of construction vehicles and equipment, all projects within County right-of-way would be required to develop and implement a traffic control plan during construction to maintain a safe environment for all modes of transportation.

Once constructed, these projects would not have an impact on the operation of the circulation system. Implementation of CAP Update Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b would not damage or alter any existing bicycle, pedestrian, or transit facilities resulting in an adverse effect to existing or planned facility usage and/or service. All

projects would be subject to review by County staff to ensure all applicable regulations are met, and individual new or expanded solid waste infrastructure projects would need to remain consistent with County policies, plans, and ordinances related to alternative transportation. Therefore, implementation of these projects would not result in conflicts with programs, plans, policies, or ordinances addressing the circulation system.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded solid waste facilities would be required to implement adopted General Plan goals and policies related to alternative transportation. Policy LU-5.5 ensures development does not impede bicycle or pedestrian facilities and that if impacts to planned routes would occur, any such impacts would be mitigated. Policy LU-9.8 requires that development within Villages include connected pedestrian routes and amenities. Policy M-3.1 requires development to dedicate right-of-way to adequately accommodate all users including transit riders, pedestrians, and bicyclists. Policy M-4.3 calls for the design and construction in Semi-Rural and Rural Lands to safely accommodate transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Policies M-11.2 through M-11.4 require development in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation and provide comprehensive internal pedestrian and bicycle networks. Implementation of these policies would minimize impacts related to alternative transportation by ensuring that proposed improvements prioritize connectivity, safety, compatibility with surrounding uses. There are no 2011 GPU PEIR mitigation measures that are applicable to this impact.

Therefore, potential impacts to alternative transportation would be less than significant through implementation of the applicable General Plan policies and completion of subsequent project-level planning and environmental review.

Water and Wastewater Measures and Actions

The CAP Update includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 would involve construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

Construction of water and wastewater facilities would be localized and temporary. Although construction of water and wastewater facilities and associated off-site improvements could occur within the roadway or along pedestrian and bicycle facilities potentially resulting in lane closures, minor detours, and/or delays due to the movement of construction vehicles and equipment, all projects within County right-of-way would be

required to develop and implement a traffic control plan during construction to maintain a safe environment for all modes of transportation.

Once constructed, these projects would not have an impact on the operation of the circulation system. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 would not damage or alter any existing bicycle, pedestrian, or transit facilities resulting in an adverse effect to existing or planned facility usage and/or service. All projects would be subject to review by County staff to ensure all applicable regulations are met, and individual new or expanded water and wastewater infrastructure projects would need to remain consistent with County policies, plans, and ordinances related to alternative transportation. Therefore, implementation of these projects would not result in conflicts with programs, plans, policies, or ordinances addressing the circulation system.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded water and wastewater facilities would be required to implement adopted and applicable General Plan goals and policies related to alternative transportation. The implementation of Policy LU-5.5 ensures development does not impede bicycle or pedestrian facilities and that if impacts to planned routes would occur, ensures that they are mitigated. There are no 2011 GPU PEIR mitigation measures that are applicable to this impact.

Therefore, potential impacts to alternative transportation would be less than significant through implementation of the applicable General Plan policies and completion of subsequent project-level planning and environmental review.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-4 would preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices in the unincorporated county.

Implementation of these actions, other than Action A-4.1.b, would not result in impacts to alternative transportation because no new or expanded development would be anticipated from their associated agriculture and conservation activities. However, implementation of Action A-4.1.b would have the potential to result in the construction of new farmworker housing in the unincorporated county if opportunities to increase farmworker housing in the unincorporated area are identified. It is anticipated that new farmworker housing would be low density and in proximity to existing agricultural operations, which are generally in more rural areas of the unincorporated county. The development of new farmworker housing would have the potential to result in the construction of new roadways or improvements to existing roadways, which would be required to meet local design standards. All projects would be subject to review by County staff to ensure all applicable regulations are met, and individual new or expanded roadway projects would need to remain consistent with County policies, plans, and ordinances related to alternative transportation. Therefore, implementation of these projects would not result in conflicts with programs, plans, policies, or ordinances addressing the circulation system.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded roadway projects associated with increased farmworker housing would be required to implement adopted General Plan goals and policies related to alternative transportation. Policy LU-5.5 ensures development does not impede bicycle or pedestrian facilities and that impacts to planned routes would occur, ensures that they are mitigated. Policy M-3.1 requires development to dedicate right-of-way to adequately accommodate all users including transit riders, pedestrians, and bicyclists. Policy M-4.3 calls for the design and construction in Semi-Rural and Rural Lands to safely accommodate transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Policies M-8.3 through M-8.5 promotes the use of public transit including requiring development projects to improve existing nearby transit and/or park and ride facilities. Policy M-9.1 ensures that operational roadway improvements do not adversely impact transit, bicycle, and pedestrian networks. Policy M-11.2 through M-11.4 requires development in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation and provide comprehensive internal pedestrian and bicycle networks. There are no 2011 GPU PEIR mitigation measures that are applicable to this impact.

Therefore, potential impacts to alternative transportation would be less than significant through implementation of the applicable General Plan policies and completion of subsequent project-level planning and environmental review.

Energy Measures and Actions

Implementation of the CAP Update would involve strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Implementing CAP Update Actions E-1.1 and E-3.3 would have the potential to result in construction of new infrastructure to promote renewable energy use and electrification.

Specifically, implementation of proposed CAP Update Action E-3.3 could result in the construction of new large-scale renewable energy systems, including large-scale photovoltaic (PV) solar, concentrated solar, and wind turbines. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level. Specific locations for projects have not been identified. While the potential for the construction of large-scale renewable energy infrastructure was not evaluated in the 2011 GPU PEIR, potential wind energy impacts were evaluated in the 2012 Wind Energy EIR, and a summary of that analysis is provided below and is hereby incorporated by reference.

Large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating renewable energy source. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure which relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Solar fields and wind turbines typically

require large swaths of land and may require multiple access points and/or new access roads.

Construction of energy related infrastructure would be localized and temporary. Although construction of energy infrastructure facilities and associated off-site improvements could occur within the roadway or along pedestrian and bicycle facilities potentially resulting in lane closures, minor detours, and/or delays due to the movement of construction vehicles and equipment, all projects within County right-of-way would be required to develop and implement a traffic control plan during construction to maintain a safe environment for all modes of transportation.

Once constructed, these projects would not have an impact on the operation of the circulation system. Implementation of CAP Update Actions E-1.1 and E-3.3 would not damage or alter any existing bicycle, pedestrian, or transit facilities resulting in an adverse effect to existing or planned facility usage and/or service. All projects would be subject to review by County staff to ensure all applicable regulations are met, and individual energy infrastructure projects would need to remain consistent with County policies, plans, and ordinances related to alternative transportation.

Future discretionary large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts related to conflicts with plans, policies, and regulations intended to manage circulation and the functionality of pedestrian and bicycle infrastructure to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Additionally, all large-scale renewable energy projects are required to obtain a Major Use Permit (MUP) which requires projects to undergo the County's discretionary review process. Therefore, implementation of these projects would not result in conflicts with programs, plans, policies, or ordinances addressing the circulation system.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded energy infrastructure projects, including large-scale renewable energy projects, would be required to implement adopted General Plan goals and policies related to alternative transportation. Policy LU-5.5 ensures development does not impede bicycle or pedestrian facilities and that impacts to planned routes would occur, ensures that they are mitigated. Policy LU-9.8 requires that development within Villages include connected pedestrian routes and amenities. Policy M-3.1 requires development to dedicate right-of-way to adequately accommodate all users including transit riders, pedestrians, and bicyclists. Policy M-4.1 encourages multi-modal roads in Villages and residential areas to enhance pedestrian safety and walkability, along with other non-motorized modes of travel. Policy M-4.3 calls for the design and construction in Semi-Rural and Rural Lands to safely accommodate transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Policies M-8.3 through M-8.5 promotes the use of public transit including requiring development projects to improve existing nearby transit and/or park and ride facilities. Policy M-9.1 ensures that operational roadway improvements do not adversely impact transit, bicycle, and pedestrian networks. Policy M-10.1 requires development to provide bicycle parking facilities. Policy M-11.2 through M-11.4 requires development in

Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation and provide comprehensive internal pedestrian and bicycle networks. There are no 2011 GPU PEIR mitigation measures that are applicable to this impact.

Therefore, potential impacts to alternative transportation would be less than significant through implementation of the applicable General Plan policies and completion of subsequent project-level planning and environmental review.

Built Environment and Transportation Measures and Actions

Implementation of the CAP Update would involve policies and programs to increase the use of alternative forms of transportation in the unincorporated county. Implementing CAP Update Actions T-3.1, T-5.1, and T-6.2 could result in the construction of new EVCSs, transit-supportive roadway treatments, and bicycle and pedestrian facilities.

Construction of roadway infrastructure projects such as bicycle, pedestrian, and transit improvement projects would be localized and temporary. Although construction within the roadway or along pedestrian and bicycle facilities could result in lane closures, minor detours, and/or hinder the movement of bicyclists and pedestrians, all projects within County right-of-way would be required to develop and implement a traffic control plan during construction to maintain a safe environment for all modes of transportation.

Once constructed, these projects would only enhance the environment for pedestrians and bicyclists by expanding facilities for alternative modes of transportation encouraging use and increasing safety. Additionally, implementation of CAP Update Actions T-3.1, T-5.1, and T-6.2 would not damage or alter any existing bicycle, pedestrian, or transit facilities resulting in an adverse effect to existing or planned facility usage and/or service. Alternatively, the implementation of CAP Update built environment and transportation measures and actions would benefit alternative transportation. All projects would be required to meet County design standards and would be subject to review by County staff to ensure all applicable regulations are met. Therefore, implementation of these projects would not result in conflicts with programs, plans, policies, or ordinances addressing the circulation system.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded EVCSs, transit-supportive roadway treatments, and bicycle and pedestrian facilities would be required to implement adopted General Plan goals and policies related to alternative transportation. Policy LU-5.5 ensures development does not impede bicycle or pedestrian facilities and that impacts to planned routes would occur, ensures that they are mitigated. Policy LU-9.8 requires that development within Villages include connected pedestrian routes and amenities. Policy M-3.1 requires development to dedicate right-of-way to adequately accommodate all users including transit riders, pedestrians, and bicyclists. Policy M-4.1 encourages multi-modal roads in Villages and residential areas to enhance pedestrian safety and walkability, along with other non-motorized modes of travel. Policy M-4.3 calls for the design and construction in Semi-Rural and Rural Lands to safely accommodate transit stops when deemed necessary, along with bicyclists,

pedestrians, and equestrians. Policies M-8.3 through M-8.5 promotes the use of public transit including requiring development projects to improve existing nearby transit and/or park and ride facilities. Policy M-9.1 ensures that operational roadway improvements do not adversely impact transit, bicycle, and pedestrian networks. Policy M-9.4 requires developers of large development projects to provide, or to contribute to, park-and-ride facilities that are accessible to pedestrians and bicyclists and include bicycle lockers and transit stops whenever feasible. Policy M-10.1 requires development to provide bicycle parking facilities. Policy M-11.2 through M-11.4 requires development in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation and provide comprehensive internal pedestrian and bicycle networks. There are no 2011 GPU PEIR mitigation measures that are applicable to this impact.

Implementation of Policy LU-5.5 of the General Plan ensures development does not impede bicycle or pedestrian facilities and that if impacts to planned routes would occur, ensures that they are mitigated. Additionally, the implementation of transit-supportive roadway treatments and bicycle and pedestrian facilities would enhance the availability, efficiency, and safety of alternative transportation facilities while increasing the comfort of users. Therefore, potential impacts to alternative transportation would be beneficial through implementation of the applicable General Plan policies and completion of subsequent project-level planning and environmental review.

Summary

Based on the discussion above, implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions would result in a less-than-significant impact related to alternative transportation and the circulation system. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

2.13.3.4 Issue 2: Exceed Threshold for VMT

This section describes the effect of the CAP Update on countywide VMT.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines, the County TSG, and the OPR Technical Advisory, the project would result in a significant impact if it would:

- conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Impact Analysis

2011 GPU PEIR Determination

Section 15064.3 of the State CEQA Guidelines was adopted in December 2018 and provides that VMT is the “most appropriate measure of transportation impacts” and mandates analysis of VMT impacts effective July 1, 2020. Given that this change to the CEQA Guidelines occurred after certification of the 2011 GPU PEIR, the 2011 GPU PEIR

did not evaluate impacts to VMT. VMT was a metric used extensively in the transportation industry at the time the 2011 GPU PEIR was prepared, but its use was generally limited to highway cost allocation, determining user fee structures, and estimating air quality and GHG emissions; thus, VMT related to the build out of the General Plan was a known concept at the time. However, it was not the metric used to assess transportation impacts.

Because VMT was not estimated for the growth in the unincorporated county under the General Plan in the 2011 GPU PEIR, the VMT modeling of anticipated growth under the adopted General Plan prepared as part of the forecasting for the CAP Update is used in this analysis to understand anticipated VMT without the proposed project. VMT was modeled using an origin-destination method of modeling that was established by a CARB-appointed Regional Targets Advisory Committee to evaluate transportation plan consistency with SB 375 requirements and is based on the premise that each jurisdiction is responsible for the air emissions within its boundaries. This methodology is used throughout California and is the ICLEI (ICLEI-Local Governments for Sustainability) recommended methodology. Total VMT produced using this methodology includes all internal VMT, half of internal to external VMT, and half of external to internal VMT. For example, all VMT originating from trips that start and end in the unincorporated area are included. One half of the VMT that originates in the unincorporated county but ends in one of the region's cities is included and one half of the VMT that originates in one of the cities but ends in the unincorporated area is included.[1] No revisions to model outputs were made to reflect potential VMT reductions that would result from implementation of policies and actions in the adopted General Plan. In addition, adjustments were made to account for military and tribal land, which is not within the County's jurisdiction.

The most recent version of the SANDAG activity-based model (SANDAG ABM 2+) was used to calculate VMT associated with anticipated growth under the General Plan for the years 2035 and 2050. Table 2.13-2 provides the forecast VMT per resident and VMT per employee in comparison to the regional average VMT per resident and VMT per employee. The VMT per population metric is a transportation efficiency metric that is used to identify potential impacts associated with implementation of the General Plan and is consistent with CARB guidance. This metric helps depict whether people are traveling more or less by vehicle over time, across different areas, or across different planning scenarios.

As detailed in the Regulatory Setting, the TSG establishes VMT thresholds for large land use plans as 15 percent below the existing regional average VMT per resident and 15 percent below the existing regional average VMT per employee for residential and employment uses, respectively. As shown in Table 2.13-2, an increase in both unincorporated county VMT per employee and VMT per resident is anticipated under the General Plan; therefore, growth consistent with the General Plan would exceed the TSG thresholds for land use plans, and would result in a significant VMT impact.

[1] Note that this methodology differs from the VMT modeling typically applied to VMT analyses based on the *Technical Advisory on Evaluating Transportation Impacts in CEQA* released by the Governor's Office of Planning and Research in December 2018. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household, and whether a qualitative or quantitative analysis is appropriate.

CAP Update Impact Analysis

The following sections describe the effects to VMT that could result from the implementation of the proposed GHG reduction measures and actions.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and within the unincorporated county. Implementing CAP Update measures and actions (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b) could result in potential construction of new or expanded solid waste facilities. Specific locations for new and expanded facilities have not been identified.

As noted above, VMT is a metric used to evaluate the amount of driving that would occur in a region, either in total or on a per capita basis. The types of projects with potential to increase VMT are those that establish a regional attractant, make driving single-occupancy vehicles more convenient (i.e., roadway widening), or increase total population. Implementation of the CAP Update Solid Waste Measures and Actions would not increase the number of residents or visitors in the unincorporated county. Operations and maintenance of expanded solid waste facilities may result in some additional employment opportunities; however, the increase would be minimal and, therefore, is not expected to result in a substantial increase in employee commute VMT.

Therefore, given the nature of the CAP Update Solid Waste Measures and Actions which would not increase residential or commercial uses and only result in minimal numbers of employees, potential impacts to VMT would be less than significant.

Water and Wastewater Measures and Actions

The CAP Update includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 would involve construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

Implementation of the CAP Update Water and Wastewater Measures and Actions would not increase the number of residents or visitors in the unincorporated county. Operations and maintenance of expanded water and wastewater facilities may result in some additional employment opportunities; however, the increase would be minimal and, therefore, is not expected to result in a substantial increase in employee commute VMT.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded water and wastewater facilities would be required to implement adopted and applicable General Plan goals and policies related to alternative transportation. The implementation of Policy LU-5.5 ensures development does not impede bicycle or pedestrian facilities.

Therefore, given the nature of the CAP Update Water and Wastewater Measures and Actions which would not increase residential or commercial uses and only result in minimal numbers of employees, potential impacts to VMT would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-4 would preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices in the unincorporated county.

With the exception of Action A-4.1.b, implementation of these measures and actions, would not result in impacts to VMT because no new or expanded development would be anticipated from their associated agriculture and conservation activities. However, implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county if opportunities to increase farmworker housing in the unincorporated area are identified. Implementation of new farmworker housing would be expected to reduce VMT by locating housing on-site or near agricultural lands where those residents would work, therefore reducing the distance farmworkers commute.

Modeling was conducted to evaluate VMT reductions from the implementation of CAP Update Measures and Actions that have the potential to affect VMT within the unincorporated county. Table 2.13-3 shows the potential VMT reductions associated with the implementation of the CAP Update agriculture and conservation measures and actions over time.

New or expanded roadways may be required to accommodate future farmworker housing. Consistent with the General Plan, development of new or expanded roadway projects associated with farmworker housing would be required to implement adopted General Plan goals and policies related to alternative transportation. Policy LU-5.5 ensures development does not impede bicycle or pedestrian facilities and that impacts to planned routes would occur, ensures that they are mitigated. Policy M-3.1 requires development to dedicate right-of-way to adequately accommodate all users including transit riders, pedestrians, and bicyclists. Policy M-4.3 calls for the design and construction in Semi-Rural and Rural Lands to safely accommodate transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Policies M-8.3 through M-8.5 promote the use of public transit including requiring development projects to improve existing nearby transit and/or park and ride facilities. Policy M-9.1 ensures that operational roadway improvements do not adversely impact transit, bicycle, and pedestrian networks. Policy M-11.2 through M-11.4 requires development in Villages and Rural Villages to incorporate site design and on-site amenities for alternate modes of transportation and provide comprehensive internal pedestrian and bicycle networks. There are no 2011 GPU PEIR mitigation measures that are applicable to this impact.

Overall, CAP Update agriculture and conservation measures and actions would reduce VMT in the unincorporated county by locating farmworker housing on or near worksites and reducing commute distance. Any new or expanded roadways to accommodate such housing would be required to implement applicable General Plan policies and develop mitigation as necessary to minimize any related impacts. Therefore, potential impacts related to VMT would be less than significant.

Energy Measures and Actions

Implementation of the CAP Update would involve strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Implementing CAP Update Actions E-1.1 and E-3.3 would have the potential to result in construction of new infrastructure to promote renewable energy use and electrification.

Implementation of the CAP Update Energy Measures and Actions would not increase the number of residents or visitors in the unincorporated county. New roadways may be necessary to access large-scale renewable energy facilities, and operations and maintenance of these systems may result in some additional employment opportunities; however, the increase would be minimal and, therefore, is not expected to result in a substantial increase in employee commute VMT.

Therefore, given the nature of the CAP Update Energy Measures and Actions which would not increase residential or commercial uses and only result in minimal numbers of employees, potential impacts to VMT would be less than significant.

Built Environment and Transportation Measures and Actions

Implementation of the CAP Update would involve policies and programs to increase the use of alternative forms of transportation in the unincorporated county. Implementing CAP Update Actions T-3.1, T-4.1, T-4.1a, T-4.2, T-5.1, T-5.1a, T-5.1b, T-5.2, T-6.1, T-6.2, T-6.2a, T-6.2b, and T-6.3 could result in the construction of new transit-supportive roadway treatments and bicycle and pedestrian facilities, the implementation of transportation demand management programs to reduce the use of single occupancy vehicles, and educational initiatives to encourage increased alternative transportation in the unincorporated county.

Once implemented, these projects and efforts would increase the use of pedestrian and bicycle facilities as well as transit service by expanding facilities for alternative modes of transportation, increasing roadway safety, and providing incentives. The benefits these measures and actions would provide to alternative transportation would result in decreased vehicular use and, thus, reduced VMT.

Modeling was conducted to evaluate VMT reductions from the implementation of the Built Environment and Transportation Measures and Actions. Table 2.13-4 shows the potential reductions associated with implementation of the CAP Update built environment and transportation measures and actions over time.

Therefore, CAP Update built environment and transportation measures and actions would help reduce VMT in the unincorporated county by constructing new transit-supportive roadway treatments and bicycle and pedestrian facilities and implementing transportation demand management programs and educational initiatives to encourage increased alternative transportation use in the unincorporated county. Thus, potential impacts related to VMT would be less than significant.

Summary

Implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions under the CAP Update would result in a less-than-significant impact related to VMT. Therefore, implementation of the CAP Update **would not result in any new or substantially more severe impacts** beyond what was disclosed in the 2011 GPU PEIR.

2.13.3.5 Issue 3: Substantially Increase Hazards due to a Design Feature

This section describes impacts related to hazards because of a design feature with implementation of the project.

Guidelines for Determination of Significance

Appendix G of the State CEQA Guidelines establishes the following guidelines for determining significance of effects related to transportation hazards:

- substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

In addition, the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* (County of San Diego 2011) establishes the following guidelines for determining significance of effects related to transportation hazards:

- Design features/physical configurations of access roads may adversely affect the safe movement of all users along the roadway.
- The percentage or magnitude of increased traffic on the road due to the proposed project may affect the safety of the roadway.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may result in conflicts with other users or stationary objects.
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.

- Design features/physical configurations on a road segment or at an intersection that may adversely affect the visibility of pedestrians or bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The amount of pedestrian activity at the project access points that may adversely affect pedestrian safety.
- The preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.
- The percentage or magnitude of increased traffic on the road due to the proposed project that may adversely affect pedestrian and bicycle safety.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers that may result in vehicle/pedestrian, vehicle/bicycle conflicts.
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.
- The potential for a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

Impact Analysis

2011 GPU PEIR Determination

As discussed in Section 2.15, “Transportation and Traffic,” the 2011 GPU PEIR evaluated impacts related to transportation design hazards with the adoption of the goals and policies contained within the General Plan and buildout of the unincorporated county at the planning horizon. The discussion of impacts, including those related to rural road safety, can be found in Section 2.15, “Transportation and Traffic” (pages 2.15-30 through 2.15-32), and is hereby incorporated by reference.

The 2011 GPU PEIR determined that the General Plan would result in the adoption of a Mobility Element network that includes existing roadways with horizontal and vertical curves that are sharper than existing standards. Additionally, it was determined that the General Plan could pose an increased risk to pedestrians and bicyclists by increasing and/or redistributing traffic patterns and would also have the potential to result in hazards from at-grade rail crossings. Thus, 2011 GPU PEIR determined that implementation of the General Plan would result in potentially significant impacts.

The 2011 GPU PEIR determined that the impacts to transportation hazards and rural road safety would be reduced through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; and adopted General Plan policies. The General Plan includes Policies LU-2.8, LU-6.10, M-4.3. M-4.4. M-4.5, and M-9.1, which are intended to reduce hazards associated with rural roadways. Additionally, the 2011 GPU PEIR determined that the impacts to transportation hazards would be further reduced with the implementation of Mitigation Measures Tra-1.3, Tra-1.4, Tra-1.6, and Tra-3.1. However, even with these programs in place, the impacts would not be

reduced to a less-than-significant level. The 2011 GPU PEIR identified additional mitigation measures that would reduce impacts to below a level of significance; however, the County determined that their implementation would be infeasible. These infeasible mitigation measures included requiring all roadway facilities with horizontal and vertical curves that are sharper than existing standards undergo construction improvements to be brought into compliance with existing safety standards and retrofitting all transportation facilities within the unincorporated county to provide safe bicycle and pedestrian movement corridors. Mitigation rejected as infeasible within the 2011 GPU PEIR is described in detail in Section 2.15, "Transportation and Traffic," on page 2.15-49.

CAP Impact Analysis

The following sections describe the effects of transportation hazards that could result from the implementation of the proposed CAP Update measures and actions.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and in the unincorporated county. Implementing CAP Update measures and actions (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b) could result in potential construction of new or expanded solid waste facilities and associated roadway improvements.

The CAP Update would apply to the entire unincorporated county. Construction transportation impacts would be localized and temporary; however, during construction of each project, traffic operations could be degraded. For this reason, the project would be required to follow all local protocols to ensure safety and minimize traffic disturbance during construction activities including the development of a traffic control plan for any work on a County-maintained roadway or in the County right-of-way. Additionally, future discretionary projects would be subject to review by County staff to ensure hazards during construction are minimized and that all safety standards are met.

Once constructed, these projects would not exacerbate inadequate road widths, or construct new roadways with sharp curves or inadequate sight distances. All projects would be required to meet County design standards and would be subject to review by County staff to ensure all applicable regulations are met. Therefore, implementation of these projects would not result in increased design hazards across the county's roadway network during operations.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded solid waste facilities would be required to implement adopted General Plan goals and policies related to transportation hazards. Policy LU-2.8 requires measures that minimize impacts that are detrimental to human health and safety. Policy LU-5.5 would ensure that development projects would not impede non-motorized forms of travel. Policy LU-6.10 requires that development be located and designed to protect property and residents from the risks of natural and man-induced hazards. Within the Mobility Element, Goal M-4 encourages roads designed to be safe for all users and compatible with their context.

Policies M-4.3, M-4.4, and M-4.5 support this goal by requiring roads to have safe and adequate emergency access. Goal M-9 encourages the effective use of the existing transportation network. Policy M-9.1 supports this goal by encouraging operational improvements that do not adversely impact the transit, bicycle, and pedestrian networks. Policy M-11.7 promotes pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village.

Development associated with the County CAP also would be required to implement the following applicable mitigation measure identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3 and Tra-1.4. Mitigation Measure Tra-1.3 requires the implementation of County Public Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.

Therefore, potential impacts to transportation hazards would be less than significant through implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local requirements that regulate construction activities and design standards; and completion of subsequent project-level planning and environmental review.

Water and Wastewater Measures and Actions

The CAP Update includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 would involve construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The CAP Update would apply to the entire unincorporated county. Construction transportation impacts would be localized and temporary; however, during construction of each project, traffic operations could be degraded. For this reason, the project would be required to follow all local protocols to ensure safety and minimize traffic disturbance during construction activities including the development of a traffic control plan for any work on a County-maintained roadway or in the County right-of-way. Additionally, future discretionary projects would be subject to review by County staff to ensure hazards during construction are minimized and that all safety standards are met.

Once constructed, these projects would not exacerbate inadequate road widths, or construct new roadways with sharp curves or inadequate sight distances. All projects would

be required to meet County design standards and would be subject to review by County staff to ensure all applicable regulations are met. Therefore, implementation of these projects would not result in increased design hazards across the county's roadway network during operations.

Consistent with the 2011 GPU PEIR determinations, construction of new recycled water and stormwater capture and reuse infrastructure also would be required to implement adopted General Plan goals and policies related to transportation hazards. Policy LU-2.8 requires measures that minimize impacts that are detrimental to human health and safety. Within the Mobility Element, Goal M-4 encourages roads designed to be safe for all users and compatible with their context. Policies M-4.3, M-4.4, and M-4.5 support this goal by requiring roads to have safe and adequate emergency access.

Additionally, development associated with the County CAP would be required to implement the following mitigation measures identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3 and Tra-1.4. Mitigation Measure Tra-1.3 requires the implementation of County Public Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.

Therefore, potential impacts to transportation hazards would be less than significant through implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local requirements that regulate construction activities and design standards; and completion of subsequent project-level planning and environmental review.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-4 would preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices in the unincorporated county.

Implementation of these actions, other than Action A-4.1.b, would not result in impacts to alternative transportation because no new or expanded development would be anticipated from their associated agriculture and conservation activities. However, implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county if opportunities to increase farmworker housing in the unincorporated area are identified. It is anticipated that new farmworker housing would be low density and in proximity to existing agricultural operations, which are generally in more rural areas of the unincorporated county. The development of new farmworker housing would have the potential to result in the construction of new roadways which would be required to meet local design standards. Additionally, all projects would be subject to review by County staff to ensure all applicable regulations are met.

Once constructed, these projects would not exacerbate inadequate road widths, or construct new roadways with sharp curves or inadequate sight distances. All projects would be required to meet County design standards and would be subject to review by County staff to ensure all applicable regulations are met. Therefore, implementation of these projects would not result in increased design hazards across the county's roadway network during operations.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded transportation facilities would be required to implement adopted General Plan goals and policies related to transportation hazards. Policy LU-2.8 requires measures that minimize impacts that are detrimental to human health and safety. Policy LU-5.5 would ensure that development projects would not impede non-motorized forms of travel. Policy LU-6.10 requires that development be located and designed to protect property and residents from the risks of natural and man-induced hazards. Within the Mobility Element, Goal M-4 encourages roads designed to be safe for all users and compatible with their context. Policies M-4.3, M-4.4, and M-4.5 support this goal by requiring roads to have safe and adequate emergency access. Goal M-9 encourages the effective use of the existing transportation network. Policy M-9.1 supports this goal by encouraging operational improvements that do not adversely impact the transit, bicycle, and pedestrian networks. Policy M-11.7 promotes pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village. Additionally, all construction projects occurring within County right-of-way would be required to obtain an encroachment and traffic control permit from the County Department of Public Works to ensure proper precautions are implemented during construction to maintain safety in and around each project site for all modes of transportation.

Construction and development associated with the County CAP would also be required to implement the following mitigation measures identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3 and Tra-1.4. Mitigation Measure Tra-1.3 requires the implementation of County Public Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.

Therefore, potential impacts to transportation hazards would be less than significant through implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local requirements that regulate construction activities and design standards; and completion of subsequent project-level planning and environmental review.

Energy Measures and Actions

Implementation of the CAP Update would involve strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the

unincorporated county. Implementing CAP Update Actions E-1.1 and E-3.3 would have the potential to result in construction of new infrastructure to promote renewable energy use and electrification.

The implementation of new infrastructure related to energy including associated infrastructure such as roads and accessory uses could result in transportation hazards during construction. Typical construction activities would require the use of trucks, staging areas for supplies and equipment, parking for workers, and signage and grading. Construction transportation impacts would be localized and temporary; however, during construction of each project, traffic operations could be degraded.

For this reason, the project would be required to follow all local protocols to ensure safety and minimize disturbance to the transportation system during construction activities including the development of a traffic control plan for any work on a County-maintained roadway or in the County right-of-way. Additionally, future discretionary projects would be subject to review by County staff to ensure hazards during construction are minimized and that all safety standards are met.

As described above, implementation of CAP Update Action E-3.3 could indirectly result in the construction of new large-scale renewable energy systems, including large-scale PV solar, concentrated solar, and wind turbines. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level.

Large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating the renewable energy source. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure which relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Solar fields and wind turbines typically require large swaths of land and may require multiple access points and/or new access roads. Depending on the location of future projects, it is possible that road improvements would be required, however, all roadway improvements would be implemented in accordance with existing County regulations. The projects would be prohibited from placing any incompatible uses near roadways.

As described on pages 2.9-12 through 2.9-14 of the 2012 Wind Energy EIR, construction and operation of large turbine projects would result in less-than-significant impacts with regard to roadway design hazards because projects would be mitigated through the discretionary review process.

These projects would not exacerbate inadequate road widths or construct new roadways with sharp curves or inadequate sight distances. All projects would be required to meet County design standards and would be subject to review by County staff to ensure all applicable regulations are met. Future discretionary large-scale renewable energy

projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts related to emergency access to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Additionally, all large-scale renewable energy projects are required to obtain an MUP, which requires projects to undergo the County's discretionary review process.

Consistent with the 2011 GPU PEIR determinations, development of new infrastructure to promote renewable energy use and electrification would be required to implement adopted General Plan goals and policies related to transportation hazards. Policy LU-2.8 requires measures that minimize impacts that are detrimental to human health and safety. Policy LU-5.5 would ensure that development projects would not impede non-motorized forms of travel. Policy LU-6.10 requires that development be located and designed to protect property and residents from the risks of natural and man-induced hazards. Within the Mobility Element, Goal M-4 encourages roads designed to be safe for all users and compatible with their context. Policies M-4.3, M-4.4, and M-4.5 support this goal by requiring roads to have safe and adequate emergency access.

Construction and development associated with the County CAP also would be required to implement the following mitigation measures identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3 and Tra-1.4. Mitigation Measure Tra-1.3 requires the implementation of County Public Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.

Therefore, potential impacts to transportation hazards would be less than significant through implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local requirements that regulate construction activities and design standards; and completion of subsequent project-level planning and environmental review.

Built Environment and Transportation Measures and Actions

Implementation of the CAP Update would involve policies and programs to increase the use of alternative forms of transportation in the unincorporated county. Implementing CAP Update Actions T-3.1, T-5.1, and T-6.2 could result in the construction of new EVCSs, transit-supportive roadway treatments, and bicycle and pedestrian facilities.

Construction of roadway infrastructure projects such as bicycle, pedestrian, and transit improvement projects would be localized and temporary; however, travel for all modes of transportation could be degraded due to vehicular lane closures, minor detours, and/or the movement of construction equipment. All projects within County right-of-way would be required to develop and implement a traffic control plan during construction to maintain a safe environment for all modes of transportation.

Once constructed, these projects would not exacerbate inadequate road widths, or construct new roadways with sharp curves or inadequate sight distances. All projects would be required to meet County design standards and would be subject to review by County staff to ensure all applicable regulations are met. Therefore, implementation of these projects would not result in increased design hazards across the county's roadway network during operations.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded transportation facilities would be required to implement adopted General Plan goals and policies related to transportation hazards. Policy LU-2.8 requires measures that minimize impacts that are detrimental to human health and safety. Policy LU-5.5 would ensure that development projects would not impede non-motorized forms of travel. Policy LU-6.10 requires that development be located and designed to protect property and residents from the risks of natural and man-induced hazards. Within the Mobility Element, Goal M-4 encourages roads designed to be safe for all users and compatible with their context. Policies M-4.3, M-4.4, and M-4.5 support this goal by requiring roads to have safe and adequate emergency access. Goal M-9 encourages the effective use of the existing transportation network. Policy M-9.1 supports this goal by encouraging operational improvements that do not adversely impact the transit, bicycle, and pedestrian networks. Policy M-11.7 promotes pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a Village or Rural Village. Additionally, all construction projects occurring within County right-of-way would be required to obtain an encroachment and traffic control permit from the County Department of Public Works to ensure proper precautions are implemented during construction to maintain safety in and around each project site for all modes of transportation.

Construction and development associated with the County CAP also would be required to implement the following mitigation measures identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3 and Tra-1.4. Mitigation Measure Tra-1.3 requires the implementation of County Public Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.

Therefore, potential impacts to transportation hazards would be less than significant through implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local requirements that regulate construction activities and design standards; and completion of subsequent project-level planning and environmental review.

Summary

Based on the discussion above, implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures

and actions under the CAP Update would result in a less-than-significant impact with mitigation incorporated related to transportation hazards. The 2011 GPU PEIR concluded that the impact related to transportation hazards would be significant and unavoidable. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

2.13.3.6 Issue 4: Result in Inadequate Emergency Access

This section describes potential project impacts related to emergency access with implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* (County of San Diego 2011), the project would result in a significant impact if it would:

- result in inadequate emergency access.

Impact Analysis

2011 GPU PEIR Determination

As discussed in Section 2.15, "Transportation and Traffic," the 2011 GPU PEIR evaluated impacts related to emergency access with the adoption of the goals and policies contained within the General Plan and buildout of the unincorporated county at the planning horizon. The discussion of impacts can be found in Section 2.15, "Transportation and Traffic" (pages 2.15-32 through 2.15-34) and is hereby incorporated by reference.

The 2011 GPU PEIR determined that the under the General Plan, existing inadequate roadway widths, dead end roads, one-way roads, and gated communities would continue to occur in the unincorporated county, all of which have the potential to impair emergency access. Thus, 2011 GPU PEIR determined that implementation of the General Plan would result in a potentially significant impact to emergency access.

The 2011 GPU PEIR determined that the impacts to emergency access would be reduced through the implementation of a combination of federal, state, and local regulations; existing County regulatory processes; and adopted General Plan policies. The General Plan includes Policies LU-2.8, LU-6.10, LU-12.2, M-1.2, M-3.3, M-4.4. S-3.4, S-3.5, and S-14.1, which are intended to reduce impacts associated with the provision of emergency access. Additionally, the 2011 GPU PEIR determined that the impacts to emergency access would be further reduced with the implementation of Mitigation Measures Tra-4.1, Tra-4.2, Tra-4.3, and Tra-4.4. Impacts to emergency access were determined to be less than significant with implementation of adopted General Plan policies and the 2011 GPU PEIR mitigation measures referenced above.

CAP Impact Analysis

The following sections describe the effects to emergency access that could result from the implementation of the proposed CAP Update measures and action.

Solid Waste Measures and Actions

Implementation of the CAP Update would include implementation of measures and actions to increase solid waste diversion and availability of solid waste facilities in County operations and in the unincorporated county. Implementing CAP Update Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b could result in potential construction of new or expanded solid waste facilities.

The CAP Update would apply to the entire unincorporated county. Construction transportation impacts would be localized and temporary; however, during construction of each project, traffic operations could be degraded including emergency vehicle access. For this reason, the project would be required to follow all local protocols to ensure safety and minimize traffic disturbance during construction activities including the development of a traffic control plan for any work on a County-maintained roadway or in the County right-of-way. Additionally, future discretionary projects would be subject to review by County and emergency service staff to ensure emergency access is maintained.

All projects would be required to meet County design standards and would be subject to review by County staff and applicable emergency service agencies to ensure all applicable regulations related to emergency access are met. Therefore, implementation of these projects would not result in inadequate emergency access across the county's roadway network during operations.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded solid waste facilities would be required to implement adopted General Plan goals and policies related to emergency access. Policy LU-2.8 requires measures that minimize impacts that are detrimental to human health and safety. Policy LU-6.10 requires that development be located and designed to protect property and residents from the risks of natural and man-induced hazards. Policy M-1.2 calls for an interconnected road network that provides both primary and secondary access/egress routes that support emergency services during fire and other emergencies. Policy M-4.4 requires that the design and construction of public and private roads allows for access of fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents. Policy S-4.5 requires development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently to meet state and San Diego County Consolidated Fire Codes. Policy S-16.1 requires development to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.

Development associated with the County CAP also would be required to implement the following mitigation measures identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3, Tra-1.4, and Tra-4.4. Mitigation Measure Tra-1.3 requires the implementation of

County Public Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified. Mitigation Measure Tra-4.4 requires the implementation and revisions as necessary of the Subdivision Ordinance to ensure that proposed subdivisions meet current design and accessibility standards.

Therefore, potential impacts to emergency access would be less than significant through implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local requirements that regulate construction activities and design standards; and completion of subsequent project-level planning and environmental review.

Water and Wastewater Measures and Actions

The CAP Update includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Implementation of CAP Update Actions W-1.1, W-2.2, W-2.3, and W-2.4 would involve construction of new recycled water and stormwater capture and reuse infrastructure within the unincorporated county. Specifically, these actions would require existing and new development to meet water efficiency and conservation requirements through small-scale improvements with limited physical footprints, such as installing greywater capture systems for irrigation, installing recycled water pipelines, replacing existing landscaping with water-efficient landscaping, and installing rain barrels to collect stormwater.

The CAP Update would apply to the entire unincorporated county. Construction transportation impacts would be localized and temporary; however, during construction of each project, emergency access could be degraded due to the obstruction of roadways if not adequately planned for. For this reason, the project would be required to follow all local protocols to ensure safety and minimize traffic disturbance during construction activities including the development of a traffic control plan for any work on a County-maintained roadway or in the County right-of-way. Additionally, future discretionary projects would be subject to review by County staff to ensure emergency access is maintained during construction and that all safety standards are met.

Additionally, all projects would be required to meet County design standards and would be subject to review by County staff and applicable emergency service agencies to ensure all applicable regulations related to emergency access are met. Therefore, implementation of these projects would not result in inadequate emergency access across the county's roadway network during operations.

Consistent with the 2011 GPU PEIR determinations, development of new or expanded water and wastewater facilities would be required to implement adopted General Plan goals and policies related to emergency access. Policy LU-2.8 requires measures that

minimize impacts that are detrimental to human health and safety. Policy LU-6.10 requires that development be located and designed to protect property and residents from the risks of natural and man-induced hazards. Policy M-1.2 calls for an interconnected road network that provides both primary and secondary access/egress routes that support emergency services during fire and other emergencies. Policy M-4.4 requires that the design and construction of public and private roads allows for access of fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents. Policy S-4.5 requires development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently to meet state and San Diego County Consolidated Fire Codes. Policy S-16.1 requires development to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.

Development associated with the County CAP also would be required to implement the following mitigation measures identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3 and Tra-1.4. Mitigation Measure Tra-1.3 requires the implementation of County Public Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified. Implementation of these policies and mitigation measures would ensure that emergency access is maintained during construction and operation of future required to implement the CAP Update. Therefore, potential impacts to emergency access would be less than significant through implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local requirements that regulate construction activities and design standards; and completion of subsequent project-level planning and environmental review.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-4 would involve acquiring and managing conservation lands, planting and protecting trees, and providing incentives to encourage carbon farming. These measures would result in the preservation of natural and agricultural lands in the unincorporated county. Implementation of these measures would not result in impacts to emergency access because no new or expanded development would be anticipated from those agriculture and conservation activities. However, implementation of Action A-4.1.b would have the potential to result in new farmworker housing in the unincorporated county if opportunities to increase farmworker housing in the unincorporated area are identified. It is anticipated that new farmworker housing would be low density and in proximity to existing agricultural operations, which are generally in more rural areas of the unincorporated county. The development of new farmworker housing would have the potential to result in the construction of new roadways which would be required to meet local design standards. All projects would be subject to review by County staff to ensure all applicable regulations are met.

Thus, there would be no change to the existing roadway network as a result of implementing CAP Update Measures A-1 through A-4. Therefore, no impacts to emergency access would occur.

Energy Measures and Actions

Implementation of the CAP Update would involve development of policies and programs to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. Implementing CAP Update Actions E-1.1 and E-3.3 would have the potential to result in development of various renewable energy projects including energy efficiency retrofits on existing residential and non-residential structures and County facilities as well as new large-scale renewable energy systems including solar PV, solar concentrator, and wind turbines.

The CAP Update would apply to the entire unincorporated county. Construction transportation impacts would be localized and temporary; however, during construction of each project, traffic operations could be degraded including emergency vehicle access. For this reason, the project would be required to follow all local protocols to ensure safety and minimize traffic disturbance during construction activities including the development of a traffic control plan for any work on a County-maintained roadway or in the County right-of-way. Additionally, future discretionary projects would be subject to review by County and emergency service staff to ensure emergency access is maintained.

As described in detail above in Section 2.13.3.3, implementation of CAP Update Action E-3.3 could result in the construction of new large-scale renewable energy systems, including large-scale PV solar, concentrated solar, and wind turbines. Because the amount of demand generated by such a program and the mix of renewable energy types that would be constructed to satisfy demand is unknown, this ~~draft~~ SEIR evaluates the potential for impacts at the program level.

Large-scale renewable energy infrastructure would generally be constructed in undeveloped locations that are productive for generating renewable energy sources. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure which relies upon large amounts of land unencumbered by buildings or shadowed by buildings or trees. Solar fields and wind turbines typically require large swaths of land and may require multiple access points and/or new access roads.

As described on pages 2.9-14 through 2.9-15 of the 2012 Wind Energy EIR, construction and operation of large turbine projects would result in less-than-significant impacts regarding emergency access because projects would be mitigated through the discretionary review process.

Future discretionary large-scale renewable energy projects would be required to be evaluated for project-specific impacts under CEQA at the time of application and project-specific mitigation would minimize or eliminate impacts related to emergency access to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Additionally, all large-scale renewable energy projects are required to obtain an MUP which requires projects to undergo the County's discretionary review process. Therefore, implementation of these projects would not result in inadequate emergency access across the county's roadway network.

Consistent with the 2011 GPU PEIR determinations, development of new infrastructure to promote renewable energy use and electrification would be required to implement adopted General Plan goals and policies related to emergency access. Policy LU-2.8 requires measures that minimize impacts that are detrimental to human health and safety. Policy LU-6.10 requires that development be located and designed to protect property and residents from the risks of natural and man-induced hazards. Policy M-1.2 calls for an interconnected road network that provides both primary and secondary access/egress routes that support emergency services during fire and other emergencies. Policy M-4.4 requires that the design and construction of public and private roads allows for access of fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents. Policy S-4.5 requires development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently to meet state and San Diego County Consolidated Fire Codes. Policy S-16.1 requires development to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.

Development associated with the County CAP also would be required to implement the following mitigation measures identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3 and Tra-1.4. Mitigation Measure Tra-1.3 requires the implementation of County Public Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.

Implementation of these policies and mitigation measures would ensure that emergency access is maintained during construction and operation of future projects required to implement the CAP Update.

Therefore, potential impacts to emergency access would be less than significant with implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local requirements that regulate construction activities and design standards; and completion of subsequent project-level planning and environmental review.

Built Environment and Transportation Measures and Actions

Implementation of the CAP Update would involve policies and programs to increase the use of alternative forms of transportation in the unincorporated county. Implementing CAP Update Actions T-3.1, T-5.1, and T-6.2 could result in the construction of new EVCSs, transit-supportive roadway treatments, and bicycle and pedestrian facilities. Implementation of roadway infrastructure projects such as bicycle, pedestrian, EVCS, and transit projects may result in temporary construction-related impacts or minor detours but would not result in conflicts or impediments to emergency access within the county. These projects would also not exacerbate inadequate road widths, result in dead-end roads, one-way roads, or gated communities, nor would they result in any other obstruction to emergency access. The intent of the projects would be to provide expanded or new multi-modal transportation infrastructure that would accommodate non-automotive forms of transportation and reduce the number of vehicles on the road; therefore, fewer vehicles traveling along the roadway network may be beneficial to emergency access.

Additionally, all construction projects occurring withing County right-of-way would be required to obtain an encroachment and traffic control permit from the County Department of Public Works to ensure proper precautions are implemented during construction to maintain emergency access in and around each project site. Furthermore, all development projects and associated off-site improvements would be required to meet the standards and regulations identified in the County Fire Code pertaining to the design of roadways and emergency access. All projects would be required to meet County design standards and would be subject to review by County staff and applicable emergency service agencies to ensure all applicable regulations related to emergency access are met. Therefore, implementation of these projects would not result in inadequate emergency access across the county's roadway network during operations.

Consistent with the 2011 GPU PEIR determinations, development of new transportation infrastructure would be required to implement adopted General Plan goals and policies related to emergency access. Policy LU-2.8 requires measures that minimize impacts that are detrimental to human health and safety. Policy LU-6.10 requires that development be located and designed to protect property and residents from the risks of natural and man-induced hazards. Policy M-1.2 calls for an interconnected road network that provides both primary and secondary access/egress routes that support emergency services during fire and other emergencies. Policy M-4.4 requires that the design and construction of public and private roads allows for access of fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents. Policy S-4.5 requires development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently to meet state and San Diego County Consolidated Fire Codes. Policy S-16.1 requires development to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.

Development associated with the County CAP also would be required to implement the following mitigation measures identified in the 2011 GPU PEIR: Mitigation Measures Tra-1.3 and Tra-1.4. Mitigation Measure Tra-1.3 requires the implementation of County Public

Road Standards during review of new development projects. Mitigation Measure Tra-1.4 involves the implementation and revisions as necessary of the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Transportation and Traffic* to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified. Implementation of these policies and mitigation measures would ensure that emergency access is maintained during construction and operation of future projects that implement the CAP Update.

Therefore, potential impacts to emergency access would be less than significant through implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local requirements that regulate construction activities and design standards; and completion of subsequent project-level planning and environmental review.

Summary

Based on the discussion above, implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions that would be implemented under the CAP Update would result in a less-than-significant impact with mitigation incorporated related to emergency access. The 2011 GPU PEIR concluded that the impact related to emergency access would be less than significant. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

2.13.3.7 Cumulative Impact Analysis

The cumulative impact analysis study area for transportation in the 2011 GPU PEIR includes traffic from projects on tribal land and in adjacent cities, as well as projects proposed in the general plans of surrounding jurisdictions. The cumulative environmental setting has been updated from the 2011 GPU PEIR and is based on the development forecasts in SANDAG's 2021 Regional Plan (SANDAG 2021). Therefore, the study area for this cumulative transportation impact analysis is the SANDAG region, which encompasses the unincorporated areas and 18 incorporated cities that make up the entire County of San Diego. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System

Impacts would be cumulative in nature if construction or operational impacts associated with cumulative regional land use projects combined with the CAP Update measures and actions to conflict with plans, ordinances, or policies related to alternative transportation. The 2011 GPU PEIR concluded that cumulative development would result in less than significant cumulative impacts related to conflict with plans, ordinances, or policies related to alternative transportation.

Implementation of the projects associated with CAP Update measures and actions related to solid waste, water and wastewater, and energy would not have an impact on operation of the circulation system because they would not substantially alter or damage the existing roadway network. CAP Update measures and actions within the built environment and transportation category would enhance alternative transportation facilities; and would therefore, be beneficial to alternative transportation including bicyclists, pedestrians, and transit riders. However, during construction of each project, traffic operations could be degraded. For this reason, all projects would be required to follow local protocols to ensure safety and minimize traffic disturbance during construction activities including the development of a traffic control plan for any work on a County-maintained roadway or in the County right-of-way. Large-scale energy projects also could result in the need for new access roadways; however, design and construction of such new or expanded roadways would be compliant with relevant General Plan policies and other local regulations. Additionally, individual projects associated with the CAP Update would be required to be evaluated for project-specific impacts under CEQA at the time of application and would be required to comply with existing federal, state, and local regulations.

Further, with implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local regulations that regulate transportation; and completion of subsequent project-level planning and environmental review, cumulative impacts related to alternative transportation plans, ordinances, and policies would be less than significant.

Similar to the conclusions of the 2011 GPU PEIR, implementation of the CAP Update would not result in a substantial incremental effect that would result in a new significant cumulative impact related to conflicts with plans, ordinances, or policies addressing the circulation system**.** The CAP Update **would not result in new or more severe impacts** compared to the 2011 GPU PEIR.

Issue 2: Exceed Threshold for VMT

Cumulative VMT was not evaluated in the 2011 GPU PEIR. As detailed in Section 2.13.3.4, although the 2011 GPU PEIR did not evaluate VMT as a CEQA impact, VMT was a known metric that was used for a variety of purposes including forecasting GHG emissions from growth anticipated under the adopted General Plan. As shown in Table 2.13-2, under cumulative conditions (2050), build out of the General Plan exceeds the County's threshold for cumulative VMT which is 15 percent below existing regional VMT per capita and per employee (County of San Diego 2022: 27).

VMT is inherently a cumulative issue; thus, if an impact is not expected to substantially affect VMT at the project level, it can be presumed to result in a less than cumulatively considerable impact. As detailed in the OPR Technical Advisory, "a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa" (OPR 2018: 6). Although the general plan

modeling indicates the per capita and per employee VMT would exceed thresholds established by the County (Table 2.13-2), the CAP Update measures and actions would not contribute to regional VMT. CAP Update agriculture and conservation and built environment and transportation measures and actions would result in quantifiable reductions in VMT in the unincorporated county. Therefore, the CAP Update **would not result in new or more severe impacts** compared to the 2011 GPU PEIR.

Issue 3: Substantially Increase Hazards Due to a Design Feature

The 2011 GPU PEIR concluded that cumulative development would result in significant cumulative impacts related to transportation hazards. The 2011 GPU PEIR concluded transportation impacts related to design hazards would be significant and unavoidable even with implementation of General Plan policies and 2011 GPU PEIR mitigation measures because the county's roadway network contains roads that do not meet existing roadway standards.

As discussed above, CAP Update measures and actions would result in new or expanded development of solid waste, wastewater, energy, and transportation infrastructure. Additionally, alternative transportation projects such as bicycle, pedestrian, and transit-supportive roadway improvements would result in some construction-related impacts but would enhance the overall functionality of the transportation network. Further, with implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local regulations that regulate transportation; and completion of subsequent project-level planning and environmental review, impacts from CAP Update implementation related to transportation hazards would be less than significant. Accordingly, implementation of the CAP Update would not result in a considerable contribution to cumulative transportation hazards impacts and **would not result in new or more severe impacts** compared to the 2011 GPU PEIR.

Issue 4: Result in Inadequate Emergency Access

Impacts would occur if the CAP Update, in combination with cumulative development, combined to create multiple obstructions to emergency access along the same road. The 2011 GPU PEIR concluded that cumulative impacts related to emergency access resulting from buildout of the General Plan would be less than significant with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures listed above.

As discussed above, CAP Update measures and actions would result in new or expanded development of solid waste, wastewater, energy, and transportation infrastructure. However, all projects related to the CAP would be required to meet state and local regulations related to emergency access and design. Additionally, all development projects would be subject to review by applicable emergency service agencies to ensure emergency access is maintained during construction and operations. Further, with implementation of the applicable General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local regulations that regulate transportation; and completion of subsequent project-level planning and environmental

review, impacts related to emergency access would be less than significant. Similar to the conclusions of the 2011 GPU PEIR, implementation of the CAP Update would not result in a substantial incremental effect that would result in a new significant cumulative impact related to emergency access. The impact **would not result in new or more severe impacts** compared to the 2011 GPU PEIR.

2.13.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would not result in new or more severe significant impacts related to transportation.

2.13.5 Mitigation Measures

2.13.5.1 Issue 1: Conflict with a Program, plan, Ordinance or Policy Addressing the Circulation System

Implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions would result in a less-than-significant impact related to alternative transportation and the circulation system. No mitigation measures are required.

2.13.5.2 Issue 2: Exceed Threshold for VMT

Implementation of solid waste, water and wastewater, agriculture and conservation, energy, and built environment and transportation measures and actions under the CAP Update would result in a less-than-significant impact related to VMT. No mitigation measures are required.

2.13.5.3 Issue 3: Substantially Increase Hazards due to a Design Feature

The following adopted 2011 GPU PEIR mitigation measures are applicable to the project:

> Adopted Mitigation Measure Tra-1.3: Implement the County Public Road Standards during review of new development projects. Also revise the Public Road Standards to include a range of road types according to Regional Category context.
>
> Adopted Mitigation Measure Tra-1.4: Implement and revise as necessary the County Guidelines for Determining Significance for Transportation and Traffic to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.

2.13.5.4 Issue 4: Result in Inadequate Emergency Access

The following adopted 2011 GPU PEIR mitigation measures are applicable to the project:

> Adopted Mitigation Measure Tra-1.3: Implement the County Public Road Standards during review of new development projects. Also revise the Public Road Standards to include a range of road types according to Regional Category context.
>
> Adopted Mitigation Measure Tra-1.4: Implement and revise as necessary the County Guidelines for Determining Significance for Transportation and Traffic to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.
>
> Adopted Mitigation Measure Tra-4.4: Implement and revise as necessary the Subdivision Ordinance to ensure that proposed subdivisions meet current design and accessibility standards.

2.13.6 Significance Conclusions

2.13.6.1 Issue 1: Conflict with a Program, Plan, Ordinance, or Policy Addressing the Circulation System

As described above in Sections 2.13.3.3 and 2.13.3.7, measures and actions that would be implemented under the CAP Update would result in a **less-than-significant impact** related to conflict with programs, plans, ordinances, or policies addressing the circulation system and **would not result in a considerable contribution** to a significant cumulative impact on programs, plans, ordinances, or policies addressing the circulation system. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

2.13.6.2 Issue 2: Exceed Threshold for VMT

As described above in Sections 2.13.3.4 and 2.13.3.7, measures and actions that would be implemented under the CAP Update would result in a **less-than-significant impact** related to the VMT and **would not result in a considerable contribution** such that a new significant cumulative impact related to VMT would occur. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

2.13.6.3 Issue 3: Substantially Increase Hazards Due to a Design Feature

As described above in Sections 2.13.3.5 and 2.13.3.7, measures and actions that would be implemented under the CAP Update would result in a **less-than-significant impact** related to transportation hazards and **would not result in a considerable contribution** to a significant cumulative impact related to transportation hazards. Implementation of the

CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

2.13.6.4 Issue 4: Result in Inadequate Emergency Access

As described above in Sections 2.13.3.6 and 2.13.3.7, measures and actions that would be implemented under the CAP Update would result in a **less-than-significant impact** related to emergency access and **would not result in a considerable contribution** to a significant cumulative impact related to emergency access. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

Table 2.13-2 VMT for County General Plan

	Regional VMT per Employee	Unincorporated County VMT per Employee	Threshold (15% below Regional Average VMT)
2035	19.6	23.9	16.66
2050	19.8	24.5	16.83
	Regional VMT per Resident	**Unincorporated County VMT per Resident**	**Threshold (15% below Regional Average VMT)**
2035	19.7	27.4	16.75
2050	19.9	27.7	16.91

Source: Fehr & Peers 2023.

Table 2.13-3 VMT Reductions from Agriculture and Conservation Measures and Actions

	2030	2035	2040	2045	2050
General Plan Annual Total VMT	3,242,995,681	3,331,743,367	3,398,247,707	3,464,752,048	3,531,256,388
Annual VMT Reduction (total)	134,416,666	163,896,520	193,376,374	222,856,228	252,336,082
Annual reduction in VMT (percent change)	4%	5%	6%	6%	7%

Source: Modeling conducted by Ascent Environmental in 2023.

Table 2.13-4 VMT Reductions from Built Environment and Transportation Measures and Actions

	2030	2035	2040	2045	2050
General Plan Annual Total VMT	3,242,995,681	3,331,743,367	3,398,247,707	3,464,752,048	3,531,256,388
Annual VMT Reduction (total)	117,535,092	204,275,888	311,228,625	506,208,029	671,007,320
Annual VMT Reduction (percent change)	4%	6%	9%	15%	19%

Source: modeling conducted by Ascent Environmental in 2023

2.14 Tribal Cultural Resources

This section provides a discussion of existing conditions for tribal cultural resources (TCRs) located within the county, and the potential effects that implementation of the project may have on these resources. TCRs were established as a new class of resources under CEQA with the passage of Assembly Bill (AB) 52 in September 2014 and were added to the list of resources that require analysis under CEQA on July 1, 2015. The 2011 GPU PEIR did not evaluate TCRs, because there was no requirement to consult with tribes to identify TCRs at that time. Nevertheless, because this analysis is subsequent to the adopted 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since certification of the GPU PEIR.

Table 2.14-1 summarizes the impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the proposed project. As indicated below, implementation of the proposed project would result in new or more severe significant impacts related to TCRs.

Table 2.14-1 Summary of Tribal Cultural Resources–Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Tribal Cultural Resources	General Plan Only: Not Analyzed	CAP Update Only: Yes	CAP Update Only: Yes
		General Plan Cumulative Contribution: Not Analyzed	CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: Yes

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

Source: Compiled by Ascent Environmental in 2023.

Two comment letters regarding cultural resources were received in response to the Notice of Preparation (NOP). The San Pasqual Band of Mission Indians and the Rincon Band of Luiseño Indians requested tribal monitoring for activities in traditional use areas. Copies of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

2.14.1 Existing Conditions

The definition of “tribal cultural resources” in the CEQA statute (Section 21074) includes sites, features, places, cultural landscapes, sacred places, and objects of cultural value that are either included in or eligible for listing on the California Register of Historical

Resources (CRHR), included in a local register of historical resources, or determined by the lead agency to be significant based on substantial evidence. They may include:

- **Resource Collection Location:** This is a location where Native Americans have historically gone, and are known or believed to go today, to collect resources in accordance with traditional cultural rules of practice.
- **Spiritual Location:** This is a location where Native American religious practitioners have historically gone, and are known or believed to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice.
- **Traditional Location:** This is a location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world.
- **Cemetery:** A cemetery is a location that has been selected for human burial or interment.

Additionally, different types of archaeological resources may also be TCRs; they include the following features:

- **Village Site:** Village sites are locations of continuous and concentrated habitation that typically have a large, well-developed midden deposit containing abundant artifactual evidence. They may also contain burials, rock art, bedrock milling stations, or other features.
- **Burial Site:** A burial site or cemetery is a location where intentional human interments may be found in large numbers and close concentration. These locations typically lack evidence of other prehistoric activities.
- **Milling Site:** This is a boulder or group of boulders or bedrock outcrops that contain at least one modified surface (mortar, slick, or metate) caused by the processing of food or other natural resources.
- **Lithic Workshop:** A lithic workshop is a distribution of stone flakes and tool fragments reflecting purposeful modification of parent stone through percussion and/or pressure detachment.
- **Shell Middens:** Shell middens are locations with large amounts of marine shell that extend to an appreciable depth below ground surface. They are normally found in coastal contexts but have been found in the interior.
- **Rock Art:** Rock art consists of designs or design elements on rock surfaces created by surface applications (pictographs) or by etching (petroglyphs).
- **Rock Shelters:** These are natural caves or crevices in rock outcrops in which human use has left artifactual remains.

California Native American tribes culturally affiliated with the unincorporated county that had previously requested to be notified of projects subject to AB 52 consultation have been contacted for input regarding the potential impacts the project would have on TCRs. The following tribal representatives were contacted on June 21, 2021, by email and/or on June 23, 2021, by certified mail:

- Barona Group of the Capitan Grande, Art Bunce
- Campo Kumeyaay Nation, Jonathan Meza
- Jamul Indian Village, Lisa Cumper, Tribal Historic Preservation Officer
- Kwaaymii Band of Mission Indians, Carmen Lucas
- Manzanita Band of the Kumeyaay Nation, Angela Elliott-Santos, Chairperson, and Lisa Haws
- Pala Band of Mission Indians, Shasta Gaughen, Tribal Historic Preservation Officer
- Pechanga Band of Mission Indians, Juan Ochoa, Assistant Tribal Historic Preservation Officer; Michele Fahley, Counsel; and Ebru Ozdil
- Rincon San Luiseno Band of Mission Indians, Cheryl Madrigal
- San Luis Rey Band of Mission Indians, Cami Mojado
- San Pasqual Band of Mission Indians, Angelina Guitierrez
- Iipay Nation of Santa Ysabel, Virgil Perez, Chairperson
- Soboba Band of Mission Indians, Joseph Ontiveros
- Sycuan Band of the Kumeyaay Nation, Cody Martinez, Chairperson; Adam Day, Chief Administrative Officer; and Kristie Orosco
- Viejas Band of Kumeyaay Indians, Ernest Pingleton, and Ray Teran

The Viejas Band of Kumeyaay Indians and the Rincon Band of Luiseño Indians have requested consultation. Meetings with the Viejas Band of Kumeyaay Indians took place on July 28, 2021; October 27, 2021; and September 21, 2022. Meetings with the Rincon Band of Luiseño Indians took place on September 2, 2021; December 2, 2021; March 15, 2022; October 12, 2022; March 20, 2023; April 24, 2023; June 20, 2023; and August 7, 2023. Consultation has been concluded with both tribes.

Although the region is known to contain sensitive TCRs, the consultation did not result in the identification of any known TCRs.

2.14.2 Regulatory Framework

Since the certification of the 2011 GPU PEIR in August 2011, new regulations pertaining to TCRs have been adopted and are described below.

2.14.2.1 Federal

No federal regulations pertain to TCRs.

2.14.2.2 State

California Register of Historical Resources

The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a statewide program with a scope and with criteria for inclusion similar to those used for the National Register of Historic Places (NRHP). In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historical resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP: location, design, setting, materials, workmanship, feeling, and associations.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on "tribal cultural resources." CEQA Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: "tribal cultural resources," defined in CEQA Section 21074.

CEQA Section 21074 states:

a) "Tribal cultural resources" are either of the following:

   1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

      A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

      B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

   2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Pursuant to CEQA Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration. CEQA Sections 21080.3.1 and 21080.3.2 state that within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

If the lead agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the consultation process, provisions under CEQA Section 21084.3(b) describe mitigation measures that may avoid or minimize the significant adverse impacts. Examples include:

(1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

(2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

(A) Protecting the cultural character and integrity of the resource.

(B) Protecting the traditional use of the resource.

(C) Protecting the confidentiality of the resource.

(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

(4) Protecting the resource.

Health and Safety Code Section 7050.5

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact Native American Heritage Commission (NAHC).

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (Public Resources Code Section 5097.9) applies to both state and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the NAHC, which notifies (and has the authority to designate) the most likely descendants of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Public Resources Code Section 5097

Public Resources Code Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American human burials falls within the jurisdiction of the NAHC. Section 5097.5 of the code states:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

2.14.2.3 Local

2011 San Diego County General Plan

TCRs were added to CEQA as an environmental topic in 2015; therefore, the General Plan does not contain policies that are specific to TCRs. The following cultural resources policies that were adopted as part of the General Plan are generally related to TCRs and are applicable to the CAP Update:

Policy COS-7.4: Consultation with Affected Communities. Require consultation with affected communities, including local tribes to determine the appropriate treatment of cultural resources.

Policy COS-7.6: Cultural Resource Data Management. Coordinate with public agencies, tribes, and institutions in order to build and maintain a central database that includes a notation whether collections from each site are being curated, and if so, where, along with the nature and location of cultural resources throughout the County of San Diego.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Cul-2.2: Facilitate the identification and acquisition of important resources through collaboration with agencies, tribes, and institutions, such as the South Coast Information Center (SCIC), while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure Cul-2.4: Protect significant cultural resources through regional coordination and consultation with the NAHC and local tribal governments, including SB-18 review.

Adopted Mitigation Measure Cul-2.5: Protect undiscovered subsurface archaeological resources by requiring grading monitoring by a qualified archaeologist and a Native American monitor for ground disturbing activities in the vicinity of known archaeological resources, and also, when feasible, during initial surveys.

Adopted Mitigation Measure Cul-2.6: Protect significant cultural resources by facilitating the identification and acquisition of important resources through

regional coordination with agencies, and institutions, such as the South Coast Information Center (SCIC) and consultation with the Native American Heritage Commission (NAHC) and local tribal governments, including SB-18 review, while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure Cul-4.1: Include regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs. Ensure that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. Apply appropriate mitigation when impacts are significant.

2.14.3 Analysis of Effects and Significance Determinations

2.14.3.1 Significance Criteria

Based on Appendix G of the State CEQA Guidelines, the project would result in a significant impact on TCRs if it would:

- cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

  i. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

  ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

2.14.3.2 Approach to Analysis

Impacts related to TCRs are analyzed qualitatively based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area was analyzed in the context of existing laws and regulations, as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the CAP Update. Because this SEIR tiers from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation measures are applicable to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward established GHG reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impact of their implementation. The project and cumulative impact analysis study area for TCRs was not addressed in the 2011 GPU PEIR because TCRs were not identified as an environmental resource topic until 2015. For this project, the cumulative area would be the county because TCRs could be located throughout the county outside the traditionally affiliated land of the tribes requested consultation.

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects consistent with the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of future projects consistent with the proposed GHG reduction measures and actions. Future discretionary projects consistent with the CAP Update would be evaluated by the County to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts would result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to a less-than-significant level.

Proposed CAP Update Strategies

As described in Chapter 1, “Project Description,” the overarching strategies and associated measures and actions, proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update actions and measures that would have the potential to affect TCRs are provided below. CAP Update actions and measures that would involve development of policies and programs that would not result in direct physical effects or those that would result in limited physical improvements to existing development are not discussed further because these actions and measures would not have potential to result in new or more severe impacts related to TCRs.

Solid Waste Measures and Actions. This category includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to TCRs include those that could indirectly result in the development of new or expanded recycling and composting facilities (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b).

Water and Wastewater Measures and Actions. This category includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Key

actions with potential to result in new or more severe impacts related to TCRs include those that would result in the construction of new water efficiency and stormwater capture and reuse infrastructure (Actions W-1.1, W-2.2, W-2.3, and W-2.4).

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. These measures and actions are not expected to result in new or more severe impacts related to TCRs. Rather, actions that would result in the acquisition and management of conservation lands (Actions A-1.1, A-1.2, A-1.2a, A-3.1, and A-4.1) would have potential to benefit TCRs. This category also includes an action that would evaluate opportunities for the construction of farmworker housing (Action A-4.1.b).

Energy Measures and Actions. This category includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to TCRs include those that could result in the construction of new infrastructure to meet the renewable energy use and electrification objectives of the CAP Update (Actions E-1.1 and E-3.3). Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more severe impacts related to TCRs include those that would result in the construction of new electric vehicle charging stations (Action T-3.1) and hydrogen fueling infrastructure (Action T-3.1.a).

2.14.3.3 Issue 1: Substantial Adverse Change in the Significance of Tribal Cultural Resources

Guidelines for Determination of Significance

TCRs are nonrenewable and, therefore, cannot be replaced. The project would have a significant effect if it would cause a substantial adverse change in the significance of a TCR, defined in CEQA Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:

- listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
- a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). In applying the criteria set forth in Public Resources Code

Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact Analysis

2011 GPU PEIR Determination

TCRs were added through AB 52 as a resource subject to review under CEQA, effective July 1, 2015. The 2011 GPU PEIR did not evaluate impacts to these resources because it was adopted before this requirement. Nevertheless, specific General Plan policies that are related to tribes and TCRs are listed above under Section 2.14.2, "Regulatory Framework." 2011 GPU PEIR mitigation measures that are protective of TCRs are listed below in Section 2.14.5, "Mitigation Measures."

CAP Update Impact Analysis

Solid Waste Measures and Actions

This category includes strategies to increase solid waste diversion and availability of sustainable solid waste facilities in County operations and within the unincorporated county. Key actions with potential to result in new or more severe impacts related to TCRs include those that would result in the development of new or expanded recycling and composting facilities (Actions SW-1.1, SW-2.1, SW-4.1a, and SW-4.1b).

No known TCRs have been identified during consultation with affiliated tribes. Implementation of GHG reduction measures and supporting efforts listed above would result in the implementation of a variety of measures and actions to reduce GHG emissions. Some of these measures and actions would result in the construction of new facilities and infrastructure, the placement of structures, and the excavation of earthen materials. While no TCRs have been identified through consultation with affiliated tribes, it is possible that unknown TCRs may be present and could be adversely affected by implementation of measures and strategies associated with the project. While adopted General Plan policies and mitigation measures identified in the 2011 GPU PEIR do not specifically address TCRs, they do include identification efforts, Native American monitoring, and coordination with the NAHC and local tribes (see Adopted Mitigation Measures Cul-2.2, Cul-2.4, Cul-2.5, Cul-2.6, and Cul-4.1). Additionally, tribal consultation has resulted in CAP Update Mitigation Measure TCR-1 which requires development to avoid tribal cultural resources or to mitigate impacts to tribal cultural resources pursuant to CEQA Sections 21080.3.1 and 21084.3. These mitigation measures would be applied to future projects associated with the CAP Update to avoid or minimize impacts on TCRs.

Furthermore, California law recognizes the need to identify and protect TCRs; the procedures for the treatment of Native American resources are contained in CEQA Sections 21080.3.1 and 21084.3, which states the following:

- Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it

wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

- Public agencies shall, when feasible, avoid damaging effects to any TCR (CEQA Section 21084.3[a]). If the lead agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the consultation process, new provisions in the CEQA describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize the significant adverse impacts (CEQA Section 21084.3[b]). Examples include:

    (1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

    (2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

        (A) Protecting the cultural character and integrity of the resource
        (B) Protecting the traditional use of the resource
        (C) Protecting the confidentiality of the resource.

    (3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

    (4) Protecting the resource.

Compliance with California CEQA Sections 21080.3.1 and 21084.3 would provide an opportunity to avoid or minimize the disturbance of TCRs through tribal consultation and CEQA review procedures. Additionally, future discretionary projects would be required to be evaluated to determine if they are within the scope of this SEIR, or if project-specific impacts would require subsequent CEQA documentation; this could also include subsequent tribal consultation under AB 52. If a determination is made during subsequent CEQA analysis that potentially significant impacts would result from the implementation of projects implemented consistent with the CAP Update, then all feasible mitigation would be required to be implemented in accordance with State CEQA Guidelines Section 15126.4. While mitigation would be recommended to reduce or avoid a project's impacts to TCRs, it may be infeasible to fully mitigate the impact to a less-than-significant level because of the location, size, and magnitude of the development associated with required measures and supporting efforts. Impacts would be potentially significant.

Water and Wastewater Measures and Actions

This category includes strategies to decrease potable water consumption and increase stormwater collection, water pumping, and wastewater treatment in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to TCRs include those that would result in the construction of new recycled water and stormwater capture and reuse infrastructure (Actions W-1.1, W-2.2, W-2.3, and W-2.4).

As described above, compliance with CEQA Sections 21080.3.1 and 21084.3 would provide an opportunity to avoid or minimize the disturbance of TCRs through tribal consultation and CEQA review procedures. While mitigation would be recommended to reduce or avoid a project's impacts to TCRs, it may be infeasible to fully mitigate the impact to a less-than-significant level because of the location, size, and magnitude of the development associated with required measures and supporting efforts. Impacts would be potentially significant.

Agriculture and Conservation Measures and Actions

This category includes strategies to preserve natural and agricultural lands, improve land management practices, and support climate-friendly farming practices. Therefore, the measures and actions are not expected to result in new or more severe impacts related to TCRs. Rather, actions that would result in the acquisition and management of conservation lands (Actions A-1.1, A-1.2, A-1.2a, A-3.1, and A-4.1) would have potential to benefit TCRs. Implementation of Action A-4.1b would have the potential to indirectly result in new farmworker housing in the unincorporated county; this has the potential to result in new or more severe impacts related to TCRs.

As described above, compliance with CEQA Sections 21080.3.1 and 21084.3 would provide an opportunity to avoid or minimize the disturbance of TCRs through tribal consultation and CEQA review procedures. While mitigation would be recommended to reduce or avoid a project's impacts to TCRs, it may be infeasible to fully mitigate the impact to a less-than-significant level because of the location, size, and magnitude of the development associated with required measures and supporting efforts. Impacts would be potentially significant.

Energy Measures and Actions

This category includes strategies to increase building energy efficiency, renewable energy, and electrification in County operations and the unincorporated county. Key actions with potential to result in new or more severe impacts related to TCRs include those that would result in the construction of new infrastructure to promote renewable energy use and electrification (Actions E-1.1 and E-3.3).

As described above, compliance with CEQA Sections 21080.3.1 and 21084.3 would provide an opportunity to avoid or minimize the disturbance of TCRs through tribal consultation and CEQA review procedures. While mitigation would be recommended to reduce or avoid a project's impacts to TCRs, it may be infeasible to fully mitigate the

impact to a less-than-significant level because of the location, size, and magnitude of the development associated with required measures and supporting efforts. Impacts would be potentially significant.

Built Environment and Transportation Measures and Actions

This category includes strategies to decarbonize the County's vehicle fleet, support active transportation, and reduce single-occupancy vehicle trips. Key actions with potential to result in new or more severe impacts related to TCRs include those that would result in the construction of new electric vehicle charging stations (Actions T-3.1) and hydrogen fueling infrastructure (Action T-3.1.a). Some of these measures and actions would result in the construction of new facilities and infrastructure, the placement of structures, and the excavation of earthen materials.

As described above, compliance with CEQA Sections 21080.3.1 and 21084.3 would provide an opportunity to avoid or minimize the disturbance of TCRs through tribal consultation and CEQA review procedures. While mitigation would be recommended to reduce or avoid a project's impacts to TCRs, it may be infeasible to fully mitigate the impact to a less-than-significant level because of the location, size, and magnitude of the development associated with required measures and supporting efforts. Impacts would be potentially significant.

Summary

Adopted 2011 GUP PEIR Mitigation Measures Cul-2.2, Cul-2.4, Cul-2.5, Cul-2.6, and Cul-4.1 include identification efforts, Native American monitoring, and coordination with the NAHC and local tribes. Additionally, tribal consultation has resulted in CAP Update Mitigation Measure TCR-1 which requires development to avoid tribal cultural resources or to mitigate impacts to tribal cultural resources pursuant to CEQA Sections 21080.3.1 and 21084.3. Compliance with CEQA Sections 21080.3.1 and 21084.3 would require tribal consultation and provide an opportunity to avoid or minimize project impacts to TCRs. However, because the specific location of projects associated with CAP Update implementation are not known and because they could be implemented in areas where TCRs are present; project impacts would be **significant (Impact TCR-1)**. Implementation of the CAP Update **would result in a new impact** not disclosed in the 2011 GPU PEIR.

2.14.3.4 Cumulative Impact Analysis

The cumulative impact analysis study area for TCRs was not addressed in the 2011 GPU PEIR because TCRs were not identified as an environmental resource topic until 2015. The cumulative study area for TCRs is the traditionally affiliated land for any tribe requesting consultation. For this project, the cumulative area would be the county because TCRs could have the potential to occur throughout the county outside trial lands. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Substantial Adverse Change in the Significance of Tribal Cultural Resources

The cumulative context for TCRs is the county. Past development in the county has resulted in the conversion of undeveloped land to urban land uses, thereby changing the landscape and context in which TCRs exist and resulting in an overall reduction in TCRs. This is a significant cumulative impact in the cumulative condition.

The project in combination with cumulative development could result in new development that could result in adverse impacts to known and unknown TCRs. As described above, while compliance with CEQA Sections 21080.3.1 and 21084.3 would require tribal consultation and provide an opportunity to avoid or minimize the disturbance of TCRs, because of the location, size, and magnitude of the development associated with the proposed measures and supporting efforts, it may be infeasible to fully mitigate the impact to a less-than-significant level. The project would result in a considerable contribution to an existing cumulative effect. There would be a new **significant** impact **(Impact C-TCR-1).** Implementation of the CAP Update **would result in a new impact** not disclosed in the 2011 GPU PEIR.

2.14.4 Summary of New or More Severe Significant Impacts

The proposed project and the cumulative effects of the proposed project in conjunction with subsequent projects in the county would result in potentially significant direct and cumulative impacts to TCRs.

Impact-TCR-1: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource. Implementation of the CAP Update could include measures and strategies located in areas where TCRs may be present. It may be infeasible to fully mitigate the impact to a less-than-significant level because of the location, size, and magnitude of the development associated with the proposed measures and supporting efforts. This would be considered a significant impact.

Impact-C-TCR-1: Result in a Cumulatively Considerable Contribution to a Substantial Adverse Change in the Significance of a Tribal Cultural Resource. The project would have potentially significant impacts related to TCRs. Therefore, the proposed project's contribution to this impact would be cumulatively considerable.

2.14.5 Mitigation Measures

2.14.5.1 Issue 1: Substantial Adverse Change in the Significance of Tribal Cultural Resources

The following mitigation measures applicable to TCRs that were adopted as part of the 2011 GPU PEIR and are applicable to the project include the following:

> Adopted Mitigation Measure Cul-2.2: Facilitate the identification and acquisition of important resources through collaboration with agencies, tribes, and institutions,

such as the South Coast Information Center (SCIC), while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure Cul-2.4: Protect significant cultural resources through regional coordination and consultation with the NAHC and local tribal governments, including SB-18 review.

Adopted Mitigation Measure Cul-2.5: Protect undiscovered subsurface archaeological resources by requiring grading monitoring by a qualified archaeologist and a Native American monitor for ground disturbing activities in the vicinity of known archaeological resources, and also, when feasible, during initial surveys.

Adopted Mitigation Measure Cul-2.6: Protect significant cultural resources by facilitating the identification and acquisition of important resources through regional coordination with agencies, and institutions, such as the South Coast Information Center (SCIC) and consultation with the Native American Heritage Commission (NAHC) and local tribal governments, including SB-18 review, while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure Cul-4.1: Include regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs. Ensure that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. Apply appropriate mitigation when impacts are significant.

The County shall incorporate the following measures into the CAP SEIR Mitigation Monitoring and Reporting Program:

CAP Update Mitigation Measure TCR-1: Require development to avoid tribal cultural resources, if feasible. If complete avoidance is not possible, require development to mitigate impacts to tribal cultural resources pursuant to Assembly Bill 52 and CEQA Sections 21080.3.1 and 21084.3.

2.14.6 Significance Conclusions

2.14.6.1 Issue 1: Substantial Adverse Change in the Significance of Tribal Cultural Resources

No other feasible project-related mitigation beyond existing federal and state permitting requirements and compliance with the above 2011 GPU PEIR mitigation is available and could be applied to individual projects under the CAP Update. Where a project complies with existing regulations and above mitigation, it would reduce its project-specific impacts to a less-than-significant level and would reduce its contribution to cumulative impacts such that it would not be considerable. However, because the reduction of impacts to a less-than-significant level cannot be guaranteed, the project would have a **significant and unavoidable impact** and **would result in a considerable contribution** to a significant cumulative impact related to TCRs.

2.15 Wildfire

This section describes the existing conditions for wildfire in the unincorporated county and evaluates the potential effects that implementation of the project may have on wildfire. Specifically, this section evaluates the potential for the CAP Update to result in impacts regarding the project's potential to interfere with emergency response/evacuation, exacerbate wildfire risks, or expose people or structures to post-fire risks. Because this analysis is subsequent to the adopted 2011 GPU PEIR, the evaluation of impacts focuses on the potential for implementation of the CAP Update to result in new or substantially more severe impacts than presented in the 2011 GPU PEIR, given the changes to the General Plan proposed by the CAP Update and changes in environmental and regulatory conditions that have occurred since the certification of the 2011 GPU PEIR.

This section incorporates by reference the wildfire setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU PEIR. In 2018, Appendix G of the State CEQA Guidelines was updated to include a separate section with new questions associated with evaluating a project's potential impact related to wildfire. Because the Notice of Preparation (NOP) for the 2011 GPU PEIR was released prior to the 2018 update, the PEIR does not include a separate section for wildfire. Rather, wildland fire hazards and emergency evacuation and response plans are discussed in Section 2.7, "Hazards and Hazardous Materials," of the 2011 GPU PEIR. Topics that were added to the State CEQA Guidelines in 2018 and, therefore, not addressed in the 2011 GPU PEIR include the project's potential to expose occupants to pollutants or spread of wildfire, install infrastructure that exacerbates fire risk, and expose people or structures to risks from post-wildfire hazards in or near State Responsibility Areas (SRAs) or land classified as Very High Fire Hazard Severity Zones (FHSZs).

Table 2.15-1 summarizes the wildfire impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the proposed project. As indicated, implementation of the proposed project would not result in new or more severe significant impacts on wildfire.

During the NOP scoping process, the County received comments regarding wildfire. The commenters recommended that the County consider wildfire and brush management strategies, quantify and identify measures to reduce carbon emissions from wildfires, and collaborate with transportation agencies regarding evacuation routes during wildfire events. A copy of the NOP and comment letters received in response to the NOP are included in Appendix A of this ~~draft~~ SEIR.

Table 2.15-1 Summary of Wildfire-Related Impacts

Issue Number	Issue Topic	Determination from 2011 GPU PEIR	CAP Update SEIR Determination	
			New or More Severe Significant Impact Prior to Mitigation	New or More Severe Significant Impact After Mitigation
1	Exacerbate Wildfire Risks	Not evaluated[1]	CAP Update Only: Yes	CAP Update Only: No
			CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: No
2	Install Infrastructure That Exacerbates Fire Risk	Not evaluated[1]	CAP Update Only: Yes	CAP Update Only: No
			CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: No
3	Expose People or Structures to Post-Fire Risks	Not evaluated[1]	CAP Update Only: Yes	CAP Update Only: No
			CAP Update Cumulative Contribution: Yes	CAP Update Cumulative Contribution: No

Notes: CAP = Climate Action Plan; GPU = General Plan Update; PEIR = Program Environmental Impact Report; SEIR = Supplemental Environmental Impact Report.

[1] Issues reflect updated sample questions in Appendix G of the State CEQA Guidelines.

Source: Compiled by Ascent Environmental in 2023.

2.15.1 Existing Conditions

The 2011 GPU PEIR includes a discussion of existing conditions within the unincorporated county related to wildland fire hazards and emergency response and evacuation plans in Section 2.7, "Hazards and Hazardous Materials," on pages 2.7-14 through 2.7-16 and 2.7-18 through 2.7-20. No substantial changes have occurred to the existing conditions described in the 2011 GPU PEIR. Therefore, the existing conditions in the 2011 GPU PEIR remain applicable and are incorporated by reference. The following discussion summarizes the information in the 2011 GPU PEIR and provides supplemental discussion of recent wildfire events.

As described in the 2011 GPU PEIR, the majority of the unincorporated county is within an SRA, as identified by the California Department of Forestry and Fire Protection (CAL FIRE). Most lands within the unincorporated county are classified as High and Very High FHSZs (CAL FIRE 2007). CAL FIRE released updated maps of FHSZs within SRAs for public comment in 2022. These maps show an overall reduction in lands within High FHSZs and an increase in lands within the Very High FHSZ designation in the unincorporated county. ~~However, these~~ These designations ~~are proposed and~~ have ~~yet to be~~ been adopted and became effective on April 1, 2024.~~; the 2007 maps remain the most current adopted maps at this time.~~

The unincorporated county also includes many wildland-urban interface (WUI) areas, which are areas where development is located close to lands prone to brush fires. The unincorporated county has a long history of wildland fires. The 2018 West Fire burned 505 acres within the county and the 2020 Valley Fire burned 76,067 acres of land within the county. There were 11 wildfire incidents that occurred in the county in 2021 (totaling 9,082 acres) and 10 wildfire incidents in 2022 (totaling 5,609 acres) (CAL FIRE 2023a, 2023b).

Table S-2 of the General Plan Safety Element lists the relevant fire incidents in San Diego County, including the unincorporated county.

2.15.2 Regulatory Framework

The County of San Diego General Plan Safety Element addresses natural hazards and human activities that may pose a threat to public safety, including fire protection and emergency response. The Safety Element also provides policy direction that supports laws and regulations related to safety hazards, such as wildfires. The 2011 GPU PEIR includes a summary of the regulatory framework related to hazards and hazardous materials in Section 2.7, "Hazards and Hazardous Materials," pages 2.7-20 through 2.7-28, that is incorporated by reference. Specific regulations discussed in the 2011 GPU PEIR and the General Plan Safety Element that are applicable to the project include the following:

2.15.2.1 Federal

- International Fire Code

2.15.2.2 State

- Title 14 Division 1.5 of the California Code of Regulations (CCR)
- California Fire Code
- State fire regulations
- California Emergency Services Act

The above regulatory framework discussed in the 2011 GPU PEIR continues to apply to the unincorporated county and is incorporated into this section by reference. Additional regulations that apply to the CAP Update but were not included in the 2011 GPU PEIR are described below.

California Public Utilities Commission General Order 95: Rules for Overhead Transmission Line Construction

California Public Utilities Commission General Order 95 was initially adopted in 1941 and was most recently updated in 2009 for Southern California. General Order 95 governs the design, construction, and maintenance of overhead electrical lines. Rule 31.1 generally states that design, construction, and maintenance of overhead electrical lines should be done in accordance with accepted good practices for the given location conditions known at the time by the persons responsible for the design, construction, and maintenance of the overhead electrical lines and equipment. Rule 35 of General Order 95 (Tree Trimming) requires the following:

- four feet radial clearance for any conductor of a line operating at 2,400 volts or more, but less than 72,000 volts

- six feet radial clearance for any conductor of a line operating at 72,000 volts or more, but less than 110,000 volts
- 10 feet radial clearance for any conductors of a line operating at 110,000 volts or more, but less than 300,000 volts
- 15 feet radial clearances for any conductor of a line operating at 300,000 volts or more

California Department of Forestry and Fire Protection

CAL FIRE is responsible for enforcing State of California fire safety codes included in the CCR and California Public Resources Code. Public Resources Code Section 4291 states generally that any person operating any structure located on brush-covered lands or land covered with flammable material is required to maintain defensible space around the structure. CCR Title 14 Section 1254 identifies minimum clearance requirements required around utility poles. In SRAs within the jurisdiction of CAL FIRE, the Fire Safety Inspection Program is an important tool for community outreach and enforcement of state fire codes.

CAL FIRE also inspects utility facilities and makes recommendations regarding improvements in facility design and infrastructure. Joint inspections of facilities by CAL FIRE and the utility owner are recommended by CAL FIRE so that each entity may assess the current state of the facility and successfully implement fire prevention techniques and policies. Violations of state fire codes discovered during inspections are required to be brought into compliance with the established codes. If a CAL FIRE investigation reveals that a wildfire occurred as a result of a violation of a law or negligence, the responsible party could face criminal and/or misdemeanor charges. In cases where a violation of a law or negligence has occurred, CAL FIRE has established the Civil Cost Recovery Program, which requires parties liable for wildfires to pay for wildfire-related damages.

In the CAL FIRE SRAs, the requirement for clearances around poles and towers is contained in Public Resources Code Section 4292. This section requires clearing of flammable fuels for a minimum 10-foot radius from the outer circumference of certain poles and towers (non-exempt or subject poles and towers). The distances for clearance requirements must be measured horizontally, not along the surface of the sloping ground. More detailed descriptions of the applicable codes and regulations and images of exempt and non-exempt power line structures may be found in CAL FIRE's *California Power Line Fire Prevention Field Guide* (CAL FIRE 2021).

2.15.2.3 Local

Operational Area Emergency Operations Plan

The Operational Area Emergency Operations Plan (OA EOP), also known as the San Diego County Emergency Operations Plan, is a comprehensive emergency plan in the county. The OA EOP was updated and approved by the County Board of Supervisors in August 2022 (Unified San Diego County Emergency Services Organization and County of San Diego 2022). The OA EOP contains 16 annexes (as listed in Section 2.9.14, "Emergency Response and Evacuation Plans"). The OA EOP is used by San Diego County and all the cities within the county to respond to major emergencies and disasters.

Specifically, the OA EOP describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with technological incidents, terrorism, nuclear-related incidents, and natural disasters, such as wildland fires. The OA EOP has the following five objectives:

1. To provide a system for the effective management of emergency situations.
2. To identify lines of authority and relationships.
3. To assign tasks and responsibilities.
4. To ensure adequate maintenance of facilities, services and resources.
5. To provide a framework for adequate resources for recovery operations.

The stand-alone emergency plans for the OA in the county include the following:

- San Diego County Nuclear Power Plant Emergency Response Plan
- San Diego County OA Oil Spill Contingency Element of the Area Hazardous Materials Plan
- San Diego County OA Emergency Water Contingencies Plan
- Unified San Diego County Emergency Services Organization OA Energy Shortage Response Plan
- Unified San Diego County Emergency Services Organization Recovery Plan
- San Diego County Multi-Jurisdictional Hazard Mitigation Plan
- San Diego Urban Area Tactical Interoperable Communications Plan
- San Diego County Draft Terrorist Incident Emergency Response Protocol

The OA EOP and San Diego County Multi-Jurisdictional Hazard Mitigation Plan are the primary emergency response and evacuation plans for the county. Ground transportation is the primary means of evacuation in the county. Primary evacuation routes include major ground transportation corridors.

Regulatory requirements applicable to fire protection are as follows:

- County of San Diego General Plan Safety Element policies related to wildlife hazards and Exhibit S-3: Potential Evacuation Routes
- County of San Diego Code of Regulatory Ordinances Sections 68.401-68.406, Combustible Vegetation and Other Flammable Materials Ordinance
- County of San Diego Code of Regulatory Ordinances Sections 96.1.005 and 96.1.202, Removal of Fire Hazards
- County of San Diego Consolidated Fire Code
- County Department of Planning and Land Use Fire Prevention in Project Design Standards

The regulatory framework discussed in the 2011 GPU PEIR continues to apply to the unincorporated county and is incorporated into this section by reference. Regulations that have been updated or introduced since adoption of the General Plan in August 2011 are described in the following sections.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The Multi-Jurisdictional Hazard Plan is a countywide plan that identifies risk and ways to minimize damage by natural and human-caused disasters. The plan has been incorporated into the General Plan Safety Element. Safety Element Policy S-1.4 identifies the County's intent to review and update this plan every five years. This plan was last revised in February 2023 to reflect changes to both the hazards threatening San Diego County, as well as the programs in place to minimize or eliminate those hazards. The 2023 plan combined wildfire and structure fire as one hazard category and determined that it is highly likely for future wildfire events to occur in 75–100 percent of the planning area.

2023 Consolidated Fire Code

Effective April 13, 2023, the Consolidated Fire Code includes the County amendments to the 2022 California Fire Code and the ordinances of the 12 unincorporated county fire protection districts (County of San Diego 2023). Because of the county's changing climatic, geological, and topographical conditions, the County Fire Code is amended every 3 years when the State of California repeals, revises, and republishes the California Building Standards Code. The County Fire Code is contained in Title 24, Part 9 of the CCR. It is adopted for the protection of public health and safety and applies to both ministerial and discretionary projects. It includes definitions; requirements for permits and inspection for installing or altering systems; regulations for the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, equipment use, and maintenance of buildings, structures, and premises (including the installation, alteration, or repair of new and existing fire protection systems and their inspection); and provides penalties for violation of this code. The County Fire Code applies to all new construction and to any alterations, repairs, or reconstruction, except as otherwise provided for in Title 9, Division 6, Chapter 1 of the County Code.

San Diego County Fire Authority Water Tank Standards for Fire Protection

The San Diego County Fire Authority Water Tank Standards for Fire Protection provides standards for the minimum water storage needed to provide protection for dwellings and other structures where adequate public and private water supply is not available. The standards specify minimum water flow and capacity requirements based on building square footage, as well as requirements for water tank location (San Diego County Fire Authority 2018).

2011 San Diego County General Plan

The General Plan policies addressing wildfire that are applicable to the CAP Update include the following:

Policy LU-6.10: Protection from Hazards. Require that development be located and designed to protect property and residents from the risks of natural and man-induced hazards.

Policy LU-6.11: Protection from Wildfires and Unmitigable Hazards. Assign land uses and densities in a manner that minimizes development in extreme, very high and high fire threat areas or other unmitigable hazardous areas.

Policy LU-10.2: Development—Environmental Resource Relationship. Require development in Semi-Rural and Rural areas to respect and conserve the unique natural features and rural character, and avoid sensitive or intact environmental resources and hazard areas.

Policy S-1.3: Risk Reduction Programs. Support efforts and programs that reduce the risk of natural and manmade hazards and that reduce the time for responding to these hazards.

Policy S-4.1: Defensible Development. Require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildland fires.

Policy S-4.2: Development in Hillsides and Canyons. Require development located near ridgelines, top of slopes, saddles, or other areas where the terrain or topography affect its susceptibility to wildfires to be located and designed to account for topography and reduce the increased risk from fires.

Policy S-4.3: Minimize Flammable Vegetation. Site and design development to minimize the likelihood of a wildfire spreading to structures by minimizing pockets or peninsulas, or islands of flammable vegetation within a development.

Policy S-4.4: Service Availability. Plan for development where fire and emergency services are available or planned.

Policy S-4.5: Access Roads. Require development to provide additional access roads where feasible to provide for safe access of emergency equipment and civilian evacuation concurrently. The width, surface, grade, radius, turnarounds, turnouts, bridge construction, and lengths of fire apparatus access roads shall meet the requirements of the State Fire Code and the San Diego County Consolidated Fire Codes. All requirements and any deviations will be at the discretion of the Fire Code Official.

Policy S-4.6: Fire Protection Plans. Ensure that development located within fire threat areas implement measures in a Fire Plan that reduce the risk of structural and human loss due to wildfire.

Policy S-4.7: Fire Resistant Construction. Require all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes and establish and enforce reasonable and prudent standards that support retrofitting of existing structures in high fire hazards areas.

Policy S-5.1: Fuel Management Programs. Support programs and plans, such as Strategic Fire Plans, consistent with state law that require fuel management/modification within established defensible space boundaries and when strategic fuel modification is necessary outside of defensible space, balance fuel management needs to protect structures with the preservation of native vegetation and sensitive habitats.

Policy S-9.1: Landslide Risks. Direct development away from areas with high landslide, mudslide, or rock fall potential when engineering solutions have been determined by the County to be infeasible.

Policy S-9.2: Risk of Slope Instability. Prohibit development from causing or contributing to slope instability.

Policy S-10.3: Development in Floodplains. Limit development in designated floodplains to decrease the potential for property damage and loss of life from flooding and to avoid the need for engineered channels, channel improvements, and other flood control facilities. Require development to conform to federal floodproofing standards and siting criteria to prevent flow obstruction.

Policy S-10.4: Development in Flood Hazard Areas. Require development within mapped flood hazard areas to be sited and designed to minimize on and off-site hazards to health, safety, and property due to flooding.

Policy S-10.6: Development in the Floodplain Fringe. Prohibit development in the floodplain fringe when located on Semi-Rural and Rural Lands to maintain the capacity of the floodplain, unless specifically allowed in a community plan. For parcels located entirely within a floodplain or without sufficient space for a building pad outside the floodplain, development is limited to a single-family home on an existing lot or those uses that do not compromise the environmental attributes of the floodplain or require further channelization.

Policy M-1.2: Interconnected Road Network. Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.

Policy M-3.3: Multiple Ingress and Egress. Require development to provide multiple ingress/egress routes in conformance with state law and local regulations.

In addition, the General Plan Safety Element identifies major freeways and state routes (SRs) as potential evacuation routes within the county, including Interstate 5 (I-5), I-15, I-8, I-805, SR-52, SR-54, SR-56, SR-67, SR-75, SR-76, SR-78, SR-84, SR-125, SR-163, and SR-905.

2011 San Diego County GPU PEIR

The following mitigation measures from the 2011 GPU PEIR are applicable to the CAP Update:

Adopted Mitigation Measure Haz-3.1: Facilitate coordination between DPLU and the Office of Emergency services to implement and periodically update the Hazard Mitigation Plan.

Adopted Mitigation Measure Haz-3.2: Implement the CEQA Guidelines for Determining Significance to ensure that discretionary projects do not adversely impact emergency response or evacuation plans. Also implement the County Public Road Standards and County Private Road Standards during these reviews and ensure that road improvements are consistent with Emergency Response and Evacuation Plans. Apply appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Haz-3.3: Prepare Fire Access Road network plans and include in Community Plans or other document as appropriate. Also implement the County Fire Code and require fire apparatus access roads and secondary access for projects.

Adopted Mitigation Measure Haz-4.3: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map and Land Use Maps, which typically show lower densities in wildland areas.

Adopted Mitigation Measure Pub-1.5: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times.

Adopted Mitigation Measure Pub-1.6: Maintain and use the County GIS and the County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are required, that potential environmental impacts resulting from construction are evaluated along with the development project under review.

Adopted Mitigation Measure Pub-1.7: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.

2.15.3 Analysis of Effects and Significance Determinations

2.15.3.1 Significance Criteria

Based on guidance provided in Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Wildland Fire and Fire Protection* (County of San Diego 2022), if located in or near SRAs or lands classified as Very High FHSZ, the proposed project would result in a significant impact if it would:

- substantially impair an adopted emergency response plan or emergency evacuation plan;
- due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- require the installation or maintenance of associated infrastructure (such as roads, fuel break, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment;
- expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Impacts related to impairing an adopted emergency response plan or emergency evacuation plan are discussed in Section 2.9.3.5, “Issue 3: Impair or Interfere with Emergency Response and Evacuation Plans,” of this SEIR.

2.15.3.2 Approach to Analysis

Appendix G of the State CEQA Guidelines requires that wildfire impacts be evaluated for projects that are located in or near SRAs or lands classified as Very High FHSZ. As discussed in Section 2.15.1, “Existing Conditions,” the majority of the unincorporated county is within an SRA, and most lands within the unincorporated county are classified as ~~High and~~ Very High FHSZs in SRAs (CAL FIRE ~~2007~~2024).

Impacts related to wildfire were analyzed qualitatively based on a review of the CAP Update measures and actions and their potential to result in physical changes to the environment if the CAP Update is approved and implemented. Each issue area was analyzed in the context of existing laws and regulations, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with the implementation of the CAP Update. Because this SEIR tiers

from the 2011 GPU PEIR, all relevant 2011 GPU PEIR mitigation measures are applicable to the proposed project as needed to avoid or minimize project impacts and are considered part of the proposed CAP Update.

Scope of SEIR Impact Analysis

The impact analysis contained within this ~~draft~~ SEIR focuses on whether approval and implementation of the CAP Update would result in new or more severe impacts than were disclosed in the 2011 GPU PEIR, which is herein incorporated by reference. The CAP Update identifies strategies, measures, and supporting actions (referred to herein as measures and actions) to demonstrate progress toward established greenhouse gas (GHG) reduction targets. Because these measures and actions represent the components of the CAP Update that could result in physical environmental effects within the unincorporated county, this analysis focuses on the impacts of their implementation. Given the broad scope of the CAP Update (i.e., covering the entire unincorporated county) and its role as a planning document designed to guide future decision-making related to the reduction of GHG emissions within the unincorporated county, the study area for the following analysis is the unincorporated area of the county within the County's jurisdiction (i.e., excluding tribal lands, state and federally owned lands, and military installations).

The analysis in this ~~draft~~ SEIR is programmatic. Implementation of all CAP Update measures and actions were considered during preparation of this ~~draft~~ SEIR, to the degree specific information about their implementation is known. Because future projects associated with the CAP Update have yet to be specifically defined, this SEIR considers the types of impacts that could occur with implementation of the proposed GHG reduction measures and actions. The County would evaluate future discretionary projects to determine if they are within the scope of this SEIR or if they result in project-specific impacts additional to what is concluded in this analysis. If additional impacts result, subsequent CEQA documentation would be required to evaluate impacts, determine mitigation, and conclude whether impacts are reduced to a less-than-significant level.

Impacts related to future development of wind turbine projects as a result of renewable energy demand generated by Action E-3.3 also are examined in light of the conclusions in the 2013 Wind Energy Ordinance Amendment Final EIR, which analyzes the effects of wind energy infrastructure within the unincorporated county (County of San Diego 2013). The Wind Energy Ordinance exempts small scale wind turbine projects, which could occur in Very High FHSZs within the unincorporated county, from discretionary review.

Proposed CAP Update Strategies

As described in Chapter 1, "Project Description," the overarching strategies and associated measures and actions proposed in the CAP Update (see Table 1-2) have been grouped into categories for the purpose of analysis, based on the sector they target (e.g., solid waste, water/wastewater). CAP Update measures and actions with the potential to affect wildfire risks are summarized below.

Solid Waste Measures and Actions. This category includes strategies to achieve zero solid waste in County operations and within the unincorporated county. These measures and actions would not typically increase wildfire risks. Measures and actions with potential to result in new or expanded solid waste facilities (e.g., SW-4.1) may result in new or more severe impacts related to wildfire.

Water and Wastewater Measures and Actions. This category includes strategies to decrease water consumption and increase wastewater and stormwater treatments. Measures W-1, W-2, and W-3 could result in new or more severe impacts related to wildfire.

Agriculture and Conservation Measures and Actions. This category includes strategies to preserve natural land and agricultural land. This category also includes an action that would evaluate opportunities for the construction of farmworker housing (Action A-4.1b). Through Measure A-1, the County would acquire and manage conservation lands to preserve natural lands and maximize carbon storage potential in the unincorporated area. Through Measure A-2, the County would develop a tree planting program that expands canopy across the unincorporated area. These measures and actions could result in new or more severe impacts related to wildfire.

Energy Measures and Actions. This category includes a strategy to develop policies and programs to increase energy efficiency and renewable energy use. Key measures and actions with potential to result in new or more severe impacts related to wildfire include Actions E-3, E-3.2, and E-3.3. Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. This action may indirectly result in the construction of large-scale renewable energy infrastructure.

Built Environment and Transportation Measures and Actions. This category includes strategies to decarbonize the vehicle fleet, install electric vehicle charging stations, incentivize the use of alternative fuels and landscaping practices, and support transit and ridesharing. Generally, a shift from gas powered cars to electric engines and alternative modes of transportation would not result in increased wildfire hazard. However, actions with the potential to result in construction of new or improved facilities (e.g., Actions T-5.1 and T-6.2) may result in new or more severe impacts related to wildfire.

2.15.3.3 Issue 1: Exacerbate Wildfire Risks

This section describes potential project impacts related to exposing occupants to pollutants or spread of wildfire with implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Wildland Fire and Fire Protection* (County of San Diego 2022), the project would have a significant impact if it would be located in or near an SRA or Very High FHSZ and:

- Exacerbate wildfire risks due to slope, prevailing winds, and other factors and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Impact Analysis

2011 GPU PEIR Determination

Impacts related to the exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire resulting from implementation of the General Plan were not addressed explicitly in the 2011 GPU PEIR because this threshold is derived from the State CEQA Guidelines Appendix G checklist, which was amended to include new questions related to wildfire subsequent to the General Plan's adoption. However, Section 2.7, "Hazards and Hazardous Materials," of the 2011 GPU PEIR addresses impact associated with wildland fire risk and is incorporated by reference. Implementation of the General Plan could result in future development in areas susceptible to wildfires, which could exacerbate wildfire risks leading to the exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. However, the General Plan policies listed in Section 2.15.2, "Regulatory Framework," would reduce these potential impacts by locating development in areas with adequate emergency services and outside of areas with higher susceptibility to wildfire hazard or spread. In addition, development would be designed and constructed to provide adequate defensibility to wildfires. Furthermore, wildfire risk and risk of pollutant exposure would be minimized by adherence to the International Fire Code, California Fire Code, the County Consolidated Fire Code, and other regulations listed in Section 2.15.2, "Regulatory Framework."

CAP Update Impact Analysis

The following sections describe the potential for implementation of CAP Update measures and actions to exacerbate wildfire risks, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Solid Waste Measures and Actions

Implementation of CAP Update solid waste measures and associated implementing actions (e.g., Action SW-4.1) could result in potential construction of new or expanded solid waste facilities in unincorporated county. These new or expanded facilities would not be intended for occupancy. During construction and operation, there would be increased human activities and ignition sources in the new or expanded solid waste facilities, including equipment that could create a spark or be a source of heat.

As noted in Section 2.15.1, "Existing Conditions," the unincorporated county contains lands that are classified as Very High FHSZs and in SRAs. Heat or sparks have the potential to ignite adjacent vegetation and start a fire, especially during weather events that include low humidity and high wind speeds that are typically experienced in the summer and fall but could also occur year-around in the unincorporated county. However,

development of new or expanded facilities would be required to obtain an approval on a Fire Serve Availability form for fire services and would be required to conform to the adopted General Plan policies related to fire risk reduction, including the following: Policy LU-6.10 requiring development to be protected from hazards; Policy LU-6.11 minimizing development in high fire threat areas; Policy S-4.1 requiring adequate defensible development; Policy S-4.2 requiring development to be designed to account for topography to reduce fire risk; Policy S-4.3 requiring development to be designed to minimize wildfire spreading; Policy S-4.6 requiring implementation of measures to reduce wildfire risk if development is proposed within fire threat areas; and Policy S-4.7 requiring all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes. Additionally, development of new or expanded facilities would be required to implement 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7, which require compliance with the Building and Fire Code and require site and/or building designs to include features that reduce fire hazards; Mitigation Measure Pub-1.5, which requires discretionary project applications to include commitments from available fire protection districts; and Mitigation Measure Pub-1.6, which identifies fire prone areas and ensures that development proposals meet the applicable fire authority's requirements. Furthermore, future discretionary projects would be subject to an environmental review process to evaluate potential fire hazards and would be required to comply with the County's Consolidated Fire Code, along with any project specific mitigation measures proposed to avoid or minimize impacts related to the exacerbation of wildfire risks. Therefore, development of new or expanded solid waste facilities would not exacerbate wildfire risks. The impact would be less than significant with implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency, which would not include development of structures for human occupancy. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water capture systems. Implementation of Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. Development of the proposed water and wastewater infrastructure improvements is not likely to introduce new uses in areas of high fire risk, including uses that would bring increased population into areas of high fire risk. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, planting and protecting trees, and providing incentive to encourage carbon farming. As noted above, the

unincorporated county contains lands that are classified as Very High FHSZs or in SRAs that could be affected by implementation of these measures and actions.

Implementation of Actions A-2.1 and A-2.2 would involve planting drought tolerant and low-fire potential trees on County-owned lands and on private property. Planting trees would result in increased fuel load in WUI areas and Very High FHSZs, which could exacerbate wildfire risks in the unincorporated county. Adopted General Plan Goal S-4 aims to create managed vegetation fuel loads in WUI areas and Policy S-4.1 supports programs consistent with state law that require fuel management/modification within established defensible space boundaries. Compliance with the adopted General Plan goals and policies would ensure that newly planted trees would not become unmanageable fuel loads in WUI areas and Very High FHSZs.

Implementation of Action A-4.1.b could result in the identification of opportunities for new farmworker housing. Humans cause the majority of wildfires, either directly or through failure of transmission lines. Introducing a new population to the WUI or in Very High FHSZs has the potential to exacerbate wildfire risk. The impact would be potentially significant. However, future development of farmworker housing would be required to conform with the adopted General Plan Policy S-4.1 to include adequate defensible space for new development, Policy S-4.2 to account for topography for development near hillsides and canyons, Policy S-4.3 to minimize flammable vegetation around development, Policy S-4.4 to locate development in areas where fire and emergency services are available, Policy S-4.5 to provide additional access roads for safe access of emergency equipment and civilian evacuation concurrently, Policy S-4.6 to implement measures to mitigate fire risk, and Policy S-4.7 to meet current ignition resistance construction codes. In addition, development of new farmworker housing would be required to implement 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7 to comply with Building and Fire Code and to require incorporation of building features into design to reduce fire hazards, Mitigation Measure Pub-1.5 to require discretionary project applications to include commitments from available fire protection districts, and Mitigation Measure Pub-1.6 to identify fire prone areas and ensure that development proposals meet applicable fire authority’s requirements.

Planting trees or future development of farmworker housing within or adjacent to areas designed as Very High FHSZ or WUI areas would have the potential to exacerbate wildfire risk, particularly if these actions occur in areas with steep topography and/or prevailing winds as these conditions contribute to the spread of wildfires and make it more difficult to contain wildfires. With compliance with applicable adopted General Plan policies and implementation of applicable 2011 GPU PEIR mitigation measures, the agriculture and conservation measures and actions would not exacerbate wildfire risk due to slope, prevailing winds, and other factors or expose project occupants to pollutant concentrations from a wildfire. This impact would be less than significant with implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve development of policies and programs to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in development of various renewable energy projects, which would not include structures for human occupancy.

Implementation of renewable energy projects have the potential to result in vegetation ignitions and wildfires from equipment failure during construction and operation. Construction activities that may result in ignition sources would include vegetation clearing and piling, grading, site preparation, soil disturbances, concrete pouring and preparation, pole and turbine placement, and construction and refueling. These construction activities may include presence of vehicles, heavy equipment, heat-generating equipment and activities, and sparks from various sources, as well as use of fuels and combustible materials during construction and infrastructure installation. Implementation of CAP Update Measures E-2 and E-3 and Actions E-2.2, E-3.2, and E-3.3 could result in small-scale energy efficiency retrofits on existing residential and non-residential structures and County facilities and large-scale renewable energy systems. The small-scale retrofits could include rooftop or ground-mounted photovoltaic (PV) solar arrays or small wind turbines, upgraded mechanical systems, energy storage systems, and other similar development. Large-scale renewable energy systems could include PV solar, concentrated solar, and wind turbines. However, based on industry standards, it is assumed that future renewable energy development would mainly involve the use of steel, aluminum, or glass, which are materials that have low potential to result in vegetation ignitions and wildfires. Additionally, compliance with adopted General Plan policies would ensure that the proposed development would not exacerbate wildfire risk and would not expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. These policies include Policy S-4.1, which requires development to be located, designed, and constructed to provide adequate defensibility; Policy S-4.7, which requires all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes; and Policy S-5.1, which requires fuel management within established defensible space boundaries. In addition, the 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7 require compliance with Building and Fire Code and require site designs to incorporate features to reduce fire hazards; Mitigation Measure Pub-1.5 requires discretionary project applications to include commitments from available fire protection districts; and Mitigation Measure Pub-1.6 identifies fire prone areas and ensures that development proposals meet the applicable fire authority's requirements. Compliance with applicable adopted General Plan policies and implementation of 2011 GPU PEIR mitigation measure would reduce the potential for development of small-scale energy efficiency retrofits to exacerbate wildfire risks. The impact would be less than significant with mitigation.

Built Environment and Transportation Measures and Actions

Implementation of CAP Update Measures T-3 and T-5 would result in new or expanded pedestrian and bicycle improvements and electric vehicle charging stations. Future projects that implement these measures and actions would not involve the construction of new structures intended for human occupancy. Accordingly, the construction of these projects would not result in the exacerbation of wildfire risks that could expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire that were not explicitly evaluated in the 2011 GPU PEIR. The impact would be less than significant.

Summary

The CAP Update may result in development of small-scale infrastructure, large-scale renewable energy systems, and other improvements to reduce countywide GHG emissions. It is assumed that most of the new and improved structures would be small in scale and generally would not be intended for extended occupancy, except for potential farmworker housing and large-scale renewable energy systems. There is limited potential for implementation of the CAP Update to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Where habitable structures and large-scale renewable energy systems are constructed, they would be unlikely to exacerbate wildfire risk due to slope, prevailing winds, and other factors because all development would be consistent with adopted General Plan policies and would implement 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 to address the potential for development to exacerbate wildfire hazards. In addition, the CAP Update would create co-benefits that reduce wildfire risk, thereby helping to make the county more adaptive and resilient to the impacts of climate change. For these reasons, the CAP Update is not expected to expose project occupants to pollutant concentrations due to exacerbation of wildfire risk. Impacts would remain less than significant with mitigation incorporated. This conclusion is consistent with the conclusions in the 2011 GPU EIR to the extent that it evaluated wildfire risk. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.15.3.4 Issue 2: Install Infrastructure That Exacerbates Fire Risk

This section describes potential project impacts related to installation or maintenance of infrastructure that could exacerbate wildfire risk.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines and the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Wildland Fire and Fire Protection (County of San Diego 2022), the project would have a significant impact if it would be located in or near an SRA or Very High FHSZ and:

- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Impact Analysis

2011 GPU PEIR Determination

Impacts related to the exacerbation of fire risk from the installation or maintenance of infrastructure resulting from implementation of the General Plan were not addressed explicitly in the 2011 GPU PEIR because this threshold is derived from the State CEQA Guidelines Appendix G checklist, which was amended to include new questions related to wildfire subsequent to the General Plan's adoption. However, infrastructure necessary to support buildout of the General Plan was within the scope of development evaluated in the 2011 GPU PEIR. Section 2.7, "Hazards and Hazardous Materials," of the 2011 GPU PEIR addresses impacts associated with wildland fire risk and is incorporated by reference. The General Plan could result in future development that would require the installation or maintenance of infrastructure in areas susceptible to wildfires. However, the General Plan policies listed in Section 2.15.2, "Regulatory Framework," reduce the potential impacts by ensuring that future development is located in areas with adequate emergency services and infrastructure and outside of areas with higher susceptibility to wildfire hazard or spread. Furthermore, all development would comply with applicable regulations listed in Section 2.15.2, "Regulatory Framework," including the International Fire Code, California Fire Code, State fire regulations, County of San Diego Consolidated Fire Code, and applicable County of San Diego ordinances.

CAP Update Impact Analysis

Solid Waste Measures and Actions

Implementation of the CAP Update solid waste measures and actions would result in potential development of new or expanded solid waste facilities, including expanded biogas capture and composting. The new or expanded facilities would likely be located within or near existing solid waste facilities and landfills with existing infrastructure and utilities services. It is unlikely that infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities would be required for the construction and operation of new or expanded solid waste facilities. If such infrastructure is required, General Plan policies would be implemented to avoid or minimize impacts. These polices include Policy LU-10.2, which ensures development avoids hazard areas; Policy S-4.4, which ensures development occurs in areas with fire and emergency services; Policy S-4.6, which ensures development located within fire threat areas includes measures to reduce risk of structural and human loss due to wildfire; and Policy S-4.7, which requires all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes. 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7, which would enforce Building and Fire Code compliance, would also be implemented to reduce wildfire risk. Adopted Mitigation Measure Pub-1.5, which requires discretionary project applications to include commitments from the applicable fire protection district, and Adopted Mitigation

Measure Pub-1.6, which identifies fire prone areas and ensures that development proposals meet applicable fire authority's requirements, would ensure adequate fire services are available to serve the project area. Therefore, implementation of solid waste measures and associated implementation actions would not require construction or maintenance of infrastructure that might exacerbate fire risk. The impact would be less than significant.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Implementation of CAP Update Measures W-1 and W-2 would have the potential to result in installation of water efficient appliances, smart irrigation systems, and stormwater and greywater capture systems. Implementation of CAP Update Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site, so that the stormwater and greywater would be treated and reused for landscaping. However, no infrastructure related to roads, fuel breaks, emergency water sources, power lines, or other utilities would be anticipated for the construction and operation of water efficient appliances, smart irrigation systems, stormwater and greywater capture systems, and stormwater and wastewater treatment systems. Therefore, no infrastructure that might exacerbate fire risk would need to be operated or maintained because of the implementation of water and wastewater measures and actions. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, planting and protecting trees, and providing incentives to encourage carbon farming and transition to cleaner fuels. These measures would result in new conservation lands, preservation of existing natural and agricultural lands, new trees, identification of opportunities for new farmworker housing, and the use of cleaner fuels in the unincorporated county. No infrastructure or other substantial new structural development would be anticipated for preserving or managing conservation, natural, and agricultural lands; carbon farming; preserving trees; or the use of cleaner fuels. New trees would be planted within County-owned lands, right-of-way, and residential areas and would not require installation of roads, fuel breaks, emergency water sources, power lines, or other utilities.

Implementation of Action A-4.1.b would evaluate opportunities to increase farmworker housing, and thus may result in future development of new farmworker housing in the unincorporated county. New farmworker housing development would be required to conform to the adopted General Plan policies. These polices include Policy LU-6.10, which requires new development to be located and designed to protect property and residents from hazards; Policy LU-10.2, which requires development to avoid hazard areas; Policy S-4.1, which requires development to be located, designed, and constructed to provide adequate defensibility; Policy S-4.2, which requires development to account for topography that would affect its susceptibility to wildfires; Policy S-4.3, which requires

site and design development to minimize the likelihood of a wildfire spreading to structures; Policy S-4.4, which requires development to be planned in areas where fire and emergency serves are available or planned; Policy S-4.6, which requires implementation of measures to reduce wildfire risk to structural and human loss; and Policy S-4.7, which requires all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes. In addition, 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7 require compliance with Building and Fire Code to ensure adequate fire protection in place; Mitigation Measure Pub-1.5 requires discretionary project applications to include commitment from applicable fire protection districts; and Mitigation Measure Pub-1.6 requires compliance with applicable requirements from local fire authority. Compliance with applicable adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that the farmworker housing and associated infrastructure would be located, designed, and constructed to avoid hazard areas and to minimize wildfire risk to structural and human loss. Therefore, the farmworker housing and associated infrastructure would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. The impact would be less than significant.

Energy Measures and Actions

Implementation of the CAP Update could result in energy efficiency retrofits on existing residential and non-residential structures and County facilities, and the project could include rooftop or ground-mounted solar arrays or small wind turbines, modern mechanical systems, energy storage systems, large-scale PV solar, concentrated solar, and wind turbines that have potential to result in direct and indirect impacts related to wildland fire that were not explicitly evaluated within the 2011 GPU PEIR.

Energy efficiency retrofits and associated improvements would occur on existing structures and County facilities and would not require installation or maintenance of roads, fuel breaks, and emergency water sources. However, implementation of CAP Update Measure E-3, Action E-3.2, and Action E-3.3 would have the potential to result in development of new renewable energy systems, such as small-scale PV solar arrays and wind turbines and large-scale PV solar, concentrated solar, and wind turbines. These new renewable energy systems would also require connection to power lines and/or construction of new substations. Specific locations for the potential renewable energy system projects are unknown; however, they could result in placement of structures adjacent to wildland vegetation. Construction activities that may result in ignition sources would include vegetation clearing and piling, grading, site preparation, soil disturbances, concrete pouring and preparation, pole and turbine placement, and refueling. These construction activities may include presence of vehicles, heavy equipment, heat-generating equipment and activities, and sparks from various sources, as well as use of fuels and combustible materials during construction and infrastructure installation. Additionally, the projects would result in the generation and transmission of electric current which would be potentially susceptible to equipment failure. Maintenance activities also could result in additional presence of humans and equipment. Large-scale solar systems would include the use of lithium-ion batteries (typically enclosed to reduce fire risk), which would pose a risk for overheating and potential ignition of nearby vegetation. Therefore, implementation of renewable energy system project infrastructure could exacerbate fire risk.

In accordance with the County's Zoning Ordinance, small-scale solar PV systems (under 500 square feet) and up to three small wind turbines are permitted without a discretionary permit if specific zoning criteria are met in accordance with the ordinance. Even though there is a lack of discretionary oversight for small-scale renewable energy projects, all projects would be required to comply with federal, state, and local regulations to minimize or prevent wildfire. The small-scale renewable energy projects would also be required to implement the adopted General Plan policies listed in Section 2.15.2, "Regulatory Framework," which would aid in the efforts to prevent wildfire in the county by managing vegetation, preparing for the threat of wildfire based on weather conditions, and staffing fire service providers appropriately. Furthermore, implementation of 2011 GPU PEIR mitigation measures would reduce impact related to infrastructure development. These measures include Mitigation Measures Haz-4.3 and Pub-1.7, which would require compliance with the Building and Fire Code to ensure there are adequate fire service levels and would require site designs to incorporate features that reduce fire hazards, and Mitigation Measure Pub-1.6, which requires compliance with applicable requirements from the local fire authority. Compliance with existing regulations and the adopted 2011 GPU PEIR policies and implementation of Mitigation Measures Haz-4.3, Pub-1.6, and Pub-1.7 would ensure that future small-scale renewable energy projects would not exacerbate fire risk or result in temporary or ongoing impacts to the environment.

Future large-scale renewable energy projects and associated infrastructure (e.g., power lines, power poles, and battery storage systems) would result in potential ignition sources during construction and operation activities. Potential ignition sources during construction could include heat sources or sparks from power tools, heated exhaust from worker vehicles, and improper electrical connections. During operation, the primary wildfire ignition risks could include electrical shorts, employee and maintenance vehicles, collapse of supporting structures (e.g., power lines and power poles) causing electrical shorts and fire, and overgrown fuel under and around structures. Implementation of large-scale renewable energy projects could exacerbate fire risk due to installation of renewable energy systems and associated infrastructure. However, future large-scale renewable energy projects would be designed to prevent this infrastructure from exacerbating fire risk to the extent feasible. The large-scale renewable energy projects and associated infrastructure would be required to be designed and constructed in accordance with current fire codes. Defensible space and fuel management required by the California Public Utilities Commission and CAL FIRE for utilities infrastructure development would also be implemented as discussed in Section 2.15.2.2, above.

In addition, future large-scale renewable energy projects would be subject to discretionary review and would be evaluated for project-specific impacts under CEQA at the time of application. Project-specific mitigation would reduce and minimize impacts related to the exacerbation of fire risk to the extent feasible in compliance with State CEQA Guidelines Section 15126.4. Adopted General Plan Policy S-4.1, which requires development to be located, designed, and constructed to provide adequate defensibility; Policy S-4.7, which requires all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes; and Policy S-5.1, which requires fuel management within established defensible space boundaries, would reduce wildfire risk. Implementation of 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7 would ensure that the Building and Fire

Code is implemented to provide adequate fire protection, Mitigation Measure Pub-1.5 would ensure that discretionary projects include commitments from the applicable fire protection district, and Mitigation Measure Pub-1.6 would ensure compliance with applicable requirements from the local fire authority. Even through implementation of large-scale renewable energy projects would introduce potential ignition sources and additional electrical equipment that do not currently exist in the county, compliance with the adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce fire risk to a less-than-significant level. The impact would be less than significant.

Built Environment and Transportation Measures and Actions

Implementation of the CAP Update built environment and transportation measures and actions could result in future infrastructure development that would result in wildfire-related impacts in the unincorporated county. More specifically, implementation of CAP Update Measures T-3 and T-5 would result in new or expanded pedestrian and bicycle improvements, electric vehicle charging stations, and other measures and actions to promote sustainable transportation options. Development of pedestrian and bicycle improvements would occur on existing roadways and electric vehicle charging stations would be installed in existing parking lots and garages. Implementation of the proposed transportation infrastructure projects would be connected to existing roadways and located within existing facilities, which would not require installation or maintenance of new infrastructure (e.g., roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk. Compliance with the adopted General Plan Policy S-4.1, which requires development to be located, designed, and constructed to provide adequate defensibility; Policy S-4.7, which requires all new, remodeled, or rebuilt structures to meet current ignition resistance construction codes; and Policy S-5.1, which requires fuel management within established defensible space boundaries, would ensure that the potential development would not exacerbate wildfire risk. Further, 2011 GPU EIR Mitigation Measures Haz-4.3 and Pub-1.7, which would enforce Building and Fire Code compliance, would be implemented to reduce wildfire risk. Therefore, implementation of CAP Update built environment and transportation measures and actions would not substantially increase wildfire risk associated with infrastructure development. The impact would be less than significant.

Summary

Federal, state, and local regulations exist to minimize or prevent wildfire. In addition, implementation of the adopted General Plan policies listed in Section 2.15.2, “Regulatory Framework,” would aid in the efforts to prevent wildfire in the county by managing vegetation, preparing for the threat of wildfire based on weather conditions, and staffing fire service providers appropriately. Implementation of the 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 would require compliance with the Building and Fire Code, require site designs to incorporate features to reduce fire hazards, and ensure there are adequate fire service providers available to serve potential development. Therefore, impacts related to small-scale renewable energy systems would be reduced to less than significant with mitigation incorporated. This conclusion is consistent with the conclusions in the 2011 GPU PEIR to the extent that it evaluated wildfire

risk. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.15.3.5 Issue 3: Expose People or Structures to Post-Fire Risks

This section describes potential project impacts related to exposing people to post-fire risks, such as flooding or landslides, with implementation of the project.

Guidelines for Determination of Significance

Based on Appendix G of the State CEQA Guidelines and the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements: Wildland Fire and Fire Protection* (County of San Diego 2022), the project, if located in or near an SRA or lands classified as Very High FHSZ, would have a significant impact if it would:

- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Impact Analysis

2011 GPU PEIR Determination

Impacts related to the exposure of people or structures to post-fire risks resulting from implementation of the General Plan were not addressed explicitly in the 2011 GPU PEIR because this threshold is derived from the State CEQA Guidelines Appendix G checklist, which was amended to include new questions related to wildfire subsequent to the General Plan's adoption. However, Section 2.7, "Hazards and Hazardous Materials," of the 2011 GPU PEIR addresses impact associated with wildland fire risk and is incorporated by reference. The General Plan would result in development in areas susceptible to wildfires. However, several General Plan policies listed in Section 2.15.2, "Regulatory Framework," would reduce the potential impacts by limiting development in hillsides and canyons where flooding or slope instability could occur. Furthermore, post-wildfire hazard risk is also mitigated by adherence to the County of San Diego OA EP, the County Consolidated Fire Code, and other regulations listed in Section 2.15.2, "Regulatory Framework."

CAP Update Impact Analysis

Implementation of the CAP Update measures and associated implementing actions has the potential to result in future development, such as expansion of facilities, identification of opportunities for farmworker housing, and development of small-scale and large-scale renewable energy projects. These potential developments could expose people or structures to significant risks. The following sections describe the potential wildfire-related impacts that could result from implementation of CAP Update measures and actions.

Solid Waste Measures and Actions

Implementation of CAP Update solid waste measures and actions (e.g., Action SW-4.1) could result in potential construction of new or expanded solid waste facilities in the unincorporated county. Specific locations for these facilities have not been identified, though gas capture at existing landfills likely would occur at the Borrego and Otay landfills. As discussed in Sections 2.15.3.3 and 2.15.3.4, above, construction of new or expanded solid waste facilities would increase human activities and ignition sources in the area, which would have the potential to create a spark to cause fire and expose people or structures to wildfire risks and flooding or landslides resulting from post-fire slope instability or drainage changes. However, future development would be required to conform with the adopted General Plan policies related to wildfire protection. These policies include Policy LU-6.11 to direct development away from hazardous wildfire areas; Policy S-4.1 to locate, site, design, and construct new development to enhance defensibility and to minimize the risk of structural loss and life safety resulting from wildfire; Policy S-4.3 to site and design new developments to minimize the likelihood of a wildfire spreading to structures; Policy S-4.4 to locate new developments to where fire and emergency services are available; Policy S-4.6 to implement measures to mitigate wildfire risks to structures and humans; and Policy S-4.7 to require new development to meet current ignition resistance construction codes. Complying with these adopted General Plan policies would minimize wildfire risk to new development. In addition, complying with Policy LU-6.10, which protects property and residents from natural and human-induced hazards; Policy S-4.2, which requires development located on ridgelines, top of slopes, saddles or other topographic areas to be sited and designed to account for topography in wildland areas that pose a greater fire risk; Policy S-9.1, which directs development away from areas with high landslide potential; Policy S-9.2, which prohibits development from causing or contributing to slope instability; and Policies S-10.3, S-10.4, and S-10.6, which limit development in flood hazard areas, would minimize wildfire risk and reduce landslide or flooding hazards from post-fire associated with slope destabilization and drainage changes. In addition, future development would be required to implement the 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7, which require compliance with the Building and Fire Code and requires site and building designs to incorporate features that reduce fire hazards. Compliance with these policies and implementation of Adopted Mitigation Measures Haz-4.3 and Pub-1.7 would reduce the potential for projects constructed as part of CAP Update implementation to expose people or structures at new or expanded facilities to significant post-fire risks, including downslope or downstream flooding or landslides due to post-fire slope instability or drainage changes. The impact would be less than significant.

Water and Wastewater Measures and Actions

Implementation of CAP Update Measures W-1 through W-3 and associated implementing actions would involve development of policies and programs to encourage water conservation and increase water and wastewater efficiency. Measures W-1 and W-2 include implementing actions to develop policies and programs to increase water efficiency. Implementation of these measures would generally result in installation of water efficient appliances, smart irrigation systems, and stormwater and grey water

capture systems. Implementation of Measure W-3 would have the potential to result in installation of stormwater and wastewater treatment systems on-site so that the stormwater and greywater would be treated and reused for landscaping. Implementation of these measures would not result in new population growth or construction of new structures; therefore, implementation of CAP Update water and wastewater measures and actions would not expose people or structures to significant risks, including downslope or downstream flooding or landslides due to post-fire slope instability or drainage changes. The impact would be less than significant.

Agriculture and Conservation Measures and Actions

Implementation of CAP Update Measures A-1 through A-2 and associated implementing actions would involve acquiring and managing conservation lands, preserving natural and agricultural lands, planting and protecting trees, and providing incentive to encourage carbon farming. No new population growth would occur as a result of these measures and actions, and it is assumed that construction of new structures would not be required for managing and preserving conservation, natural, and agricultural lands; promoting carbon farming; and protecting and planting trees. However, implementation of Action A-4.1.b could result in the identification of opportunities to increase farmworker housing in the unincorporated county. The unincorporated county contains many WUI areas, areas classified as Very High FHSZs, and areas in SRAs. Construction of new farmworker housing in WUI areas or a Very High FHSZ would have the potential to expose people and structures to significant risks during and after a wildfire event. Specific locations for potential farmworker housing have not been identified. Future farmworker housing development that results from evaluations conducted through implementation of the CAP Update would be required to conform to the adopted General Plan policies related to wildfire protection, including Policy LU-6.11 to direct development away from hazardous wildfire areas; Policy S-4.1 to locate, site, design, and construct new development to enhance defensibility and to minimize the risk of structural loss and life safety resulting from wildfire; Policy S-4.2 to require new development located on ridgelines, top of slopes, saddles or other topographic areas to be sited and designed to account for topography in areas that pose a greater fire risk; Policy S-4.3 to site and design new developments to minimize the likelihood of a wildfire spreading to structures; Policy S-4.4 to locate new developments in areas where fire and emergency services are available; Policy S-4.6 to implement measures to mitigate wildfire risks to structures and humans; and Policy S-4.7 to require new development to meet current ignition resistance construction codes. Compliance with these adopted policies would limit risks associated with the construction of new farmworker housing in areas prone to wildfire.

Post-wildfire risks to new development would also be minimized through adherence to the General Plan Safety Element policies, which include Policy S-9.1 to direct development away from areas with high landslide potential; Policy S-9.2 to prohibit development from causing or contributing to slope instability; and Policies S-10.3, S-10.4, and S-10.6 to limit development in flood hazard areas. New development would also adhere to the following: the County's OA EOP, which includes strategies, procedures, recommendations, and organizational structures to respond to natural disasters; the Multi-Jurisdictional Hazard Mitigation Plan, which includes goals, objectives, and actions

to reduce the possibility of damage and loss due to wildfire; and other existing regulations related to wildfire protection listed in Section 2.15.2, "Regulatory Framework." Compliance with the adopted General Plan policies and existing regulations would ensure development in or near SRAs and Very High FHSZs would not expose people or structures to substantial post-fire risks. The impact would be less than significant.

Energy Measures and Actions

Implementation of CAP Update energy measures and actions would involve implementation of policies, programs, and mechanisms to increase building energy efficiency, increase the use of renewable energy, and increase electrification in the unincorporated county and County operations. These policies and programs could have the potential to result in development of various renewable energy projects, such as new small-scale PV solar arrays and wind turbine projects and large-scale PV solar, concentrated solar, and wind turbines that could be located in downslope or downstream flood or landslide areas within the county. Impacts related to the exposure of people or structures due to post-fire slope instability were not explicitly evaluated within the 2011 GPU PEIR.

Implementation of the CAP Update would result in new small-scale PV solar arrays and small-scale wind turbine projects that could include ground-mounted infrastructure. If new renewable energy equipment is installed in areas subject to flooding or landslides within the county, there is a potential to result in the exposure of people or structures to post-wildfire risk. However, given the nature and small scale of renewable energy projects that would be implemented consistent with the CAP Update, it is unlikely that occupied structures or a substantial increase in people would be introduced into the project area. Small-scale wind and solar projects generally do not include the development of new structures and maintenance of these facilities requires limited presence of employees that could be affected by post-fire risks.

Furthermore, future wind and solar projects would be required to be constructed according to applicable fire code requirements and County ordinances that govern grading, flammable materials, and fire hazards. Additionally, small-scale wind and solar projects would be required to comply with the adopted General Plan policies listed in Section 2.15.2, "Regulatory Framework," including Policy 4-3.1, which requires that development in areas susceptible to wildfires be designed with adequate defensibility and emergency access to minimize the risks to people and structures; Policy S-4.2, which requires development in hillsides and canyons where flooding or slope instability could occur to be designed to account for topography; and Policy S-4.4, which restricts development in areas with a high fire threat and in areas where emergency services are unavailable. In addition, the 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7 would require compliance with the Building and Fire Code and would require site designs to incorporate features to reduce fire hazards. Compliance with adopted General Plan policies and implementation of Adopted Mitigation Measures Haz-4.3 and Pub-1.7 would ensure that future small-scale wind and solar projects would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes.

Large-scale renewable energy infrastructure would generally be constructed in primarily undeveloped locations that are productive for generating renewable energy. Specific locations that may be chosen for these large-scale utility projects are unknown; however, it is likely that suitable locations would include areas that are not highly developed with residential and commercial uses because of the size, massing, coverage, and scale of this type of infrastructure that relies on large amounts of land unencumbered by buildings or shadowed by buildings or trees. If the large-scale renewable energy projects are located in flood zones, landslide susceptible areas, or unstable slopes, the impacts related to exposing people or structures to post-fire landslides, slope instability, or flooding could be significant. However, future large-scale renewable energy projects would be subject to discretionary review and would be evaluated for project-specific impacts under CEQA at the time of application. Project-specific mitigation would be proposed to reduce and minimize post-fire risks to the extent feasible in compliance with State CEQA Guidelines Section 15126.4.

Future large-scale renewable energy projects would also conform to design requirements associated with proper site preparation and grading practices to address erosion and runoff. In addition, future large-scale renewable energy projects would be required to comply with adopted General Plan Policy S-9.1, which directs development away from areas with high landslide, mudslide, or rock fall potential; Policy S-10.3, which requires development to conform to federal floodproofing standards; Policy S-9.2, which prohibits development from causing or contributing to slope instability; Policy S-10.4, which requires development within mapped flood hazard areas be sited and designed to minimize on-site and off-site hazards; Policy S-10.6, which allows new uses and development within the floodplain fringe (land within the floodplain outside of the floodway) only when environmental impacts and hazards are mitigated. Implementation of 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.7 would ensure that the Building and Fire Code is enforced to provide adequate fire protection; Mitigation Measure Pub-1.5 would ensure that discretionary project applications would include commitment from available fire protection districts; and Mitigation Measure Pub-1.6 would identify fire prone areas and ensure development proposals meet the requirements set forth by the applicable fire jurisdiction. Compliance with State CEQA Guidelines Section 15126.4, adopted General Plan policies, and 2011 GPU PEIR mitigation measures would ensure that future large-scale renewable energy projects would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes. The impact would be less than significant.

Built Environment and Transportation Measures and Actions

Implementation of the CAP Update built environment and transportation measures and associated implementing actions could result in future development that would result in wildfire-related impacts in the unincorporated county.

Implementation of CAP Update Measures T-3 and T-5 would result in new or expanded pedestrian and bicycle improvements and electric vehicle charging stations. Park-and-ride facilities would be located in existing parking lots or vacant lots near existing

roadways; pedestrian and bicycle infrastructure improvements would be located on or near existing roadways; and electric vehicle charging stations would be installed in existing parking lots or parking garages. Development of pedestrian and bicycle improvements and installation of electric vehicle charging stations would not increase wildfire risk or alter slopes or drainage patterns in a manner that would increase the risk of post-fire downslopes or downstream flooding or landslides. The impact would be less than significant.

Summary

Post-wildfire risks to new development would be minimized through adherence to the County's OA EOP, which includes strategies, procedures, recommendations, and organizational structures to respond to natural disasters; the Multi-Jurisdictional Hazard Mitigation Plan, which includes goals, objectives, and actions to reduce the possibility of damage and loss due to wildfire; and other existing regulations related to wildfire protection listed in Section 2.15.2, "Regulatory Framework." Additionally, compliance with the adopted General Plan policies and existing regulations would ensure development in or near SRAs and Very High FHSZs would not expose people or structures to substantial post-fire risks. This impact would be less than significant with mitigation incorporated. This conclusion is consistent with the conclusions in the 2011 GPU PEIR to the extent that it evaluated wildfire risk. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.15.3.6 Cumulative Impact Analysis

The cumulative impact analysis study area for the wildfire-related risks is the San Diego Association of Governments (SANDAG) region. The scope and approach to the cumulative impact analysis are described in the "Cumulative Impact Assessment Overview" section in the introduction to this chapter.

Issue 1: Exacerbate Wildfire Risks

Impacts related to the exposure of project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire resulting from implementation of the General Plan were not addressed explicitly in the 2011 GPU PEIR because this threshold was introduced to the State CEQA Guidelines subsequent to the General Plan's adoption. As discussed in Section 2.15.3.3, "Issue 1: Exacerbate Wildfire Risks," future development associated with the CAP Update would be evaluated to determine whether it is within the scope of this SEIR or if it would require subsequent CEQA review; would be required to conform with adopted General Plan policies; and would be required to implement applicable 2011 GPU PEIR mitigation measures. As indicated in Section 2.15.1, "Existing Conditions," the unincorporated county contains lands that are classified as Very High FHSZs. Because of the amount of Very High FHSZs in the unincorporated county, it is reasonable to assume that there is a significant cumulative impact related to the exacerbation of wildfire risks. However, implementation of the CAP Update would not result in the exacerbation of wildfire risks with compliance with adopted General Plan

policies and implementation of 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7.

While a significant cumulative impact related to the exacerbation of wildfire risk may result from cumulative development within the SANDAG region, it is foreseeable that future projects proposed in the unincorporated county would be required to comply with adopted General Plan policies and 2011 GPU PEIR mitigation measures, resulting in the mitigation of impacts associated with General Plan buildout; therefore, future projects would not result in a considerable contribution to an existing significant cumulative impact. Further, implementation of the CAP Update would not result in the exacerbation of wildfire risks that could expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, the project would not result in a substantial incremental effect that would result in a new significant impact related to the exacerbation of wildfire risk. The impact would be less than significant. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

Issue 2: Install Infrastructure That Exacerbates Fire Risk

Impacts related to the exacerbation of fire risk from the installation or maintenance of infrastructure resulting from implementation of the General Plan were not addressed explicitly in the 2011 GPU PEIR because this threshold was introduced to the State CEQA Guidelines subsequent to the General Plan's adoption. As discussed in Section 2.15.3.4, "Issue 2: Install Infrastructure That Exacerbates Fire Risk," impacts would be less than significant with implementation of appliable 2011 GPU PEIR mitigation measures and compliance with the General Plan policies and other applicable regulations included in Section 2.15.2, "Regulatory Framework."

Similar to Issue 1, discussed above, a significant cumulative impact related to exacerbation of wildfire risk from installation and maintenance of infrastructure would occur in the cumulative context due to the large amount of Very High FHSZs in the unincorporated county. However, while a significant cumulative impact related to the exacerbation of wildfire risk may result from cumulative development within the unincorporated county, it is foreseeable that future projects proposed in the unincorporated county would be required to comply with the same General Plan policies and 2011 GPU PEIR mitigation measures, resulting in the mitigation of impacts associated with General Plan buildout.

Further, given the nature of the projects that would be implemented consistent with the CAP Update, and the fact that impacts resulting from the proposed CAP Update measures and actions would not result in the exacerbation of wildfire risk associated with the installation of infrastructure, the project would not result in a substantial incremental effect that would result in considerable contribution to a new significant cumulative impact. The impact would be less than significant. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

Issue 3: Expose People or Structures to Post-Fire Risks

Impacts related to exposing people or structures to post-fire risks from the installation or maintenance of infrastructure resulting from implementation of the General Plan were not addressed explicitly in the 2011 GPU PEIR because this threshold was introduced to the State CEQA Guidelines subsequent to the General Plan's adoption. As discussed in Section 2.15.3.5, "Issue 3: Expose People or Structures to Post-Fire Risks," impacts would be less than significant with implementation of applicable 2011 GPU PEIR mitigation measures and with compliance with the General Plan policies and other applicable regulations included in Section 2.15.2, "Regulatory Framework."

Similar to Issue 1, discussed above, a significant cumulative impact related to exposing people or structures to post-fire risks is anticipated to occur as a result of General Plan buildout due to the large amount of Very High FHSZs in the unincorporated county. However, while a potentially significant cumulative impact related to the exposure of people or structures to post-fire risks may result from cumulative development within the unincorporated county, it is foreseeable that future projects proposed in the unincorporated county would be required to comply with adopted General Plan policies and 2011 GPU PEIR mitigation measures, resulting in the mitigation of impacts associated with General Plan buildout. Further, given the nature of the projects required to implement the CAP Update, and the fact that impacts resulting from the proposed CAP Update measures and actions would not result in a significant impact related to exposing people or structures to post-fire risks, the project would not result in a substantial incremental effect that would result in a new significant cumulative impact. The impact would be less than significant. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.15.4 Summary of New or More Severe Significant Impacts

Implementation of the CAP Update would not result in new or more severe impacts related to emergency response or evacuation plans, exacerbation of fire risk, or exposure of people or structures to post-fire risks.

2.15.5 Mitigation Measures

2.15.5.1 Issue 1: Exacerbate Wildfire Risks

The following mitigation measures adopted as a part of the 2011 GPU PEIR would reduce potential impacts related to the exacerbation of wildfire risk to less than significant. Therefore, no new mitigation measures would be required.

> Adopted Mitigation Measure Haz-4.3: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map and Land Use Maps, which typically show lower densities in wildland areas.

Adopted Mitigation Measure Pub-1.5: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times.

Adopted Mitigation Measure Pub-1.6: Maintain and use the County GIS and the County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are required, that potential environmental impacts resulting from construction are evaluated along with the development project under review.

Adopted Mitigation Measure Pub-1.7: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.

2.15.5.2 Issue 2: Install Infrastructure That Exacerbates Fire Risk

The following mitigation measures adopted as a part of the 2011 GPU PEIR would reduce potential impacts related to the installation of infrastructure that exacerbates fire risk to less than significant. Therefore, no new mitigation measures would be required.

Adopted Mitigation Measure Haz-4.3: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map and Land Use Maps, which typically show lower densities in wildland areas.

Adopted Mitigation Measure Pub-1.5: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times.

Adopted Mitigation Measure Pub-1.6: Maintain and use the County GIS and the County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are required, that potential environmental impacts resulting from construction are evaluated along with the development project under review.

Adopted Mitigation Measure Pub-1.7: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the

construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.

2.15.5.3 Issue 3: Expose People or Structures to Post-Fire Risks

The following mitigation measures adopted as a part of the 2011 GPU PEIR would reduce potential impacts related to the exposure of people or structures to post-fire risks to less than significant. Therefore, no new mitigation measures would be required.

Adopted Mitigation Measure Haz-4.3: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map and Land Use Maps, which typically show lower densities in wildland areas**.**

Adopted Mitigation Measure Pub-1.5: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times.

Adopted Mitigation Measure Pub-1.6: Maintain and use the County GIS and the County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are required, that potential environmental impacts resulting from construction are evaluated along with the development project under review.

Adopted Mitigation Measure Pub-1.7: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.

2.15.6 Significance Conclusions

2.15.6.1 Issue 1: Exacerbate Wildfire Risks

Compliance with existing regulations related to wildfire protection and implementation of adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 would ensure that project and cumulative impacts associated with exacerbation of wildfire risks would be **less than significant** and **would not result in a considerable contribution** such that no new significant cumulative impact would occur. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.15.6.2 Issue 2: Install Infrastructure That Exacerbates Fire Risk

Compliance with existing regulations related to wildfire protection and implementation of adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 would ensure that project and cumulative impacts associated with exacerbation of wildfire risks from installation and maintenance of new infrastructure would be **less than significant** and **would not result in a considerable contribution** such that no new significant cumulative impact would occur. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

2.15.6.3 Issue 3: Expose People or Structures to Post-Fire Risks

Compliance with existing regulations related to wildfire protection and implementation of adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 would ensure that project and cumulative impacts associated with exposing people or structures to post-fire risks would be **less than significant** and **would not result in a considerable contribution** such that no new significant cumulative impact would occur. Implementation of the CAP Update **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

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CHAPTER 3 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

The County reviewed the environmental impacts and mitigation measures for each issue area addressed in the 2011 GPU PEIR to determine whether impacts associated with implementation of the proposed General Plan Amendment, CAP Update, Greenhouse Gas (GHG) Threshold, and the *County of San Diego Guidelines for Determining Significance: Climate Change* (Guidelines) (collectively referred to as the project) would fall within the scope of the General Plan, are addressed in the certified 2011 GPU PEIR, and incorporate all applicable performance standards and mitigation measures identified therein. Where any of these conditions may not occur, the resource is fully evaluated in Chapter 2, "Environmental Effects of the Project," of this ~~draft~~ SEIR. Where the County concluded that implementation of the GHG reduction measures and actions in the CAP Update would not have potential to affect the conclusions of the 2011 GPU PEIR for certain topics, these topics are not analyzed further in this SEIR. Where issues will not be discussed in detail in an EIR, Section 15128 of the State CEQA Guidelines requires that an EIR "contain a statement briefly indicating the reasons that various potentially significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

This chapter includes a discussion of the reasons that various possible effects of the project were determined not to be significant and were therefore not discussed in detail in this SEIR (pursuant to State CEQA Guidelines Section 15128). As discussed below, the project would not change the conclusions relative to the analyses of geology and soils, mineral resources, population and housing, public services, recreation, and utilities and service systems, and no further detailed analysis is warranted.

3.1 Geology and Soils

In Section 2.6, "Geology and Soils," the 2011 GPU PEIR did not identify potentially significant direct and cumulative impacts related to geology and soils. Therefore, no mitigation measures were required. As described therein, development as a matter of standard process and conditions of approval would be required to comply with all relevant federal, state, and local regulations and building standards, including the California Building Code (CBC) and County-required geotechnical reconnaissance reports and investigations which would minimize the risk of seismic, soil stability, and expansive soils hazards. Compliance with the National Pollutant Discharge Elimination System, CBC, and County Grading Ordinance would prevent potential impacts to soil erosion. Development would be required to comply with all applicable federal, state, and local regulations related to septic tanks and wastewater disposal, including County Department of Environmental Health and Quality standards to prevent water quality issues because of ineffective septic and wastewater systems. Development would also be required to follow all applicable regulatory processes, including compliance with the *County of San Diego Guidelines for Determining Significance: Geologic Hazards* (County of San Diego 2007). Therefore, potential impacts related to geology and soils would be less than significant, and no mitigation measures were required.

Existing conditions related to geology and soils have not changed substantially since certification of the 2011 GPU PEIR. Implementation of the project would require that development projects be consistent with the CAP Update and its GHG reduction measures and supporting actions. Implementation of the CAP Update is intended to reduce GHG emissions by improving multimodal transportation and ridesharing options and fuel efficiency; increasing building energy efficiency, renewable energy use and access, waste diversion, and water conservation; and reducing emissions from agriculture. Implementation of the project would not expose people or structures to adverse effects resulting from geologic hazards because the CAP Update's GHG reduction measures and supporting efforts would not amend, revise, or be inconsistent with any existing regulations related to geology and soils for development projects. These activities would be required to comply with provisions for geological stability established by the Uniform Building Code and CBC.

Any development or expansion of facilities associated with subsequent projects implemented consistent with the CAP Update would be required to comply with existing regulations intended to protect people and structures from seismic hazards, soil instability and expansive soils, and would not expose people or structures to potential substantial adverse effects involving risks related to these hazards. The project would not amend or revise any regulations in place to prevent soil erosion, water quality impacts from septic tanks and wastewater disposal, or impacts to unique geologic features or expose more people and structures to these hazards. Therefore, the project would not result in impacts not analyzed in the 2011 GPU PEIR, nor would it result in impacts that are more severe than discussed in the 2011 GPU PEIR. Therefore, the findings of the certified 2011 GPU PEIR regarding geology and soils remain valid, and no further analysis is required.

3.2 Mineral Resources

In Section 2.10, "Mineral Resources," the 2011 GPU PEIR identified potentially significant direct and cumulative impacts related to mineral resources due to the loss of availability of mineral resources that would be valuable to local and state entities.

General Plan Policies COS-10.1 through COS-10.4, COS-10.6, COS-10.8, and COS-10.9 and 2011 GPU PEIR Mitigation Measures Min-1.1 through Min-1.3 facilitate protection of mineral resource areas from incompatible land uses, require that road access to mining facilities be maintained, and provide for streamlined permitting of mining operations. The policies and measures were identified to reduce impacts but not to a less-than-significant level. Therefore, development associated with the General Plan was identified to result in direct and cumulatively significant impacts related to mineral resources availability and impacts to mineral recovery sites.

Existing conditions related to mineral resources have not changed substantially since certification of the 2011 GPU PEIR. Implementation of the project is intended to reduce GHG emissions by improving multimodal transportation and ridesharing options, improving fuel efficiency, increasing building energy efficiency, increasing renewable energy use and access, increasing waste diversion, increasing water conservation, and reducing emissions from agriculture. Potential impacts to mineral resources generally

occur when a development project permanently precludes the potential to mine the resource located within a site.

The 2011 GPU PEIR evaluated the effect of General Plan buildout on the availability of mineral resources and identified a significant impact. The activities anticipated with implementation of the CAP Update would be consistent with COS-10.1 through COS-10.4, COS-10.6, COS-10.8, and COS-10.9, as well as 2011 GPU PEIR Mitigation Measures Min-1.1 through Min-1.3, which facilitate protection of mineral resource areas from incompatible land uses.

Because of the limited footprint associated with most projects that would result from CAP Update implementation, the project would not result in new or more significant impacts related to mineral resources beyond that identified in the 2011 GPU PEIR. In addition, the CAP Update would not amend, revise, or be inconsistent with any existing regulations related to mineral resources. Further, as described above, General Plan policies related to mineral resource extraction and protection discourage development would preclude future development of mining facilities and require that development, including housing, be designed to minimize conflicts with existing and potential future mining facilities.

Smaller renewable energy projects associated with the CAP Update would not involve major grading or dredging activities that would result in the loss of a significant mineral resource. Some smaller projects would be roof mounted and would not result in any ground disturbance. Other smaller facilities may require earthwork activities consisting of minor grading at ground surface for the construction of towers and concrete foundations, which would not result in the loss of availability of a known mineral resource of value to the region. Future large-scale renewable energy projects (including solar and wind projects) would be subject to discretionary review. As part of the County's discretionary review process, all future projects would be evaluated under CEQA and would be required to implement measures to minimize impacts to mineral resources, as necessary. Potential future farmworker housing also would be subject to CEQA compliance and would be required to implement General Plan policies governing development within a mineral resource zone. As necessary, such projects would be required to implement applicable GPU PEIR mitigation measure or recommend new mitigation measures to reduce impacts on mineral resources.

The CAP Update would not result in new or more severe project or cumulative impacts not analyzed in the 2011 GPU PEIR, Therefore, the findings of the certified 2011 GPU PEIR regarding mineral resources remain valid, and no further analysis is required.

3.3 Population and Housing

In Section 2.12, "Population and Housing," the 2011 GPU PEIR did not identify any potentially significant direct or cumulative impacts related to population growth, displacement of housing, or displacement of people. Therefore, no mitigation measures were required. While implementation of the land use plans adopted as part of the General Plan would result in population growth, the General Plan includes a framework for land use and development that is intended to discourage unanticipated and inappropriate growth within the unincorporated county. Similarly, the General Plan complies with state policies

regarding the provision of housing and does not displace substantial numbers of people. Therefore, impacts related to population and housing were identified as less than significant.

Existing conditions related to population and housing have not changed substantially since the certification of the 2011 GPU PEIR. In fact, projected development is lower than anticipated in the 2011 GPU PEIR. Implementation of the CAP Update would not induce population growth directly or indirectly, because the GHG reduction measures do not propose new housing, other than potential future farmworker housing to serve the needs of existing workers by providing housing that is more proximate to work sites, nor do they propose changes to policies or regulations related to land use or residential zoning. Implementation of the project is intended to reduce GHG emissions by improving multimodal transportation and ridesharing options, improving fuel efficiency, increasing building energy efficiency, increasing renewable energy use and access, increasing waste diversion, increasing water conservation, and reducing emissions from agriculture.

GHG reduction measures that would facilitate the construction of future electric vehicle infrastructure (Action E-3.1), transit access improvements (Action T-6.2), multimodal transportation improvements (Action T-5.1), and roof- or ground-mounted solar (Action E-3.2) could require a temporary increase in the number of construction workers. These types of projects are small construction projects, which would not require a large construction crew. Furthermore, construction workers would likely be from the San Diego County area, and permanent, substantial relocation of workers would not be required.

Implementation of the project also could result in the implementation of the Purchase of Agricultural Conservation Easement Program, which could result in additional land being permanently set aside for agriculture, consistent with goals and policies of the General Plan. This could result in a small decrease in the amount of existing acreage designated for residential land use. However, it is not likely that land developed with existing housing or designated for higher densities would be converted because the land value for property that is designated for residential is higher than property designated for agricultural. Therefore, the potential loss of existing/future residential units would be nominal. Similarly, potential large-scale renewable energy projects would not induce substantial unplanned population growth or displace a substantial number of housing units or people. Typically, large-scale renewable energy development would not employ substantial numbers of people beyond project construction, and the construction activities would be temporary. Construction workers would generally be from the region and are generally not expected to relocate for temporary employment. Implementation of the project would not displace residents or induce population growth in the county.

Implementation of the CAP Update measures and actions would not induce unplanned population growth or displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, the project would not result in impacts not analyzed in the 2011 GPU PEIR, and there is no substantial new information indicating that an impact would be more severe than discussed in the 2011 GPU PEIR. The findings of the certified 2011 GPU PEIR pertaining to population growth remain valid, and no further analysis is required.

3.4 Public Services

In Section 2.13, "Public Services," the 2011 GPU PEIR identified potentially significant direct and cumulative impacts related to the provision of fire, police, school, and other public services because of growth accommodated by buildout of the General Plan.

General Plan Policies LU-1.4, LU-6.4, LU-6.11, LU-12.3, LU-12.4, S-3.4, S-5.1, S-5.2, and S-6.1 through S-6.5 and 2011 GPU PEIR Mitigation Measures Pub-1.1 through Pub-1.9, as well as other measures listed in Sections 2.1 through 2.17 of the 2011 GPU PEIR related to specific resources, were identified to reduce direct and cumulative impacts related to the construction of new fire protection facilities to a less-than-significant level.

General Plan Policies LU-1.4, LU-12.3, and LU-12.4 and 2011 GPU PEIR Mitigation Measures Pub-1.1 through Pub-1.3, as well as other measures listed in Sections 2.1 through 2.17 of the 2011 GPU PEIR related to specific resources, were identified to reduce direct and cumulative impacts related to the construction of new police protection facilities to a less-than-significant level.

General Plan Policies LU-1.4, LU-9.7, LU-12.3, LU-12.4, LU-17.1 through LU-17.4, and LU-18.2 and 2011 GPU PEIR Mitigation Measures Pub-1.1 through Pub-1.3, Pub-3.1, and Pub-3.2 were identified to minimize impacts related to the construction or expansion of new school facilities. The construction of these facilities would have the potential to result in significant environmental impacts. However, the planning, design, approval, and construction of school facilities is not within the County's jurisdiction; it is the responsibility of the individual school districts. Therefore, although the individual school districts are required to prepare plans for the accommodation of future growth in their district service areas, the County cannot guarantee that impacts associated with the development of new school facilities would not have a significant impact on the environment. Therefore, the 2011 GPU PEIR concludes that direct and cumulative impacts would remain significant and unavoidable because of the County's limited authority to control the construction of facilities.

General Plan Policies LU-1.4, LU-9.4, LU-9.7, LU-12.3, LU-12.4, LU-18.1, and LU-18.2 and 2011 GPU PEIR Mitigation Measures Pub-1.1 through Pub-1.3, as well as other measures listed in Sections 2.1 through 2.17 of the 2011 GPU PEIR related to specific resources, were identified to reduce direct and cumulative impacts related to the construction/expansion of public libraries facilities to a less-than-significant level.

Existing conditions related to the provision of public services have not changed substantially since certification of the 2011 GPU PEIR. Implementation of the project would require that development projects be consistent with the CAP Update and its GHG reduction measures. Implementation of the project is intended to reduce GHG emissions by improving multimodal transportation and ridesharing options, improving fuel efficiency, increasing building energy efficiency, increasing renewable energy use and access, increasing waste diversion, increasing water conservation, and reducing emissions from agriculture. Implementation of subsequent projects, such as traffic-calming measures and small-scale renewable energy projects, would not directly affect the provision of public services, nor contribute to population growth that could result in an increase for demand

for public services. Similarly, large-scale renewable energy projects would not involve uses that would result in the need for significantly altered services or facilities. Furthermore, future large-scale renewable projects (including solar and wind projects) will be subject to discretionary review. As part of the County's discretionary review process, all future projects would be evaluated under CEQA and would be required to implement measures to minimize impacts to public services, as necessary. Other than the exploration of potential opportunities for the future development of farmworker housing, which would be intended to serve the needs of existing workers, these types of projects would not have a population-generating component and, therefore, no increase in demand for public services is expected.

Implementation of the CAP Update would not directly affect the provision of public services, nor contribute to population growth that could result in an increase in demand for public services. Therefore, the project would not result in impacts not analyzed in the 2011 GPU PEIR, nor would it result in impacts that are more severe than discussed in the 2011 GPU PEIR. The findings of the certified 2011 GPU PEIR pertaining to public services remain valid, and no further analysis is required.

3.5 Recreation

In Section 2.14, "Recreation," the 2011 GPU PEIR identified potentially significant direct and cumulative impacts related to the provision of parks and recreation facilities because of the growth accommodated by buildout of the General Plan. General Plan Policies LU 12.1, LU 12.2, M 12.1 through M 12.8, M 12.10, H 2.2, COS 21.1, COS 21.2, COS 22.1, COS 23.1, COS 23.2, COS 24.1, and COS 24.2 and 2011 GPU PEIR Mitigation Measures Rec-1.1 through Rec-1.12 were identified to reduce impacts associated with increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would not occur or be accelerated. Further, General Plan Policies LU 6.4, LU 9.7, LU 18.2, M 12.5, M 12.9, M 12.10, H 2.2, COS 21.2, COS 21.3, COS 21.4, COS 23.1, and COS 23.3 and 2011 GPU PEIR Mitigation Measures Rec-1.1 through Rec-1.4, Rec-1.8, Rec-1.9, Rec-1.11, and Rec-2.1 through Rec-2.6 were identified to reduce impacts associated with the construction and operation of new parks and recreation facilities. The 2011 GPU PEIR determined that adherence to these policies and implementation of identified mitigation measures would reduce direct and cumulative impacts to less than significant.

Existing conditions related to the provision of recreational facilities have not changed substantially since the certification of the 2011 GPU PEIR. Implementation of the project is intended to reduce GHG emissions by improving multimodal transportation and ridesharing options, improving fuel efficiency, increasing building energy efficiency, increasing renewable energy use and access, increasing waste diversion, increasing water conservation, and reducing emissions from agriculture.

Implementation of the CAP Update would not directly affect the provision of park and recreation facilities, nor contribute to population growth that could increase the use of existing park and recreation facilities resulting in the physical deterioration of such facilities. While exploration of future opportunities for the development of farmworker

housing would occur with the CAP Update, this housing would be constructed to serve existing demand for housing closer to worksite locations. Such housing, along with other future projects, would be required to comply with General Plan policies and 2011 GPU PEIR mitigation measures that would effectively reduce potential impacts to less than significant, as described for buildout of the General Plan in the 2011 GPU PEIR. Therefore, the project would not result in impacts not analyzed in the 2011 GPU PEIR, nor would it result in impacts that are more severe than discussed in the 2011 GPU PEIR. Therefore, the findings of the certified 2011 GPU PEIR pertaining to park and recreation facilities remain valid, and no further analysis is required.

3.6 Utilities and Service Systems

In Section 2.16, "Utilities and Service Systems," the 2011 GPU PEIR identified potentially significant direct and cumulative impacts related to the construction/expansion of water, wastewater, stormwater, and landfill facilities because of the growth accommodated by buildout of the General Plan. As described below, the 2011 GPU PEIR concludes that most effects on provision of utilities are adequately addressed though adherence to General Plan policies and mitigation measures identified in the 2011 GPU PEIR. Impacts related to provision of water and potential for effects on the groundwater table were determined to be significant and unavoidable.

Specifically, the 2011 GPU PEIR made the following determinations:

- Direct and cumulative impacts of General Plan implementation related to the potential for exceedance of Regional Water Quality Control Board's wastewater treatment requirements would be reduced to less than significant through compliance with General Plan Policies LU 9.4, LU 12.1, LU 12.2, and LU 14.1 through LU 14.4 and 2011 GPU PEIR Mitigation Measures USS-1.1 through USS-1.3.
- Direct and cumulative impacts of General Plan implementation related to provision of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects would be reduced to less than significant through compliance with General Plan Policies LU 1.2, LU 4.3, and H 1.3 and 2011 GPU PEIR Mitigation Measures USS-2.1 through USS-2.3.
- Direct and cumulative impacts of General Plan implementation related to provision of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, would be reduced to less than significant through compliance with General Plan Policies LU 6.5, LU 6.9, and COS 4.3 and 2011 GPU PEIR Mitigation Measures USS-3.1 through USS-3.5.
- Direct and cumulative impacts of General Plan implementation related to provision of adequate wastewater capacity to service projected demand in addition to a provider's existing commitments would be reduced to less than significant through compliance with General Plan Policy LU 4.3 and 2011 GPU PEIR Mitigation Measures USS-1.1 through USS-1.3.
- Direct and cumulative impacts of General Plan implementation would result in significant and unavoidable impacts related to demand for water that exceeds

existing entitlements and resources, or necessitates new or expanded entitlements; and substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level despite compliance with General Plan Policies LU 8.1, LU 8.2, LU 13.1, LU 13.2, COS 4.1 through COS 4.4, COS 5.2, and COS 5.5 and 2011 GPU PEIR Mitigation Measures USS-4.1 through USS-4.7.

- Direct and cumulative impacts of General Plan implementation would result in significant and unavoidable impacts related to landfill capacity despite compliance with General Plan Policies LU 12.1, LU 12.2, LU 16.1, LU 16.2, LU 16.3, COS 17.1 through COS 17.4, COS 17.6, COS 17.7, and COS 17.8 and 2011 GPU PEIR Mitigation Measures USS-6.1 through USS-6.8.

Existing conditions related to utilities have not changed substantially since the certification of the 2011 GPU PEIR. Implementation of the project would require that development projects be consistent with the CAP Update and its GHG reduction measures and supporting efforts. The CAP Update would not result in development proposals with a population-generating component. While the potential for future development of farmworker housing would be explored as a result of the CAP Update, such housing would be constructed to serve existing farmworker populations by providing housing closer to worksite locations. Any associated impacts related to utilities or service systems would not be new or more significant as compared to the findings of the 2011 GPU PEIR. Therefore, the CAP Update would not increase long-term demand for utilities or services.

Construction activities associated with subsequent projects required to implement the CAP Update may require temporary water, wastewater, and solid waste services. For example, a minimal amount of water may be required for dust control during construction and grading activities, portable restrooms may be required for work crews, and construction and demolition materials may be disposed of in a landfill. Depending on conditions, water use for dust control and soil stabilization could be obtained via existing on-site supplies or trucked from an alternative source. This minor, short-term use would be arranged between the contractor and water supplier and would not contribute to an exceedance of available water supplies. Similarly, portable restrooms are self-contained, and the waste would be hauled off-site to a wastewater treatment facility for disposal. This service is typically provided by an independent contractor permitted to handle, haul, and dispose of sanitary sewage. Pursuant to 40 CFR Part 403.5, hauled waste must be disposed of at a designated publicly owned treatment facility. Typically, publicly owned treatment facilities are responsible for implementing permit programs for hauled waste and ensure that adequate treatment capacity exists. Construction and demolition materials are required to be transported to a permitted solid waste facility and therefore will comply with federal, state, and local statutes and related to solid waste. An increase in operational water use also could occur if future development of farmworker housing occurs. However, the CAP Update recommends exploring opportunities for the development of such housing and does not prescribe specific sites or project sizes. Any future housing development would be required to comply with CEQA and to mitigate any potential impacts to the extent feasible. Any related impacts with respect to water use would not be new or more severe as compared to the conclusions of the 2011 GPU PEIR.

In addition, implementation of the CAP Update would promote clean energy and sustainable resource management by supporting future electric vehicle infrastructure, transit access improvements, and small-scale and large-scale renewable energy development. Development of large-scale renewable energy generation infrastructure, including energy transmission and storage infrastructure, could result in physical impacts during construction and operation. However, these projects would be required to comply with CEQA on a project level, and these impacts, such as air quality and water quality impacts that could occur during construction and operational impacts on aesthetics and biological resources are analyzed at a programmatic level in other sections of this ~~draft~~ SEIR.

Other measures and actions would improve water efficiency by formally adopting a water reduction target for new and existing buildings and replacing water-wasting equipment. Measures and actions related to solid waste disposal may have a positive impact on utilities because of implementation of measures to enhance the County's diversion rate and integrate organics into the collection process. This would result in advances in waste diversion goals and reductions in GHG emissions associated with landfill and other waste management practices. Any new facilities or programs would be required to comply with existing federal, state, and local statutes and regulations related to solid waste permitting. In addition, the County's waste diversion goals would continue to be consistent with Assembly Bill (AB) 939, which requires a 50 percent waste diversion goal, and AB 341, which requires a statewide 75 percent waste diversion for businesses.

Therefore, the project would not result in impacts not analyzed in the 2011 GPU PEIR, nor would it result in impacts that are more severe than discussed in the 2011 GPU PEIR. The findings of the certified 2011 GPU PEIR pertaining to utilities and service systems remain valid, and no further analysis is required.

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CHAPTER 4 OTHER CEQA SECTIONS

4.1 Growth Inducement

CEQA Section 21100(b)(5) specifies that the growth-inducing impacts of a project must be addressed in an EIR. A project can induce growth directly, indirectly, or both. Direct growth inducement would result if, for instance, a project involved construction of new housing. A project also can have indirect growth inducement potential if it would establish substantial new permanent employment opportunities (e.g., commercial, industrial or governmental enterprises) that would encourage development of new housing for employees, or if it would involve a substantial construction effort creating short-term employment opportunities. Similarly, under CEQA, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. Infrastructure projects could also indirectly stimulate growth by enhancing access to properties or increasing their desirability for development.

Growth inducement itself is not an environmental effect but may foreseeably lead to environmental effects. If substantial growth inducement occurs, it can result in secondary environmental effects, such as increased demand for housing, demand for other community and public services and infrastructure capacity, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open-space land to urban uses, and other effects.

4.1.1 Growth-Inducing Impacts

The General Plan generally shifts densities westward of the San Diego County Water Authority boundary and concentrates the highest densities around existing communities, in Village centers, to encourage a compact and efficient land use pattern. This type of land use pattern promotes efficiencies regarding the provision of infrastructure and community services and promotes the preservation of high-quality habitat in the most remote portions of the unincorporated county.

The 2011 GPU PEIR discussed the growth-inducing impacts of the General Plan in Chapter 3, “Growth Inducing Impacts” (pages 3-1 through 3-6). The detailed discussion provided in the 2011 GPU PEIR is incorporated into this ~~draft~~ SEIR by reference. As described therein, implementation of the General Plan reduces the potential for new housing units compared to the previous General Plan, but its implementation is still considered a growth accommodating action because it provides direction for the planning and management of population growth. It is also considered a growth-inducing action because it facilitates economic expansion and associated infrastructure improvements (i.e., water, sewer, and circulation systems) that could further remove existing obstacles to growth.

The General Plan, as amended, provides land use development patterns and growth policies that allow the planned and orderly expansion of development supported by adequate public services. A project that would induce unplanned growth could indirectly cause additional adverse environmental and public services impacts not previously

envisioned. To assess whether implementation of the CAP Update would result in growth-inducing effects beyond what is currently anticipated, this ~~draft~~ SEIR analyzes the degree to which the growth associated with implementation of the project would result in growth inducing impacts beyond what was anticipated for the General Plan, as amended.

4.1.1.1 Population Growth

The project is not by itself directly growth inducing because it does not increase densities or modify intensities of allowable land uses. The CAP Update, consistency modifications to the General Plan and 2011 GPU PEIR, updates to the GHG Threshold, and Guidelines for Determining Significance would implement the requirements of the General Plan and 2011 GPU PEIR to establish GHG emission reduction targets and create a plan that contains strategies and measures to achieve those targets. The project would not remove a constraint on a required public service or stimulate growth by enhancing access to properties that were previously inaccessible.

Approval and implementation of the project may result in improvements to alternative modes of transportation, including bicycle and pedestrian infrastructure, that would reduce GHG emissions by improving multimodal transportation options through increased connectivity, but would not increase wholesale access to any areas within the county in the way that constructing new roadways would. Actions that commit the County to work with partners to promote and support on-site renewable energy generation and storage are intended to increase renewable energy generation and use in the unincorporated area but would not be anticipated to substantially diminish an existing obstacle to growth. Similarly, the project would not result in the expansion of a wastewater treatment plant or eliminate any other constraint to development. To the extent that programs initiated by the CAP Update indirectly result in new or different housing (e.g., Action A-4.1.b, related to evaluating opportunities for farmworker housing), this development would be a modified expression of the growth anticipated and evaluated in the 2011 GPU PEIR.

As explained further in Chapter 1, “Project Description,” the CAP Update has been prepared consistent with the tiering and streamlining provisions of State CEQA Guidelines Section 15183.5, which allows for streamlining future project-specific GHG emissions analyses where projects considered by the County are within the buildout assumptions included in the CAP Update and can demonstrate consistency with the CAP Update measures and actions. The County has prepared a CAP Consistency Review Checklist that provides a process and evidence by which subsequent development projects would demonstrate consistency with the CAP Update. If subsequent projects are found to be consistent with the CAP Update (and within the growth projections assumed therein), then the environmental documents prepared for these projects can rely upon and incorporate by reference the cumulative GHG analysis for the CAP Update as presented in this ~~draft~~ SEIR. Evaluation of all other technical resource topics considered under CEQA would still be required.

The growth anticipated through the planning horizon for the CAP Update is within the scope of the development anticipated during preparation of the General Plan and reflected in the 2011 GPU PEIR analyses. As described above, the County has established growth management policies, which would be supported by measures and

actions in the CAP Update. The CAP Update's GHG emissions inventory and forecasts are based on predicted growth in existing demographic forecasts, including population, jobs, and household growth for the unincorporated county. The data were sourced from modeling conducted in the San Diego Association of Governments' 2021 Regional Transportation Plan. Therefore, to the extent that future projects streamline GHG analyses under the CAP, this would not result in indirect inducement of growth beyond the scope of the 2011 GPU PEIR.

The CAP Update establishes the measures necessary to address GHG emissions in a manner that achieves state and County goals. It is based on regional growth forecasts that are within the scope of the 2011 GPU PEIR and quantified forecasting that demonstrates the ability to meet established targets. The streamlining provision may reduce the need for subsequent development projects that are within the scope of projected growth to undertake project-specific analysis of GHG emissions and identify mitigation measures. However, establishing a program for addressing cumulative emissions from the community would not facilitate growth or indirectly remove obstacles to growth.

4.1.1.2 Economic Growth

Implementation of the project would likely result in some capital improvements and may result in incentivization of energy efficiency and renewable energy improvements, expansion of alternatively fueled vehicles, water conservation improvements, and expansion of waste collection services. These actions would result in a small number of new jobs, specifically related to construction and maintenance services, but are not expected to result in a substantial increase in the demand for additional housing or services. These jobs would likely be filled by the existing labor pool within the county, and are, therefore, not expected to be growth inducing.

4.1.1.3 Conclusion

The project would result in the adoption and implementation of strategies and measures that would need to be undertaken to reduce GHG emissions consistent with state legislative requirements. The project would not result in growth-inducing impacts associated with removing obstacles to growth, such as the extension of a roadway, or expansion of water and sewer services. Similarly, the project would not result in a substantial expansion of public services. The project does include a GPA to revise the General Plan and 2011 GPU PEIR to achieve consistency among the CAP Update and previous goals, policies, and mitigation measures; however, it would not result in an increase in density or change in land use. Therefore, the project would not result in direct growth inducement related to land use changes. Finally, although the project may result in a small increase in jobs related to the expansion of alternative transportation, energy, and solid waste infrastructure, it is not expected to be growth inducing because the locally available labor pool is anticipated to be able to fill any resultant positions.

4.2 Significant and Unavoidable Adverse Impacts

State CEQA Guidelines Section 15126.2(b) requires EIRs to include a discussion of the significant environmental effects that cannot be avoided if the proposed project is implemented. Because the analysis in this ~~draft~~ SEIR is intended to supplement the analysis in the 2011 GPU PEIR, the following describes the new or more severe significant and unavoidable impacts associated with the project compared to those disclosed in the 2011 GPU PEIR. Full descriptions of the new or more severe significant and unavoidable impacts of the proposed project are provided in Sections 2.1 through 2.15 of this SEIR, as applicable.

4.2.1.1 Impacts that Remain Significant and Unavoidable

Implementation of the CAP Update would result in significant and unavoidable impacts in the following issue areas; however, the magnitude of the impact would be consistent with the impacts disclosed in the 2011 GPU PEIR:

Aesthetics
- Visual Character or Quality (Project and Cumulative)
- Light and Glare (Project and Cumulative)

Agriculture and Forestry Resources
- Direct or Indirect Conversion of Agricultural Resources (Project and Cumulative)

Air Quality
- Air Quality Violations (Project and Cumulative)
- Non-Attainment Criteria Pollutants (Project and Cumulative)
- Sensitive Receptors (Project and Cumulative)

Biological Resources
- Special-Status Plant and Wildlife Species (Project and Cumulative)
- Riparian Habitat and Other Sensitive Natural Communities (Project and Cumulative)
- Wildlife Movement Corridors and Nursery Sites (Project and Cumulative)

Hazards and Hazardous Materials
- Wildland Fires (Project and Cumulative)

Hydrology and Water Quality
- Surface Water and Groundwater Quality (Project and Cumulative)
- Groundwater Supply and Recharge (Project and Cumulative)

Noise
- Excessive Noise Levels (Project and Cumulative)

Transportation
- Increase Hazards Due to a Design Features (Project and Cumulative)

4.2.1.2 New or More Severe Significant and Unavoidable Impacts

New or substantially more severe significant and unavoidable impacts are anticipated to result from implementation of the CAP Update in the following issue areas:

Aesthetics
- Scenic Vistas and Scenic Resources (Project and Cumulative)

Agriculture and Forestry Resources
- Conflict with Agricultural Zoning or Williamson Act Contract Lands (Project and Cumulative)
- Direct and Indirect Conversion or Loss of Forest Land (Project and Cumulative)

Cultural and Paleontological Resources
- Historical Resources (Project and Cumulative)
- Archaeological Resources (Project and Cumulative)
- Paleontological Resources (Project and Cumulative)
- Human Remains (Project and Cumulative)

Land Use and Planning
- Physically Divide an Established Community (Project and Cumulative)

Tribal Cultural Resources
- Tribal Cultural Resources (Project and Cumulative)

4.3 Significant Irreversible Environmental Changes

State CEQA Guidelines Section 15126.2(c) requires that an EIR evaluate the commitment of nonrenewable resources that would be considered irreversible by future generations. An example of this type of commitment may include the construction of a roadway that would provide access to previously inaccessible environmental lands. Irretrievable commitments of resources should be evaluated to ensure that such current consumption is justified. In addition, Section 15126.2(b) of the State CEQA Guidelines indicates that potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. This ~~draft~~ SEIR considers the use of energy in Section 2.6, “Energy,” which should be referred to for a comprehensive evaluation of energy use related to the project.

As previously described, the project would identify strategies and measures that would need to be undertaken to reduce GHG emissions consistent with state legislative requirements and would not result in growth-inducing impacts. As described in Section 1.2, “Project Objectives,” in Chapter 1, “Project Description,” the primary focus of the project is to reduce community and County operations’ GHG emissions to meet the County’s GHG reduction targets identified in the CAP Update. The measures encourage improvements to alternative transportation infrastructure and the built environment, energy efficiency and water conservation, agricultural conservation, and enhanced waste processing. Some of the measures may indirectly result in the construction of some improvements which would

require the use of fuel and building materials during construction; however, the result of the improvements would be a long-term reduction in energy consumption and a reduction in the use of nonrenewable energy sources. Continued operation and maintenance of some of the facilities may require the use of additional fuel and water consumption; however, such use would be insignificant compared to the overall reduction in use of these resources that would result from CAP Update implementation. Therefore, no significant irreversible environmental changes would occur.

4.4 Cumulative Effects of In-process General Plan Amendments

This section addresses the Court of Appeal decision in the *Golden Door Properties, LLC, v. County of San Diego*, 50 *Cal. App. 5th 467* (Golden Door) with regard to the cumulative effects of in-process General Plan Amendments (in-process GPAs), which represent projects proposed in the unincorporated county that would require amendments to the General Plan that are in-process but have not yet been approved. The in-process GPAs are those projects that filed an application with Planning & Development Services, submitted materials for review, or have released documents for public review, but not approved by the County prior to this CAP Update SEIR Notice of Preparation (December 10, 2020). GPAs that were approved by the County Board of Supervisors prior to this CAP Update SEIR Notice of Preparation (December 10, 2020) are already included in the baseline projections for the CAP Update because they were approved prior to commencing analysis on the CAP Update SEIR.

This section includes an analysis of the potential cumulative effects of the implementation of in-process GPAs both in terms of 1) whether they would contribute to new or more significant cumulative impacts on other resources in combination with implementation of the proposed CAP Update and 2) how they affect the County's ability to meet its GHG reduction targets (see the analysis of GHG impacts below). Question 1 -- the cumulative impact of these in-process GPA projects -- is addressed separately in this Chapter below to address the County's revised approach in response to the Golden Door decision. (see Table 1-1 in Chapter 1, "Project Description,' for a summary of where in this ~~draft~~ SEIR each of the decision holdings are addressed.) Question 2 -- whether approval of in-process GPAs could affect the County's ability to meet its GHG reduction targets – is also addressed below.

As discussed in further detail below, the cumulative impact analyses contained in the resource sections in Chapter 2 of this SEIR utilize a projections-based approach to assessing whether the project would make a considerable contribution to a significant cumulative impact. In contrast, this analysis employs a list-based approach in response to the Court's holding that the cumulative impacts of proposed in-process GPAs should be specifically addressed. While an accurate accounting of the effects of the project in combination with the in-process GPAs is not fully achievable given that the location and other detail of future projects associated with the CAP Update is not currently known, this analysis attempts to provide a general accounting of the types of impacts that would combine to result in either a considerable contribution to an existing cumulative impact or a new significant cumulative impact.

Mitigation Measure M-GHG-1

One of the primary holdings in the Golden Door decision relates to whether a GHG mitigation measure in the 2018 SEIR, called M-GHG-1, was CEQA-compliant. Under M-GHG-1, certain GPA projects would have been allowed to mitigate their GHG emissions by purchasing carbon offsets originating outside the unincorporated County of San Diego if none were available within the unincorporated county. As part of the 2018 CAP SEIR, in-process GPAs that the County had not adopted by August 2017 were not included in the CAP's GHG projections; and, to the extent that in-process and future GPAs would increase GHG emissions above projected CAP levels, their impact would be significant (i.e., inconsistent with the CAP). In other words, in-process and future GPAs had the potential to impact the ability of the County to meet its targets. As discussed in further detail below, this ~~draft~~ SEIR no longer proposes M-GHG-1 or similar mitigation to mitigate for GHG impacts of in-process GPAs.

As described in Chapter 1, “Project Description,” of this SEIR, the CAP Update is being prepared to serve as mitigation to reduce GHG emissions resulting from anticipated buildout of the General Plan. To the extent a project is consistent with land use allowed under the General Plan, GHG emissions are addressed with CAP Update GHG reduction measures. Because the CAP Update is a requirement of the approved General Plan, it only addresses development consistent with the General Plan. The CAP's GHG projections, therefore, do not include in-process GPA projects for which the County has received applications, but that are in some stage of processing (e.g., staff is determining what its recommendation of approval will be and what conditions are required, and/or the decision maker is determining whether it will approve, modify, or deny the project). Thus, if a project's land use is consistent with the General Plan (as amended as of December 10, 2020), then its GHG emissions are already accounted for in the CAP's projections. When a project is within the scope of the General Plan, the proposed project will help the County achieve its share of GHG reduction targets by implementing CAP Update reduction measures through the CAP Consistency Review Checklist.

When a proposed project is outside the scope of the General Plan buildout, requiring a General Plan amendment, that project must use different means to demonstrate that the project does not obstruct the County’s ability to achieve its share of GHG reduction targets and have a significant impact on GHG emissions. In the 2018 CAP and SEIR, the GPAs had to demonstrate net zero GHG emissions, otherwise they would add GHG emissions beyond what would be allowable to meet GHG reduction targets. To address that problem, the 2018 SEIR allowed GPAs to use M-GHG-1 to mitigate GHG emissions by purchasing carbon offsets outside the unincorporated county.

This SEIR no longer relies on M-GHG-1, or anything equivalent, to mitigate the GHG impacts of GPAs. This SEIR contains no offsets or other mitigation measures facilitating GPAs. Rather, each in-process GPA would undergo its own project-level analysis of GHG impacts pursuant to CEQA and would develop its own threshold of significance and mitigation pathways for reducing that project’s impact on GHG emissions. These in-process GPAs and future GPA applications are inconsistent with the CAP Update if they are inconsistent with the density or intensity allowed in the General Plan. They cannot use the CAP Update to streamline their GHG analysis. Therefore, depending on the in-

process GPA, they could result in a potentially significant GHG impact and would be required to mitigate those impacts to the extent feasible.

Cumulative Impacts of In-Process GPAs

As stated above, M-GHG-1 of the 2018 CAP SEIR or equivalent will not be applied to in-process GPAs. As noted above, cumulative GHG impacts related to whether the County would be able to meet its reduction targets with approval of the in-process GPAs would be considered significant, and future project-specific analyses would be required to examine the ability of these GPA projects to successfully mitigate the direct impact of the GPA projects and their cumulative impacts. However, the Golden Door decision also discusses the potential for in-process GPAs to result in other types of cumulative impacts, and identifies the need for this SEIR to more completely assess the cumulative impacts of the in-process GPAs on other environmental resources besides GHG, given their potential to contribute to an existing cumulative impact or result in a new significant cumulative impact.

As described in the Introduction to Chapter 2, "Environmental Effects of the Project," of this SEIR, the State CEQA Guidelines identify two basic methods for establishing the cumulative environment in which the project is to be considered: (1) the use of a list of past, present, and probable future projects or (2) the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. Given the programmatic nature of the CAP Update, which is being prepared as mitigation for General Plan implementation, and the fact that this SEIR is a supplemental analysis to the 2011 GPU PEIR (a programmatic analysis of the effects of build-out of the General Plan), a projections approach is used in the resource sections of Chapter 2 of this SEIR to assess the cumulative impacts of the project. Such an approach is well suited to cumulative impacts that are the result of many individual contributors, that take place over a large impact area, or that are caused by incremental contributions over a long period of time.

While the projections-based approach has been retained in all resource sections of Chapter 2 of this SEIR to assess whether implementation of the project would either contribute considerably to or result in a new significant cumulative impact, the analysis below provides a list-based cumulative impact analysis to address the Court's focus on the need to consider the environmental impacts of the proposed project in combination with in-process GPA projects. These projects, listed below in Table 4-1, consist of in-process GPAs that have not been approved prior to December 10, 2020 (date of Notice of Preparation of this SEIR). Consistent with the Court's reasoning, in-process GPAs are the focus of this list-based analysis because they represent the potential for a change in the forecast conditions. The in-process GPAs considered in this analysis are shown on Figure 4-1 below.

The GPA projects listed in Table 4-1 and shown on Figure 4.1 are not included in SANDAG's 2021 Regional Transportation Plan/Sustainable Communities Strategy, which forms the basis of the analysis in Chapter 2. The listed GPA projects are considered reasonably foreseeable for this SEIR because the detail available on the projects is sufficient to understand the changes in land use designations that are proposed (even though the GPA applications are in various stages of consideration and review, and

recommendations by staff and approval by decision makers is unknown). As noted above, in-process GPAs are not considered in the CAP Update's GHG projections, and their direct and cumulative impacts are not covered in the 2011 GPU PEIR. Although a different method is utilized to consider the resource specific cumulative impacts of the project in combination with the in-process GPAs, the overall approach is to consider whether the project, in combination with other reasonably foreseeable projects in the unincorporated county, would contribute considerably to an existing cumulative impact or result in a new or more severe cumulative impact than identified in the 2011 GPU PEIR.

4.4.1 Aesthetics

4.4.1.1 2011 GPU PEIR Determination

Cumulative impact analysis for aesthetics related to the implementation of the General Plan is discussed in Section 2.1.4 of the 2011 GPU PEIR and is summarized in Section 2.1.3.6 of this SEIR. The 2011 GPU PEIR determined that the General Plan goals and policies and 2011 GPU PEIR mitigation measures, in combination with other applicable regulations would mitigate cumulative impacts to scenic vistas and scenic resources to a less-than-significant level. The potentially significant cumulative impacts related to visual character or quality and light or glare would remain significant after implementation of General Plan goals and policies and 2011 GPU PEIR mitigation measures. Therefore, implementation of the General Plan would result in significant and unavoidable cumulative impacts related to visual character or quality and light or glare.

4.4.1.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of the cumulative impact analysis for aesthetics is the immediate vicinity of view corridors, viewsheds, or scenic resources in the unincorporated county, including areas surrounding the two astronomical observatories. The unincorporated county contains many scenic vistas and resources, including coastlines, open space areas, historic structures, mountains, and watersheds. Future projects associated with the CAP Update could be located in rural or open areas of the unincorporated county, and therefore have the potential to result in greater visual contrast compared to existing conditions. The in-process GPAs could also occur in rural areas in the unincorporated county (e.g., Ivanhoe Ranch and Harmony Grove Village South) and could result in visual changes to the areas during construction and permanently introduce new structure that could result in impacts on scenic vistas and resources.

Scenic Vistas and Scenic Resources

Implementation of projects associated with the CAP Update could result in visual changes during construction of new facilities and as a result of the introduction of new facilities or modifications to existing facilities that could result in impacts on scenic vistas and resources and produce new sources of light or glare. Construction and operational activities of in-process GPAs also would result in visual changes within the unincorporated county resulting from activities such as the removal of trees/vegetation, development of vertical structures (e.g., buildings and utility infrastructure), and

installation of new lights or reflective materials in the unincorporated county. The incremental impacts of the CAP Update, in combination with the in-process GPAs, would cause or contribute to cumulative aesthetic conditions in the vicinity of existing view corridors, viewshed, scenic resources and areas surrounding the two astronomical observatory sites in the unincorporated county. The addition of incremental impacts from the CAP Update and in-process GPAs could result in a cumulative considerable contribution to significant cumulative impacts to scenic vistas and resources for which impacts cannot be mitigated to a less-than-significant level.

Compliance with relevant General Plan policies (Polices LU-6.6, LU-6.9, LU-10.2, LU-11.2, LU-12.4, COS-11.3, and COS-12.2) and applicable regulations related to scenic vistas and resources protection would reduce potential cumulative impacts associated with the CAP Update. Additionally, implementation of the adopted 2011 GPU PEIR Mitigation Measures Aes-1.2 and Aes-1.6 through Aes-1.9 and CAP Update Mitigation Measure Aes-1 (incorporating mitigation to reduce significant aesthetic impacts) would reduce the severity of the CAP Update's incremental contribution to cumulative impacts, but would not ensure that the CAP Update's contribution would be less than cumulatively considerable due to the uncertainty of the types, locations, and scale of future renewable energy projects that would be required to meet the GHG reduction goals of the CAP Update. Therefore, the CAP Update's contribution to these impacts would be cumulatively considerable. The cumulative impact would be significant. This is a new or more severe impact not disclosed in the 2011 GPU PEIR.

Visual Character or Quality

Cumulative projects in the unincorporated county also would contribute to a significant cumulative impact related to visual character or quality if, in combination, they would substantially degrade the existing visual character or quality of the site and its surroundings by introducing features that would detract from or contrast with existing visual character or quality. As analyzed in Section 2.1.3.4 of this SEIR, the CAP Update would further existing programs and provide new and modified infrastructure in new and established communities to reduce GHG emissions that could have an impact on visual character or quality within the unincorporated county through introduction of new uses that could alter the existing visual conditions. Implementation of adopted General Plan policies (Policies LU-6.6, LU-6.9, LU-10.2, LU-11.2, LU-12.4, COS-11.3, and COS-12.2), implementation of 2011 GPU PEIR mitigation measures (Mitigation Measures Aes-1.2, Aes-1.6 through Aes-1.9) and CAP Update Mitigation Measure Aes-1, and compliance with applicable design guidelines would reduce the impacts associated with the deterioration of visual character or quality to a less-than-significant level. However, impacts to visual character or quality resulting from implementation of large-scale renewable energy projects associated with CAP Update would remain significant after implementation of mitigation measures.

If approved, in-process GPAs would include development of residential housing, conversion of office land use to residential use, and construction of commercial uses in new or existing communities that could degrade the existing character or quality or transform the surrounding community. Therefore, the CAP Update together with the in-process GPAs would have the potential to contribute to a significant cumulative impact

related to visual character or quality. While implementation of the adopted 2011 GPU PEIR mitigation measures and CAP Update Mitigation Measure Aes-1 (incorporating mitigation to reduce significant aesthetic impacts) would reduce the severity of the CAP Update's incremental contribution to cumulative impacts, it would not ensure that the CAP Update's contribution would be less than cumulatively considerable due to the uncertainty of the types, locations, and scale of future renewable energy projects required to meet the GHG emissions reduction goals of the CAP Update. Therefore, the CAP Update's contribution to this impact would be cumulatively considerable but not more severe than disclosed in the 2011 GPU PEIR. The cumulative impact would be significant and would be consistent with the conclusion in the 2011 GPU PEIR. Implementation of the CAP Update in combination with the in-process GPAs would not result in a new or more severe significant cumulative impact not disclosed in the 2011 GPU PEIR.

Light and Glare

The incremental contribution of future projects associated with the CAP Update could result in a cumulative impact related to light or glare if one or more of the projects were to be located near other cumulative projects that are significant sources of light or glare. Discussion under Section 2.1.3.5 of this SEIR explains that at a program level it is not possible to determine that the light and glare impacts resulting from implementation of large-scale renewable energy projects would be mitigated to a less-than-significant level. Implementation of 2011 GPU PEIR adopted Mitigation Measures Aes-4.2 and Aes-4.6 through Aes-4.9, and CAP Update Mitigation Measures Aes-1 (incorporating mitigation to reduce significant aesthetic impacts), Aes-2 (preparing a Lighting Mitigation Plan), and Aes-3 (preparing a Shadow Flicker Study), would reduce the severity of the CAP Update's incremental contribution to cumulative impacts, but would not ensure that the CAP Update's contribution would be less than cumulatively considerable due to the uncertainty of the types, locations, and scale of future renewable energy projects required to meet the GHG emissions reduction goals of the CAP Update. In-process GPAs also could result in impacts to light and glare through installation of new lighting or reflective materials in new buildings in the unincorporated county. The identified in-process GPAs would be developed in accordance with applicable General Plan policies, area/community plans, and the mitigation measures and/or conditions of approval imposed as part of project-specific CEQA and permitting processes, therefore reducing the potential for them to result in significant impacts related to light and glare. However, given the extent of new development that these projects would introduce, there is an existing cumulative impact in the unincorporated county on light and glare, and it is likely that both the in-process GPAs and the CAP Update would make a considerable contribution to the cumulative impact. Accordingly, the cumulative impact related to light or glare would be significant and unavoidable. Implementation of the CAP Update would not result in a new significant cumulative impact not disclosed in the 2011 GPU PEIR.

4.4.1.3 Summary

Cumulative impacts related to visual character or quality and light or glare would be consistent with the 2011 GPU PEIR. Implementation of the CAP Update would result in a cumulatively considerable contribution to a significant cumulative impact related to scenic vistas and scenic resources. Therefore, implementation of the CAP Update, in

combination with the in-process GPAs, **would result in a new or more severe impact** related to scenic vistas and scenic resources not disclosed in the 2011 GPU PEIR.

4.4.2 Agricultural Resources

4.4.2.1 2011 GPU PEIR Determination

The cumulative impact analysis for agricultural resources related to the implementation of the General Plan is contained in Section 2.2.4 of the 2011 GPU PEIR and is summarized in Section 2.2.3.6 of this SEIR. The 2011 GPU PEIR determined that cumulative development would contribute to significant cumulative impacts related to direct and indirect conversion of agricultural resources resulting from General Plan implementation. Compliance with existing regulations would ensure that no existing significant cumulative impact exists with respect to conflicts with agricultural zoning or Williamson Act contract lands.

4.4.2.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope for cumulative analysis of agricultural resources is the San Diego region. This scope is defined by the subtropical climate conditions of southern California that optimize the production of a variety of crops in the region.

Impacts would be cumulative in nature if the CAP Update in combination with the in-process GPAs would contribute to a regional loss of agricultural resources because of direct or indirect conversion; would contribute to a regionally significant impact resulting from conflicts with agricultural zoning and Williamson Act contracts; would contribute to a regionally significant impact resulting from conflicts with forest or timberland zoning; and would contribute to a regionally substantial impact resulting from direct or indirect conversion of loss of forest resources.

Direct or Indirect Conversion of Agricultural Resources, Conflict with Zoning, or Conflict with Williamson Act Contract Lands

Implementation of the CAP Update would include measures and actions to preserve existing agricultural land and improve land management practices that generally would not result in the conversion of agricultural lands to other uses. However, implementation of CAP Update Action E-3.3 would have the potential to result in large-scale renewable energy projects, which could result in the direct or indirect conversion of agricultural resources. Although large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible, it cannot be guaranteed that impacts related to direct or indirect conversion of agricultural resources would be reduced to a less-than-significant level.

The in-process GPAs also include projects that would increase housing development density in rural areas, some of which would result in conversion of agricultural lands to residential use. The in-process GPAs would be developed in accordance with the mitigation measures and/or conditions of approval imposed as part of project-specific

CEQA and permitting processes, therefore reducing the potential for them to result in significant impacts related to agricultural uses. However, given the extent of new development that these projects would introduce, it is likely that they would make a considerable contribution to a cumulative impact. Therefore, implementation of the CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to an existing cumulative effect related the conversion of agricultural resources, consistent with the conclusion in the 2011 GPU PEIR. This would not be a new or more severe impact not disclosed in the 2011 GPU PEIR. Similarly, development of large-scale renewable energy projects and in-process GPAs could result in conflicts with agricultural zoning or Williamson Act contracts. The CAP Update together with the in-process GPAs would result in a considerable contribution to an adverse cumulative condition related to conflicts with agricultural zoning or Williamson Act contracts. This would be a new significant impact not disclosed in the 2011 GPU PEIR.

Direct and Indirect Conversion or Loss of Forest Land or Conflict with Forest Zoning

San Diego County does not include lands zoned specifically for forest land, timberland, or timberland production. Nor does the County does have land use authority over development in national forests. Therefore, the CAP Update and in-process GPAs in the unincorporated county would not result in conflicts with zoning for forest land or timberland. The CAP Update and in-process GPAs would not contribute to a cumulative impact related to conflicts with forest or timberland zoning. This impact would be less than significant. This would not be a new or more severe impact than disclosed in the 2011 GPU PEIR. Although the County does not contain land designated as forest land, California Public Resources Code Section 12220(g) defines “forest land” as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Therefore, forest land occurs in many portions of the county. Implementation of the CAP Update Action E-3.3 would have the potential to result in large-scale renewable energy projects, which could result in the siting of new facilities or infrastructure in areas with existing forest land. The in-process GPAs could occur in rural or open areas of the unincorporated county, which could require installation of new utilities infrastructure in or immediately adjacent to existing forest land. Implementation of the in-process GPAs would have the potential to convert forestland to non-forest use. Therefore, large-scale renewable energy projects in combination with the in-process GPAs could result in the loss or conversion of forest land and would result in a considerable contribution to an existing cumulative effect related to the conversion of loss of forest land. The impact would be significant and would be a new or more severe impact not identified in the 2011 GPU PEIR.

4.4.2.3 Summary

Cumulative impacts related to conversion of agricultural resources would be consistent with the 2011 GPU PEIR. Implementation of the CAP Update together with the in-process GPAs would result in a considerable contribution to cumulative impacts related to conflict

with agricultural zoning or Williamson Act contracts and the loss or conversion of forest land. The cumulative impacts related to conflict with agricultural zoning or Williamson Act contracts and the loss or conversion of forest land would be significant and were not disclosed in the 2011 GPU PEIR. Therefore, implementation of the CAP Update, in combination with the in-process GPAs, **would result in new or more severe impacts** not disclosed in the 2011 GPU PEIR.

4.4.3 Air Quality

4.4.3.1 2011 GPU PEIR Determination

The cumulative impact analysis for air quality related to the implementation of the General Plan is contained in Section 2.3.4 of the 2011 GPU PEIR and is summarized in Section 2.2.3.8 of this SEIR. The 2011 GPU PEIR concludes that implementation of the General Plan would not contribute to significant cumulative impacts related to conflict with applicable air quality plans and objectionable odors. However, the General Plan's contribution to significant cumulative impacts related air quality violations, non-attainment criteria pollutants, and sensitive receptors, would be cumulatively considerable.

4.4.3.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of cumulative impact analysis for air quality is the entire unincorporated county and the surrounding vicinity.

Air Quality Plans
The CAP Update and the in-process GPAs would have the potential to result in a cumulative impact to air quality plans, if they would conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) and the California State Implementation Plan (SIP). Future projects associated with the CAP Update and the in-process GPAs would be required to comply with existing federal, state, and local regulation, including the RAQS and SIP, which would ensure that conflicts with applicable air quality plans would not occur. Therefore, the CAP Update, in combination with the in-process GPAs, would not result in a cumulative impact to air quality plans. This impact would be less than significant.

Air Quality Violations
The CAP Update and the in-process GPAs would have the potential to result in a significant cumulative air quality violation if they would violate any air quality standard or contribute to an existing or projected air quality violation. As analyzed in Section 2.3.3.4 of this SEIR, implementation of the CAP Update would result in significant and unavoidable impacts related to violations of federal and state air quality standards and emissions of nonattainment criteria pollutants for particulate matter (PM_{10} and $PM_{2.5}$), volatile organic compounds (VOCs), and nitrogen oxides (NO_x), primarily associated with construction activities and operational vehicle trips. Implementation of the in-process GPAs would include development projects that would involve construction activities and operational vehicle trips, which would result in emission of nonattainment criteria pollutants. Because the CAP Update does not propose changes to the land use types

identified in the General Plan, emissions of nonattainment criteria pollutants are not expected to be greater than those accounted for in the 2011 GPU PEIR. However, the in-process GPAs include projects that would increase development density and conversion of office land use to residential use in the unincorporated county. Implementation of the in-process GPAs would likely result in greater emissions of nonattainment criteria pollutants than those disclosed in the 2011 GPU PEIR. The CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to existing cumulative effects related to violation of air quality standards. The cumulative impacts would be significant and would be consistent with the conclusions in the 2011 GPU PEIR.

Non-Attainment Criteria Pollutants

The CAP Update and the in-process GPAs would have the potential to result in a significant cumulative impact associated with nonattainment criteria pollutants if they would result in a net increase of any criteria pollutants for which the San Diego Air Basin (SDAB) is in nonattainment. The SDAB is in nonattainment status for NO_X, VOCs, $PM_{10,}$ and $PM_{2.5}$. As discussed previously, the CAP Update together with the in-process GPAs would be likely to result in greater emissions of nonattainment criteria pollutants than those disclosed in the 2011 GPU PEIR because the in-process GPAs include projects that proposed changes to the development density and land use types identified in the General Plan. The CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to an existing cumulative impact related to nonattainment criteria pollutants. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR.

Sensitive Receptors

The CAP Update and the in-process GPAs would have the potential to result in a significant cumulative impact associated with sensitive receptors if they would expose sensitive receptors to a substantial concentration of toxic air contaminants (TACs) or hazardous air pollutants. The TACs and hazardous air pollutants (carbon monoxide [CO]) effects on sensitive receptors are discussed in Section 2.3.3.6 of this SEIR. Implementation of the CAP Update would not change the land use designations outlined in the 2011 GPU PEIR. Therefore, the CAP Update would not change the potential for sensitive receptors to be located near sources of substantial pollutant concentration. Although the in-process GPAs would be required to comply with emission thresholds for TACs and CO, some projects would involve land use changes and higher density residential development that could locate more sensitive receptors near pollutant concentration. Therefore, the CAP Update in combination with the in-process GPAs would result in a considerable contribution to an existing cumulative effect. The cumulative impact would be significant and potentially more severe than disclosed in the 2011 GPU PEIR but would be consistent with the conclusion in the 2011 GPU PEIR.

Odors

The CAP Update and the in-process GPAs also would have the potential to result in a significant cumulative impact associated with objectionable odors if they would create objectionable odors or place sensitive receptors next to existing objectionable odors. Construction activities associated with the CAP Update and in-process GPAs would involve the use of equipment with diesel engines. Exhaust odors from diesel engines may

be considered offensive to some individuals. However, minor odors from the use of heavy-duty diesel equipment would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. Given the temporary nature of construction activities and the dispersion properties of odors resulting from heavy-duty diesel equipment, construction activities are not anticipated to result in an odor-related impact. As discussed in Section 2.3.3.7 of this SEIR, future projects associated with the CAP Update would include development of solid waste facilities that would create objectionable odors during operation. However, solid waste facilities would be required to comply with San Diego County Air Pollution Control District's Rule 51 (Nuisance) and County Code Sections 63.401 and 63.402 to reduce odor impacts to nearby receptors to a less-than-significant level. The in-process GPAs involve mostly residential development and planning documents update, which are not typically associated with operational odors. Therefore, the CAP Update in combination with the in-process GPAs would not result in a substantial incremental effect that would result in cumulatively considerable contribution to a cumulative impact related to emissions of odors adversely affecting a substantial number of people. The cumulative impact would be less than significant and consistent with the conclusion in the 2011 GPU PEIR.

4.4.3.3 Summary

Cumulative impacts related to conflict with applicate air quality plans and objectionable odors would be less than significant and would be consistent with the 2011 GPU PEIR. The CAP Update, in combination with the identified in-process GPAs, would have considerable contribution to existing cumulative impacts related to violation of air quality standards, net increase of nonattainment criteria pollutant emissions, and expose sensitive receptors to TACs and CO. These cumulative impacts would be significant and would be consistent with the conclusions in the 2011 GPU PEIR. Implementation of the CAP Update, in combination with the in-process GPAs, **would not result in new or more severe impacts** than disclosed the 2011 GPU PEIR.

4.4.4 Biological Resources

4.4.4.1 2011 GPU PEIR Determination

The cumulative impact analysis for biological resources related to the implementation of the General Plan is contained in Section 2.4.4 of the 2011 GPU PEIR and is summarized in Section 2.4.3.9 of this SEIR. The 2011 GPU PEIR concludes that implementation of the General Plan would result in cumulatively considerable contribution to significant cumulative impacts associated with special-status species and their habitats, riparian habitat and other sensitive communities, and wildlife movement corridors and nursery sites. Implementation of the General Plan would not contribute to significant cumulative impacts associated with federally protected wetlands, conflict with local policies and ordinances, and conflict with Habitat Conservation Plans and Natural Community Conservation Plans.

4.4.4.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of cumulative impact analysis for biological resources is the San Diego region, including the incorporated and unincorporated areas of San Diego County and surrounding counties.

Special-Status Plant and Wildlife Species

The CAP Update and the in-process GPAs would have the potential to result in cumulative impacts to special-status plant and wildlife species if they would result in direct or indirect loss of species or their habitats. Future projects associated with the CAP Update could result in development and potentially significant construction and operation impacts to special-status species and their habitats as discussed in Section 2.4.3.3 of this SEIR. Compliance with applicable General Plan policies (Policies COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-1.10, COS-1.11, COS-2.1, COS-2.2, LU-6.1, LU-6.2, LU-6.3, LU-6.4, LU-6.6, LU-6.7, LU-10.2, and M-12.9) and 2011 GPU PEIR mitigation measures (Mitigation Measures Bio-1.1, Bio-1.2, Bio-1.3, Bio-1.4, Bio-1.5, and Bio-1.6), as well as compliance with existing federal, state, and local regulations related to special-status species protection, would reduce the potential impacts. However, because the location of future projects developed to implement the CAP Update is not known, the potential exists for such projects to make a considerable contribution to a significant cumulative impact. The in-process GPAs would include development planned within rural and open areas of the unincorporated county (e.g., Ivanhoe Ranch, Warner Springs Ranch Resort, and Peppertree Park), and development of these projects would likely result in impacts to special-status species and result in loss of habitat. The identified in-process GPAs would be subject to CEQA review; potential impacts would be identified, and mitigation measures would be developed to minimize impacts. However, given the extent of new development that these projects would introduce, it is likely that they would make a considerable contribution to a cumulative impact that the CAP Update would also contribute to. The cumulative impact would be significant and potentially more severe than disclosed in conclusions in the 2011 GPU PEIR. Nevertheless, the CAP Update's overall contribution to the cumulative impact would remain significant, consistent with the conclusion in the 2011 GPU PEIR.

Riparian Habitat and Other Sensitive Natural Communities

The CAP Update and the in-process GPAs also would have the potential to result in cumulative impacts associated with riparian habitat or other natural communities through direct or indirect loss or degradation of habitats. As discussed in Section 2.4.3.4 of this SEIR, implementation of the CAP Update could result in new development and potentially significant construction and operational impacts to riparian habitat and other natural communities. Future projects associated with the CAP Update would be required to be consistent with applicable General Plan policies and the 2011 GPU PEIR mitigation measures identified above, as well as comply with existing federal, state, and local regulations that protect sensitive and natural communities. However, because the location of future projects developed to implement the CAP Update is not known, the potential exists for such projects to make a considerable contribution to a significant cumulative impact. Similarly, the in-process GPAs would include new development in rural and undeveloped areas of the unincorporated county. Construction and operation of

the in-process GPAs would have the potential to result in loss or degradation of riparian habitats or other natural communities. Although the in-process GPAs would be subject to CEQA review and would be required to incorporate mitigation measures to minimize or avoid potential impacts to the extent feasible, it is likely that they would make a considerable contribution to a cumulative impact given the extent of the projects (e.g., development of over 600 housing units in the Peppertree Park). Therefore, the cumulative impact would be significant and potentially more severe than disclosed in conclusions in the 2011 GPU PEIR. Nevertheless, the CAP Update's overall contribution to the cumulative impact would remain significant, consistent with the conclusion in the 2011 GPU PEIR.

State and Federally Protected Wetlands

Cumulative impacts associated with state and federally protected wetlands would occur if the CAP Update and the in-process GPAs could result in direct or indirect loss or degradation of wetlands. Implementation of the CAP Update and in-process GPAs would be required to comply with the adopted General Plan (Policies COS-3.1 and COS-3.2), 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.5, Bio-1.6, Bio-1.7, Bio-2.2, Bio-2.3, and Bio-2), and applicable state and federal regulations that protect wetlands. The General Plan policies, mitigation measures, and state and federal regulations would collectively require each individual project to avoid wetland areas or fully mitigate impacts to wetlands. The impact on wetlands would be less than significant. Therefore, the CAP Update in combination with the in-process GPAs would not result in a significant cumulative impact on state or federally protected wetlands. The cumulative impact would be less than significant and would be consistent with the conclusion in the 2011 GPU PEIR.

Wildlife Movement Corridors and Nursery Sites

Cumulative impacts associated with wildlife movement corridors and nursery sites would occur if implementation of the CAP Update and in-process GPAs would block an existing wildlife movement corridor or remove habitat used as a nursery site. Construction and operational activities associated with the CAP Update could result in direct and indirect disturbances to wildlife corridors and nurseries through ground disturbance, or conversion of habitat. Although implementation of applicable General Plan policies (Policies COS-1.1 through COS-1.5) and 2011 GPU PEIR mitigation measures (Bio-1.1, Bio-1.2, Bio-1.3, Bio-1.7, Bio-1.4, Bio-1.5, Bio-1.6, Bio-1.7, and Bio-2.3) would reduce potential impacts on wildlife movement corridors and nursery sites, the impacts would remain significant because the exact location and nature of future projects associated with the CAP Update are unknown. Therefore, the CAP Update would make a considerable contribution to a cumulative impact. Implementation of the in-process GPAs would involve large development in rural and undeveloped areas of the unincorporated county. New development in rural and undeveloped areas would result in disturbances to wildlife corridors and nurseries through ground disturbance, vegetation removal, and conversion of habitat. The in-process GPAs would be developed in accordance with applicable general plans, area/community plans, municipal codes, and the mitigation measures or conditions of approval imposed as part of project-specific CEQA and permitting processes, therefore reducing the potential for them to result in significant impacts associated with wildlife movement corridors and nursery sites. However, given the extent of new development that these projects would introduce, it is likely that they would make

a considerable contribution to a cumulative impact. Therefore, implementation of the CAP Update in combination with the in-process GPAs would result in a considerable contribution to a significant cumulative impact. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR.

Local Policies and Ordinances
The CAP Update and in-process GPAs would be required to comply with applicable local policies and ordinances established to protect biological resources. All future projects associated with the CAP Update and the in-process GPAs would be required to follow County development requirements or other local jurisdiction requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of biological resources. Additionally, project-level planning, environmental analysis, and compliance with existing local regulations and policies would identify potentially significant conflicts with local policies; minimize or avoid those impacts through the design, siting, and permitting process; and provide mitigation for any significant effects as a condition of project approval and permitting. Therefore, implementation of the CAP Update and in-process GPAs would not conflict with any local polices or ordinances. The CAP Update in combination with the in-process GPAs would not result in a significant cumulative impact related to conflicts with local policies or ordinances protecting biological resources. The cumulative impact would be less than significant.

Habitat Conservation Plans and Natural Community Conservation Plans
The CAP Update and the identified in-process GPAs would be required to comply with applicable Habitat Conservation Plans or Natural Community Conservation Plans, such as the San Diego Multiple Species Conservation Program and the Southern California Coastal Sage Scrub Natural Community Conservation Plan. The CAP Update and the in-process GPAs would not conflict with applicable Habitat Conservation Plans or Natural Community Conservation Plans. Therefore, the CAP Update in combination with the in-process GPAs would not result in a significant cumulative impact. The cumulative impact would be less than significant.

4.4.4.3 Summary

Implementation of the CAP Update in combination with the in-process GPAs would result in a considerable contribution to significant cumulative impacts on special-status species, riparian and other sensitive natural communities, and wildlife movement corridors and nursery sites. The cumulative impacts would be significant and would be consistent with the conclusions in the 2011 GPU PEIR. Therefore, implementation of the CAP Update, in combination with the in-process GPAs, **would not result in a new or more severe impact** than disclosed in the 2011 GPU PEIR.

4.4.5 Cultural and Paleontological Resources

4.4.5.1 2011 GPU PEIR Determination

The cumulative impact analysis for cultural and paleontological resources related to the implementation of the General Plan is contained in Section 2.5.4 of the 2011 GPU PEIR

and is summarized in Section 2.5.3.7 of this SEIR. The 2011 GPU PEIR concludes that, the General Plan, in combination with cumulative projects, would have the potential to result in less than significant cumulative impacts associated with historical resources, archaeological resources, paleontological resources, and human remains with implementation of General Plan polices and 2011 GUP PEIR mitigation measures.

4.4.5.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of cumulative impact analysis for cultural resources is the southern California region, including both incorporated and unincorporated areas of San Diego County, surrounding counties, and Mexico. The geographic scope for the cumulative analysis of paleontological resources includes the Salton Trough, Peninsular Ranges, and Coastal Plain regions within southern California.

Historical Resources
The 2011 GPU PEIR stated that cumulative destruction of significant historical resources from construction and development planned within the San Diego region would be considered to be a cumulatively significant impact. The CAP Update and the in-process GPAs would have the potential to result in a considerable contribution to the existing cumulative impact if they would result in the loss of historical resources through the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. As discussed in Section 2.5.3.3 of this SEIR, future projects associated with the CAP Update would have the potential to result in development of solar and wind projects on properties that are listed or zoned as historical resources. Therefore, the CAP Update's impacts related to historical resources would be potentially significant. The in-process GPAs would be subject to CEQA review. The potential impacts to historic resources would be identified, and mitigation measures would be developed to minimize impacts. However, given the extent of these projects, individual historical resources would still have the potential to be impacted or degraded from destruction or modification as a result of implementing the in-process GPAs. The CAP Update in combination with the in-process GPAs would result in a considerable contribution to a significant cumulative impact. The cumulative impact would be significant. This is a new or more severe impact not disclosed in the 2011 GPU PEIR.

Archeological Resources
A cumulative impact associated with archaeological resources would occur if the CAP Update and the in-process GPAs would result in the loss of archaeological resources through development activities that could cause a substantial adverse change in the significance of an archaeological resource. As discussed in Section 2.5.3.4 of this SEIR, future projects associated with the CAP Update would be required to implement applicable General Plan policies and 2011 GPU PEIR Mitigation Measures CuI-1.1, CuI-1.6, CuI-2.1, CuI-2.2, CuI-2.3, CuI-2.5, and CuI-2.6, which would ensure that most measures and actions would have a less-than-significant impact to archaeological resources. However, implementation of the CAP Update would have the potential to result in installation of small-scale wind turbines without a discretionary permit, impacts related to archaeological resources would be potentially significant. Development of the in-process GPAs also would

have the potential to result in adverse effects to previously unidentified archaeological resources. The identified in-process GPAs would be subject to CEQA review; potential impacts would be identified, and mitigation measures would be developed to minimize impacts. However, given the extent of ground disturbance that these projects would introduce, it is possible that archaeological resources would still have the potential to be damaged or destroyed. Therefore, the CAP Update, in combination with the in-process GPAs, would have the potential to result in a significant cumulative impact associated with archaeological resources. As discussed in Section 2.5.5.2, even with implementation of the adopted General Plan policies and 2011 GPU PEIR mitigation measures, and compliance with federal, state, and local regulations intended to protect archeological resources, impacts resulting from the CAP Update could remain significant and unavoidable. Therefore, the CAP Update, in combination with the in-process GPAs would result in a considerable contribution to a significant cumulative impact. This would be a new or more severe impact not disclosed in the 2011 GPU PEIR.

Paleontological Resources

The 2011 GPU PEIR stated that cumulative destruction of significant paleontological resources from construction and development planned within the San Diego region would be considered to be a cumulatively significant impact. Past projects involving development and construction have already impacted paleontological resources within the region. Future projects associated with the CAP Update could result in development of new or expanded solid waste, renewable energy, and transportation facilities in the unincorporated county, which would result in excavation and ground-disturbing activities that could damage or destroy paleontological resources. As discussed in Section 2.5.3.5 of this SEIR, future projects associated with the CAP Update would be required to implement applicable General Plan policies and 2011 GPU PEIR Mitigation Measures Cul-3.1 and Cul-3.2, which would reduce impact to paleontological resources. However, implementation of the CAP Update would have the potential to result in installation of small-scale wind turbines without a discretionary permit, it is not possible to ensure that impacts related to paleontological resources would be reduced to less-than-significant. Implementation of the in-process GPAs could result in similar construction activities that could damage or destroy paleontological resources during grading and excavation. The in-process GPAs would be regulated by state and local regulations, including CEQA and the County Grading Ordinance. However, given the extent of ground disturbance that these projects would introduce, it is possible that previously unidentified paleontological resources could be damaged or destroyed during grading or excavation activities. Therefore, the CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to a significant cumulative impact. This would be a new or more severe impact not disclosed in the 2011 GPU PEIR.

Human Remains

The 2011 GPU PEIR stated that cumulative disturbance of human remains by construction and development within the San Diego region would be considered a cumulatively significant impact. Past projects involving development and construction have already impacted human remains within the region. Implementation of the CAP Update and in-process GPAs would result in new development that would have the potential to disturb human remains. As discussed in Section 2.5.3.6 of this SEIR, future

projects associated with the CAP Update applicable General Plan policies and 2011 GPU PEIR Mitigation Measure Cul-4.1, which would ensure that most projects would have a less than significant impact to human remains. However, it is possible that implementation of the CAP Update, particularly construction of large-scale wind turbines, could result in a considerable contribution to an existing cumulative impact to human remains. Given the extent of ground disturbance that the in-process GPAs would introduce, it is reasonable to assume that previously unidentified human remains could be damaged or destroyed during grading or excavation activities, making a considerable contribution to a significant cumulative impact. Therefore, the CAP Update in combination with the in-process GPAs would result in a considerable contribution to a significant cumulative impact. This is a new or more severe impact not disclosed in the 2011 GPU PEIR.

4.4.5.3 Summary

Implementation of the CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to significant cumulative impacts to cultural and paleontological resources. These cumulative impacts **would be new or more severe impacts** than disclosed in the 2011 GPU PEIR.

4.4.6 Energy

4.4.6.1 2011 GPU PEIR Determination

Cumulative impact analysis for energy related to the implementation of the General Plan is not discussed in the 2011 GPU PEIR.

4.4.6.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of cumulative impact analysis for energy is the San Diego Association of Governments (SANDAG) region, which encompasses the unincorporated areas and 18 incorporated cities that make up the entire County of San Diego.

Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources
A cumulative impact would occur if the CAP Update in combination with the in-process GPA projects would result in potential significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy and result in conflict with a state or local plan for renewable energy or energy efficiency. Implementation of the CAP Update would decrease the County's reliance on fossil fuels and would reduce energy consumption in the unincorporated area. The CAP Update includes measures and actions (e.g., Action E-3.3.) that would result in development of renewable energy projects, such as wind and solar, which would increase electricity generation to offset increases in electricity demand. The CAP Update and the in-process GPAs would be required to comply with the most current building codes, including requirements for achieving appropriate energy efficiency standards (e.g., Title 24 standards or better) and comply with general plan policies related to energy efficiency. Therefore, the CAP Update, in combination with in-process GPAs, would not result in a significant cumulative impact

associated with wasteful, inefficient, or unnecessary consumption of resources. This impact would be less than significant.

State and Local Plans for Renewable Energy or Energy Efficiency
As analyzed in Section 2.6.3.4, future projects associated with the CAP Update would support the San Diego Association of Governments' *San Diego Forward: The Regional Plan's* (2021 Regional Plan's) goal of achieving GHG emissions reduction targets and would be required to comply with newer and more efficient technology to reduce GHG emission. Similarly, the in-process GPAs would be required to demonstrate consistency with the 2021 Regional Plan during the approval process and would be required to comply with newer or more energy efficiency standards. Therefore, future projects associated with the CAP Update and the in-process GPAs would not generate a cumulative conflict with state or local plans for renewable energy or energy efficiency. Implementation of the CAP Update, in combination with the in-process GPAs, would not result in a significant cumulative impact related to conflict with applicable plans for renewable energy or energy efficiency. This impact would be less than significant.

4.4.6.3 Summary

Implementation of the CAP Update, in combination with the in-process GPAs, would have less than significant cumulative energy impacts and **would not result in a new or more severe impact** than disclosed in the 2011 GPU PEIR.

4.4.7 Environmental Justice

4.4.7.1 2011 GPU PEIR Determination

Environmental justice (EJ) direct or cumulative impacts are not discussed in the 2011 GPU PEIR.

4.4.7.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of the cumulative impact analysis for EJ includes all the EJ communities within the cumulative study areas discussed in Sections 2.1 through 2.6 and Sections 2.8 through 2.15 of this SEIR.

Disproportionately High and Adverse Human Health or Environmental Impact on an EJ Community
Potential EJ impacts related to the implementation of the CAP Update are discussed in Section 2.7.3 of this SEIR. Implementation of the CAP Update would not cause a disproportionately high or adverse human health or environmental impact on an EJ community. Implementation of the in-process GPAs could result in a significant impact to an EJ community if any of the in-process GPAs would cause a disproportionately high or adverse human health or environmental impact on an EJ community. However, all the identified in-process GPAs would be subject to discretionary review and would be evaluated for project-specific impacts under CEQA. Project-specific mitigation would reduce and minimize adverse human health or environmental impacts. Mitigation

measures would be implemented to reduce the potential contribution of the project and to ensure that impacts are treated appropriately and with respect to all communities, including EJ communities, and the County initiatives and programs in place to address disproportionate environmental effects in EJ communities would be applied to enhance equitable outcomes throughout the unincorporated county. Therefore, impacts resulting from implementation of the in-process GPAs are generally not anticipated to be disproportionately higher on EJ communities. Therefore, the in-process GPAs and other cumulative projects in the county would not result in a significant cumulative impact to EJ. Therefore, the CAP Update would not result in a considerable contribution to a significant cumulative EJ impact. The cumulative impact would be less than significant.

4.4.7.3 Summary

The in-process GPAs in combination with other cumulative projects in the county would not result in a disproportionate impact on an EJ community. The CAP Update's contribution to the significant cumulative impact would not be cumulatively considerable. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

4.4.8 Greenhouse Gas Emissions

4.4.8.1 2011 GPU PEIR Determination

The cumulative impact analysis for climate change and GHG emissions related to the implementation of the General Plan is contained in Sections 2.17.3.1 and 2.17.3.2 of the 2011 GPU PEIR and is summarized in Section 2.8.3.5 of this SEIR. Climate change is the result of the combined, worldwide contributions of GHG to the atmosphere. Cumulative development has resulted in a cumulatively significant effect. However, implementation of the GHG-reducing policies and mitigation measures would ensure that the General Plan's contribution to cumulative impacts related to compliance with Assembly Bill (AB) 32 and global climate change to less than cumulatively considerable.

4.4.8.2 CAP Update Impact Analysis with In-Process GPAs

Because climate change is a global phenomenon which is cumulative by nature, as it is the result of combined worldwide contributions of GHG to the atmosphere over many years, the geographic scope of the cumulative impact analysis for GHG emissions is the globe. Implementation of the CAP Update would result in a considerable contribution to an existing cumulative impact related to GHG emissions if the CAP Update, in combination with the in-process GPAs, would generate GHG emissions that may have a significant impact on the environment or would result in conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

GHG Emissions That May Have a Significant Impact on the Environment
Implementation of the CAP Update would have the potential to result in construction of new or expanded solid waste facilities, renewable energy systems, and transportation facilities. As analyzed in Section 2.8.3.3 of this SEIR, construction activities associated with the CAP Update would result in GHG emissions; however, construction activities

would be sporadic and inherently short-term and would facilitate the development of projects that would ultimately reduce GHG emissions. Operation of the projects associated with the CAP Update would reduce vehicle miles traveled (VMT), encourage electric vehicles and alternate transportation uses, incentivize alternative fuel use in equipment, and increase the use and generation of renewable energy in the unincorporated county. Therefore, any temporary construction GHG emissions would be offset by the overall net benefit of GHG emissions reduction resulting from operation of projects associated with the CAP Update. Implementation of the CAP Update would result in a beneficial impact related to GHG emissions.

If approved, the in-process GPA projects would include new developments that would result in GHG emissions during construction and operation. Construction of the in-process GPAs would result in temporary generation of GHG emissions related to off-road equipment use and on-road vehicle operations. Operation of the in-process GPAs would result in mobile-source GHG emissions associated with vehicle trips to and from the project sites (i.e., project-generated VMT), landscaping equipment, electricity consumption, water consumption, and the generation of wastewater and solid waste. The in-process GPAs would be subject to CEQA review. During the CEQA review process, potential impacts would be identified, and mitigation measures would be developed to minimize or avoid potential impacts to the extent feasible. Given the nature of the in-process GPAs (e.g., mixed use, residential development), it is likely that impacts would be reduced to a less-than-significant level through implementation of measures, such as utilizing alternative fueled equipment and vehicles, utilizing advanced engine controls equipment, and replacing natural gas infrastructure with electricity. Therefore, the CAP Update, in combination with the in-process GPAs, would not result in a cumulatively considerable contribution to an existing cumulative impact related to GHG emissions that may have a significant impact on the environment. The cumulative impact would be less than significant.

Conflict with an Applicable Plan, Policy, or Regulation for Reducing the Emission of GHGs

The Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) and the 2021 Regional Plan are adopted for the purpose of reducing GHG emissions and are applicable to the CAP Update and the in-process GPAs. As analyzed in Section 2.8.3.4 of this SEIR, the CAP Update measures and actions were developed to support the 2022 Scoping Plan's goal of achieving GHG reduction targets. The CAP Update measures and actions would also reduce VMT and transportation-related GHG emissions, which support the goals of the 2021 Regional Plan. Therefore, implementation of the CAP Update would not conflict with the goals of applicable GHG reduction plans. As discussed above, if approved, implementation of the in-process GPAs would result in generation of GHG emissions and would have the potential to conflict with the goals of the 2022 Scoping Plan and 2021 Regional Plan related to GHG emissions reduction. The in-process GPAs would be subject to CEQA review. During the CEQA review process, the in-process GPAs' consistency with the 2022 Scoping Plan and 2021 Regional Plan would be evaluated, potential impacts would be identified, and mitigation measures would be developed to minimize or avoid potential impacts to the extent feasible.

To evaluate the potential effects of the in-process GPA projects on the County's ability to meet the targets established in the CAP Update, the County modeled the anticipated GHG emissions of the GPAs listed in Table 4-1 based on currently available information about the proposed projects (i.e., land uses, number and type of proposed housing units, location) supplemented by default modeling assumptions. The modeling does not account for any sustainability features that may be incorporated into the proposed GPA projects to reduce GHG emissions. Modeled emissions from the in-process GPA projects were then added to the County's forecast emissions with implementation of the CAP Update to determine if the known, in-process GPAs could affect the County's ability to achieve its GHG reduction targets. As shown in Table 4-2, GHG emissions would exceed the 2030 target if all of the in-process GPAs were implemented. However, the 2045 target would be achieved under a scenario that includes approval of the in-process GPAs in addition to forecast growth. Appendix B of this SEIR provides the California Emissions Estimator Model modelling results used to determine whether the County would meet its GHG reduction targets with the in-process GPAs.

The CAP Update would reduce forecast GHG emissions by 44.5 percent in 2030 and 89.8 percent in 2045, exceeding reduction targets aligned with the 2022 Scoping Plan, and would not result in a considerable contribution to the cumulative impact. As discussed above, implementation of the in-process GPAs would likely result in a less-than-significant GHG emissions impact that may have a significant effect on the environment with implementation of mitigation measures. However, implementation of the in-process GPAs would generate GHG emissions, which would limit the County's ability to meet the GHG emission reduction target in 2030 as shown in Table 4-2. Therefore, implementation of the in-process GPAs would result in a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to a cumulative impact related to conflict with an applicable plan policy, or regulation for reducing GHG emissions. The cumulative impact would be significant and would be a new or more severe impact not disclosed in the 2011 GPU PEIR.

4.4.8.3 Summary

Implementation of the CAP Update, in combination with the in-process GPAs, would not result in a substantial incremental effect that would result in new significant cumulative impacts related to GHG emissions. Implementation of the CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to a significant cumulative impact related to a conflict with an applicable plan policy, or regulation for reducing GHG emissions. This **would be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

4.4.9 Hazards and Hazardous Materials

4.4.9.1 2011 GPU PEIR Determination

The cumulative impact analysis for hazards and hazardous materials related to the implementation of the General Plan is contained in Section 2.7.4 of the 2011 GPU PEIR

and is summarized in Section 2.9.3.8 of this SEIR. The 2011 GPU PEIR concludes that implementation of the General Plan, in combination of cumulative projects, would not contribute to significant cumulative impacts related to hazardous materials and sites, airport hazards, impairment of emergency response and evacuation plans, and exposure of human to vector with compliance with applicable federal, state, and local regulations and adopted General Plan policies and implementation of 2011 GPU PEIR mitigation measures. However, implementation of the General Plan would result in new development in areas that are prone to wildland fires. Therefore, implementation of the General Plan would result in a potentially significant impact from the exposure of people or structures to a significant risk or loss, injury or death involving wildland fires. Implementation of the General Plan would result in cumulatively considerable contribution to an existing significant cumulative impact.

4.4.9.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of the cumulative impact analysis for hazards and hazardous materials is the unincorporated county and the immediately surrounding areas.

Hazardous Materials (including Transport, Storage, Use, Disposal; Reasonably Foreseeable Accidental Release; Emitting Hazardous Materials Near to Schools; Being Within a Listed Hazardous Materials Site Pursuant to Government Code Section 65962.5)

Implementation of the CAP Update would have the potential to result in construction of new or expanded solid waste facilities, renewable energy systems, and transportation facilities. As analyzed in Section 2.9.3.3 of this SEIR, new facilities would be required to comply with the applicable federal, state, and local regulations and adopted General Plan policies and would not result in a significant impact related to transport, use, disposal, or accidental release of hazardous materials; proximity to schools; and sites containing hazardous materials. The in-process GPAs would include new developments which would result in the use, storage, disposal or transportation of hazardous materials and would potentially increase hazards to the public or the environment. Similar to the CAP Update, the in-process GPAs would be required to comply with regulations applicable to the use, disposal, transportation, accidental spill of hazardous materials, including the Resource Conservation and Recovery Act, Comprehensive Environmental Response, Compensation, and Liability Act, the Hazardous Materials Transportation Act, International Fire Code, and California Code of Regulations Title 22 and Title 27. The in-process GPAs would also be subject to CEQA review, which would require analyses of proposed projects or existing land uses associated with an existing hazardous site and would require projects to reduce the risk related to emitting hazardous materials within one-quarter mile of schools. Compliance with existing regulations would ensure that the in-process GPAs would result in a less-than-significant impact related to transport, use, disposal, or accidental release of hazardous materials; proximity to schools; and sites containing hazardous materials. Therefore, the CAP Update, in combination with the in-process GPAs, would not result in a substantial incremental effect that would result in a significant cumulative impact. The cumulative impact would be less than significant.

Public and Private Airports

A cumulative impact would also occur if the CAP Update in combination with the in-process GPAs would result in a regional increase in airport hazards to the public or the environment. As discussed in Section 2.9.3.4, compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Haz-1.1, Haz-1.3, and Haz-1.5) would ensure that implementation of the CAP Update would have a less than significant related to airport hazards. The identified in-process GPAs would be subject to safety regulations, such as airport land use plans, Federal Aviation Administration standards and the State Aeronautics Act, which would reduce the potential for safety hazards to a less-than-significant level. Therefore, the CAP Update, in combination with the in-process GPAs, would not result in a significant cumulative impact related to airport hazards. The cumulative impact would be less than significant.

Emergency Response and Evacuation Plans

A cumulative impact would occur if the CAP Update in combination with the in-process GPAs would result in a regional impairment of emergency response or evacuation plans. As discussed in Section 2.9.3.5, compliance with General Plan policies (e.g., S-1.2, M-1.2, M-3.3, and M-4.3) and implementation of 2011 GPU PEIR Mitigation Measures Haz-3.1, Haz-3.2, and Haz-3.3 would ensure that implementation of the CAP Update would not impede and conflict with adopted emergency response and evacuation plans and would reduce potential impacts to less than significant. Implementation of the in-process GPAs would have the potential to impair the existing emergency and evacuation plans if authorities are not properly notified or emergency routes are blocked during construction. However, the in-process GPAs would be required to comply with applicable emergency response and evacuation policies outlined in regulations such as the Federal Response Plan, the California Emergency Services Act, and local fire codes. Compliance with the existing regulations would ensure that the in-process GPAs would not result in a significant impact. Therefore, implementation of the CAP Update, in combination of the in-process GPAs, would not result in a substantial incremental effect that would result in a significant cumulative impact related to impediments and conflicts with adopted emergency response and evacuation plans. The cumulative impact would be less than significant.

Wildland Fires

The 2011 GPU PEIR determined that there is an existing significant cumulative impact associated with wildland fires in the San Diego region because the frequent and intensive wildland fires in the areas have exposed people and structures to a potentially significant loss of life and property and many areas in the region are considered High and Very High Fire Hazard Severity Zones (FHSZs). Implementation of the CAP Update would result in future projects that could expose people or structures to significant risks of loss, injury, or death involving wildland fires. The impact would be reduced through implementing adopted General Plan policies (Policies LU-6.11, LU-10.2, S-4.1 through 4.4, S-4.6, S-4.7, S-5.1, and COS-18.3) and 2011 GPU PEIR mitigation measures (Mitigation Measures Haz-4.1 through Haz-4.4 and Pub-1.5 through Pub-1.7) but would not be reduced to a less-than-significant level. Implementation of the in-process GPAs would likely result in residential development, which would likely place people and structures within danger of wildland fires due to the widespread risk across the region. Although

regulations exist to reduce hazards associated with wildland fires, they would not reduce the risk to a less-than-significant level. Therefore, the CAP Update in combination of the in-process GPAs would result in a considerable contribution to a significant impact related to wildland fires. The cumulative impact would be significant and unavoidable but not substantially more severe than disclosed in the 2011 GPU PEIR and would be consistent with the conclusion in the 2011 GPU PEIR.

Vectors

A cumulative impact related to vectors would occur if the CAP Update in combination with the in-process GPAs would increase vector breeding sources in the unincorporated county and surrounding areas or placing a substantial number of people near an existing off-site vector breeding source. The CAP Update includes development of new or expanded composting/anaerobic digestion facilities and new stormwater and greywater capture systems that could create new vector breeding sources. However, as discussed in Section 2.9.3.7, the impact would be reduced to less than significant through compliance with existing federal, state, and local regulations and processes related to vector control. Implementation of the in-process GPAs would include residential development that would have the potential to place a substantial number of people near an existing vector breeding source and could significantly increase the potential exposure of people to vectors. However, the in-process GPAs would be required to comply with Centers for Disease Control and Prevention Division of Vector-Borne Infectious Diseases and California Health and Safety Code requirements regarding vector transmission. Compliance with existing regulations would ensure that implementation of the in-process GPAs would not have significant impacts related to vectors. Therefore, the CAP Update, in combination with the in-process GPAs, would not result in a substantial incremental effect that would result in a significant cumulative impact related to exposing humans to vectors. The cumulative impact would be less than significant.

4.4.9.3 Summary

Implementation of the CAP Update, in combination with the in-process GPAs, would not result in substantial incremental effect that would result in new significant cumulative impacts related to transport, use, disposal, or accidental release of hazardous materials; proximity to schools; sites containing hazardous materials; impediments and conflicts with adopted emergency response and evacuation plans; and exposing humans to vectors. These cumulative impacts would be less than significant. Implementation of the CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to an existing significant cumulative impact related to wildland fires. The cumulative impact would be significant and unavoidable and would be consistent with the conclusion in the 2011 GPU PEIR. Therefore, implementation of the CAP Update, in combination with the in-process GPAs, **would not result in a new or more severe impact** than disclosed in the 2011 GPU PEIR.

4.4.10 Hydrology and Water Quality

4.4.10.1 2011 GPU PEIR Determination

The cumulative impact analysis for hydrology and water quality related to the implementation of the General Plan is contained in Section 2.8.4 of the 2011 GPU PEIR and is summarized in Section 2.10.3.6 of this SEIR. The 2011 GPU PEIR concludes that buildout of the General Plan would result in significant and unavoidable cumulative impacts related to surface water and groundwater quality and groundwater supplies. The cumulative impacts on surface hydrology and drainage from implementation of the General Plan would be less than significant with compliance with applicable, federal, state, and local regulations and implementation of General Plan polices and 2011 GPU PEIR mitigation measures.

4.4.10.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of cumulative impact analysis for hydrology and water quality encompasses the drainage basins, watersheds, water bodies or groundwater basins, depending on the location of the potential impact and its tributary area.

Surface Water and Groundwater Quality
The 2011 GPU PEIR determined that cumulative development would result in a potentially significant cumulative impact on water quality. Implementation of the CAP Update includes components (e.g., construction of new or expanded solid waste facilities, potential future new farmworker housing, and renewable energy projects) that could degrade surface water and groundwater quality. As discussed in Section 2.10.3.3 of this SEIR, compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Mitigation Measures Hyd-1.1 through Hyd-1.5) would reduce potential impacts. However, because the exact location and nature of projects is not known, the potential for projects implemented under the CAP Update to contribute to a cumulatively significant impact would remain. Implementation of the in-process GPAs would result in new residential development, gas station, and commercial development that could also result in pollutants entering downstream receiving waters that have the potential to degrade surface water and groundwater quality. The in-process GPAs also would be required to comply with water quality standards, including Clean Water Act, Porter-Cologne Water Quality Control Act, National Pollutant Discharge Elimination System, applicable basin plans, and location regulations. Given the extent of ground-disturbing activities the new development would introduce, it is likely that they would make a considerable contribution to a significant cumulative impact. Therefore, the CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to a significant cumulative impact. The cumulative impact would be significant, consistent with the conclusion in the 2011 GPU PEIR.

Groundwater Supply and Recharge
The 2011 GPU PEIR concluded that development throughout the planning horizon of the General Plan would result in a significant cumulative impact to groundwater supplies even

with implementation of the General Plan policies and 2011 GPU PEIR mitigation measures. Implementation of the CAP Update measures would include construction of new or expanded solid waste facilities, potential future new farmworker housing, and large-scale renewable energy projects that could decrease groundwater supplies and interfere with groundwater recharge. As discussed in Section 2.10.3.4 of this SEIR, compliance with existing federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Mitigation Measures Hyd-1.1 through Hyd-1.5 and Hyd-2.1 through Hyd-2.5) would reduce potential impacts. However, because the exact location and nature of projects is not known, the potential for projects implemented under the CAP Update to contribute to a cumulatively significant impact would remain. Implementation of the in-process GPAs would include new large residential development in rural and undeveloped areas of the unincorporated county that could decrease groundwater supplies and interfere with groundwater recharge. Although the in-process GPAs are subject to existing regulations related to groundwater protection and CEQA review, which would require projects to mitigate impacts to groundwater supplies and recharge, these projects collectively would make a considerable contribution to a significant cumulative impact related to groundwater supplies and recharge due to the magnitude of the new development (e.g., Preserve at Riverbend includes 1,330 units). Therefore, the CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to a significant cumulative impact. The cumulative impact would be significant, consistent with the conclusions in the 2011 GPU PEIR.

Surface Hydrology and Drainage

A cumulative impact related to surface hydrology and drainage would occur if the CAP Update, in combination with the in-process GPAs, would contribute to altered surface hydrology and drainage within drainage basins, watershed, water bodies or groundwater basins. Implementation of the CAP Update would include construction of new or expanded solid waste facilities, potential future new farmworker housing, and renewable energy projects could result in potential impacts on surface hydrology and drainage. However, as discussed in Section 2.10.3.5 of this SEIR, compliance with federal, state, and local regulations and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures (Adopted Mitigation Measures Hyd-1.2 through Hyd-1.3, Hyd-2.5, Hyd-3.1, Hyd-3.2, Hyd-3.3, Hyd-4.1 through Hyd-4.3, Hyd-6.1, and Hyd-8.2) would reduce potential impacts to less than significant. Implementation of the in-process GPAs would include new large residential development in rural and undeveloped areas of the unincorporated county that could alter surface hydrology and drainage systems. However, the in-process GPAs would be required to comply with the same applicable with federal, state, and local regulations and implementation of adopted General Plan policies related to protection of surface hydrology and drainage and would be subject to CEQA review. During the CEQA review process, potential impacts would be identified, and mitigation measures would be developed to reduce impacts to a less-than-significant level. Therefore, the CAP Update, in combination with the in-process GPAs, would not result in a substantial incremental effect that would result in a significant cumulative impact. The cumulative impact would be less than significant.

4.4.10.3 Summary

Implementation of the CAP Update, in combination with the in-process GPAs, would result in considerable contribution to the existing cumulative effects to surface and groundwater quality and groundwater supplies. These cumulative impacts would be significant and unavoidable and would be consistent with the conclusions in the 2011 GPU PEIR. The CAP Update, in combination with the in-process GPAs, would not result in substantial incremental effect related to surface hydrology and drainage. The impacts would be less than significant and would not result in a substantial incremental effect such that a new significant cumulative impact would occur. Therefore, implementation of the CAP Update, in combination with the in-process GPAs, **would not result in new or more severe impacts** than disclosed in the 2011 GPU PEIR.

4.4.11 Land Use and Planning

4.4.11.1 2011 GPU PEIR Determination

The cumulative impact analysis for land use and planning related to the implementation of the General Plan is contained in Section 2.9.4 of the 2011 GPU PEIR and is summarized in Section 2.11.3.5 of this SEIR. The 2011 GPU PEIR concludes that cumulative development would result in a less-than-significant cumulative impact related to the physical division of a community with implementation of mitigation measures and would result in a less-than-significant cumulative impact related to conflicts with land use plans, policies, or regulations.

4.4.11.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of the cumulative impact analysis for land use is the San Diego region, including jurisdictions and special districts within and adjacent to the unincorporated county.

Physically Divide an Established Community

In the San Diego region, new large-scale development and transportation network improvements in undeveloped areas have resulted in, and will continue to result in, the division of established communities. Therefore, there is an existing significant cumulative impact with respect to the division of established communities from cumulative development in the region. The in-process GPAs would not include development of roadways, airports, railroad tracks, open space areas, or other features that would individually have the potential to physically divide an established community. In addition, the in-process GPAs would be required to conform to applicable land use plans, policies, and regulations in order to be approved. The in-process GPAs would not result in a considerable contribution to a significant cumulative impact. As analyzed in Section 2.11.3.3 of this SEIR, implementation of the CAP Update would not introduce new infrastructure or large open space areas that would bisect existing land uses except the potential development of large-scale renewable energy projects. Large-renewable energy projects could result in new linear infrastructure (e.g., roadways) that have the potential to physically divide an established community. Therefore, implementation of the CAP

Update would result in a considerable contribution to an existing cumulative effect related to the division of an established community. The cumulative impact would be significant and would be a new or more severe impact not disclosed in the 2011 GPU PEIR.

Conflict with Land Use Plans, Policies, or Regulations
A cumulative impact associated with conflicts with land use plans, polices, and regulations developed for the protection of the environment would occur if the CAP Update, in combination with the in-process GPAs, would conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. As discussed in Section 2.11.3.4, implementation of CAP Update would be required to comply with land use plans, polices, or regulations developed for the protection of the environment. Similarly, while in-process GPAs may not be consistent with current General Plan land use and zoning designations, these projects would be required to comply with the applicable regulations. However, it is possible that a GPA could request changes to a policy developed for the purposes of environmental protection. Therefore, implementation of the CAP Update, in combination with the in-process GPAs, would result in a substantial incremental effect that would result in a significant cumulative impact related to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The cumulative impact would be significant and would be a new or more severe impact not disclosed in the 2011 GPU PEIR.

4.4.11.3 Summary

Implementation of the CAP Update in combination with the in-process GPAs would result in a considerable contribution to an existing significant cumulative impact related to the physical division of established communities and would result in a significant cumulative impact related to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The cumulative impacts would be significant and **would be new or more severe** than disclosed in the 2011 GPU PEIR.

4.4.12 Noise

4.4.12.1 2011 GPU PEIR Determination

The cumulative impact analysis for noise related to the implementation of the General Plan is contained in Section 2.11.4 of the 2011 GPU PEIR and is summarized in Section 2.12.3.6 of this SEIR. The 2011 GPU PEIR concludes that with implementation of mitigation from the 2011 GPU PEIR and compliance with the adopted General Plan policies, the buildout of the General Plan would result in less-than-significant cumulative impacts related to excessive construction noise levels, excessive groundborne vibration, and excessive noise exposure from airports and significant and unavoidable cumulative impacts related to permanent increase in ambient noise levels.

4.4.12.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of cumulative impact analysis for noise is limited to areas surrounding noise-generating sources, such as roadways, agricultural or industrial uses because noise impacts are localized in nature.

Excessive Noise Levels

As analyzed in Section 2.12.3.3 of this SEIR, implementation of the CAP Update would have the potential to result in development of new or expanded facilities, renewable energy infrastructure, and transportation facilities in the unincorporated county. With implementation of adopted General Plan policies (Polices LU-2.8, N-3.1, N-4.9, N-6.4, S-15.1, S-15.2, and S-15.4) and applicable 2011 GPU PEIR mitigation measures (Mitigation Measures Noi-1.1, Noi-1.3, Noi-2.1, Noi-2.4, Noi-5.1, and Noi-5.3), implementation of the CAP Update would result in less than significant impacts related to noise resulting from construction of new development. However, operational sources of low-frequency noise associated with CAP Update Action E-3.3 would be potentially significant because it is possible for a noise waiver to be granted to large wind turbines subject to specific conditions. Implementation of the in-process GPAs would include new development in rural and open areas in the unincorporated county. Construction activities associated with the in-process GPAs would be required to comply with noise standards contained in the County Municipal Code and California Code of Regulations to ensure impacts would be less than significant. However, new development in rural and open areas would permanently increase ambient noise levels in areas that are typically quiet. If the wind turbine projects associated with the CAP Update are located in the vicinity of any of the in-process GPAs, the noise associated with operation of large wind turbines could combine with low-frequency noise sources from the in-process GPAs to result in cumulative increases above ambient for low-frequency noise level. This could result in excessive noise levels over the existing environment. Therefore, the CAP Update, in combination with the in-process GPAs, would result in a considerable contribution to an existing cumulative effect related to permanent increase in ambient noise levels. The cumulative impact would be significant but not more severe than disclosed in the 2011 GPU PEIR and would be consistent with the conclusion in the 2011 GPU PEIR.

Excessive Groundborne Vibration

A cumulative impact would occur if the CAP Update or any of the in-process GPAs would exceed the Federal Transit Administration (FTA) and Federal Railroad Administration guidelines for groundborne vibration and noise. As discussed in Section 2.12.3.4 of this SEIR, implementation of 2011 GPU PEIR Mitigation Measures Noi-2.1 and Noi-2.4 and compliance with adopted General Plan Policy N-3.1 and existing regulations would ensure that vibrational noise associated with the CAP Update would be less than significant. Implementation of the in-process GPAs would have the potential to result in vibration impacts during construction through the use of heavy-duty equipment or pile driving. However, the in-process GPAs would be subject to FTA and Federal Railroad Administration guidelines for groundborne vibration and noise and CEQA review. During the CEQA review process, potential impacts would be identified, and mitigation measures would be developed to reduce impacts to a less-than-significant level. Therefore, implementation of the CAP Update, in combination with the in-process GPAs, would not

result in a substantial incremental effect that would result in a significant cumulative impact related to excessive groundborne vibration. The cumulative impact would be less than significant.

Excessive Noise from a Public or Private Airport

A cumulative impact related to excessive noise from a public or private airport would occur if the CAP Update in combination with the in-process GPAs would result in the exposure of noise sensitive land uses to excessive noise from a public or private airport. As discussed in Section 2.12.3.5 of this SEIR, excessive noise from a public or a private airport associated with implementation of the CAP Update would be less than significant with implementation of 2011 GPU PEIR Mitigation Measure Noi-5.1 and compliance with adopted General Plan Policies N-4.9, S-15.1, S-15.2, and S-15.4. Construction and operation of the in-process GPAs would have the potential to expose noise sensitive land uses (e.g., residential use) to excessive noise from an airport if a project is located near an airport. Most of the in-process GPAs are located more than 2 miles from an airport except the ~~two~~ Peppertree Park Units 9 and 10 projects that are located within 2,000 feet of Fallbrook Airpark. However, the operation of the Fallbrook Airpark would not result in significant adverse noise impact off the airport property because the 2025 65 Community Noise Equivalent Level noise contour is expected to be fully within airport property (County of San Diego Department of Public Works 2006). Therefore, the noise impacts of the aviation operation of the Fallbrook Airpark would not result in significant noise impact with respect to surrounding land uses. In addition, all in-process GPAs would be required to comply with applicable airport land use plans, which minimize the public's exposure to excessive noise within areas around airports. Therefore, implementation of the identified in-process GPAs would not result in a significant impact related to excessive noise from a public or private airport. Implementation of the CAP Update, in combination with the in-process GPAs, would not result in a substantial incremental effect that would result in a significant cumulative impact related to excessive noise from a public or private airport. The cumulative impact would be less than significant.

4.4.12.3 Summary

Implementation of the CAP Update would not result in significant impacts related to excessive groundborne vibration or excessive noise from a public or private airport. The CAP Update together with the in-process GPAs would not result in a substantial incremental effect such that new significant cumulative impacts would occur. The CAP Update together with the in-process GPAs would result in a considerable contribution to an existing cumulative impact related to permanent increases in ambient noise levels. This cumulative impact would be significant and consistent with the conclusion in the 2011 GPU PEIR. This **would not be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

4.4.13 Transportation

4.4.13.1 2011 GPU PEIR Determination

A cumulative impact analysis for transportation related to the implementation of the General Plan is contained in Section 2.15.4 of the 2011 GPU PEIR and is summarized in Section 2.13.3.7 of this SEIR. The 2011 GPU PEIR concludes that implementation of the General Plan would result in cumulatively considerable contributions to a significant cumulative impact to deficient roadway segments, to a significant cumulative impact to adjacent cities' traffic and level of service levels, and to a significant cumulative impact to road safety. The General Plan's contribution to cumulative impacts related to emergency access, parking capacity, and alternative transportation would be less than cumulatively considerable with implementation of mitigation measures and General Plan policies. Section 15064.3 of the State CEQA Guidelines was adopted in December 2018 and provides that VMT is the "most appropriate measure of transportation impacts" and mandated analysis of VMT impacts effective July 1, 2020. Given that this change to the CEQA Guidelines occurred after certification of the 2011 GPU PEIR, the PEIR did not evaluate impacts to VMT.

4.4.13.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of the cumulative impact analysis for transportation is the SANDAG region, which encompasses the unincorporated areas and 18 incorporated cities that make up the entire County of San Diego.

Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System

A cumulative impact would occur if the CAP Update together with the in-process GPAs would conflict with plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system. As analyzed in Section 2.13.3.3 of this SEIR, implementation of the CAP Update would not involve off-site improvements which would substantially alter or damage the existing roadway network. CAP Update built environment and transportation measures and actions would enhance alternative transportation facilities; and would therefore, be beneficial to alternative transportation including bicyclists, pedestrians, and transit riders. Although traffic operations could be degraded during construction, all construction activities would be required to follow local protocols to ensure safety and minimize traffic disturbance during construction activities including the development of a traffic control plan for any work on a County-maintained roadway or in the County right-of-way. Therefore, implementation of the CAP Update would not result in a significant impact on the operation of the circulation system. If approved, in-process GPAs would result in new development in the unincorporated county. Construction and operation of the in-process GPAs would have the potential to contribute to degraded traffic operations from the generation of vehicle trips. The in-process GPAs would be subject to CEQA review and would be required to incorporate mitigation measures to minimize or avoid potential impacts to the extent feasible. Given the nature of the in-process GPAs (e.g., residential and mixed-use development), it is likely that impacts would be reduced to a less-than-significant level through implementation of traffic

control plans and construction notification. Therefore, the CAP Update together with the in-process GPAs would not result in a substantial incremental effect that would result in a new significant cumulative impact to plans, ordinances, or policies addressing the circulation system. The cumulative impact would be less than significant.

Exceed VMT Threshold

A cumulative impact would occur if the CAP Update together with the in-process GPAs would result in VMT that is not at least 15 percent below the SANDAG regional average or otherwise not exempt from detailed analysis. As discussed in Section 2.13.4 of this SEIR, growth assumed to occur under the adopted General Plan is projected to result in VMT that exceeds the regional average. To evaluate the potential for the in-process GPA projects to increase VMT relative to the VMT included in the GHG emissions forecasts for the CAP Update, the transportation model used in forecasting development and VMT in the CAP Update (SANDAG's DS 39 model) was modified to reflect the residential buildout of the in-process GPA projects. Because only limited information on non-residential uses associated with the in-process GPAs was available, and the residential component is the major component of most of the projects, the VMT modeling for the in-process GPAs reflects the highest VMT outcomes since it does not capture the typical reductions associated with mixed-use developments and neighborhood serving retail and focuses only on growth in housing units. Denser development would likely catalyze growth in employment and mixed-use development and would result in greater VMT reductions than shown. In 2035, regional VMT per resident is forecast to be 19.7. In the unincorporated county, modeled VMT per resident would be 27.4 under the adopted General Plan and 27.5 with approval and construction of the in-process GPA projects (assuming any of the in-process GPAs are approved). Similarly, in 2050 regional VMT per resident is forecast to be 19.9. In the unincorporated county, modeled VMT per resident would be 27.7 under the adopted General Plan and 27.8 with approval and construction of the in-process GPA projects. Given the information currently available about the in-process GPAs, the GPAs are assumed to contribute to an existing cumulative impact related to VMT. The CAP Update would reduce forecast VMT, as described in Section 2.13, "Transportation," and would not result in a cumulatively considerable contribution to the impact. Given that VMT impacts were not identified in the 2011 GPU PEIR, and the in-process GPAs could contribute to a significant cumulative VMT impact, implementation of the CAP Update, in combination with the in-process GPAs, would result in a new or more severe impact. Appendix B of this SEIR includes a memorandum prepared by Fehr & Peers that explains the methodology and modeling results for the calculation of VMT associated with the in-process GPAs.

Substantially Increase Hazards Due to a Design Feature

The 2011 GPU PEIR concludes that cumulative development would result in significant cumulative impacts related to transportation hazards. A cumulatively considerable contribution to an existing significant cumulative impact would occur if the CAP Update, in combination with the in-process GPAs, would result in substantially increased hazards due to a design feature. As analyzed in Section 2.13.3.5 of this SEIR, implementation of

the CAP Update would result in development of new or expanded solid waste facilities, renewable energy systems, and transportation infrastructure. During construction, projects associated with the CAP Update would result in degraded traffic operations due to increased traffic trips. However, the construction-related impacts would be localized and temporary. In addition, implementation of the Geneal Plan policies and 2011 GPU PEIR mitigation measures would reduce the impacts to a less-than-significant level. Once constructed, these projects would not exacerbate inadequate road widths, or construct new roadways with sharp curves or inadequate sight distances. All projects would be required to meet County design standards and would be subject to review by County staff to ensure all applicable regulations are met. Therefore, implementation of CAP Update would not result in increased design hazards across the County's roadway network. If approved, the in-process GPAs would result in new development. Construction of new development would have the potential to result in road hazards due to a design feature or physical configuration of existing or proposed roads that can adversely affect the safe transport of vehicles along a roadway. The in-process GPAs would be subject to CEQA review and would be required to incorporate mitigation measures to minimize or avoid potential impacts to the extent feasible. Given the nature of the in-process GPAs (e.g., mixed-use and residential development), it is likely that impacts would be reduced to a less-than-significant level through implementation of traffic control plans during construction. All in-process GPAs would be designed per County of San Diego Public Road Standards and Design Standards to meet applicable standards of safety, design, and sight distance. Once operational, the in-process GPAs would not substantially increase hazards and impacts would be less than significant. Therefore, the CAP Update, in combination with the in-process GPAs, would not result in a cumulatively considerable contribution to a significant cumulative impact related to transportation hazards.

Result in Inadequate Emergency Access

A cumulative impact would occur if the CAP Update together with the in-process GPAs would result in inadequate emergency access. As analyzed in Section 2.13.3.6 of this SEIR, projects associated with the CAP Update would be required to meet state and local regulations related to emergency access and design. Additionally, all projects would be subject to review by applicable emergency service agencies to ensure emergency access is maintained during construction and operations. With implementation of the relevant General Plan policies and 2011 GPU PEIR mitigation measures; compliance with existing federal, state, and local regulations that regulate transportation; and completion of subsequent project-level planning and environmental review, impacts related to emergency access would be less than significant. Similar to the CAP Update, implementation of the in-process GPAs would be required to meet federal, state, and local regulations related to emergency access and design. The relevant General Plan policies and 2011 GPU PEIR mitigation measures identified in Section 2.13.3.6 of this SEIR would also be applicable to the in-process GPAs, which would reduce impacts related to emergency access to a less-than-significant level. Therefore, the CAP Update together with the in-process GPAs would not result in a substantial incremental effect that would result in a new significant cumulative impact related to emergency access**.** The cumulative impact would be less than significant.

4.4.13.3 Summary

Implementation of the CAP Update together with the in-process GPAs would not result in a substantial incremental effect that would result in new significant cumulative impacts related to conflict with plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system, emergency access, or transportation hazards. These cumulative impacts would be less than significant. Given the nature of the proposed project, which would contribute to a reduction in regional VMT, implementation of the CAP Update would not result in a considerable contribution to an existing significant cumulative impact related to VMT. However, because VMT impacts were not identified in the 2011 GPU PEIR, and the in-process GPAs could contribute to a significant cumulative VMT impact, implementation of the CAP Update, in combination with the in-process GPAs, **would result in a new or more severe impact** than disclosed in the 2011 GPU PEIR.

4.4.14 Tribal Cultural Resources

4.4.14.1 2011 GPU PEIR Determination

A cumulative impact analysis for TCRs related to the implementation of the General Plan is not included in the 2011 GPU PEIR because TCRs were not identified as an environmental resource topic until 2015.

4.4.14.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of the cumulative impact analysis for TCRs would be the county because TCRs could have the potential to occur throughout the county outside trial lands.

Tribal Cultural Resources
The CAP Update in combination with the in-process GPAs could result in new developments that could result in adverse impacts to known and unknown TCRs. As discussed in Section 2.14.3.3 of this SEIR, compliance with CEQA Sections 21080.3.1 and 21084.3 would require tribal consultation and provide an opportunity to avoid or minimize the disturbance of TCRs; however, because the location, size, and magnitude of the future projects associated with the CAP Update are unknown, it may be infeasible to fully mitigate the impact to a less-than-significant level. Implementation of the in-process GPAs would involve construction of new buildings and infrastructure, the placement of structures, and the excavation of earthen materials. Although all in-process GPAs would be required to consult with affiliated tribes to identify TCRs, it is possible that unknown TCRs may be present and could be adversely affected by construction activities associated with the in-process GPAs. Therefore, implementation of the in-process GPAs could result in a potential significant impact to TCRs. The CAP Update in combination with the in-process GPAs would result in a significant cumulative impact to TCRs. Implementation of the CAP Update Mitigation Measure TCR-1 would require development to avoid tribal cultural resources when feasible. However, because the exact location and nature of projects is not known, the potential for projects associated with the CAP Update to contribute to a cumulatively significant impact would remain. Therefore, the CAP

Update, in combination with the in-process GPAs, would result in a cumulative considerable contribution to a significant impact. The cumulative impact would remain significant after mitigation. Implementation of the CAP Update would result in a new impact not disclosed in the 2011 GPU PEIR.

4.4.14.3 Summary

Implementation of the CAP Update, in combination with the in-process GPAs, would result in a significant cumulative impact to TCRs, The CAP Update's contribution to the significant cumulative impact would be cumulatively considerable. The cumulative impact would be significant and **would be a new or more severe impact** than disclosed in the 2011 GPU PEIR.

4.4.15 Wildfire

4.4.15.1 2011 GPU PEIR Determination

Cumulative impact analysis for wildfire related to the implementation of the General Plan is not discussed in the 2011 GPU PEIR because wildfire impact thresholds were added to the Appendix G of the State CEQA guidelines in 2018 after the certification of the 2011 GPU PEIR.

4.4.15.2 CAP Update Impact Analysis with In-Process GPAs

The geographic scope of the cumulative impact analysis for wildfire is the SANDAG region. Cumulative impacts related to implementation of an emergency response plan or emergency evacuation plan are discussed in "Hazards and Hazardous Materials" above.

Exacerbate Wildfire Risks
As discussed in Section 2.15.1, "Existing Conditions," the unincorporated county contains lands that are classified as Very High FHSZs. Because of the amount of Very High FHSZs in the unincorporated county, it is reasonable to assume that there are existing significant cumulative impacts related to the exacerbation of wildfire risks, related to exacerbation of wildfire risk from installation and maintenance of infrastructure, and related to exposing people or structures to post-fire risks.

As analyzed in Section 2.15.3.4 of this SEIR, future projects associated with the CAP Update would result in less than significant impacts related to exacerbation of wildfire risk with implementation of adopted General Plan policies and applicable 2011 GPU PEIR mitigation measures, and other applicable regulations listed in Section 2.15.2, "Regulatory Framework," of this SEIR.

Implementation of the in-process GPAs would result in housing development in rural and open areas with high fire risk, which could exacerbate wildfire risk. Similar to the CAP Update, all in-process GPAs would be required to comply with the adopted General Plan policies and regulations listed in Section 2.15.2, "Regulatory Framework," of this SEIR to protect project occupants from wildfire hazards. Such compliance would ensure that

proper fire safety measures would be employed during project construction; that sufficient ingress, egress, and wildfire suppression equipment would be present on-site; and that building materials and design, landscape design, and vegetation management would be sufficient to reduce the risk of wildfire to project occupants. However, given the prevalence of Very High FHSZs in the unincorporated county, it is reasonable to assume that there are existing significant cumulative impacts related to the exacerbation of wildfire risks, related to exacerbation of wildfire risk from installation and maintenance of infrastructure, and related to exposing people or structures to post-fire risks, and that given the level of new development proposed under the in-process GPAs, these projects would contribute to cumulative impact. Therefore, the CAP Update in combination with the in-process GPAs would result in a considerable contribution to a significant cumulative impact. The cumulative impact would be less than significant.

Install Infrastructure That Exacerbates Fire Risk

Implementation of the CAP Update and in-process GPAs could result in installation of infrastructure, such as power lines, power poles, battery storage systems, and/or substation. Installation of this infrastructure could result in placement of structures adjacent to wildland vegetation. Construction activities associated with installation of infrastructure may result in ignition sources, including heat sources or sparks from power tools, heated exhausts from worker vehicles, and improper electrical connections. During operation of the CAP Update and in-process GPAs, the primary wildfire ignition risks could include, but are not limited to, electrical shorts, employee and maintenance vehicles, collapse of supporting structures (e.g., power lines and power poles) causing electrical shorts and fire, and overgrown fuel under and around structures. As discussed in Section 2.15.3.4 of this SEIR, implementation of the adopted General Plan policies and 2011 GPU PEIR Mitigation Measures Haz-4.3, Pub-1.5, Pub-1.6, and Pub-1.7 would ensure that the CAP Update would result in less than significant impacts related to installation of infrastructure that exacerbates fire risk. Installation of infrastructure associated with the in-process GPAs would be required to be designed and constructed in accordance with current fire and building codes. Defensible space and fuel management required by the California Public Utilities Commission and California Department of Forestry and Fire Protection for utilities infrastructure development (as summarized in Section 2.15.2.2 of this SEIR) would also be provided. In-process GPAs would be subject to discretionary review and would be evaluated for project-specific impacts under CEQA. Project-specific mitigation would reduce and minimize impacts related to the exacerbation of fire risk to the extent feasible. Therefore, the CAP Update, in combination with the in-process GPAs, would not result in a considerable contribution to a significant cumulative impact. The cumulative impact would be less than significant.

Expose People or Structures to Post-Fire Risks

Implementation of the CAP Update could result in future development, such as expansion of facilities, identification of opportunities for potential future farmworker housing, and development of small-scale and large-scale renewable energy projects. These potential developments could expose people or structures to significant risks. However, as discussed in Section 2.15.3.5 of this SEIR, post-wildfire risks to new development associated with the CAP Update would be reduced to a less-than significant level through compliance with existing regulations related to wildfire protection, the adopted General Plan

policies, and the 2011 GPU PEIR Mitigation Measures Haz-4.3 and Pub-1.5 through Pub-1.7. Implementation of the in-process GPAs would result in housing and commercial development in areas subject to high fire risks, which could also expose people and/or structures to significant post-wildfire risk. It is foreseeable that the in-process GPAs proposed in the unincorporated county would also be required to comply with the same existing regulations related to wildfire protection, the adopted General Plan policies, and the 2011 GPU PEIR mitigation measures summarized in Section 2.15.3.5 of this SEIR, resulting in the mitigation of impacts related to post-wildfire risk. Further, given the fact that impacts resulting from the proposed CAP Update and in-process GPAs would not result in a significant impact related to exposing people or structures to post-wildfire risks, the CAP Update in combination with the in-process GPAs would not result in a considerable contribution to a significant cumulative impact. The cumulative impact would be less than significant.

4.4.15.3 Summary

The CAP Update together with the in-process GPAs would not result in a considerable contribution to existing cumulative impacts related to installation of infrastructure that exacerbates fires and exposing people or structures to post-wildfire risks. However, the CAP Update, in combination with the in-process GPAs would result in a considerable contribution to an existing cumulative impact related to exacerbation of wildfire risk. This cumulative impact would be significant; and because wildfire was not analyzed as a stand-alone topic in the 2011 GPU PEIR, given the addition of this topic to the CEQA Appendix G Checklist in 2018, implementation of the CAP Update together with the in-process GPAs **would result in a new or more severe impact** than disclosed in the 2011 GPU PEIR.

Table 4-1 In-Process Projects that include General Plan Amendments

Project Name	Community Plan Area	Board District	APN(s)	Project Details
Ivanhoe Ranch	Valle de Oro	2	518-030-41, -43, -44, -45	Residential DUs: 120
Warner Springs Ranch Resort SPA	North Mountain	5	137-092-31, -33	Residential DUs: 45
Peppertree Park SPA (Units 9 + 10)	Fallbrook	5	104-350-19	Residential DUs: 685
~~Peppertree Park SPA (Units 7 + 8)~~	~~Fallbrook~~	~~5~~	~~106-042-01~~	~~TBD~~
Passerelle - Campus Park	Fallbrook	5	108-120-61	Conversion of 157,000 SF of Office Professional to 138 Detached Condo Units in the Campus Park Specific Plan.
Abdali Gas Station	Bonsall	5	126-260-21	GPA/Rezone/Site Plan of excess Caltrans ROW for the construction of a Gas Station
Labrador Lane	Lakeside	2	396-101-01, -02, 396-080-92	104 mobile home units
Rancho Librado	San Dieguito	3	268-180-01, -39, -50, -51	56 units (54 age restricted condos and 2 guest quarters)
Castle Creek	Valley Center	5	POR 172-250-04, POR 172-040-67	63 age restricted condos
Preserve at Riverbend	Pala/Pauma	5	110-072-03, -04, 110-150-24, -26, -43, -44, -45, -46, 110-361-16, 110-362-08, -09, 128-020-02, -06, -49, -50, 128-470-05-01, 128-470-05-02, 128-470-08, -09, -15, -16, -18, -19, -20	Residential DUs: 1,330 Commercial SF: TBD
Harmony Grove Village South	San Dieguito	5	235-011-06, 238-021-08, -09, -10	Residential DUs: 453 Commercial SF: 5,000
Valley Center Community Plan Update	Valley Center	5	NA	TBD
Twin Oaks Community Plan Update	North County Metro	5	NA	TBD

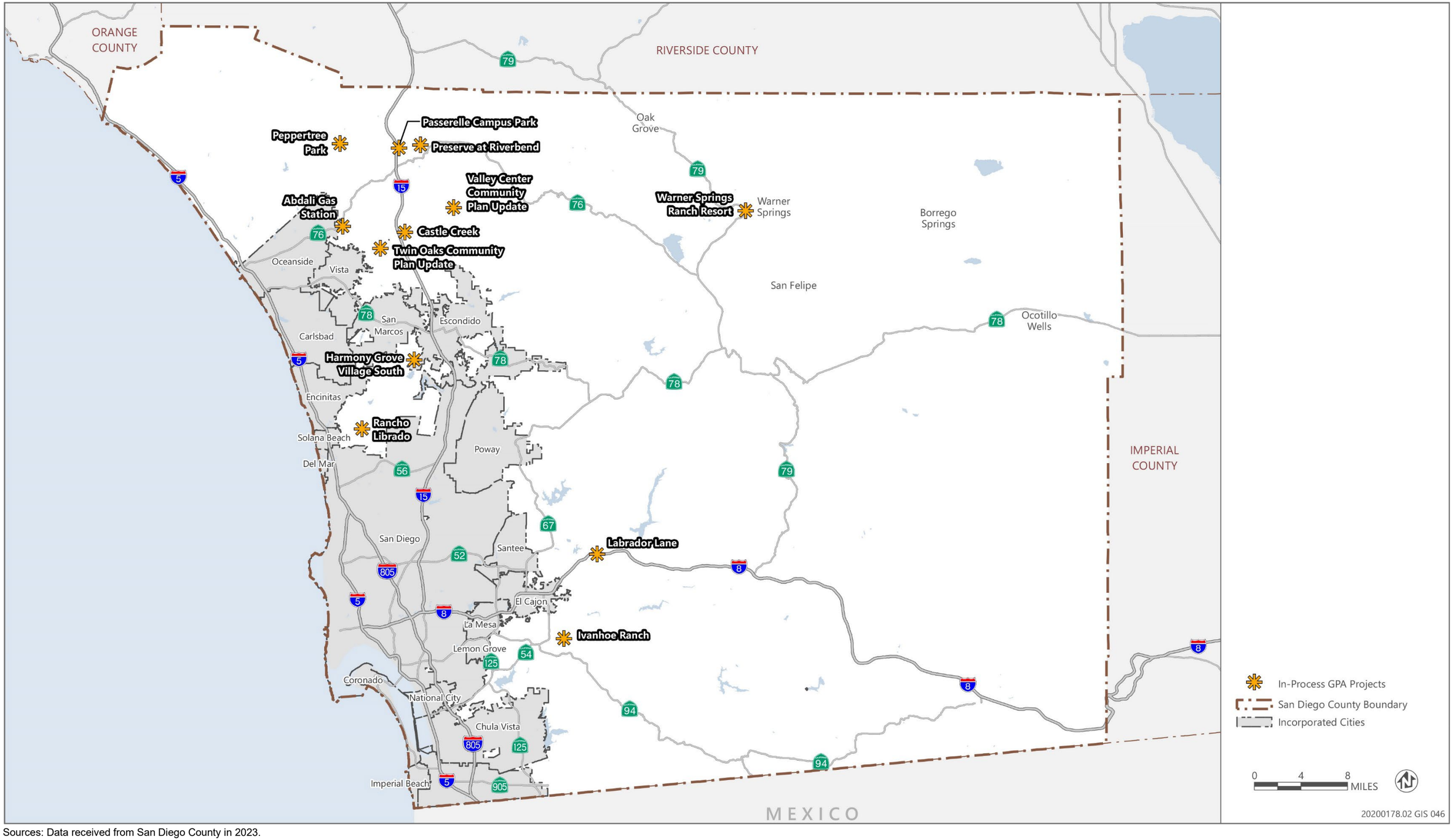
Source: data compiled by San Diego County in 2023.

Table 4-2 Summary of Projected GHG Emissions from In-Process General Plan Amendments

Total Annual Emissions ($MTCO_2e$)	2030	2045
Forecast GHG Emissions with CAP Update	1,656,086	305,813
Total projected GHG Emissions from In-Process GPAs	37,310	36,285
Total Projected GHG Emissions (forecast emissions and in-process GPAs)	**1,693,396**	**342,098**
CAP Targets	1,683,156	434,185
Reductions Needed to meet Targets	10,240	(92,087)

Notes: Emissions modeled in CalEEMod using default assumptions for the in-process GPA projects identified in Table 4-1 with VMT modeled by Fehr and Peers in 2023 to include all in-process GPA projects. Refer to Appendix B for detailed model outputs. Negative values indicate surplus reductions.

$MTCO_2e$ – metric tons of carbon dioxide equivalent



Sources: Data received from San Diego County in 2023.

Figure 4-1 Location of In-Process GPA Projects

CHAPTER 5 ALTERNATIVES

5.1 Introduction

Title 14 of the California Code of Regulations (CCR) Section 15126.6(a) (State CEQA Guidelines) requires EIRs to describe "… a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a range of potentially feasible alternatives that will avoid or substantially lessen the significant adverse impacts of a project, and foster informed decision making and public participation. An EIR is not required to consider alternatives that are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." This section of the State CEQA Guidelines also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis is as follows:

> Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The State CEQA Guidelines require that the EIR include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative must be discussed, but in less detail than the significant effects of the project as proposed (CCR Section 15126.6[d]).

The State CEQA Guidelines further require that the "no project" alternative be considered (CCR Section 15126.6[e]). The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. If the no project alternative is the environmentally superior alternative, CEQA requires that the EIR "…shall also identify an environmentally superior alternative among the other alternatives." (CCR Section 15126[e][2]).

In defining "feasibility" (e.g., "… feasibly attain most of the basic objectives of the project…"), CCR Section 15126.6(f) (1) states, in part:

> Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure,

general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

5.2 Rationale for Selection of Alternatives

In determining what alternatives should be considered in the EIR, it is important to consider the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, here San Diego County Board of Supervisors. (See PRC Sections 21081.5, 21081[a] [3].)

The project is the CAP Update, prepared as a requirement of mitigation in the adopted County General Plan. This SEIR includes evaluation of project alternatives that identify changes to the proposed GHG reduction strategy in the CAP Update that would reduce the potential for significant environmental impacts to result from implementation. In addition, an analysis is included of "smart growth" alternatives, which would propose modifications to zoning and/or the land use map in the adopted General Plan[1] to reduce the potential for development to generate GHG emissions associated with vehicle miles traveled (VMT). As discussed further below, these alternatives were developed through a 2-year process of extensive stakeholder engagement that included numerous stakeholder meetings, geospatial mapping efforts, and coordination of various planning departments.

5.2.1 Attainment of Project Objectives

As described above, one factor that must be considered in selection of alternatives is the ability of an alternative to attain most of the objectives of the Project (State CEQA Guidelines Section 15126.6[a]). Chapter 2, "Project Description," articulates the following objectives.

- Reduce community-related GHG emissions within the unincorporated county and County operations-related GHG emissions to meet and exceed the County's GHG reduction targets for 2030 and 2045, as aligned with state reduction targets (as set forth in Senate Bill (SB) 32 [2016] and Assembly Bill (AB) 1279 [2022]), that does not rely on the purchase of carbon offsets to meet emission reduction targets.

[1] Because these alternatives extend beyond the scope of the CAP Update, which is a program of measures and actions to address GHG emissions from development under the adopted General Plan and government operations, implementation of the smart growth alternatives would require subsequent planning and comprehensive stakeholder engagement, as well as subsequent CEQA analysis. For example, if the Board directs staff to implement a smart growth alternative PDS would engage stakeholders, including outreach to property owners throughout the unincorporated county.

- Incorporate feasible and effective GHG reduction strategies, measures, and actions that reduce GHG emissions from community-wide activities in the unincorporated county and from County operations to establish actions to meet a goal of net zero carbon emissions by 2045 as aligned with AB 1279.

- Implement 2011 GPU PEIR Mitigation Measure CC-1.2 to prepare a CAP to reduce GHG impacts from implementation of the General Plan, and update Mitigation Measure CC-1.2 to be consistent with changes in state law, and the State CEQA Guidelines.

- Develop a CAP that supports the sustainability principles found in the County of San Diego General Plan Guiding Principles by doing the following: support a reasonable share of projected regional growth; promote health and sustainability by locating new growth near existing and planned infrastructure, services, and jobs in compact development patterns to the extent feasible; promote environmental stewardship that protects and/or enhances natural resources and habitats; ensure development that accounts for physical constraints and natural hazards; provide and support a multi-modal transportation network that enhances connectivity; maintain environmentally sustainable communities and reduce GHG emissions; and preserve agriculture as an integral component of the region's economy, character, and open space network.

- Develop a CAP that sets clear goals and identifies metrics (i.e., co-benefits and equity-based outcomes) to guide implementation to make substantial progress toward attaining environmental justice and equity.

- Develop a CAP that includes sufficiently adaptable long-term strategies that will consider and incorporate, as feasible, additional GHG reduction strategies that embrace continued innovation, technological advances, and the creation of high-quality jobs in the County.

- Accomplish the foregoing objectives in a manner that minimizes undue and unnecessary economic impacts on businesses and property owners, and that avoids regulatory takings under the federal and state constitutions.

5.2.2 Significant Environmental Impacts

5.2.2.1 Impacts that Remain Significant and Unavoidable

Implementation of the CAP Update would result in significant and unavoidable impacts in the following issue areas; however, the magnitude of the impact would be consistent with the impacts disclosed in the 2011 GPU PEIR:

Aesthetics

- Visual Character or Quality (Project)
- Light and Glare (Project)

Agriculture and Forestry Resources

- Direct or Indirect Conversion of Agricultural Resources (Project)

Air Quality

- Air Quality Violations (Project and Cumulative)
- Non-Attainment Criteria Pollutants (Project and Cumulative)
- Sensitive Receptors (Project and Cumulative)

Biological Resources

- Special-Status Plant and Wildlife Species (Project and Cumulative)
- Riparian Habitat and Other Sensitive Natural Communities (Project and Cumulative)
- Wildlife Movement Corridors and Nursery Sites (Project and Cumulative)

Hazards and Hazardous Materials

- Wildland Fires (Project and Cumulative)

Hydrology and Water Quality

- Surface Water and Groundwater Quality (Project and Cumulative)
- Groundwater Supply and Recharge (Project and Cumulative)

Noise

- Excessive Noise Levels (Project and Cumulative)

Transportation

- Substantially Increase Hazards Due to a Design Feature (Project and Cumulative)

5.2.2.2 New or More Severe Significant and Unavoidable Impacts

New or substantially more severe significant and unavoidable impacts are anticipated to result from implementation of the CAP Update in the following issue areas:

Aesthetics

- Scenic Vistas and Scenic Resources (Project and Cumulative)
- Visual Character or Quality (Cumulative)
- Light and Glare (Cumulative)

Agriculture and Forestry Resources

- Direct or Indirect Conversion of Agricultural Resources (Cumulative)
- Conflict with Agricultural Zoning or Williamson Act Contract Lands (Project and Cumulative)

- Direct and Indirect Conversion or Loss of Forest Land (Project and Cumulative)

Cultural and Paleontological Resources

- Historical Resources (Project and Cumulative)
- Archaeological Resources (Project and Cumulative)
- Paleontological Resources (Project and Cumulative)
- Human Remains (Project and Cumulative)

Land Use and Planning

- Physically Divide an Established Community (Project and Cumulative)

Tribal Cultural Resources

- Tribal Cultural Resources (Project and Cumulative)

5.3 Alternatives Considered but Rejected

5.3.1 Alternative Locations

State CEQA Guidelines Section 15126.6(f)(2) states that the "key question and first step" in analysis of alternatives is whether any significant impacts would be avoided or substantially lessened by moving the project to an alternative location. This alternative would implement the measures and actions in the CAP Update in an alternative location.

5.3.1.1 Reasons for Rejection

The CAP Update is a programmatic approach to reduce GHG emissions within the unincorporated county in accordance with state GHG emissions reduction targets. The CAP Update accomplishes this by adopting strategies, measures, and actions that reduce GHG emissions. While these strategies, measures, and supporting actions would apply to all areas of the unincorporated county and County operations and would not be limited to one area or property, they would all be implemented within the unincorporated county. The CAP Update is required as mitigation to reduce GHG impacts of the General Plan that were identified in the 2011 GPU PEIR. Because the mitigation measure (Mitigation Measure CC-1.2 of the 2011 GPU PEIR) sets out to reduce GHG emissions from community-wide sources and County local government operations (County operations) that are consistent with the General Plan, an alternative site where the project could be implemented would not be feasible or appropriate. The County only has jurisdiction over lands within its legal boundaries. As such, consideration of an alternative location has been eliminated from further analysis in this ~~draft~~ SEIR.

5.3.2 Prohibition on Growth in Unincorporated County Alternative

Forecast GHG emissions include both the continued operation of existing structures and associated resident behavior and emissions associated with anticipated population

growth and development. This alternative would prohibit all new development in the unincorporated county (with the exception of previously approved or entitled development); all existing residential, commercial, office, industrial, public facilities, agriculture and open space, along with utilities and roadways would generally remain in their current condition. A prohibition on new development would be adopted by the County Board of Supervisors (Board) as a separate action in conjunction with the CAP Update. An alternative that prohibits all new development and does not implement the proposed CAP Update would not meet project objectives related to SB 32 and AB 1279 compliance.

5.3.2.1 Reasons for Rejection

This alternative would not accommodate the County's Regional Housing Needs Allocation (RHNA), which is the amount of new housing that the state has assigned as the fair share of new housing units to build over the next 8 years. Government Code Section 65863 (the No Net Loss Law) requires that cities and counties ensure that their general plans provide for regional housing needs. Due to inconsistency with state regulations, this alternative would be infeasible. Halting all development in the unincorporated county would impair the County's ability to grow, adapt, and remain economically viable.

A prohibition on growth in the unincorporated county may reduce some environmental impacts associated with growth under the adopted General Plan, as disclosed in the 2011 GPU PEIR, but would not affect the environmental impacts of implementing the CAP Update. This alternative would not reduce the new and more severe impacts related to aesthetics, agriculture, cultural resources, land use, and tribal cultural resources associated with CAP Update implementation. This alternative would achieve project objectives related to development of a CAP, with the exception of the project objective to accomplish the foregoing objectives in a manner that minimizes undue and unnecessary economic impacts on businesses and property owners, and that avoids regulatory takings under the federal and state constitutions. This alternative was rejected from detailed consideration because it would not meet the County's state-mandated obligations to provide its fair share of housing, making it infeasible.

5.3.3 Prohibition on Changes to the General Plan Land Use Map Alternative

This alternative would prohibit general plan amendments (GPAs) that affect the density and intensity of land uses to preserve the accuracy of the GHG forecasts in the CAP Update. Some changes in density (e.g., higher density in rural areas and lower density near urban centers) can be associated with higher VMT, which is a factor in calculations of the GHG emissions of the unincorporated community. The CAP Update would be implemented as proposed and the prohibition of GPAs that change land use density would be adopted by the BOS as a separate action.

5.3.3.1 Reasons for Rejection

General Plans, and corresponding GHG reduction plans, are prepared to express the vision of a jurisdiction and establish goals and policies that reflect community values. As

a practical matter, these are living documents that are monitored and refined in response to changing conditions. Additionally, under state law, the Board of Supervisors cannot prohibit future Boards of Supervisors from revising, modifying, or amending the County's General Plan and corresponding GHG reduction plans in the future.

GPAs that increase density are outside the scope of the CAP Update, which has been developed as mitigation for the adopted General Plan and covers only the type and level of growth that is within the scope of the General Plan. As discussed in further detail in Section 4.4 of Chapter 4, "Other CEQA Sections," any in-process or future GPAs would conduct a stand-alone CEQA analysis, including an analysis of project specific GHG emissions to determine the project's alignment with County plans and applicable state and local programs adopted to reduce GHG emissions. Moreover, this alternative would result in the same suite of measures and actions, with the same potential for new or substantially severe impacts, as the proposed CAP Update alone and would not improve alignment with the project objectives. For these reasons, this alternative has not been carried forward for detailed analysis.

5.3.4 Carbon Offset Alternative

Stakeholders suggested consideration of an alternative that allows for carbon offsets to reduce GHG emissions associated with development that is within the scope of the General Plan. Under this alternative, a carbon offset mitigation that provides objective standards to determine which carbon offset programs qualify as producing sufficiently real, permanent, quantifiable, verifiable, enforceable, and additional reductions in GHG emissions and includes quantifiable measurements such as compliance with the offset protocols approved by the California Air Resources Board (CARB) or a qualified registry could be considered on a project-specific basis.

5.3.4.1 Reasons for Rejection

As proposed, the CAP Update achieves state GHG reduction targets for forecast growth in the unincorporated county and County operations without the use of carbon offsets; therefore, incorporating the purchase of carbon offset credits to reduce GHG emissions under the General Plan is not required. The CAP Update does not prohibit the use of carbon offsets where appropriate to address the GHG emissions of projects that would require amendments to the General Plan and that would not rely on the CAP Update for GHG reductions (i.e., projects that would be outside of the scope of the General Plan and would conduct project-level GHG emissions modeling and recommend project-specific mitigation, and would not attempt to streamline evaluation of GHG emissions using the tiering and streamlining provisions of State CEQA Guidelines Section 15183.5). CEQA Guidelines Section 15126.4(c)(3) allows mitigation through "off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions." Offsets are expressly allowed in CEQA and are available as a suite of mitigation measures for the reduction of GHG emissions. This alternative was rejected from further consideration both because carbon offsets would not be required for the County to achieve GHG reductions pursuant to applicable state targets under the General Plan and because the Board directed staff to develop a CAP that achieves state targets without the purchase of carbon

offsets. This direction is included in the objectives of the project and is, in fact, a key defining objective of the CAP Update. For the foregoing reasons and, because projects can still use carbon offsets if appropriate, this alternative is rejected from further consideration in this SEIR.

5.3.5 Net Negative by 2035 Alternative

Comments were received during the NOP scoping process that the County should consider an alternative that would achieve net negative emissions by 2035. This alternative would establish a target of net negative GHG emissions by 2035. To achieve this target, all measures and actions in the CAP would be revisited to ensure that all technologically feasible reductions are achieved. Because the CAP Update already includes all feasible measures and actions that would reasonably reduce emissions, this alternative would likely increase environmental impacts and the fiscal cost of CAP Update implementation. Furthermore, because the available reductions are small and not expected to achieve the target alone, this alternative is assumed to require the purchase of carbon offsets.

5.3.5.1 Reasons for Rejection

The CAP Update is aligned with the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) prepared by CARB. The Scoping Plan development process included evaluation of the technological feasibility, cost-effectiveness, and equity-focused pathways for the state to achieve statewide carbon neutrality prior to 2045. In the process, CARB modeled scenarios for economic GHG emission sectors and in four alternatives, including two alternatives for reaching carbon neutrality prior to 2035. The ability for natural working lands to sequester carbon was also evaluated in four separate alternatives to maximize effectiveness of natural carbon dioxide removal. Based on this information and a thorough stakeholder engagement process, CARB decided on a preferred “Scoping Plan Scenario” of achieving net zero emissions by 2045.

CARB ultimately concluded that the Scoping Plan Scenario for 2045 carbon neutrality is more cost effective and technologically feasible than the 2035 carbon neutrality alternatives and identified “several feasibility concerns” with 2035 carbon neutrality. CARB performed analysis demonstrating that 2035 carbon neutrality alternatives would have the following outcomes relative to the 2045 timeline of the Scoping Plan Scenario:

- 5 to 3 times slower job growth in 2035,
- 7 to 6 times higher direct costs in 2035, and
- 6 to 5 times slower economic growth in 2035.

The Scoping Plan Scenario shows that it is economically and technologically feasible to reduce emission to at least 85 percent below 1990 levels by 2045 as called for by AB 1279. It also shows that mitigation of 100 percent of anthropogenic emissions by 2045 is not economically and technologically feasible and that carbon dioxide removal should be

utilized to achieve California's carbon neutrality target. In addition, the Scoping Plan scenario shows that natural and working lands are projected to be a net emissions source of approximately 7 million metric tons of carbon dioxide equivalent per year ($MMTCO_2e$/year) in 2030 and 2040, even with actions to preserve carbon sequestration potential. The Scoping Plan compensates for residual anthropogenic emissions and net emissions from natural working lands with additional mechanical carbon dioxide removal and carbon capture and sequestration strategies, including technologies such as direct air capture with sequestration. The County does not have infrastructure to construct new facilities to capture ambient CO_2 or pipelines, wells, and other surface facilities to enable the transport and injection of CO_2 into a geologic formation for sequestration.

This alternative would have to include the purchase of carbon offsets to close the gap between the emissions reductions that can be achieved in the county and the net negative goal. As described above, the use of carbon offsets contradicts the Board's direction. Additionally, there is not an established carbon offset program in the county, and stakeholders have expressed a desire to avoid out-of-county offsets. Therefore, the Net Negative by 2035 Alternative was dismissed from detailed analysis due to infeasibility.

5.3.6 Enhanced Biological Preserve Alternative

During scoping, commenters identified open space as a source of carbon sequestration and a method of reducing development potential in the unincorporated county. The CAP Update assumes full implementation of a Carbon Farming Program by 2026 and acquisition of 11,000 acres of conservation land by 2030 (and 1,000 acres per year thereafter), as well as agriculture and conservation measures that would preserve natural lands and improve land management practices to protect habitat and increase carbon storage. These assumptions maximize the potential for land preservation under the County's current acquisition mechanisms.

There are several open space preservation tools the county could explore to implement this alternative, including further clustering development, transfer of development rights, and land acquisition. Clustering development allows for development to occur in a way that maximizes the preservation of open space without reducing a property owner's development rights. A transfer of development rights allows a developer to essentially purchase the rights from the property that the community wants to preserve and transfer those rights to another property. However, this is a complex program that is highly dependent on market dynamics and only works if there is a suitable "receiver site" that can receive density for hundreds of additional housing units and property owners or developers willing to purchase development rights for that increased density. The purchase of property by a land trust allows land to be placed under a conservation easement. Alternatively, a bond measure could allow the community to essentially tax itself to purchase the land for public open space. Each of these options present challenges requiring additional investigation.

5.3.6.1 Reasons for Rejection

The Enhanced Biological Preserve Alternative has the potential to meet all established project objectives if the legal and practical constraints discussed above could be overcome. Additionally, an alternative with increased open space may reduce environmental impacts compared to the proposed CAP Update if it would decrease the need for other measures and actions that result in environmental effects (e.g., new renewable energy infrastructure). However, implementation of this alternative would face legal and practical constraints, as explained above. Programs to transfer development rights or purchase property are outside the scope of the planning framework in the proposed CAP Update. As a result, this alternative has been rejected from further consideration.

5.3.7 Nuclear Power Alternative

Comments were received during the NOP scoping process that the County should consider an alternative that would include purchase of San Onofre Nuclear Generating Station. Under this alternative, the County would buy San Onofre Nuclear Generating Station from Southern California Edison and supply the unincorporated county with nuclear power to reduce GHG emissions associated with building energy consumption. The San Onofre Nuclear Generating Station is a permanently closed nuclear power plant located south of San Clemente. The plant was shut down in 2013 after defects were found in replacement steam generators; it is currently in the process of decommissioning.

The Nuclear Power Alternative would include a measure for the acquisition and operation of San Onofre Nuclear Generating Station in addition to the other measures and actions in the CAP Update. All other measures and actions would be included as proposed in the CAP Update.

5.3.7.1 Reasons for Rejection

Because this alternative would reduce reliance on the utility providers for renewable energy, the alternative could result in the reduction of environmental impacts anticipated to indirectly result from the development of large-scale renewable energy infrastructure. However, acquisition and operation of San Onofre nuclear power plant is not a feasible option for the County to explore. The plant is actively being decommissioned by the current owner, Southern California Edison, due to the defective status of the facility. There are technological limitations with the safe operation of the facility and the County does not have the governmental resources with the expertise or capacity to manage the operation of the plant. For these reasons, this alternative has been rejected from further consideration.

5.4 CAP Update Alternatives

5.4.1 Evaluation of CAP Update Alternatives Selected for Detailed Analysis

5.4.1.1 No Project Alternative

The No Project Alternative assumes the CAP Update would not be adopted and implemented. As a result, the County would not adopt strategies, measures, and supporting efforts to reduce GHG emissions in accordance with state-mandated reduction targets. New developments would continue to be reviewed under CEQA. This alternative would not meet any of the project objectives.

Comparison to the Effects of the CAP Update

As described above, under the No Project Alternative the CAP Update would not be implemented. As a result, the County would not have a mechanism by which to meet legislative requirements for GHG emissions. The No Project Alternative would not satisfy the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR, which requires the preparation of a CAP to achieve reduction targets. Further, the County would still be obligated to ensure that development under the General Plan would comply with legislative requirements for GHG emissions. Compliance with these requirements would be achieved through individual project-level analysis for all development projects subject to discretionary review. While GHG impacts would be assessed on a project-by-project basis, without the CAP Update in place, it may be more difficult for the County to achieve compliance and could result in inconsistencies with legislative requirements. Therefore, this alternative could result in greater GHG impacts. Transportation impacts related to VMT would also increase under the No Project Alternative. As described in Section 2.13, "Transportation," the CAP Update includes programs designed to reduce GHG emissions from the transportation sector through VMT reduction.

The environmental impacts of CAP Update implementation, and in particular those related to the construction and operation of the large-scale renewable energy infrastructure anticipated necessary to achieve the GHG reductions in the CAP Update that could affect the integrity of agricultural, biological, cultural, aesthetic, water, and tribal cultural resources, would be reduced or similar under the No Project Alternative. However, as described above, individual projects would continue to evaluate and mitigate GHG emissions on a project-by-project basis. The cumulative effect of these individual GHG reduction programs is not known at this time but may result in similar or greater effects on the environment due to a similar demand for renewable energy and infrastructure to support GHG reduction in accordance with state regulations and the absence of coordinated programs to address the necessary mitigation.

5.4.1.2 Distributed Generation Only Alternative

Comments were received during the NOP scoping process that the County should consider an alternative that would limit renewable energy generation to distributed

generation systems (i.e., a variety of small, grid-connected systems that efficiently deliver electricity near its place of origin, such as solar and wind energy generation sited on top of or adjacent to buildings and connected to a micro-grid) and that large, utility-scale energy systems should not be considered. As described in this ~~draft~~ SEIR, many of the project's significant impacts are associated with the large, utility-scale components that would be induced through implementation of CAP Update actions. Specifically, under Action E-3.3 the County would develop a program to provide 100 percent renewable energy to residents and businesses participating in San Diego Community Power by 2030. The County anticipates that private developers and utility companies would implement large-scale renewable infrastructure projects to meet the energy demand generated by this action; development of this infrastructure would require compliance with CEQA and regulatory requirements.

Under the Distributed Energy Only Alternative, Action E-3.3 would be modified to develop a program to provide 100 percent renewable energy to residents and businesses through distributed generation. The first step in establishing this program would be to prepare a feasibility study that assesses the distributed energy generation potential of the unincorporated county to determine how much energy could be generated without the need for large-scale renewable energy projects. Based on the results of the feasibility study and the types of distributed generation systems appropriate for various geographies and land uses, incentives would be identified to promote construction of these renewable energy systems. Distributed generation systems are currently allowed within the county and would be encouraged through mechanisms such as permit process improvements, and zoning and code updates, potentially including a renewable energy zoning overlay. For example, the County's Solar and EV Ready Ordinance, adopted in 2015, requires newly constructed residential dwelling to include solar-ready electrical equipment and roof space for easy installation of future solar photovoltaics. In addition, the County has offered a streamlined web-based permitting platform since 2013 which served as an example for the State permit streamlining law passed in 2014. From 2014 to 2022, 408,954 kilowatts of distributed generation solar photovoltaic systems have been installed since this platform was put into place.

The County currently allows construction of large-scale renewable energy systems (e.g., solar, wind, geothermal) subject to its ordinances, policies, and standards. This would not change under this alternative. However, this alternative would modify the County's commitment to providing renewable energy under Action E-3.3 to promote the construction of distributed generation systems. Large-scale renewable energy systems could still be developed, and their associated impacts could occur. However, this alternative would eliminate the demand for these systems induced by the CAP Update, thereby reducing the total number of systems that would be anticipated within the county. Therefore, overall impacts that are specific to the construction and operation of large-scale renewable energy projects, such as conversion of undeveloped open space to energy infrastructure, would be reduced compared to the project.

The feasibility study would determine how much renewable energy could be feasibly provided to county residents by 2030 using distributed energy infrastructure. The County anticipates that it would be more complicated and time-intensive to produce energy in this

manner than through large scale renewable projects because of the volume of projects required to establish the systems and the inherent potential for site-specific design challenges associated with the establishment of distributed energy systems that would both meet electricity demands in the unincorporated county and achieve emissions reductions equivalent to Action E-3.3 in the proposed CAP. Such challenges could add substantial time and complexity to the generation of distributed energy within the unincorporated county. For this reason, it is anticipated that the Distributed Generation Only Alternative may not meet the project objectives related to meeting the SB 32 target in 2030. However, this alternative would support the objectives of the sustainability principles in the General Plan, contribute to progress toward environmental justice and equity, include other adaptable measures and actions, and minimize undue and unnecessary economic impacts on businesses and property owners.

The CAP requires annual reporting, inventory updates at least every 2 years, and an update to the CAP at least every 5 years to track progress towards attainment of the 2030 and 2045 targets. If this alternative is selected, the County would monitor its efficacy and progress towards achieving the stated reductions under Action E-3.3. The County would be able to adapt if the Distributed Generation Only Alternative is selected and anticipated reductions are not being met.

Comparison to the Effects of the CAP Update

Aesthetics

Large-scale renewable energy infrastructure is anticipated to potentially alter the landscape of undeveloped areas in the county to accommodate renewable energy infrastructure such as PV solar arrays and wind turbines. The distributed energy only alternative would reduce or eliminate the potential for the CAP Update to induce the construction of large-scale renewable energy infrastructure. Distributed energy systems would include similar infrastructure requirements (e.g., solar panels and powerlines), but their smaller scale and proximity to development are anticipated to substantially reduce impacts related to changes or obstruction of scenic vistas and scenic resources, and degradation of visual character or quality. Impacts would be reduced compared to the proposed CAP Update.

The aesthetic impacts from implementing the Distributed Generation Only Alternative would be less than significant with mitigation and the project would not result in a considerable contribution to a significant cumulative impact. Implementation of the Distributed Generation Only Alternative would not result in a new significant impact not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

Agriculture and Forestry Resources

The scale and magnitude of the renewable energy projects that could be constructed by utilities to meet the demand generated by the CAP Update is anticipated to result in potential conflicts with agricultural zoning and Williamson Act contracts. The Distributed

Generation Only Alternative would result in dispersed, discrete energy projects throughout the county. The additional flexibility in siting these smaller systems and their inherent proximity to areas of development is anticipated to reduce impacts to agricultural and forest resource. Impacts would be reduced compared to the proposed CAP Update.

The Distributed Generation Only Alternative would result in a less-than-significant impact related to conversion of agricultural land, conflicts with agricultural and forest zoning, and Williamson Act contracts and would not result in a new significant cumulative impact. Implementation of the Distributed Generation Only Alternative would not result in a new significant impact not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

Air Quality

Large scale renewable energy infrastructure would not generate substantial emissions that would affect consistency with air quality plans or standards, pollution concentrations, or emission of odors. For this reason, the Distributed Generation Only Alternative would have similar impacts to the proposed CAP Update. Impacts would remain significant and unavoidable. Like the project, this alternative would result in a considerable contribution to a significant cumulative impact. This would not be a new or more severe impact than disclosed in the 2011 GPU PEIR.

Biological Resources

The Distributed Energy Generation Only Alternative would locate infrastructure more proximate to development, which may reduce impacts to biological resources. Although the Distributed Energy Only Alternative may result in impacts to biological resources, impacts are expected to be more discrete and localized than solar array fields, geothermal infrastructure, and wind turbines that typically encompass large areas. Large-scale solar and wind energy systems, which could indirectly result from implementation of the CAP Update, could result in impacts to special-status species due to construction activities, implementation of access roads and transmission lines, and conversion of large areas of land to industrial uses, resulting in habitat loss. Wildlife could potentially be displaced within the construction areas and use of access roads around the construction area has the potential to result in the direct mortality of less mobile wildlife and rare plants.

Although impacts to biological resources would be reduced compared to the proposed CAP Update, the alternative would have a significant and unavoidable impact and a considerable contribution to significant cumulative impacts. This would not be a new or more severe impact than disclosed in the 2011 GPU PEIR.

Cultural and Paleontological Resources

The Distributed Energy Generation Only Alternative would locate infrastructure more proximate to development, which may reduce impacts to cultural resources. Large-scale renewable energy systems, such as PV and wind turbines, would generally be constructed in areas that are not highly developed because of the size, massing, coverage, and scale of this type of infrastructure that relies upon large amounts of land unencumbered by

buildings or shadowed by buildings or trees. Ground disturbance, including excavation and grading have the potential to alter archaeological and paleontological resources.

Although the Distributed Energy Only Alternative may result in impacts to cultural resources, impacts are expected to be more discrete and localized than solar array fields, geothermal infrastructure, and wind turbines that typically encompass large areas. Impacts would be reduced compared to the proposed CAP Update. However, impacts from GHG reduction measures that would result in the installation of small wind turbines or solar photovoltaic facilities would remain significant and unavoidable and the project would result in a considerable contribution such that new significant cumulative impacts would occur. Under the Distributed Energy Only Alternative, this would remain a new or more severe impact not disclosed in the 2011 GPU PEIR.

Energy

Modification of CAP Update Action E-3.3 under the Distributed Energy Only Alternative to eliminate or reduce the potential to indirectly induce the development of large-scale renewable energy infrastructure would not substantially affect the potential for the CAP Update to result in wasteful, inefficient, or unnecessary consumption of energy resources because changing the source of the energy does not change the manner in which it is used. The shift in the type of renewable energy infrastructure incentivized by the County would not conflict with state and local plans for renewable energy. Therefore, the Distributed Energy Only Alternative would result in similar impacts to the CAP Update.

The Distributed Generation Only Alternative would result in a less-than-significant impact related energy demand and would not result in a new significant cumulative impact. Implementation of the Distributed Generation Only Alternative would not result in a new significant impact not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

Environmental Justice

Modification of CAP Update Action E-3.3 under the Distributed Energy Only Alternative to eliminate or reduce the potential to indirectly induce the development of large-scale renewable energy infrastructure would not substantially affect the potential for the CAP Update to result in environmental justice impacts. For this reason, the Distributed Generation Only Alternative would have similar impacts to the proposed CAP Update.

The Distributed Generation Only Alternative would result in a less-than-significant impact related to environmental justice and would not result in a new significant cumulative impact. Implementation of the Distributed Generation Only Alternative would not result in a new significant impact not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

Greenhouse Gas Emissions

Supplying renewable energy to San Diego Community Power customers would be the most efficient and reliable path to reducing GHG emissions associated with electricity use

in the unincorporated county. The Distributed Energy Only Alternative would require further study to determine if equivalent energy can be feasibly generated by distributed energy systems. Further, distributed energy systems to serve individual users or communities would undergo separate design, review, and construction processes. Even with the incentives included in this alternative, it is possible that there is a longer lead time for the development of distributed energy systems. During this period, it is assumed that a greater proportion of the energy demand in the unincorporated county would be met through non-renewable energy sources, which would increase GHG emissions compared to the CAP Update. For this reason, the Distributed Generation Only Alternative would have greater impacts than the proposed CAP Update on GHG emissions.

Impacts would be potentially significant due to the uncertainty regarding whether enough renewable energy could be provided through distributed energy systems to achieve the established targets and consistency with applicable plans and regulations. Implementation of the Distributed Energy Generation Only Alternative could result in new or more severe impacts than disclosed the 2011 GPU PEIR.

Hazards and Hazardous Materials

Large scale renewable energy infrastructure would not create substantial hazards, interfere with emergency response, or expose people to vectors. The Distributed Generation Only Alternative also would not create substantial hazards, interfere with emergency response, or expose people to vectors. For this reason, the Distributed Generation Only Alternative would have similar impacts to the proposed CAP Update.

As described in Section 2.9, “Hazards and Hazardous Materials,” for the CAP Update, the Distributed Generation Only Alternative would result in the development and redevelopment of infrastructure throughout the unincorporated county, including areas susceptible to wildland fires. Compliance with existing regulations related to wildfire protection and implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would reduce the project-level and cumulative impacts but not to a less-than-significant level. Therefore, impacts associated with exposing people or structures to significant risks of loss, injury, or death involving wildland fires would be significant and unavoidable and would result in a considerable contribution to an existing significant cumulative impact. This alternative would not result in a new significant impact not discussed in the 2011 GPU PEIR or a substantial increase in the severity of the previously identified significant effect.

Hydrology and Water Quality

Large-scale renewable infrastructure would have the potential to impair water quality, groundwater recharge, and surface hydrology. This potential for effects would be addressed through the Major Use Permit process and compliance with County regulations. Because the Distributed Generation Only Alternative does not require as much acreage as large scale renewable solar, geothermal, and wind and would be located closer to where the energy is consumed, it would have less impacts to water quality, groundwater recharge, and surface hydrology. Much of the Distributed Generation

Only Alternative would require PV on rooftops or micro-grids closer to developed areas that would reduce impacts on groundwater. Therefore, the Distributed Generation Only Alternative would have less impacts than the proposed CAP Update.

However, similar to the conclusions for the CAP Update, because of the uncertainty regarding the types, locations, and scale of projects implemented, the Distributed Generation Only Alternative would have a significant and unavoidable impact and would result in a considerable contribution to a significant cumulative impact on groundwater supply and recharge. This would not be a new or more severe impact compared to the 2011 GPU PEIR.

Land Use and Planning

Large-scale renewable energy projects would be required to obtain applicable permits, undergo discretionary review, evaluate project-specific impacts under CEQA, and mitigate those impacts to the extent feasible; however, because of the uncertainty of the types, locations, and scale of future large-scale renewable energy projects impacts related to division of established communities could be significant. The Distributed Generation Only Alternative would reduce the potential for large-scale renewable energy infrastructure to disrupt existing access and circulation patterns in a manner that would have the potential to divide established communities. As a result, this alternative would have reduced impacts compared to the proposed CAP Update.

The Distributed Generation Only Alternative would result in a less-than-significant impact related to the physical division of established communities and would not result in a new significant cumulative impact related to the physical division of established communities. Under this alternative, there would not be a new or more severe impact than disclosed in the 2011 GPU PEIR.

Noise

The Distributed Energy Generation Only Alternative would result in renewable infrastructure, such as solar PV panels on rooftops and micro-grids, close to communities. This alternative would not induce the same demand for large-scale renewable infrastructure as the proposed CAP Update that, consistent with the Wind Energy EIR, would result in a significant and unavoidable impact related to low-frequency noise. However, the Distributed Energy Generation Only Alternative would result in new infrastructure closer to sensitive receptors.

Overall, the Distributed Energy Generation Only Alternative would result in similar impacts compared to the proposed CAP Update. The alternative's impact related to excessive noise levels would be significant and unavoidable and the alternative would result in a considerable contribution to a significant cumulative impact. This would not be a new or more severe impact compared to the 2011 GPU PEIR.

Transportation

The Distributed Energy Generation Only Alternative would locate infrastructure more proximate to development, which may reduce the construction traffic trip lengths anticipated for the construction of large-scale renewable infrastructure that could be located in relatively remote locations. However, once constructed, large-scale renewable energy projects would not have an impact on operation of the circulation system. Overall, the Distributed Energy Generation Only Alternative would result in similar impacts compared to the proposed CAP Update.

The Distributed Energy Generation Only Alternative would result in a less-than-significant impact related to transportation and would not result in a considerable contribution such that a new significant cumulative impact related to VMT would occur. Implementation of the Distributed Energy Generation Only Alternative would not result in new or more severe impacts than disclosed the 2011 GPU PEIR.

Tribal Cultural Resources

The Distributed Energy Generation Only Alternative would result in renewable infrastructure such as solar PV panels on rooftops and micro-grids close to communities. Construction of this infrastructure would have less potential to adversely affect Tribal Cultural Resources than the CAP Update because large-scale renewable energy projects can require expansive land area in more remote locations.

However, the Distributed Energy Generation Only Alternative would result in similar impacts compared to the proposed CAP Update overall because the specific location of projects associated with CAP Update implementation are not known and because they could be implemented in areas where TCRs are present. Because the reduction of impacts to a less-than-significant level cannot be guaranteed, the alternative would have a significant and unavoidable impact and would result in a considerable contribution to a significant cumulative impact to TCRs.

Wildfire

The Distributed Energy Generation Only Alternative reduces the fire risk associated with indirectly inducing the installation of renewable energy systems and associated infrastructure under the proposed CAP Update. However, future large-scale renewable energy projects would be designed to prevent this infrastructure from exacerbating a fire risk to the extent feasible. The large-scale renewable energy projects and associated infrastructure would be required to be designed and constructed in accordance with current fire codes. Defensible space and fuel management required by the California Public Utilities Commission and CAL FIRE for utilities infrastructure development would also be provided. Although the Distributed Energy Generation Only Alternative may slightly reduce impacts compared to the proposed CAP Update because it would limit the need for powerlines traversing undeveloped open space to deliver power to customers, implementation of adopted General Plan policies and 2011 GPU PEIR mitigation measures would ensure that project and cumulative impacts would remain less than

significant and would not result in a considerable contribution such that no new significant cumulative impact would occur, consistent with the proposed CAP Update. Implementation of the alternative would not result in new or more severe impacts than disclosed in the 2011 GPU PEIR.

5.5 Smart Growth Alternatives

5.5.1 Development of Smart Growth Alternatives

This ~~draft~~ SEIR also includes consideration of smart growth[2] alternatives that are intended to significantly reduce VMT as required by the Court of Appeal for Division One of the Fourth Appellate District (Appellate Court) in *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467. The smart growth alternatives discussed below propose actions that, if adopted in addition to the CAP Update measures and actions, are intended to further reduce GHG emissions by reducing VMT through changes in development patterns. Note, however, that the efficacy of alternatives focused on incentives and disincentives for future development is limited because most forecast VMT in the unincorporated county is associated with existing development. Substantial reductions in countywide VMT would require changes to the travel patterns of the existing population and Board-directed land use and zoning changes. For example, siting mixed-use development and neighborhood serving retail near residential development can bring employment and shopping opportunities closer to existing residents, thus reducing VMT. Moving all household growth to specific areas along with changes to employment and commercial land uses in those areas could both minimize VMT from future growth and potentially reduce VMT associated with existing residents. Land use strategies that promote density and mixed-use development also make transit service more feasible to implement, which could shorten/replace existing vehicle trips. Other strategies to address existing VMT include either disincentivizing driving or incentivizing not driving, such as road user charges or programs that pay employees to work from home or pay residents to not make certain trips.

In addition to reducing VMT and GHG emissions, adopting and implementing a smart growth alternative in the unincorporated area could result in development outcomes aligned with previously directed policy objectives, such as increasing housing diversity and affordability levels near jobs and transit and reducing sprawling land use patterns. The General Plan, for which the CAP Update serves as a mitigation measure, was designed to achieve "smart growth" objectives including concentrating development in designated villages with integrated infrastructure and nonresidential uses. Achieving these goals reduces VMT attributable to new development. See Section 1.3 in Chapter 1, “Project Description,” of this ~~draft~~ SEIR, regarding the County’s efforts through the General Plan to focus development within village areas and closer to services in the western portion of the incorporated county. In addition, please refer to Table I-1 in the General Plan regarding sustainability policies.

[2] ”Smart Growth" is defined in the decision as “compact, efficient, and environmentally sensitive pattern of development that focuses future growth away from rural areas and closer to existing and planned job centers and public facilities, while preserving open space and making more efficient use of existing urban infrastructure.”

Adoption of a smart growth alternative would further focus development in areas close to employment centers, commercial services and amenities, and public facilities such as schools, fire stations, libraries, and parks/recreational opportunities. This approach assists in maximizing the use of existing infrastructure, preserves open space and natural resources, and reduces the distance individuals need to travel to meet their needs. Smart growth tends to create a greater range in housing and transportation options by incentivizing redevelopment of underutilized properties, thereby offering more choices and, potentially, a greater range of prices. Smart growth may also contribute to the economic development potential of existing communities by providing new investment opportunities, providing a framework for capital improvements, and supporting more efficient development patterns that allow for a wider mix of uses. A key component of smart growth as an approach to development and conservation is encouraging all stakeholders to participate in the decision-making process. Involving a broad set of stakeholders in planning for smart growth can help foster distinctive communities with a strong sense of place, resulting in increased access for a wider range of residents while creating new placemaking opportunities through the planning process. Due to each place's unique characteristics and stakeholder desires, development outcomes associated with applying new, focused, smart growth strategies in unincorporated communities would largely depend on the communities themselves and the viability of the strategies, programs, and incentives that would be implemented.

5.5.1.1 Summary of Outreach Related to Smart Growth Alternatives

The County conducted outreach on smart growth alternatives beginning in early 2021 following issuance of the Notice of Preparation for this SEIR. The County posted notification of smart growth development on the CAP Update website (https://www.sandiegocounty.gov/content/sdc/sustainability/climateactionplan/). Any individual or organization with interest in providing input on the development of smart growth alternatives was encouraged to reach out via the provided email link to schedule a meeting.

Following release of the NOP, the County's Department of Planning and Development Services (PDS) held five workshops on smart growth alternatives to solicit input and request involvement on development of the smart growth alternatives. After efforts to engage stakeholders, PDS held approximately 65 separate meetings with Community Planning and Sponsor Groups, environmental organizations, industry organizations, and individuals. Meetings were primarily held throughout 2021 and again in Spring of 2023.

In total, the County participated in over 70 meetings with a variety of stakeholders to better understand the community's vision for smart growth and gather suggestions for development of alternatives. In these meetings, the County asked stakeholders to identify the geographies where they thought smart growth development should occur. Based on requests from various stakeholders, the County prepared an interactive land use overlay mapping application and a series of approximately 90 static smart growth maps to

facilitate discussions with stakeholders and development of alternatives. These maps and other materials are available to the public on the CAP Update website.[3]

After identifying where smart growth should occur, PDS asked for input on how to incentivize growth in smart growth locations and disincentivize growth where it was less desirable (i.e., outside of smart growth locations). PDS explained during outreach that development of an overlay zone would be placed over determined smart growth locations where development could be incentivized, and that outside of that overlay zone development could be disincentivized. The results of outreach and overlay zone are discussed below.

Outreach Results

Possible incentives for smart growth development:

- Develop financial incentives, such as waiver of permit application fees, especially to encourage low-and middle-income housing.
- Create opportunities for ministerial (i.e., not requiring CEQA review) applications and processes.
- Develop a priority review process where smart growth projects get expedited "top of the line" review.
- Update zoning and other ordinances to streamline.
- Develop infrastructure studies and parcel analysis to identify service and infrastructure deficiencies.
- Create special improvement districts and programs that can provide focused funding for capital improvement projects.
- Develop economic and market studies to understand the economics of each community and how best to grow.
- Adopt design standards for streets, sidewalks, and public rights-of-way to ensure safety and mobility for all modes of transportation.
- Develop a land banking, density transfer, transfer of development rights, or similar program to assemble parcels for development.

[3] PDS developed the "Land Use Overlays" mapping application to show land use information (e.g., zoning, VMT areas, fire risk areas, General Plan designations and Villages) so that the public could consider where smart growth should occur. Following extensive engagement in 2021, PDS then created Smart Growth Alternative Maps so that stakeholders could review the spatial results of their input on where smart growth should occur.

Both the Land Use Overlays platform and the Smart Growth Alternative Maps are available on the PDS CAP Update website at the following (accessed October 13, 2023): https://www.sandiegocounty.gov/content/sdc/sustainability/climateactionplan.html

- Provide comprehensive mitigation programs, for example, VMT and wildfire so that development can mitigate their impacts.
- Possible disincentives for smart growth development:
- Develop restrictions on General Plan amendments.
- Develop fees to make development outside of smart growth areas more difficult.
- Prohibit development in hazard areas.
- Develop a sliding scale for mitigation, where if located outside a smart growth area it becomes more expensive to develop.
- Continue the current process for development, but without any of the incentives identified above or as developed through public review and hearing processes.

PDS considered all input on the smart growth alternatives and developed a reasonable range of smart growth alternatives for evaluation in this SEIR. Incentives, disincentives, and tools to streamline development in and out of smart growth locations will be considered by the public and decision-makers and developed further through the public review and hearing processes. These lists are not exhaustive. As explained further in this chapter, future implementation would be required if the Board selects an alternative(s) and directs County staff to consider a smart growth location to incentivize and prioritize future development.

5.5.2 Implementation of Smart Growth Strategies

Implementation of smart growth alternatives that result in changes to the adopted General Plan land use map would require subsequent planning by County staff to develop tools to modify the application of the adopted General Plan. State laws facilitating housing streamlining and development (including Senate Bill 330, known as the Housing Crisis Act) also prevent the County from reducing residential capacity on a site zoned for housing in certain areas of the county without identifying replacement capacity. In addition, it is difficult to downzone higher density housing element sites identified and approved by the State as feasible sites for lower-income development. Government Code Section 65863 requires that cities and counties ensure that their general plans provide for regional housing needs. In addition, cities and counties are required to have no “net loss” of lower and moderate-income dwelling units. The County cannot take action that would reduce identified affordable housing sites for these income categories.

Because these alternatives extend beyond the scope of the CAP Update, which is a program of measures and actions to address GHG emissions from development under the adopted General Plan and government operations, implementation of the smart growth alternatives would require subsequent planning and comprehensive stakeholder engagement, as well as subsequent CEQA analysis. If the Board directs staff to prepare a smart growth alternative for adoption, potential strategies that could be employed

include mapping revisions or overlays and tools to facilitate approvals of "smart growth" projects, as described below.

- **Smart Growth Overlay**: A land use overlay is a designation added to the underlying zoning of parcels. Areas subject to the overlay would be subject to a special set of policies and/or rules for development, similar to the County's Forest Conservation Initiative overlay. Parcels within the Smart Growth Overlay would have a designator assigned that would govern the rules, policies, and procedures (e.g., incentives) for development. Parcels outside of the Smart Growth Overlay would have a different set of rules, policies, and procedures (e.g., disincentives) for development. Possible incentives are listed above.

- **Zoning Changes:** The County may also make changes to the underlying zoning of land within the unincorporated county. This may include up-zoning parcels, establishing minimum densities, implementing duplex and lot splits, and identifying mixed use and residential designations in underutilized commercial areas. Zoning changes would require future implementing actions if the Board directs changes.

- **Tools to Make Smart Growth Development Easier:** Dense development in key locations that concentrates growth can support smart growth and implement mapping revisions. The County may develop tools that facilitate the planning application process (e.g., zone box simplification) for certain project types. Streamlining approvals with reduced costs and expedited process may encourage smart growth development patterns.

- The County may also perform infrastructure studies to find deficiencies and develop public/private partnerships to address infrastructure limitations on selected development.

- **Limit General Plan Amendments.** Based on the understanding that the General Plan already embodies "smart growth" principles as adopted, the County could explore feasible limitations on the GPAs that include changes to the General Plan land use map or density that are not aligned with the County's smart growth goals.

- **Transfer of Development Rights Program.** A transfer of development rights program allows a developer to essentially purchase the rights from a property that the community wants to preserve and transfer those rights to another property. However, this is a complex program that is highly dependent on market dynamics and only works if there is a suitable "receiver site" that can receive density for additional housing units and property owners or developers willing to purchase development rights for that increased density. The purchase of property by a land trust allows land to be placed under a conservation easement. Alternatively, a bond measure could allow the community to essentially tax itself to purchase the land for public open space. Each of these options present challenges requiring additional investigation. Such a program could help the County limit development in areas disfavored under a smart growth analysis.

Certification of the SEIR is a necessary step in the adoption of the CAP Update. Adoption of a smart growth alternative is optional, and the Board can both certify this SEIR and adopt the CAP Update while also directing staff to prepare a smart growth alternative for Board consideration at a later date.

If the Board adopts a smart growth alternative, additional actions would be necessary during the CAP Update hearings and beyond. During the CAP Update hearings, the Board would be asked to identify a community, or communities within which to focus smart growth programs and incentives. The selection of smart growth alternatives requires the identification of areas within the unincorporated communities that could be considered “smart” places for new development for reasons including, but not limited to, compact, efficient, and environmentally friendly design that is achievable; proximity to job centers, services, amenities and infrastructure (e.g., roads, water, sewer); and/or presence of existing or plans for future transit infrastructure (e.g., sidewalks, bike lanes, bus service, new transit service). Upon the selection of one or more smart growth communities, the Board would be asked to direct staff to prepare a Smart Growth Zoning Overlay Ordinance, which would place a smart growth zoning designation on properties within the selected smart growth areas. An overlay is a new zone or "layer" that could be added on top of existing zoning. The overlay zone would identify those properties that would be eligible for future programs or process improvements that would incentivize residential, commercial, and mixed-use growth within the smart growth boundary. Depending upon the nature and extent of the regulatory framework within the Smart Growth Overlay Ordinance, additional environmental analysis may be required prior to implementation. After adopting the CAP Update and Smart Growth Zoning Overlay Ordinance, staff would conduct existing conditions analyses within the selected communities to better understand the barriers to smart growth and the opportunities that each community presents. Barriers to smart growth could include lack of critical infrastructure such as fire stations, or schools, or result from land uses or zoning not aligning with the highest-and-best use for individual parcels which may cause extra processing time and costs. The existing conditions analysis would also consider how to incentivize and create opportunities for smart growth, including a focus on identification of opportunity sites for redevelopment, market and economic incentives (e.g., fee waivers, streamlining) to encourage new mixed uses and housing diversity, and a consideration of fee structures (i.e., reduction in development fees) to support new development and supportive capital improvements. The analysis would describe where land use changes should be made, how to support future transportation infrastructure, how to incentivize diverse housing types and redevelopment of underutilized sites that support the development of low-and-middle-income housing, and how to support mixed-uses. Within the communities that were selected for smart growth, staff would align existing programs to streamline new housing at low- to middle-income levels by ensuring that smart growth areas were included in the work program. In future phases of outreach, staff would begin to concurrently advance conversations with community residents, businesses, and other interested stakeholders to better identify how they would like to see smart growth strategies implemented in their community. This would form the foundation of future policies that would guide resulting growth and future outcomes including locations for new housing, transit investments, and expanded accessibility and locations for locally serving amenities or commercial spaces and public spaces. Individual community needs and development

outcomes would vary based on the existing conditions and community identity, and programs could be considered and brought back for the Board's consideration.

In some communities, a smart growth alternative could result in proposed increases in residential density, known as "up-planning" which may require changes to the General Plan land use map, in order to achieve desired development outcomes. Similarly, subsequent changes to the County's Zoning Ordinance may be required to establish a regulatory framework that can achieve alignment across the General Plan land use map and County Zoning Ordinance which regulates development. Any changes to the General Plan land use map or Zoning Ordinance would require additional environmental analysis prior to implementation. Additionally, changes to the land use map of this extent would likely require changes to other aspects of the General Plan, including the Mobility and Conservation and Open Space Elements in order to bring those elements into conformance.

5.5.3 Evaluation of Alternatives Selected for Analysis

5.5.3.1 Fire Safe and VMT Efficient Alternative

The Fire Safe and VMT Efficient Alternative is a smart growth alternative that the County developed through stakeholder outreach. The smart growth geographies were defined as areas that are both outside of areas mapped by the California Department of Forestry as areas with High or Very High fire risk and within areas mapped by the County as at least 15 percent below the regional average for residential VMT (based on the County of San Diego SB 743 Location-Based Screening Maps developed as part of the County's Transportation Study Guidelines adopted in September of 2022).[4]

Under this alternative, future land development that is consistent with the General Plan and an accompanying proposed Smart Growth Overlay would be focused in currently urbanized areas that are identified as VMT efficient outside of High and Very High Fire Hazard Zones. Figure 5-1 indicates where future development would be encouraged. Generally, fire safe and VMT efficient areas were identified in areas of the unincorporated county that immediately border the incorporated cities of Vista, San Marcos, Escondido, El Cajon, and National City, as well as an area in the northwest of the unincorporated county in the community of Fallbrook. Figures 5-1a through 5-1j provide data considered in alternative development, including Fire Hazard Severity Zones, existing services, and employment centers. As shown, this alternative would focus future growth away from rural areas and closer to existing and planned job centers and public facilities. Because of the limited geography within this area and because the County would not prohibit development of properties outside of the fire safe and VMT efficient overlay, it is assumed for the purpose of this analysis that half of the growth that would have occurred outside of the overlay would instead be developed in these areas. Further, it is assumed that all measures and actions in the CAP Update would be implemented.

[4] This alternative only includes VMT efficient areas that are 15 percent below the regional average. It does not include other areas or opportunities to screen from VMT analysis available in the County's Transportation Study Guide for other project types (e.g., locally serving retail and small projects).

Comparison to the Effects of the CAP Update

The intent of this alternative is to address the effects of development that is anticipated based on the land use plan in the adopted General Plan and promote a pattern of development that further reduces VMT and resultant GHG emissions. Because this alternative would not affect implementation of the CAP Update measures and actions, the effects of implementing the CAP Update relative to the topics addressed in Sections 2.1 through 2.15 of this ~~draft~~ SEIR would not be affected by implementation of this smart growth alternative, and the analysis of this alternative is focused on transportation (VMT), wildfire hazards, and GHG impacts. While the revised geographic distribution of growth under this alternative would result in other types of impacts not originally anticipated in the 2011 GPU PEIR, such as potential effects related to aesthetics, agriculture, and public services and utilities, these effects are specific to locations where development would be shifted and, other than at a large scale, the new locations of development would need to be determined. Further, the differences in land-based impacts are comparative to the 2011 GPU itself, for which the CAP Update is a mitigation. Practically, the CAP Update is not a land use plan—it imposes measures and actions on the adopted General Plan land use plan; and this alternative requires consideration of the General Plan itself. Consequently, it is speculative to consider the relative impacts of land use plans, for which the CAP Update does not control and are not the subject of the CAP Update. These impacts would need to be assessed under subsequent CEQA analysis addressing amendments to the land use plan for the General Plan. Therefore, the potential for environmental effects would be substantially similar to the proposed CAP Update and these resources are not discussed in detail below.

The proposed CAP Update includes strategies to address climate change and reduce VMT that are anticipated to result in co-benefits of reducing effects on transportation and on wildfire hazards. As described in Section 2.13, “Transportation,” and Section 2.15, “Wildfire,” in this SEIR, the CAP Update would not result in new or more severe impacts than implementation of the General Plan alone. This alternative was developed through stakeholder outreach to address effects of growth under the adopted General Plan.

Most of the VMT anticipated through 2050 in the plan area occurs under existing conditions and would be relatively unchanged by the development pattern of future growth. Only minor decreases in VMT associated with the existing population are expected due to the DS 39 modeling assumptions (see CAP Update Appendix 3). If implemented, this alternative is anticipated to reduce VMT for new development by 6.6 percent in 2035 and 3.0 percent in 2050. This represents a substantial VMT reduction for new growth. However, when viewed in conjunction with existing development, the magnitude of overall VMT reduction is relatively small because the vast majority of unincorporated county VMT under future year alternatives can be attributed to existing land uses. Overall, the Fire Safe and VMT Efficient Alternative would result in a 0.53 percent reduction in unincorporated county VMT for 2035 and a 0.41 percent reduction in unincorporated county VMT for 2050 (see Appendix C for detailed modeling results). Associated minor reductions in air and GHG emissions are also expected to occur under this alternative.

Under this alternative, VMT per employee is anticipated to be the same as forecast for development without the alternative; 23.9 in 2035 and 24.5 in 2050. VMT per resident in the unincorporated county would decrease slightly in the 2035 forecast from 27.4 to 27.2 but would be the same in 2050 (27.7). Overall, this would be a 0.53 percent reduction in VMT compared to the adopted General Plan in 2035 and a 0.41 percent reduction in VMT compared to the adopted General Plan in 2050. Therefore, although this alternative would reduce VMT from new development, the magnitude of ~~is not expected to meaningfully reduce~~ VMT or GHG emissions reductions in the unincorporated county would be much smaller when all VMT in the future condition is considered.

5.5.3.2 Village Support Areas Alternative

Smart growth concepts focus growth in compact areas close to jobs, services, and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. This alternative builds on the Villages established in the adopted General Plan. The Village regional category, which allows the most intensive land uses in the unincorporated county under the adopted General Plan, facilitates the use of compact development patterns. Villages that contain a mix of land uses encourage strong neighborhoods and contribute to meeting a community's daily commercial, civic, and social needs.

Through implementation of the adopted General Plan, the County has identified unforeseen barriers to redevelopment of the Villages. To spur redevelopment in the Villages and create a synergy for smart growth, this alternative would establish 0.5-mile buffers around the established Villages, referred to as Village Support Areas, wherein housing development and services to support development in the Villages would be encouraged (see Figure 5-2). New development can facilitate the achievement of these objectives and enhance the vitality and livability of existing Villages. It is important that new development in Villages be compatible with and connect to the surrounding area. The Village Support Areas Alternative would promote compatible and connected growth in the Village Support Areas to realize the planned densities in the Villages. Figures 5-2a through 5-2j illustrate the relationship between the existing Villages Village Support Areas, existing services, and planned employment centers in the county.

Because Village development will occur as infill or redevelopment, compatibility takes on a greater scope, accounting for the immediately surrounding area as well as the overall character of the Village. Connections are also important to support a Village that has vitality and mobility. Goal LU-9 and the supporting policies in the General Plan were established to realize the smart growth vision of the Village concept, and implementation of these policies was evaluated in the 2011 GPU PEIR. This alternative would also be compatible with General Plan Policy LU-1.4, which establishes that a new Village Regional Category may be developed for land that is contiguous with existing or planned Villages where such land uses are compatible with environmental constraints, accommodated by the General Plan roadway network, supported by public facilities and services, and consistent with orderly growth of the Village.

As with the other smart growth alternatives discussed in this SEIR, this alternative would be implemented through a zoning overlay and development incentives. Supporting efforts are also assumed to include transit and connectivity improvements between the Villages and Village Support Areas. Further, it is assumed that all measures and actions in the CAP Update would be implemented as proposed.

Comparison to the Effects of the CAP Update

The intent of this alternative is to address the effects of development that is anticipated based on the land use plan in the adopted General Plan and promote a pattern of development that reduces VMT and resultant GHG emissions. Because this alternative would not affect implementation of the CAP Update measures and actions, the effects of implementing the CAP Update relative to the topics addressed in Sections 2.1 through 2.15 of this ~~draft~~ SEIR would not be affected by implementation of this smart growth alternative, and the analysis of this alternative is focused on transportation (VMT) and GHG impacts. While the revised geographic distribution of growth under this alternative would result in other types of impacts that differ from those disclosed in the 2011 GPU PEIR, such as potential effects related to aesthetics, agriculture, and public services and utilities, these impacts would need to be assessed under subsequent CEQA analysis for the same reasons explained in Section 5.5.3.1. Therefore, the potential for environmental effects would be substantially similar to the proposed CAP Update and these resources are not discussed in detail below.

Most of the VMT anticipated through 2050 in the plan area occurs under existing conditions and would be relatively unchanged by the development pattern of future growth. Only minor decreases in VMT associated with the existing population are expected due to the DS 39 modeling assumptions. For the purpose of analysis, new households assumed in the CAP Update modeling were adjusted to assume location in Village Support Areas within their original Community Plan Area in randomized process weighted to ensure approximately equal growth in density across a Village Support Area. Densities within the Villages were not changed from the established assumptions for growth under the General Plan. Based on this modeling, the Village Support Areas Alternative is anticipated to reduce VMT for new development by 1.0 percent in 2035 and 0.3 percent in 2050. If the modeling were refined to assign growth into specific Village Support Areas closer to incorporated cities, greater VMT reductions would be anticipated; however, because the location of future growth under the Village Support Areas concept would be within 0.5-mile of any Village, redistribution of growth within Community Plan Areas provides a reasonable assumption to inform analysis. Further, while the change in location reduces trip lengths associated with the relocated households, it may not change the likelihood to use transit, to use alternative modes of transportation, or to commute a long distance to work using a personal vehicle. Note also that no employment changes associated with non-residential development were assumed in the modeling. Therefore, the modeling reflects the highest VMT outcomes since it does not capture the typical benefits associated with mixed-use developments and neighborhood serving retail and focuses only on growth in housing units (Fehr & Peers 2023).

When viewed in conjunction with existing development, the magnitude of overall VMT reduction is relatively small because the vast majority of unincorporated county VMT under future year alternatives can be attributed to existing land uses. Overall, the Village Support Areas Alternative would result in a 0.08 percent reduction in unincorporated county VMT for 2035 and a 0.04 percent reduction in unincorporated county VMT for 2050 (Fehr & Peers 2023).

Under this alternative, VMT per employee is anticipated to be 23.9 in 2035 and 24.5 in 2050, and VMT per resident in the unincorporated county would be 27.4 in 2035 and 27.7 in 2050. This is the same as the forecast VMT under the General Plan without implementation of the Village Support Areas Alternative. Overall, this would be a 0.08 percent reduction in VMT compared to the adopted General Plan in 2035 and a 0.04 percent reduction in VMT compared to the adopted General Plan in 2050. Therefore, this alternative is not expected to meaningfully reduce VMT or associated GHG emissions in the unincorporated county.

5.5.3.3 Sustainable Communities Strategy Alternative

In the Regional Plan, SANDAG has identified strategies that generally align with and encourage smart growth development. The Regional Plan incorporates smart growth planning concepts into a regional growth pattern focused around “Mobility Hubs.” Mobility Hubs are envisioned as places of activity where capital transportation investment will support future housing and jobs, and encompass areas that are both within incorporated city boundaries and within the unincorporated county. Future capital investment in Mobility Hubs, as identified by the Regional Plan, would include: “transit leap” (i.e., improvements on transit accessibility an efficiency); “complete corridors” (i.e., network investments to improve efficiency of all transportation types); investment in alternative transportation options that provide last-mile connections to transit centers; and improvements to technology and communication systems. The Sustainable Communities Strategy Alternative would focus growth in the portions of the Mobily Hubs that are in the unincorporated county (see Figure 5-3). The land use map established in the Regional Plan, which is the basis of the Sustainable Communities Strategy Alternative, and other data related to public services and employment are provided as Figures and 5-3a through 5-3j.

The adopted SANDAG 2021 Regional Plan assumes 9,902 new households in the unincorporated County between the base year (2016) and 2050 (with almost all of the growth occurring between the base year and 2035). Additionally, implementation of the Road User Charge is assumed in the transportation modeling currently available from SANDAG and was captured in this analysis because the 2021 Regional Plan version of the model includes the Road User Charge as a funding source for the Regional Plan. The Road User Charge directly affects auto operating costs; therefore, including the Road User Charge results in lower VMT forecasts in the Regional Plan than scenarios without the Road User Charge.

However, the SANDAG Board voted on September 22, 2023 against including the Road User Charge in the 2025 Regional Plan. On September 23, 2022 the SANDAG Board directed SANDAG staff to prepare an amendment to the 2021 Regional Plan without the

Road User Charge. The SANDAG Board of Directors adopted the proposed amendment on October 13, 2023. The 2021 Regional Plan includes other policy and transportation network assumptions beyond the Road User Charge that further result in lower VMT, and many of these assumptions rely upon public vote, funding, or SANDAG Board actions. Therefore, this scenario does not represent reasonably foreseeable land use, transportation policy/network, and VMT under the County's adopted General Plan.

If the Board were to adopt a smart growth alternative that would aspire to achieve development outcomes in alignment with the SANDAG Regional Plan Mobility Hub framework, a broader and more comprehensive set of General Plan land use map and Zoning Ordinance changes would be required that mirrors the program described in the Regional Plan because the incentives described above may not be sufficient to result in conformity. In this case, the Board would likely be considering both up-planning in areas around the SANDAG Mobility Hubs and down-planning in areas outside of those locations. This would require a more comprehensive update to the General Plan due to the large geographic scope of land use map changes and scale of community engagement required. It is assumed that all measures and actions in the CAP Update would be implemented as proposed.

Comparison to the Effects of the CAP Update

The intent of this alternative is to address the effects of development that is anticipated based on the land use plan in the adopted General Plan and promote a pattern of development that reduces VMT and resultant GHG emissions. Because this alternative would not affect implementation of the CAP Update measures and actions, the effects of implementing the CAP Update relative to the topics addressed in Sections 2.1 through 2.15 of this ~~draft~~ SEIR would not be affected by implementation of this smart growth alternative, and the analysis of this alternative is focused on transportation (VMT) and GHG impacts. While the revised geographic distribution of growth under this alternative would result in changes to other types of impacts that differ from those disclosed in the 2011 GPU PEIR, such as potential effects related to aesthetics, agriculture, and public services and utilities, these impacts would need to be assessed under subsequent CEQA analysis for the same reasons explained in Section 5.5.3.1. Therefore, the potential for environmental effects would be substantially similar to the proposed CAP Update and these resources are not discussed in detail below.

The Sustainable Community Strategy Alternative results in a reduction in VMT compared to the proposed CAP Update as a result of a much smaller growth in households in the unincorporated county, inclusion of the Road User Charge, and significant investments and policy changes related to the transportation network (such as SANDAG's 5-Big Moves which are part of the 2021 Regional Plan). The transportation network policies and network changes included in the Sustainable Community Strategy Alternative result in substantial transportation mode shifts to transit, active transportation, and reduced driving in general. Unlike the Fire Safe and VMT Efficient Alternative and the Village Support Areas Alternative, which were modeled using the same DS 39 SANDAG model as the CAP Update, the modeling for the Sustainable Communities Strategy Alternative reflects

policy assumptions that result in large shifts in the existing population's travel choices (Fehr & Peers 2023).

Under this alternative, VMT per employee is anticipated to be 20.8 in 2035 (compared to 23.9 under the General Plan without this alternative) and 20.2 in 2050 (compared to 24.5 under the General Plan without this alternative). VMT per resident in the unincorporated county would decrease from 27.4 under the General Plan without this alternative to 25.7 in 2035 and from 27.7 under the General Plan without this alternative to 25.5 in 2050. Overall, this would be a 7.71 percent reduction in VMT compared to the adopted General Plan in 2035 and a 9.48 percent reduction in VMT compared to the adopted General Plan in 2050.

As noted above, this alternative is assumed to substantially reduce GHG emissions associated with VMT in the unincorporated county compared to the General Plan. However, as discussed above, the total VMT reductions are based on the Regional Plan's premise of a distribution of growth within Mobility Hubs that encompass areas outside of the unincorporated county, which are outside the County's control. Further, the Road User Charge, which results in lower VMT forecasts in the Regional Plan than scenarios without the Road User Charge, has been removed from the Regional Plan. Therefore, the actual VMT reductions achieved under this alternative may be less than modeled for the purposes of this analysis.

5.5.3.4 General Plan Goal and Policy Edits

In addition to, or in lieu of, any of the alternatives described above, County staff have identified potential amendments to General Plan goals and policies from the Land Use, Conservation and Open Space, Mobility, and Safety Elements of the adopted General Plan that would further enhance the smart growth principles described above and embodied in the General Plan. The Board may choose some or all of these additional policy amendments and pair them with the proposed CAP Update or an alternative. These amendments would be in addition to project amendments to Goal COS-20, Policy COS-20.1, and GPU PEIR Mitigation Measures CC-1.2, CC-1.7, and CC-1.8.). See Table 5-1 below for edits to General Plan goals and policies.

Comparison to the Effects of the CAP Update

The intent of this alternative is to address the effects of development that is anticipated based on the land use plan in the adopted General Plan and promote a pattern of development that reduces VMT and resultant GHG emissions. Because this alternative would not affect implementation of the CAP Update measures and actions, the effects of implementing the CAP Update relative to the topics addressed in Sections 2.1 through 2.15 of this ~~draft~~ SEIR would not be affected by the proposed General Plan goal and policy edits, and the analysis of this alternative is focused on transportation (VMT) and GHG impacts, as well as other impacts such as groundwater, biological resources, and wildfire. While the revised goals and policies under this alternative would result in some impacts that differ from those disclosed the 2011 GPU PEIR because goals and policies therein would be amended, the majority of these potential amendments would result in beneficial outcomes throughout the unincorporated county. However, these impacts

would need to be assessed under subsequent CEQA analysis if the Board directs staff to return at a future date with amendments to goals and policies. The potential for environmental effects would be substantially similar to the proposed CAP Update and resources are not discussed in detail below.

In addition, this alternative includes amendments to goals and policies and addition of new goal and policies that would require certain processes and findings in order to limit impacts of General Plan amendments (e.g., Goal LU-19 and Policy LU-19.1 and LU-19.2). These amendments would reduce the potential impacts of General Plan amendments in the future if adopted.

5.6 Alternatives Evaluated in the 2011 GPU PEIR

This SEIR incorporates by reference the prior alternatives analysis in the 2011 GPU PEIR, which are additional land use alternatives aimed at achieving smart growth. Like the other smart growth alternatives evaluated in this SEIR, these alternatives would require subsequent planning efforts to implement because they would substantially change implementation of the adopted General Plan land use map. The 2011 GPU PEIR provides a detailed evaluation of alternative land use maps identified by County staff to further the discussion of smart growth principles and reduce the environmental effects of the General Plan. The Hybrid Map, Draft Land Use Map, and Environmentally Superior Map alternatives were all found to potentially reduce the global climate change-related impacts of the General Plan, although impacts are assumed to remain significant prior to mitigation. These alternatives are summarized below.

Hybrid Map Alternative. The Hybrid Map Alternative, shown in Figure 4-1 of the 2011 GPU PEIR, strikes a balance between the proposed project and the Draft Land Use Map Alternative. It includes RHNA refinements, road network land use changes, and other refinements to the proposed project. It also incorporates the proposed project changes that meet the project objectives and reflects the policy direction of the General Plan Update Elements. The Hybrid Map Alternative would decrease the countywide acreage of the following land uses, as compared to the proposed project: village residential (-487 acres); semi-rural residential (-11,717 acres); specific plan area (-683 acres); commercial (-325 acres); and industrial (-189 acres). When compared to the adopted General Plan, the Hybrid Map Alternative would increase the acreage of the rural land use designations (+13,672). The Hybrid Map Alternative would result in significantly less acres of semi-rural residential land uses and significantly more acres designated for rural lands than the adopted General Plan.

When compared to the adopted General Plan, the Hybrid Map Alternative would accommodate less growth and development in the unincorporated county, which would translate to less GHG emissions from community and government operations. Additionally, the Hybrid Map Alternative would result in less VMT than the adopted General Plan, which would translate into less GHG emissions from transportation.

Draft Land Use Map Alternative. The Draft Land Use Map Alternative, shown in Figure 4-2 of the 2011 GPU PEIR, was initially endorsed by the Board during the residential land use mapping phase in October 2003, and was subsequently endorsed after refinements were made in June 2004, May 2005, and August 2006. County staff included additional land use modifications in this alternative to achieve a road network that would better accommodate the land use map. The Draft Land Use Map Alternative transitions from the Hybrid Map Alternative with further reductions in densities and intensities for certain properties.

This alternative would decrease the acreage of the following land uses, as compared to the adopted General Plan: village residential (-514 acres); semi-rural residential (-15,313 acres); specific plan area (-683 acres); commercial (-344 acres); industrial (-266 acres); and village core mixed use (-12 acres). When compared to the proposed project, the Draft Land Use Map Alternative would increase the acreage of the following land use designations: rural lands (+17,198) and office professional (+18 acres). The Draft Land Use Map Alternative would result in significantly less acres of semi-rural residential and significantly more acres of rural lands designations, than the adopted General Plan.

The Draft Land Use Map Alternative would accommodate less growth and development in the unincorporated county, which would translate to less GHG emissions from community and government operations. Additionally, the Draft Land Use Map Alternative would result in less VMT than the adopted General Plan, which would translate to less GHG emissions from transportation.

Environmentally Superior Map Alternative. The Environmentally Superior Map Alternative, shown in Figure 4-3 of the 2011 GPU PEIR, reflects a more stringent application of the planning concepts that take into account environmental considerations and constraints, and is more aggressive in restricting growth in portions of the semi-rural residential and the rural lands designations. The Environmentally Superior Map Alternative was developed in response to the areas of significant impacts that were identified for the adopted General Plan, where changes in land use designations would have the potential to reduce or alleviate the impact. The Environmentally Superior Map Alternative would result in significantly less acres of semirural residential land uses and significantly more acres of rural lands than the proposed project. the environmental impacts under the Environmentally Superior Map Alternative would be less than Hybrid Map Alternative.

The Environmentally Superior Map Alternative would accommodate less growth and development in the unincorporated County, which would translate to less GHG emissions from community and government operations. Additionally, the Environmentally Superior Map Alternative would result in less VMT than the adopted General Plan, which would translate to less GHG emissions from transportation.

5.7 Environmentally Superior Alternative

Table 5-2 provides a qualitative summary of the environmental effects of the alternatives evaluated above in comparison to the effects of the CAP Update to identify the environmentally superior alternative. As described above, the No Project Alternative would not meet any of the project objectives of the CAP Update and would result in greater GHG emissions. Impacts to other resources are assumed to be similar or reduced for the purpose of this evaluation, but actual impacts of project-specific mitigation, which would continue to be imposed on a project-by-project basis for development consistent with the adopted General Plan to address GHG emissions, may result in impacts beyond the scope of this analysis. Therefore, the reduction in impacts under the No Project Alternative identified in Table 5-2 may not fully reflect the magnitude of cumulative impacts because future development would not be able to rely on the CAP and the County would not have a plan for reduction of GHGs to meet the state targets for 2030 and 2045. Due to this uncertainty, the No Project Alternative may not be environmentally superior to the CAP Update. CEQA Guidelines Section 15126.6(e)(2) requires that an EIR identify an environmentally superior alternative other than the No Project Alternative.

Of the smart growth alternatives, the Fire Safe and VMT Efficient Alternative, Village Support Areas Alternative, and General Plan Policy Edits Alternative would not reduce the impacts of CAP Update implementation; as such they are not considered environmentally superior to the CAP Update.

Based on available modeling, the Sustainable Communities Strategy Alternative would result in greater GHG emission reductions and less VMT than the CAP Update alone. However, as described above, this modeling assumes a shift in existing travel behavior based on a Road User Charge. SANDAG is reconsidering the feasibility of such a charge and the benefits of the Sustainable Communities Strategy Alternative may be reduced without this assumption.

Based on review of the other alternatives considered, the County has determined that the Distributed Energy Only Alternative would be environmentally superior to the project because it would reduce significant and unavoidable impacts related to the induced demand for large-scale renewable energy systems while potentially achieving both the primary objective of GHG emissions reductions consistent with SB 32, AB 1279, and all other supporting project objectives.

Table 5-1 Potential Amendments to General Plan Policies

LAND USE ELEMENT GOALS AND POLICIES
Policy LU-1.2 Leapfrog Development. Prohibit leapfrog development which is inconsistent with the Community Development Model. Leapfrog Development restrictions do not apply to new villages that are designed to be consistent with the Community Development Model, that provide necessary services and facilities, ~~and~~ that are designed to meet the LEED-Neighborhood Development Certification or an equivalent~~.~~, and that do not frustrate the County's climate policies implementing General Plan Goals LU-5 (Climate Change and Land Use) and LU-6 (Sustainable Development-Environmental Balance). For purposes of this policy, leapfrog development is defined as Village densities located away from established Villages or outside established water and sewer service boundaries. *[See applicable community plan for possible relevant policies.]*
Policy LU-1.4 Village Expansion. Permit new Village Regional Category designated land uses only where contiguous with an existing or planned Village and where all of the following criteria are met: • Potential Village development would be compatible with environmental conditions and constraints, such as topography and flooding • Potential Village development would be accommodated by the General Plan road network • Public facilities and services can support the expansion without a reduction of services to other County residents • The expansion is consistent with community character, the scale, and the orderly and contiguous growth of a Village area • The expansion would not frustrate the County's climate policies implementing General Plan Goals LU-5 (Climate Change and Land Use) and LU-6 (Sustainable Development-Environmental Balance) • Any expansion within a Very High Fire Hazard Severity Zone would not subject future residents, occupants, and structures to high levels of risk of loss of life or loss of structures
Policy LU-1.5 Relationship of County Land Use Designations with Adjoining Jurisdictions. Prohibit the use of established or planned land use patterns in nearby or adjacent jurisdictions as the primary precedent or justification for adjusting land use designations of unincorporated County lands~~.~~, except where such adjustments would result in land use patterns consistent with the County's climate policies implementing General Plan Goals LU-5 (Climate Change and Land Use) and LU-6 (Sustainable Development-Environmental Balance). Coordinate with adjacent cities to ensure that land use designations are consistent with existing and planned infrastructure capacities and capabilities.

LAND USE ELEMENT GOALS AND POLICIES
GOAL LU-4. Inter-jurisdictional Coordination. Coordination with the plans and activities of other agencies and tribal governments that relate to issues such as land use, community character, transportation, energy, other infrastructure, public safety, climate policy, and resource conservation and management in the unincorporated County and the region.
Policy LU-4.1 Regional Planning. Participate in regional planning to ensure that the unique communities, assets, and challenges of the unincorporated lands are appropriately addressed with the implementation of the planning principles and land use requirements, including the provisions of SB375~~.~~, (Stats. 2008, ch. 728), SB 743 (Stats. 2013, ch.386, § 5), and SB32 (Stats. 2016, ch. 249).
Policy LU-4.6 Planning for Adequate Energy Facilities. Participate in the planning of regional renewable energy infrastructure with applicable utility providers to ensure plans are consistent with the County's General Plan and Community Plans and minimize adverse impacts to the unincorporated County.
Policy LU-5.1 Reduction of Greenhouse Gas Emissions from Vehicle Trips within Communities~~.~~ and Vehicle Miles Traveled from New and Existing Development. Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that supports multi-modal transportation, including walking, bicycling, ~~and~~ the use of public transit, when appropriate, and the use of electric vehicles. Develop and implement strategies to avoid, minimize, reduce, and/or compensate for the greenhouse gas emissions associated with vehicle miles traveled from new development, including compensatory strategies that would fund reductions in greenhouse gas emissions from existing development and existing economic activities. Include *in-County* compensatory strategies such as improved energy and water conservation, increased reliance on large- and small-scale renewable energy, enhanced electric vehicle recharging infrastructure, reductions in propane usage in rural areas, replacement of diesel- and gasoline-powered equipment and vehicles, landscape restoration and enhancement (e.g., tree-planting), preservation and enhancement of open space and rural lands to maintain or increase carbon sequestration, and other outcomes that reduce fossil fuel usage, reduce biomass combustion, and/or sequester carbon. In unincorporated areas where new development would lead to comparatively high per capita vehicle miles traveled, maximize to the extent feasible the use of electric vehicles and require construction of electric vehicle recharging infrastructure.
Policy LU-5.2 Sustainable Planning and Design. Incorporate into new development sustainable planning and design~~.~~, including measures that reduce the carbon footprint of new development to the maximum extent feasible on-site and facilitate the use of public transit and/or electric vehicles.
Policy LU-5.3 Rural Land Preservation. Ensure the preservation of existing open space and rural areas (e.g., forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) when permitting development under the Rural and Semi Rural Land Use Designations. Consider

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strategies to use the preservation, restoration, and/or enhancement of open space and rural lands for carbon sequestration purposes. Encourage and support the management of public and private open space and rural lands so as to reduce the risk of uncontrolled wildfires with the potential to release large amounts of greenhouse gases.
Policy LU-5.4 Planning Support. Undertake planning efforts that promote infill and redevelopment of uses that accommodate walking ~~and biking~~, biking, transit usage, and electrical vehicle usage within communities.
Policy LU-5.6 Develop Mechanisms for Avoiding Potential Regulatory Takings Where Development is Restricted to Achieve Greenhouse Gas Emissions Targets. In consultation with SANDAG, cities within the County, the public at large, and key stakeholders such as business leaders, land developers, rural property owners, environmental organizations, and environmental justice advocates, develop and implement strategies for providing economic compensation to private landowners where the County restricts or limits the amount of development pursuant to their existing General Plan and zoning designation in order toto achieve greenhouse gas emissions reductions consistent with State law and County General Plan policy. Explore the use of compensation mechanisms such as transferrable development rights, density transfers, density bonuses beyond those already permitted under State law, property tax reductions, compensated down-zonings, and subsidized permanent land conservation for carbon sequestration purposes.
GOAL LU-6. Sustainable Development-Environmental Balance. A carbon neutral built environment in balance with the natural environment, scarce resources, natural hazards, and the unique local character of individual communities.
Policy LU-6.1 Environmental Sustainability. Require the protection of intact or sensitive natural resources in support of the long-term sustainability of the natural environment~~.~~, including achieving greenhouse gas emissions reductions consistent with State law and County General Plan policy.
Policy LU-6.2 Reducing Development Pressures. Assign lowest-density or lowest-intensity land use designations to areas with sensitive natural resources~~.~~; consider strategies to reduce planned density in areas in which new development would lead to comparatively high per capita vehicle miles traveled, and Very High Fire Hazard Severity Zones.
Policy LU-6.3 Conservation-Oriented Project Design. Support conservation-oriented project design~~. This~~that, to the maximum extent feasible, protects sensitive biological resources, reduces on-site greenhouse gas emissions, minimizes water usage, and reduces potential losses of life and property associated with wildfires. These outcomes can be achieved with mechanisms such as, but not limited to, Specific Plans, lot area averaging, and reductions in lot size with corresponding requirements for preserved open space (Planned Residential Developments)~~.~~ and design strategies such as resource buffers, renewable energy, energy efficiency and/or electrification, water conservation, collection and reuse features and fire hardening.

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Projects that rely on lot size reductions should incorporate specific design techniques, perimeter lot sizes, or buffers, to achieve compatibility with community character. *[See applicable community plan for possible relevant policies.]*
Policy LU-6.4 Sustainable Subdivision Design. Require that residential subdivisions be planned to reduce on-site greenhouse gas emissions to the maximum extent feasible, conserve open space and natural resources, protect agricultural operations including grazing, increase fire safety and defensibility, reduce impervious footprints, use sustainable development practices, and, when appropriate, provide public amenities. *[See applicable community plan for possible relevant policies.]*
Policy LU-6.11 Protection from Wildfires and Unmitigable Hazards. Assign land uses and densities in a manner that minimizes development in extreme, very high and high fire threat areas or other unmitigable hazardous areas. Require construction practices (e.g., "hardened homes") and landscaping strategies in Very High Fire Hazard Severity Zones that minimize the possibility of loss of life and structures from wildfires consistent with the Safety Element.
Policy LU-8.1 Density Relationship to Groundwater Sustainability. Require land use densities resulting from new development in groundwater dependent areas ~~to~~ be consistent with the long-term sustainability of groundwater supplies~~, except~~. Prohibit new subdivisions and other new discretionary development approvals in groundwater dependent areas when determined that long-term sustainability of groundwater supplies to the ~~Borrego Valley~~ development is not feasible.
Policy LU-8.2 Groundwater Resources. Require development to identify adequate groundwater resources in groundwater dependent areas, as follows: • In areas dependent on currently identified groundwater overdrafted basins, prohibit new development from exacerbating overdraft conditions. Encourage programs to alleviate overdraft conditions in Borrego Valley. • In areas without current overdraft groundwater conditions, evaluate new groundwater-dependent development to assure a sustainable long-term supply of groundwater is available that will not adversely impact existing groundwater users. • Prior to approving any tentative subdivision map for a residential project or any discretionary regulatory approval such as a use permit for a nonresidential project, require a finding that the resulting development or use will not cause any of the following "undesirable results" as defined in the Sustainable Groundwater Management Act: ◦ Chronic lowering of groundwater levels indicating a significant and unreasonable depletion of supply if continued over the General Plan planning horizon; ◦ Significant and unreasonable reduction of groundwater storage;

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○ Significant and unreasonable seawater intrusion; ○ Significant and unreasonable degraded water quality, including the migration of contaminant plumes that impair water supplies; ○ Significant and unreasonable land subsidence that substantially interferes with surface land uses; ○ Depletions of interconnected surface water that have significant and unreasonable adverse impacts on beneficial uses of the surface water.
Policy LU-11.6 Office Development. Locate new office development complexes within Village areas where services are available, in proximity to housing, and along primary vehicular arterials (ideally with transit access) with internal vehicular and pedestrian linkages that integrate the new development into the multi-modal transportation network where feasible. Require parking facilities to include electrical vehicle recharging stations commensurate with current and reasonably foreseeable increasing demands over time.
Policy LU-11.8 Permitted Secondary Uses. Provide a process where secondary land uses, including residential uses, may be permitted when appropriate and compatible with the primary commercial, office, and light industrial uses, in order to better serve the daily needs of employees and to reduce the frequency of related automobile trips. This policy is not intended for high impact industrial uses.
Policy LU-11.12 Plan for Mixed Uses. Consider land use designations and zoning standards that allow for the conversion from office and commercial uses to residential uses where office or commercial space has become uncompetitive due to market conditions or other factors and where residential uses would be both compatible with surrounding land uses and consistent with the County's climate policies implementing General Plan Goals LU-5 (Climate Change and Land Use) and LU-6 (Sustainable Development-Environmental Balance).
GOAL LU-12. Infrastructure and Services Supporting Development. Adequate and sustainable infrastructure, public facilities, and essential services that meet community needs and are provided concurrent with growth and development. Facilitate the creation and expansion of electric vehicle recharging infrastructure in response to, and anticipation of, increases in the numbers of electric vehicles being used in the County, consistent with State transportation and climate policies.
Policy LU-12.1 Concurrency of Infrastructure and Services with Development. Require the provision of infrastructure, facilities, and services needed by new development prior to that development, either directly or through fees. Where appropriate, the construction of infrastructure and facilities may be phased to coincide with project phasing. Require electric vehicle recharging facilities that meet current and reasonably foreseeable demand over time as the County's vehicle fleet includes greater numbers of electric vehicles, consistent with State transportation and climate policies.
GOAL LU-~~14~~19. Limit the environmental impacts, including greenhouse gas emissions, resulting from General Plan Amendments that would either allow development where it

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is currently disallowed or increase the density or intensity of use beyond currently planned levels, while ensuring that the County can meet its share of the housing needed on a regional basis, as determined through the Regional Housing Needs Assessment process overseen by the San Diego Association of Governments (SANDAG).
Policy LU-19.1 Environmental Review. The environmental review for any privately-initiated development plan or project proposing a general plan amendment (GPA) that would either allow development where it is currently disallowed or increase the density or intensity of use beyond currently planned levels outside "smart growth" areas designated by the Board shall consist of an Environmental Impact Report (EIR) and shall address the following subjects, in addition to those required by the California Environmental Quality Act (CEQA): (i) How the project would achieve net carbon neutrality compared with a scenario in which the proposed project would be disapproved (i.e., under the CEQA No Project Alternative), including the extent to which the project would: • Minimize energy and water consumption; • Rely on strategies such as enhancing electric vehicle recharging infrastructure, reducing propane usage in rural areas, replacing diesel- and gasoline-powered equipment and vehicles, restoring or enhancing open space or rural lands (e.g., tree-planting), preserving or enhancing open space and rural lands to maintain or increase carbon sequestration, or achieving other outcomes that reduce fossil fuel usage, reduce biomass combustion, and/or sequester carbon; and/or • Eliminate or reduce the development potential of other lands planned for development under the General Plan through the use of conservation easements, similar measures resulting in the permanent preservation, management and enhancement of such lands, and/or compensation mechanisms such as transferrable development rights, density transfers, density bonuses beyond those already permitted under State law, property tax reductions, compensated down-zonings, and/or subsidized permanent land conservation for carbon sequestration purposes; (iv) Whether the affected public water system's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses; (vi) Whether the project could cause any of the following "undesirable results" within the meaning of the Sustainable Groundwater Management Act: • Chronic lowering of groundwater levels indicating a significant and unreasonable depletion of supply if continued over the General Plan planning horizon;

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• Significant and unreasonable reduction of groundwater storage; • Significant and unreasonable seawater intrusion; • Significant and unreasonable degraded water quality, including the migration of contaminant plumes that impair water supplies; • Significant and unreasonable land subsidence that substantially interferes with surface land uses; or • Depletions of interconnected surface water that have significant and unreasonable adverse impacts on beneficial uses of the surface water (vii) Whether the project would expose its residents, occupants, or other users or visitors to a risk of potentially life-threatening wildfires; (viii) How the project addresses, either positively or negatively, the County's need for new housing, and particularly affordable housing, consistent with the County's fair share of the housing needed on a regional basis, as determined through the Regional Housing Needs Assessment process overseen by SANDAG; or, for projects that do not produce housing, how the project would create jobs opportunities near existing housing and/ or transit.
Policy LU-19.2 Criteria for Approval. A privately-initiated development project proposing a general plan amendment (GPA) that would either allow development where it is currently disallowed or increase the density or intensity of use beyond currently allowed levels outside of "smart growth" areas designated by the Board requires the Board to make the following findings, which must each be supported by substantial evidence before the Board: (i) Compared with a scenario in which the proposed project would be disapproved (i.e., the CEQA No Project Alternative), the proposed project will achieve net carbon neutrality through mechanisms of the kind set forth in Policy 19.1(i); (ii) Compared with a scenario in which the proposed project would be disapproved (i.e., the CEQA No Project Alternative), the proposed project will contribute positively to meeting the County's housing needs by: (A) Appreciably increasing the overall housing stock in the unincorporated County, consistent with the County's fair share of the housing needed on a regional basis, as determined through the Regional Housing Needs Assessment process overseen by SANDAG; and (B) Providing a component of deed-restricted housing affordable to very low-income, low-income, or moderate-income households for 30 years; or (C) For projects that do not include housing, creating job opportunities near existing residential areas and/ or transit.

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(iii) Compared with the existing conditions baseline in the EIR for the proposed project, the proposed project will not result in significant, unavoidable effects on endangered or threatened species or on any sensitive natural community identified in a local or regional plan, policy, or regulation or by the California Department of Fish and Wildlife or US Fish and Wildlife Service; (iv) Compared with the existing conditions baseline in the EIR for the proposed project, the proposed project will not result in significant, unavoidable effects on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; (v) Compared with the existing conditions baseline in the EIR for the proposed project, the proposed project will not result in significant, unavoidable effects due to the exposure of people or structures (including project occupants or users), either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires; (vi) If located in or near a state responsibility area or lands classified as very high fire hazard severity zones, the proposed project has been designed to reduce and manage fire risk to the greatest degree feasible; (vii) The project can foreseeably be adequately supplied with water for the foreseeable future from a recognized water agency during normal, single dry, and multiple dry water years without compromising the County's ability to serve other existing and planned future land uses, including agricultural and manufacturing uses; and (viii) To the extent the project would rely in whole or in part on groundwater, the project will not cause an "undesirable result" as defined in the Sustainable Groundwater Management Act.
Policy COS-15.7 Develop Program to Retrofit Existing Buildings. Consistent with General Plan policies LU 5.1 and LU 19.1(i), develop greenhouse gas and vehicle miles traveled mitigation strategies for new development, in cooperation with other local jurisdictions as appropriate, such as programs that create funding for retrofitting existing buildings in order to reduce greenhouse gas emissions by improving their energy efficiency and reducing their water usage.
Policy COS-16.1 Alternative Transportation Modes. Work with SANDAG and local transportation agencies to expand opportunities for transit use~~.~~ and electric vehicle use. Support the development of alternative transportation modes and the creation of new and expanded electric vehicle recharging infrastructure, as provided by Mobility Element policies.
Policy COS-16.2 Single-Occupancy Vehicles. Support transportation management programs that reduce the use of single-occupancy vehicles, especially vehicles powered by fossil fuels.
Policy COS-16.3 Low-Emissions Vehicles and Equipment. Require County operations and encourage private development to provide incentives (such as priority parking) for the use of low- and zero-emission vehicles and equipment, including

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electric vehicle recharging infrastructure, to improve air quality and reduce GHG emissions. [Refer also to Policy M-9.3 (Preferred Parking) in the Mobility Element.]
Policy COS-16.4 Alternative Fuel Sources. Explore the potential of developing alternative fuel stations and electric vehicle recharging infrastructure at maintenance yards and other County facilities for the municipal fleet and general public.
Policy COS-18.4 Implement Community Choice Aggregation. Work with regional partners to implement a Community Choice Aggregation program by which the developed portions of the unincorporated area could be served with electricity made up entirely of carbon free energy resources.
Policy COS-19.3 Rainwater Capture and Reuse. Require rainwater capture and reuse in new development where feasible and consistent with the protection of downstream biological resources pursuant to Policy COS-5.3.
Policy COS-20.3 Regional Collaboration. Coordinate air quality and climate planning efforts with federal and State agencies, SANDAG, and other jurisdictions.
~~**GOAL**~~ **Policy COS-20.5 Carbon Neutrality.** Pursue carbon neutrality from community-wide (i.e., unincorporated County) and County Operations greenhouse gas emissions by 2045, consistent with local, state, and federal law (e.g., Assembly Bill 1279).
COS-20.6 Carbon Neutrality Collaboration. Coordinate efforts to achieve carbon neutrality with regional sustainability planning, universities, federal and State agencies, SANDAG, and other jurisdictions and organizations.
GOAL M-5. Safe and Efficient Multi-Modal Transportation System. A multi-modal transportation system that provides for the safe, accessible, convenient, ~~and~~ efficient, and sustainable movement of people and goods within the unincorporated County.
Policy M-5.1 Regional Coordination. Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with the following: • Sufficient capacity consistent with the County General Plan Land Use Map • Travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled and the use of electric vehicles • Facilities sited and designed to be compatible with the differing scales, intensities, and characteristics of the unincorporated communities while still accommodating regional, community, and neighborhood travel demands • Maximized efficiency to enhance connectivity between different modes of travel
Policy M-9.2 Transportation Demand Management. Require large commercial and office development to use TDM programs to reduce single-occupant vehicle traffic

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generation~~,~~ (especially vehicles powered by fossil fuels), particularly during peak periods to maximize the capacity of existing or improved road facilities.
Policy M-9.5 Electric Vehicle Recharging Infrastructure. Require new development to include electric vehicle recharging facilities to meet current and reasonably foreseeable increasing demand over time as the County's private vehicle fleet includes greater numbers of electric vehicles, consistent with State transportation and climate policies.
GOAL S-3. Minimized Fire Hazards. Minimize injury, loss of life, and damage to property resulting from structural or wildland fire hazards, particularly in Very High Fire Hazard Severity Zones, consistent with the Safety Element.
Policy S-3.1 Defensible Development. Require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildland fires. Require new development in Very High Fire Hazard Severity Zones to employ construction practices (e.g., "hardened homes") and landscaping strategies that minimize the possibility of loss of life and structures from wildfires.
Policy S-3.8 Discourage New Subdivisions in Very High Fire Hazard Severity Zones. Discourage new residential subdivisions in Very High Fire Hazard Severity Zones, except as necessary to avoid regulatory takings and/or to maintain sufficient land to meet the County's fair share of the housing needed on a regional basis, as determined through the Regional Housing Needs Assessment process overseen by SANDAG.
Policy S-4.3 Forest Health. Encourage and support the protection and management of woodlands, forests, and tree resources on public and private lands and limit fire threat through appropriate fuel management such as prescribed burns, herbivory, and the removal of dead, dying, and diseased trees and excessive flammable underbrush.

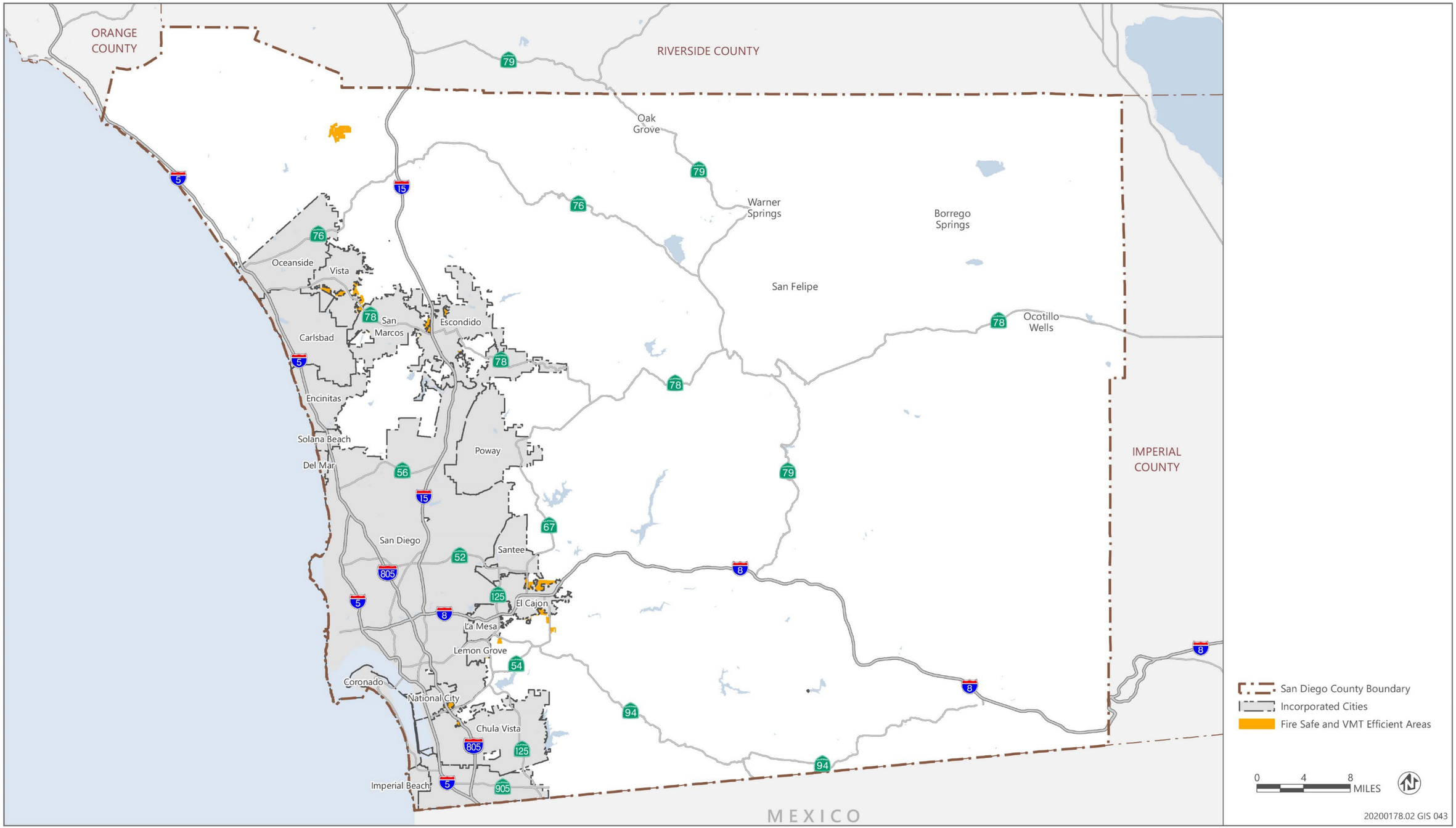
Table 5-2 CAP Alternatives Comparison of Impacts

Issue Areas	CAP Significance Determination	*Alternatives to the Proposed Project*		*Smart Growth Alternatives*			
		No Project	Distributed Energy Only	Fire Safe and VMT Efficient	Village Support Areas	Sustainable Communities Strategy	General Plan Policy Edits
Aesthetics	SU	▼	▼	—	—	—	—
Agriculture and Forestry	SU	▼	▼	—	—	—	—
Air Quality	SU	▼	—	—	—	—	—
Biological Resources	SU	▼	▼	—	—	—	—
Cultural and Paleontological Resources	SU	▼	▼	—	—	—	—
Energy	LTS	▲	—	—	—	—	—
Environmental Justice	~~SU~~ LTS	▼	▼	—	—	—	—
Greenhouse Gas Emissions	LTS	▲	▲	—	—	▼	—
Hazards and Hazardous Materials	SU	—	—	—	—	—	—
Hydrology and Water Quality	SU	—	—	—	—	—	—
Land Use and Planning	SU	▼	▼	—	—	—	—
Noise	SU	▼	—	—	—	—	—
Transportation	SU	▲	—	—	—	▼	—
Tribal Cultural Resources	SU	▼	—	—	—	—	—
Wildfire	LTS	▼	▼	▼	—	—	—

▲ Alternative is likely to result in greater impacts to issue when compared to proposed project.
— Alternative is likely to result in similar impacts to issue when compared to proposed project.
▼ Alternative is likely to result in reduced impacts to issue when compared to proposed project.

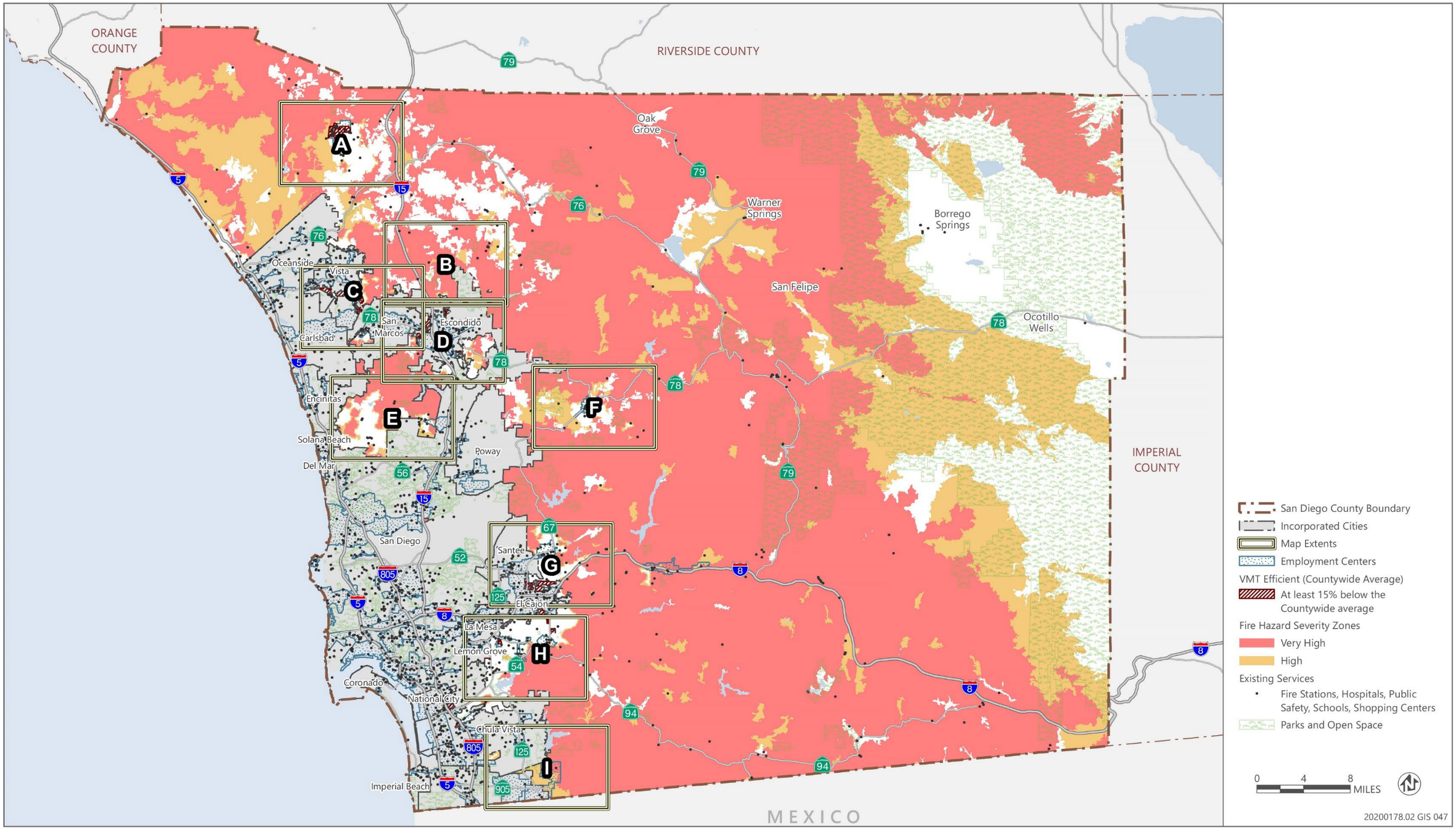
LTS Less than Significant with mitigation measures
SU Potentially significant and unavoidable impact

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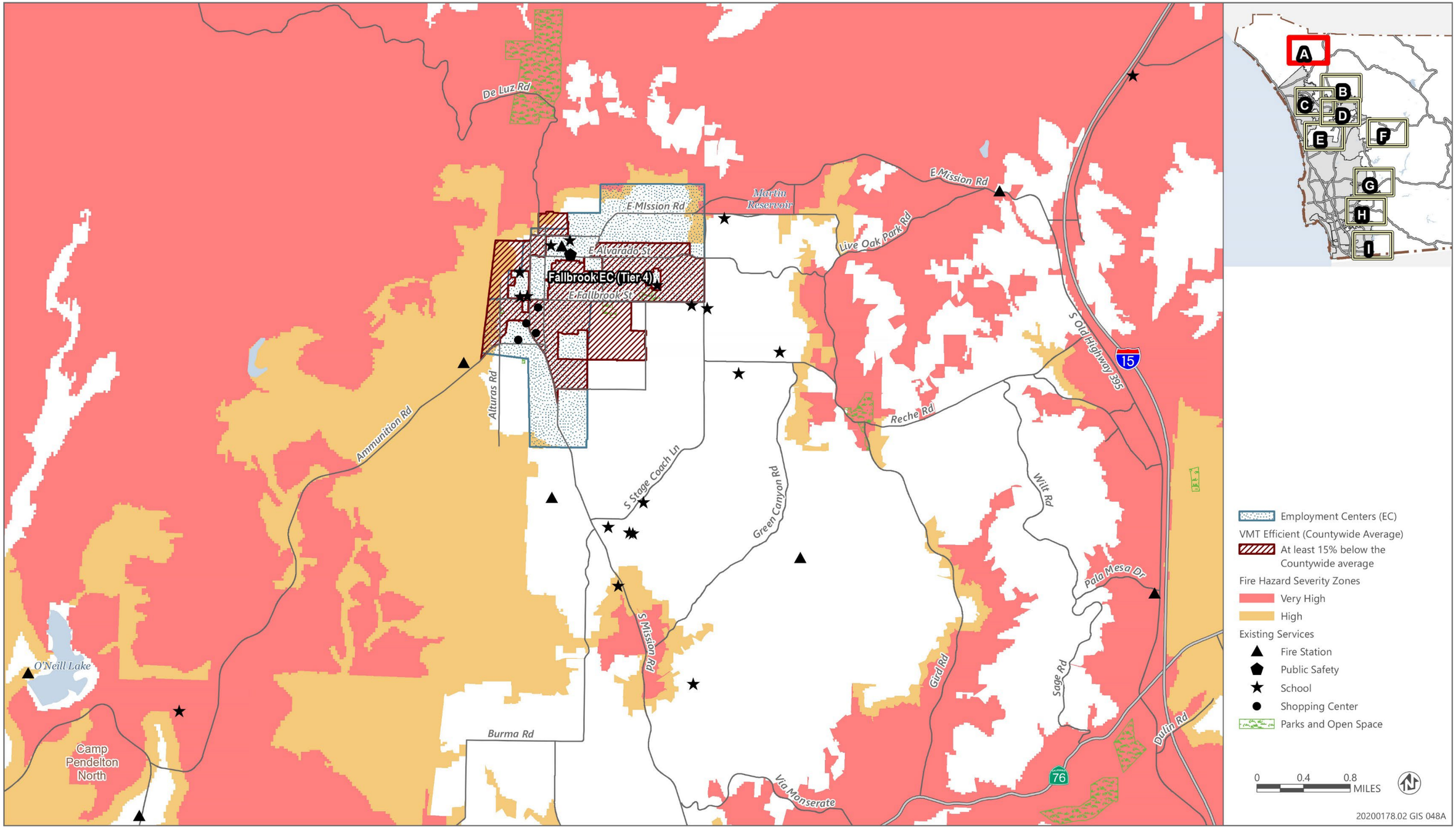
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1 Fire Safe and VMT Efficient Alternative



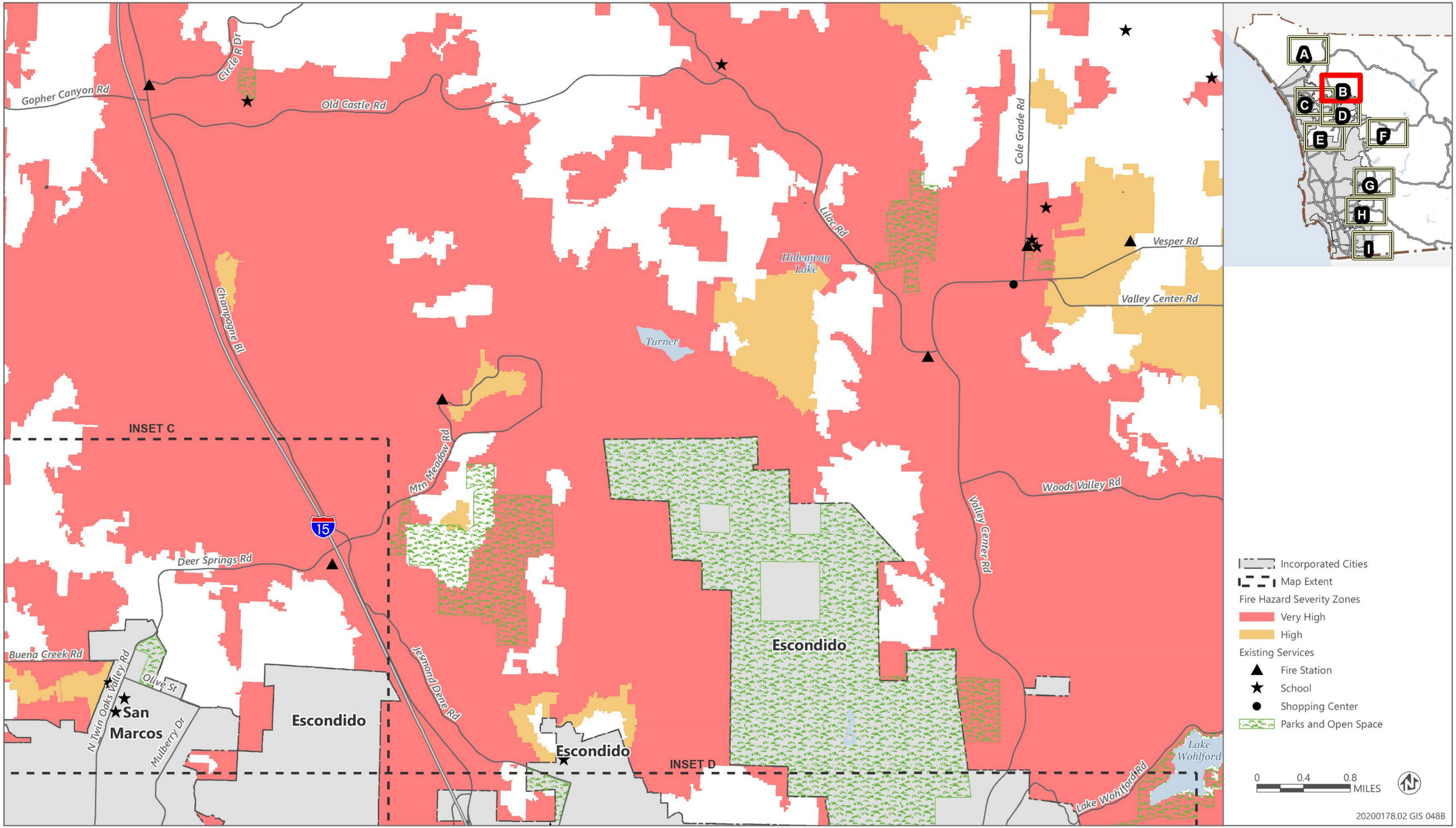
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023

Figure 5-1a Fire Safe and VMT Efficient Smart Growth Locations



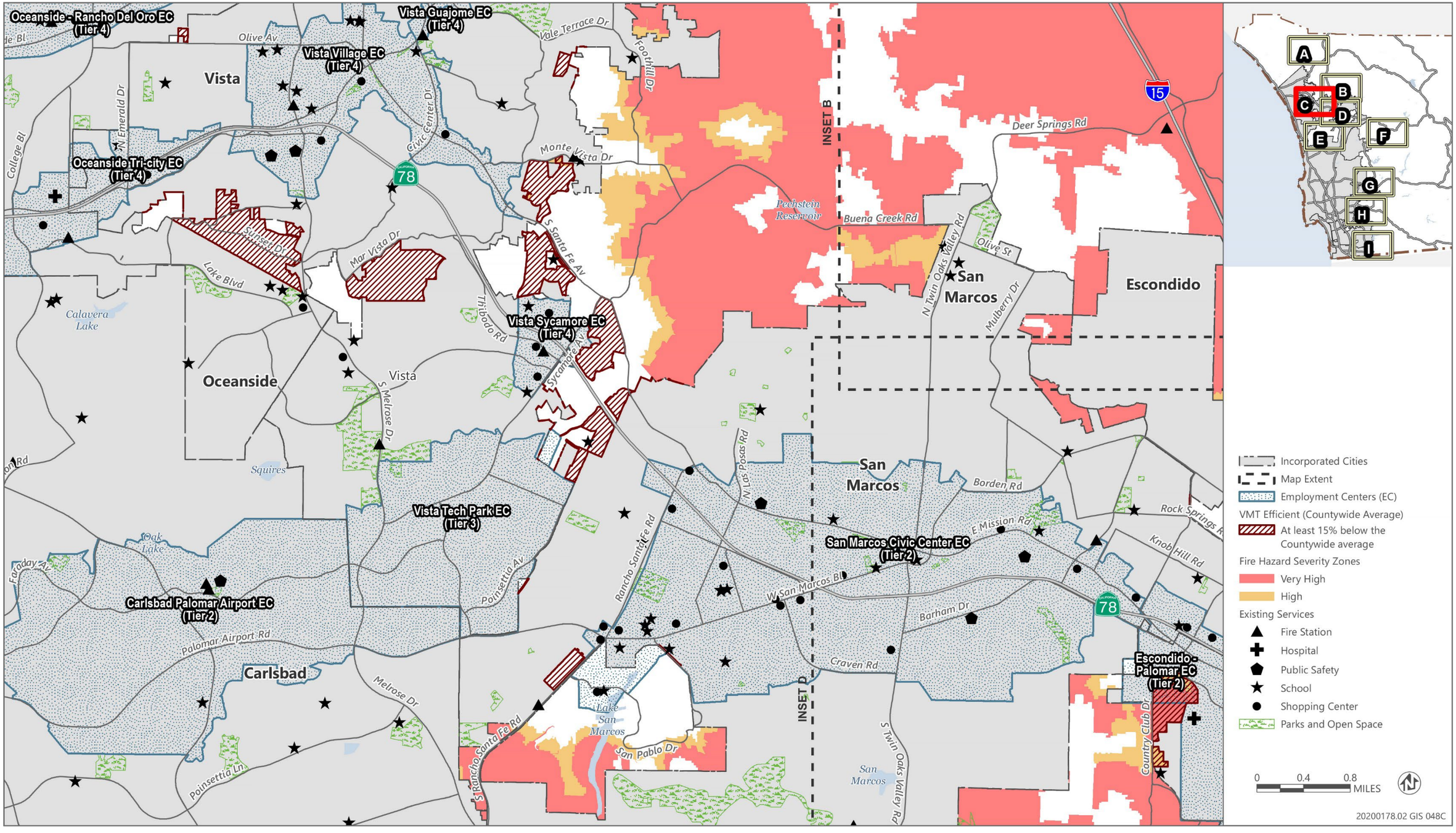
Sources: Data received and downloaded from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1b Fire Safe and VMT Efficient Smart Growth Locations - Inset A



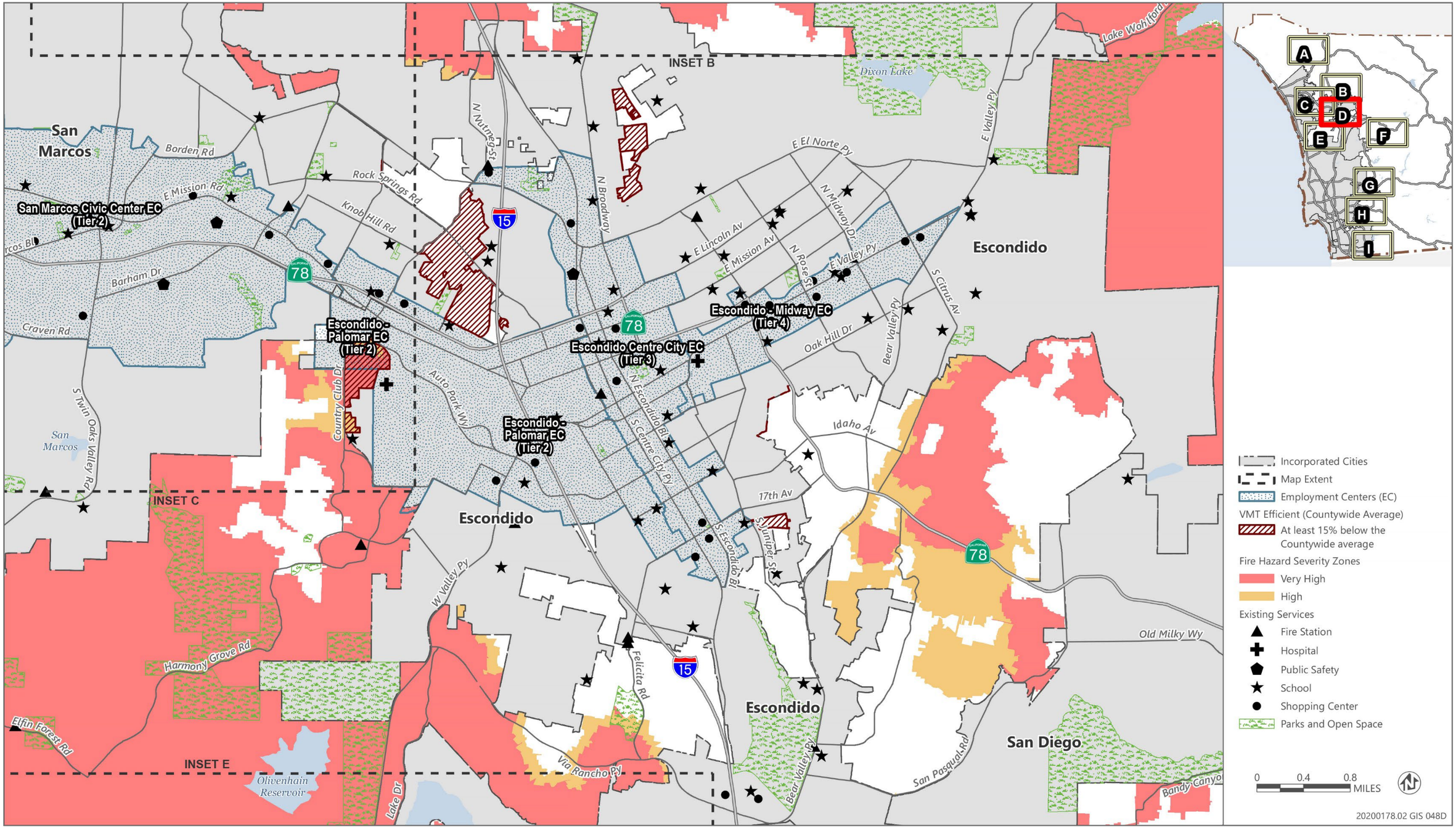
Sources: Data received and downloaded from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1c Fire Safe and VMT Efficient Smart Growth Locations - Inset B



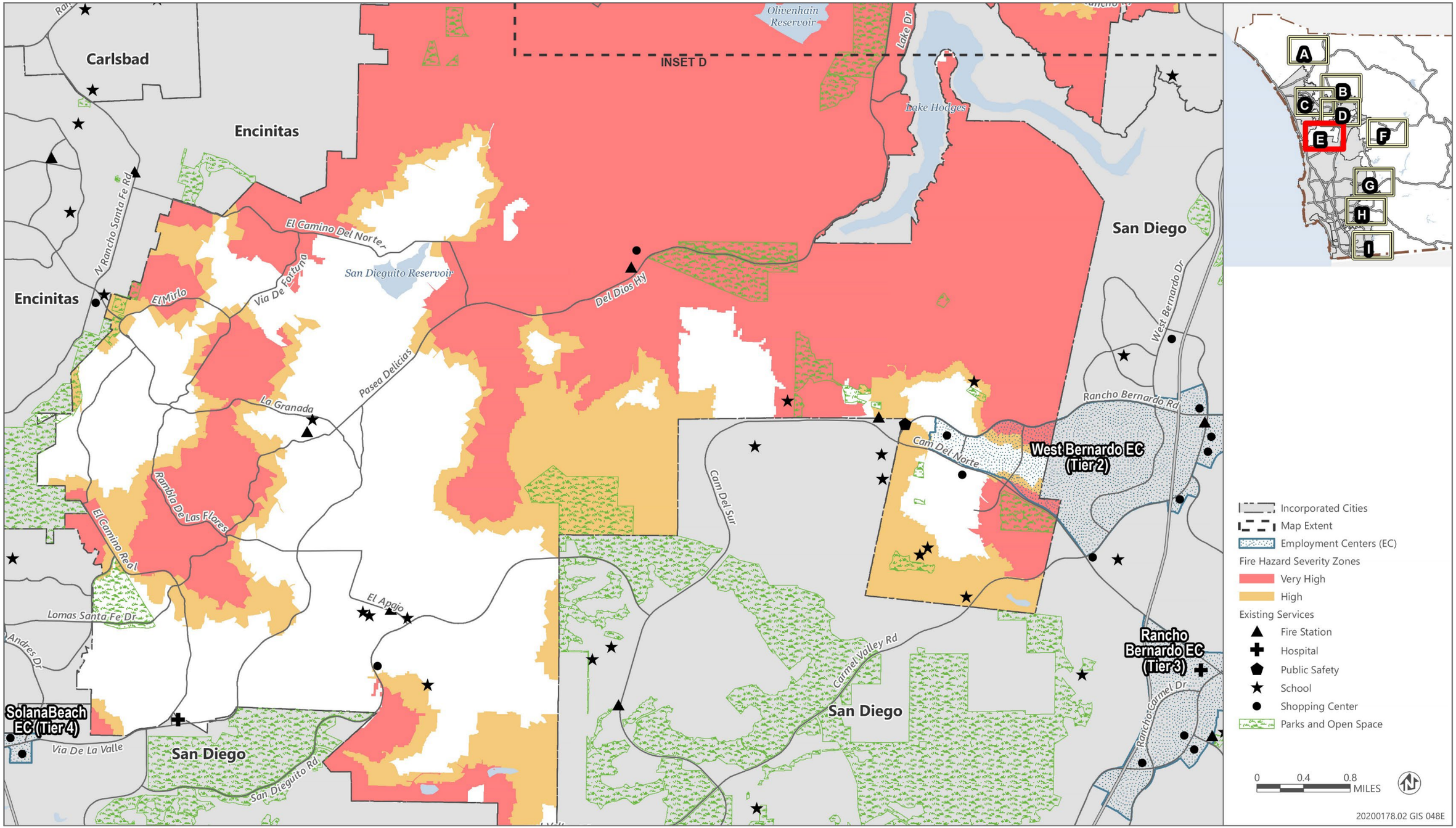
Sources: Data received and downloaded from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1d Fire Safe and VMT Efficient Smart Growth Locations - Inset C



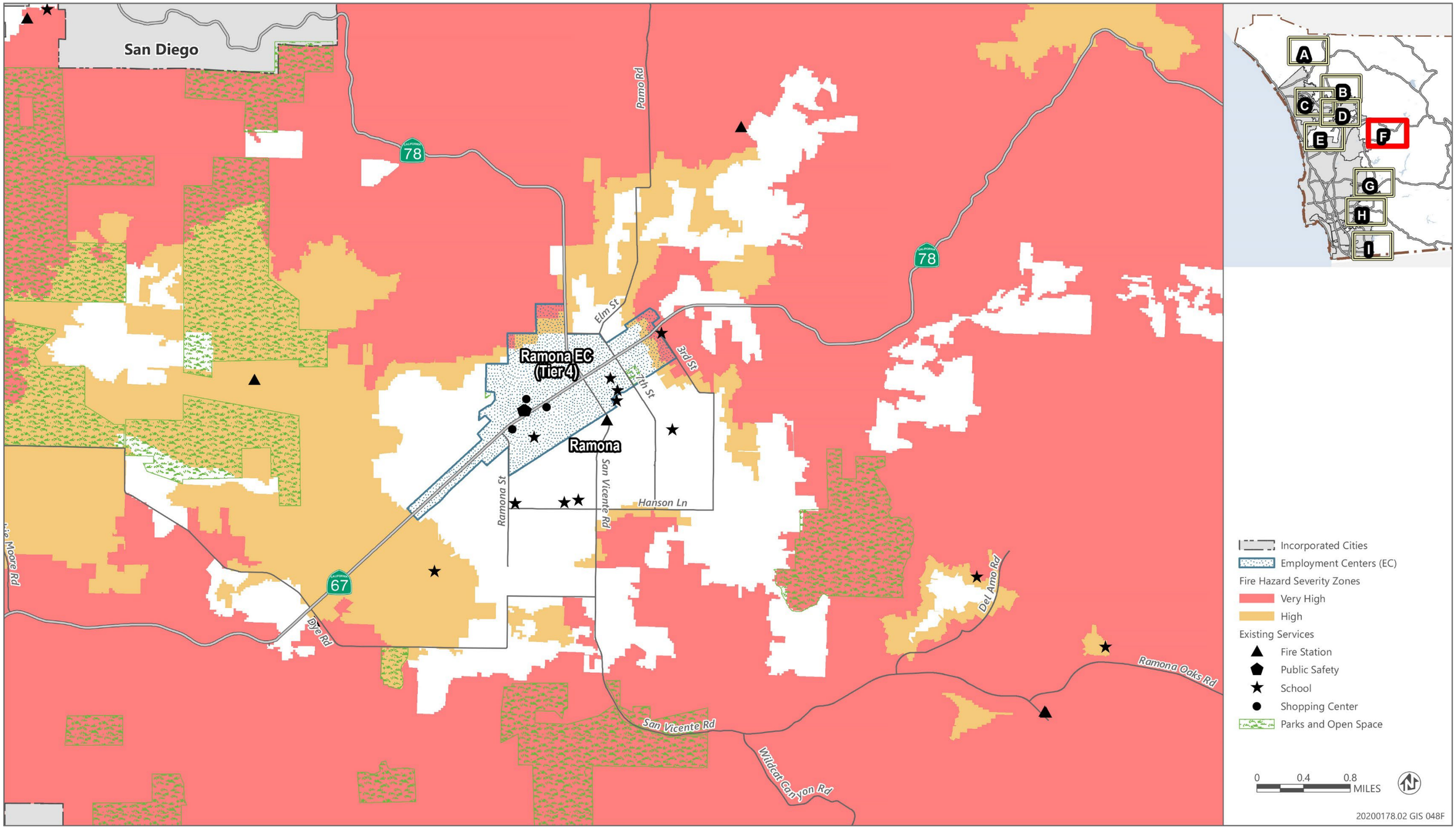
Sources: Data received and downloaded from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1e Fire Safe and VMT Efficient Smart Growth Locations - Inset D



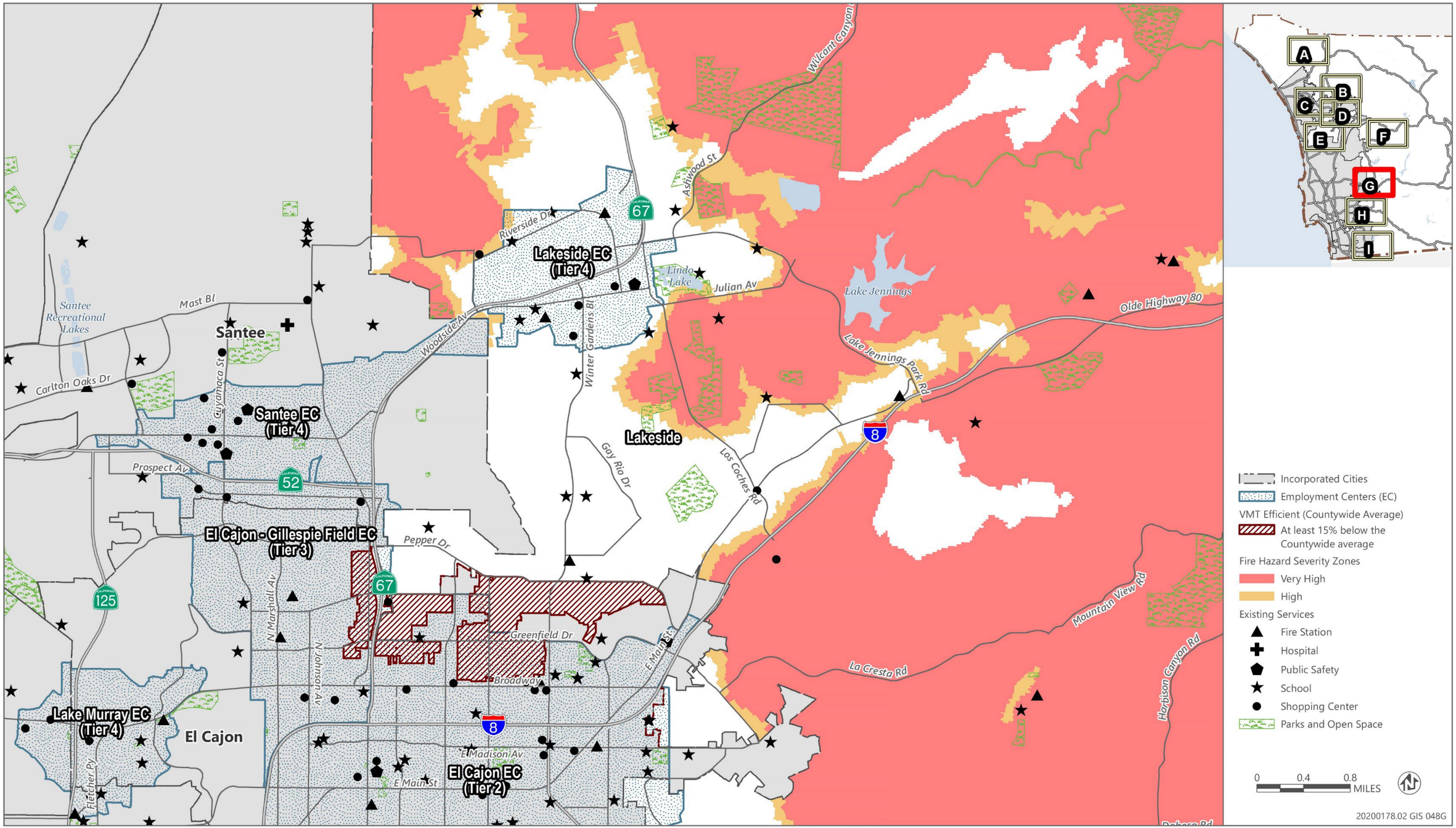
Sources: Data received and downloaded from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1f Fire Safe and VMT Efficient Smart Growth Locations - Inset E



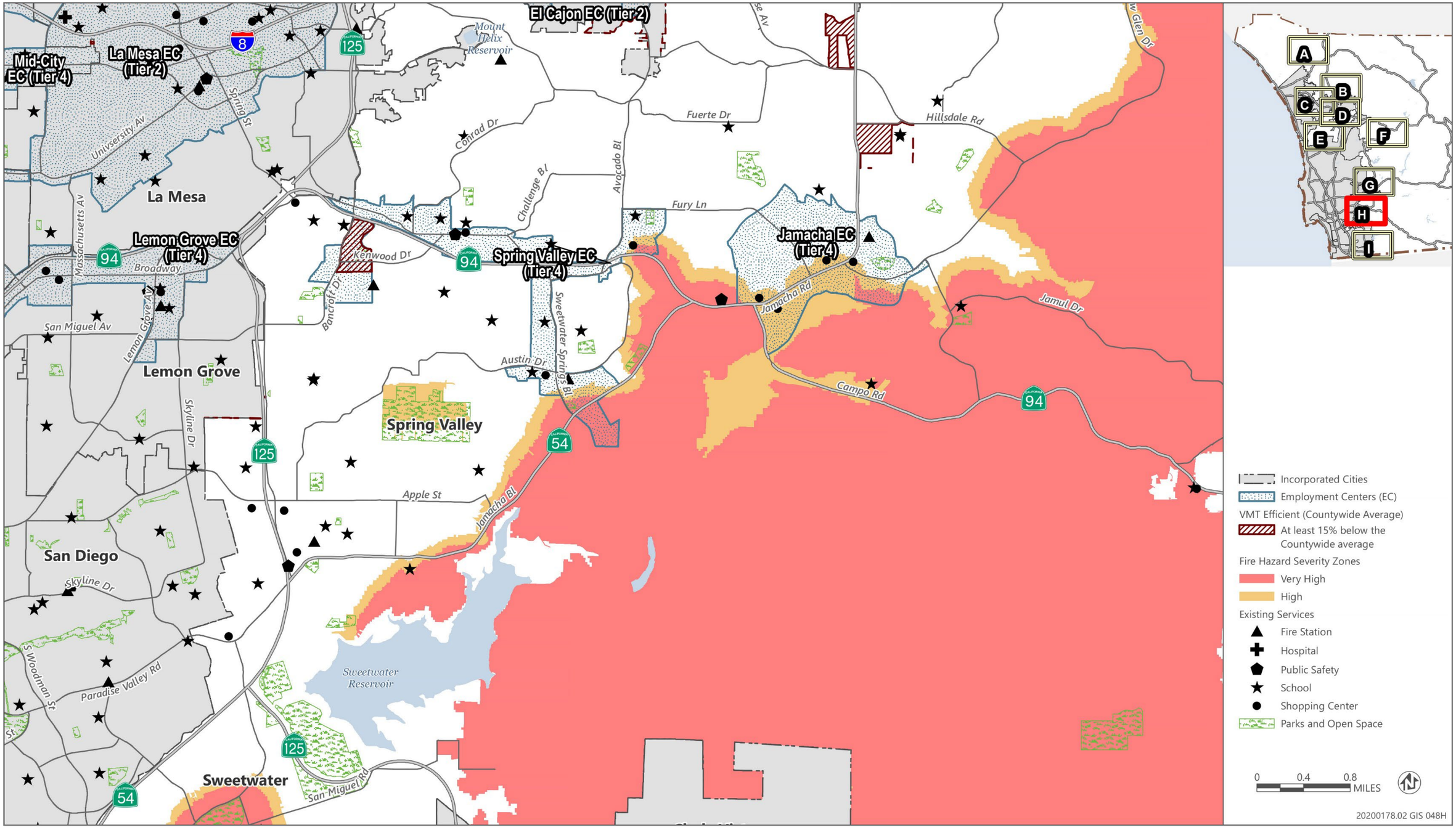
Sources: Data received and downloaded from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1g Fire Safe and VMT Efficient Smart Growth Locations - Inset F



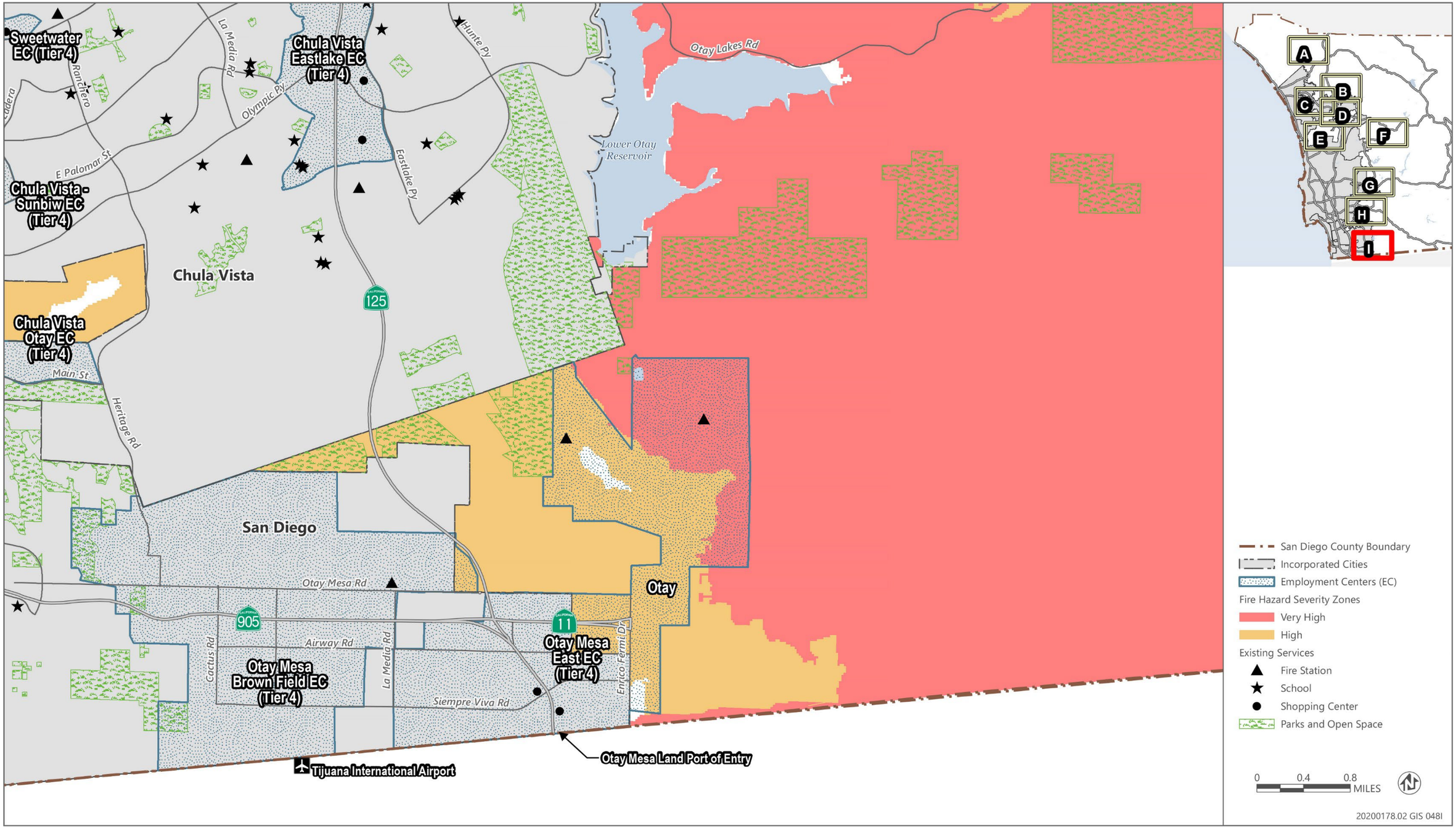
Sources: Data received and downloaded from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1h Fire Safe and VMT Efficient Smart Growth Locations - Inset G



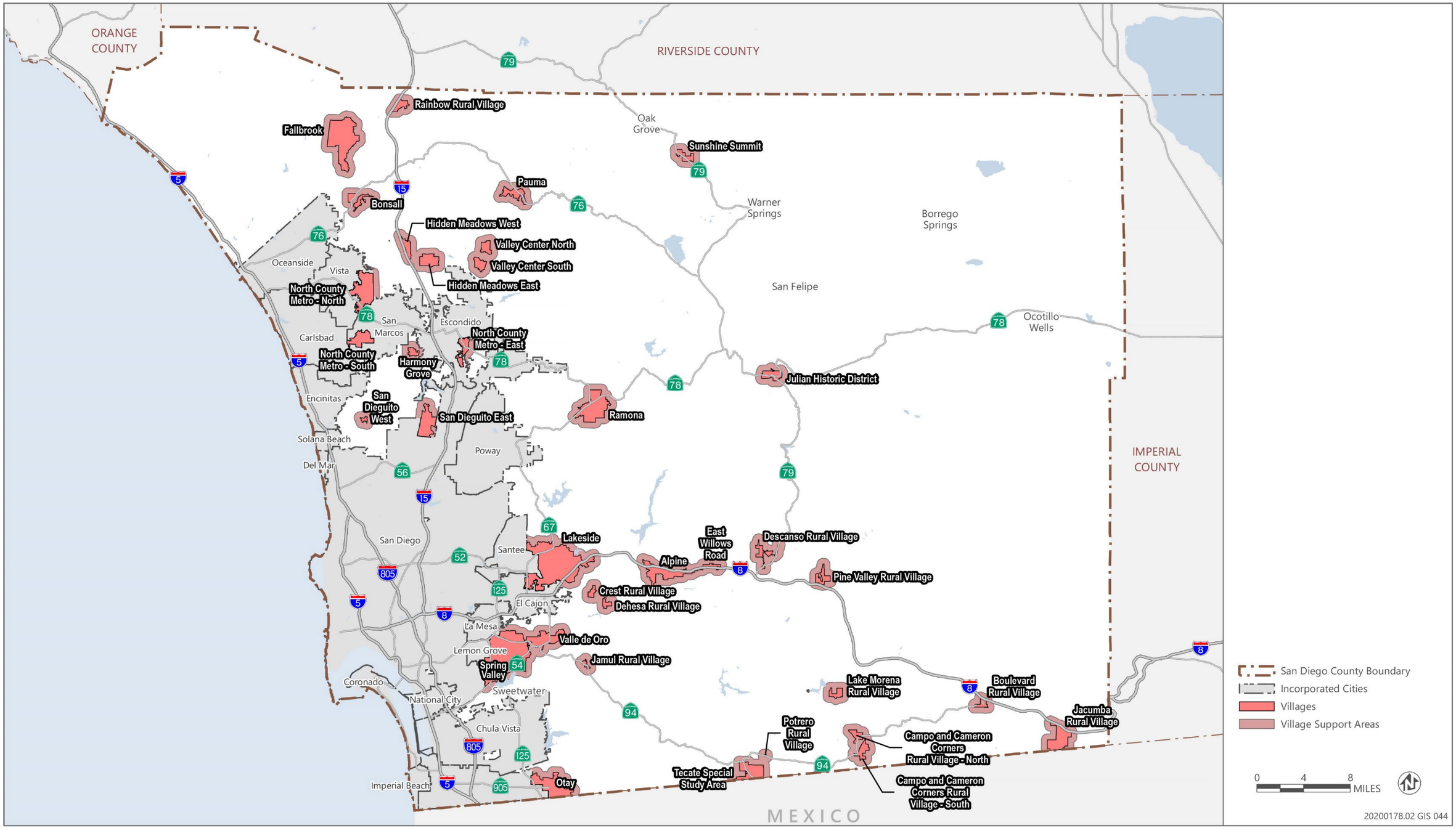
Sources: Data received and downloaded from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1i Fire Safe and VMT Efficient Smart Growth Locations - Inset H



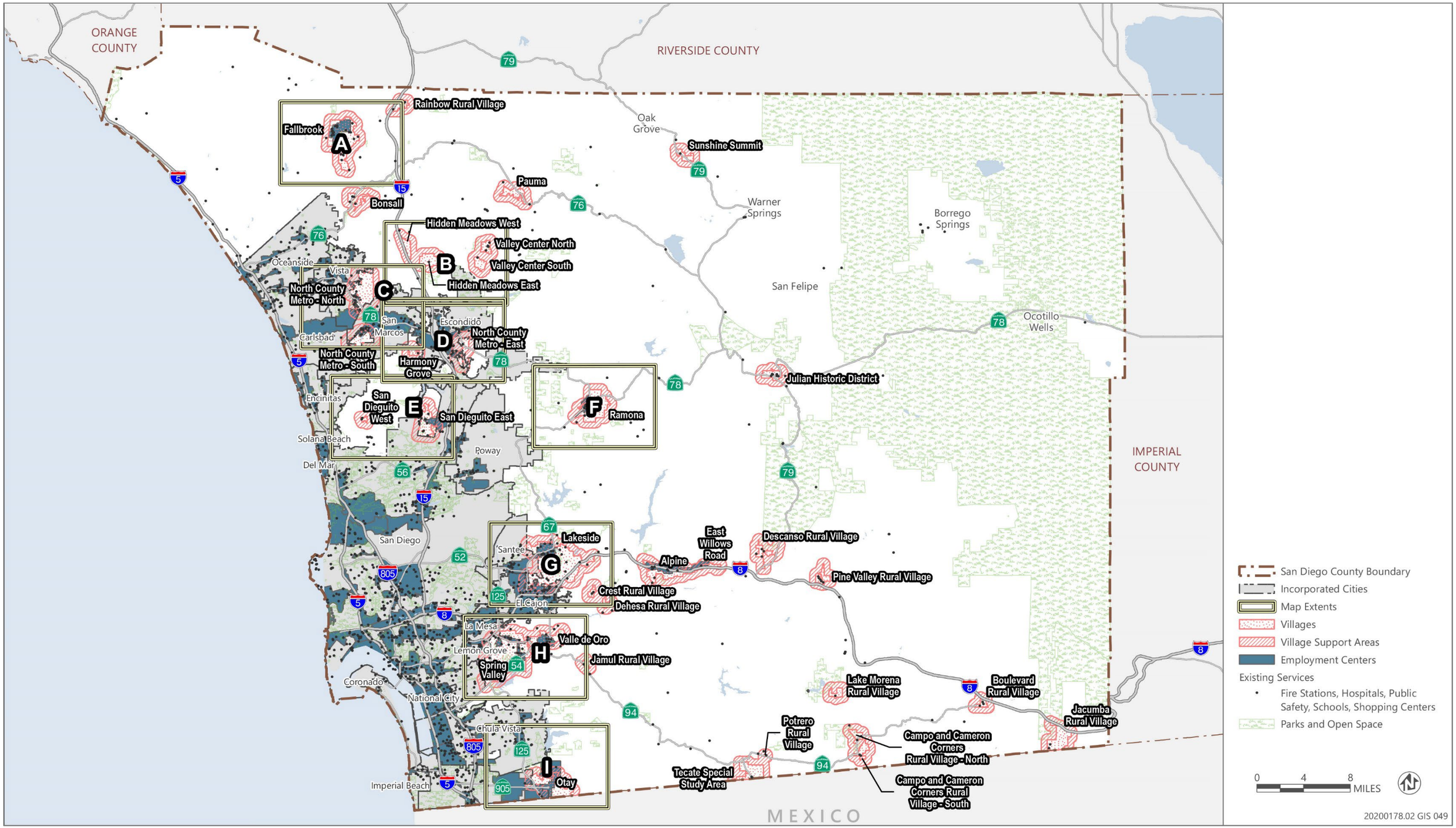
Sources: Data received and downloaded from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-1j Fire Safe and VMT Efficient Smart Growth Locations - Inset I



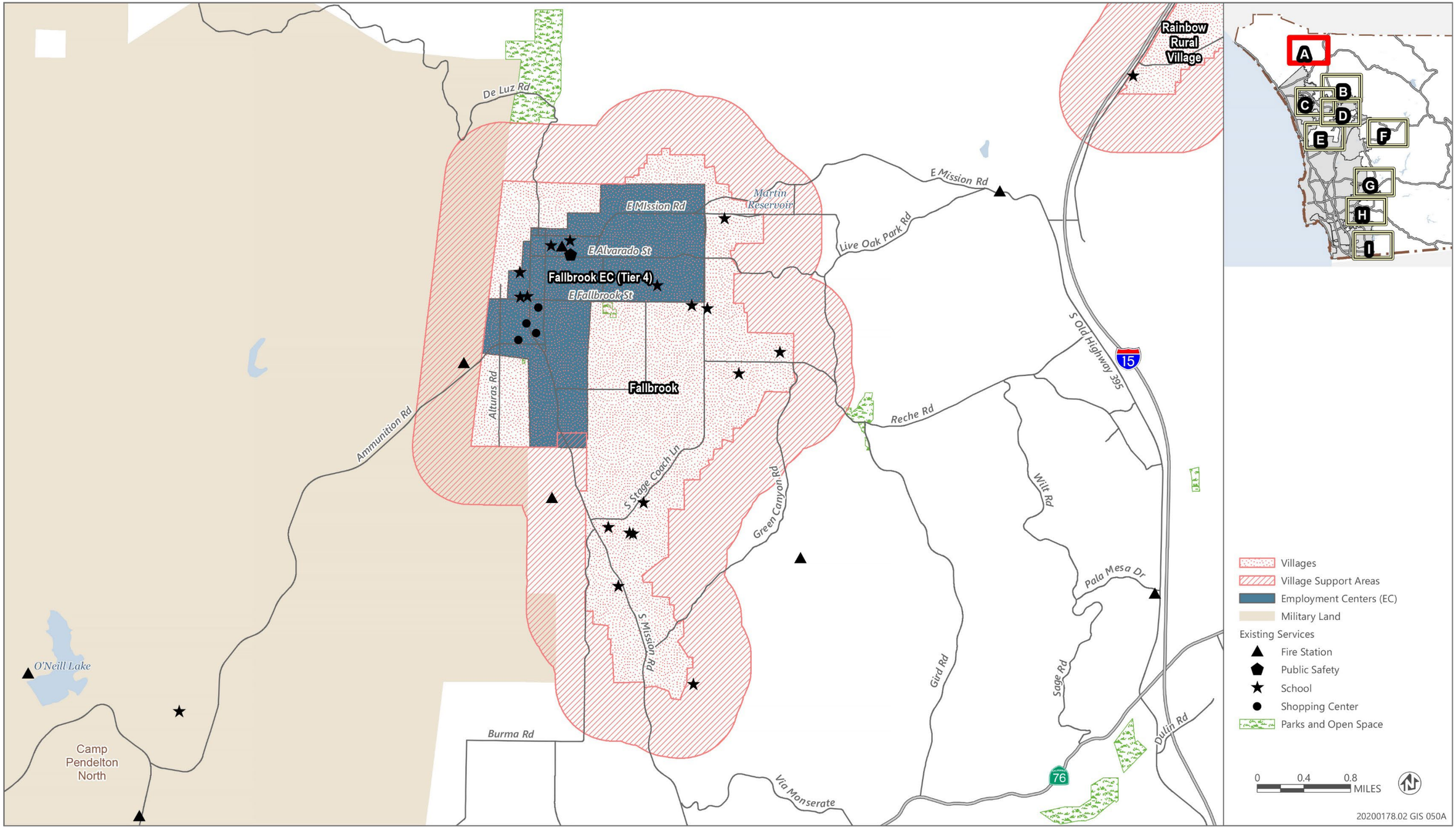
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-2 Village Support Areas Alternative



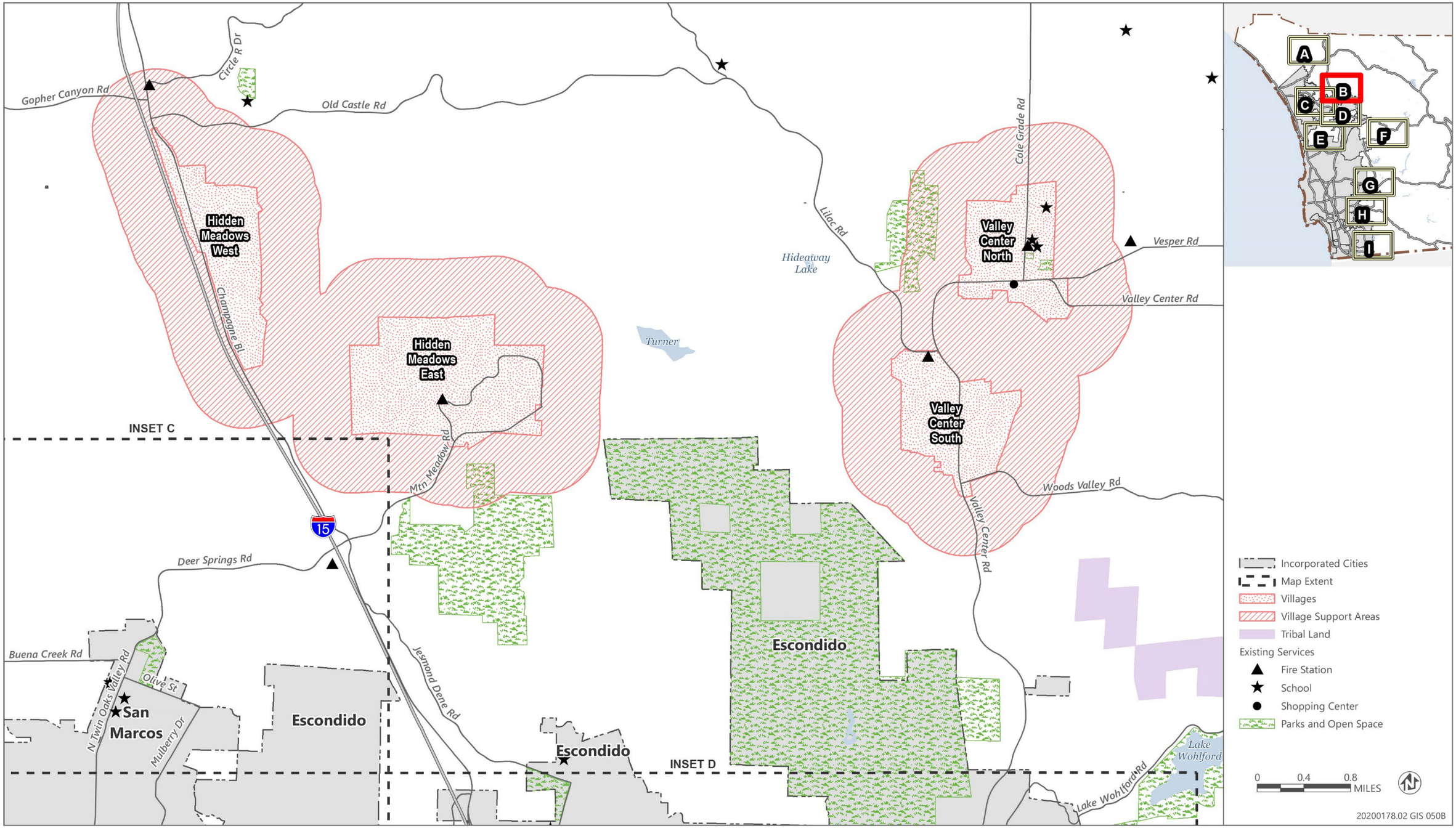
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023

Figure 5-2a Village and Village Support Areas



Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-2b Villages and Village Support Areas - Inset A

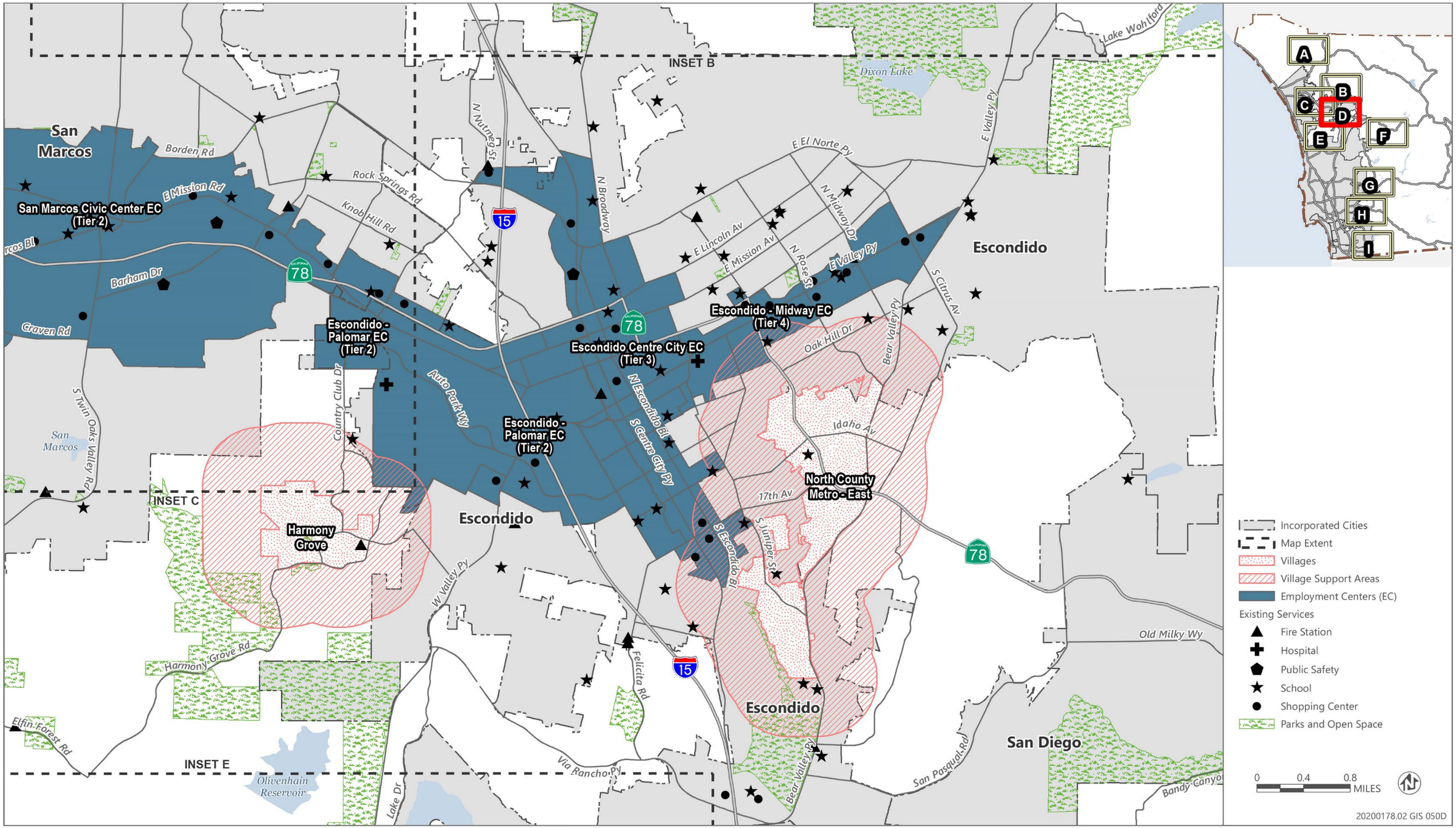


Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-2c Villages and Village Support Areas - Inset B

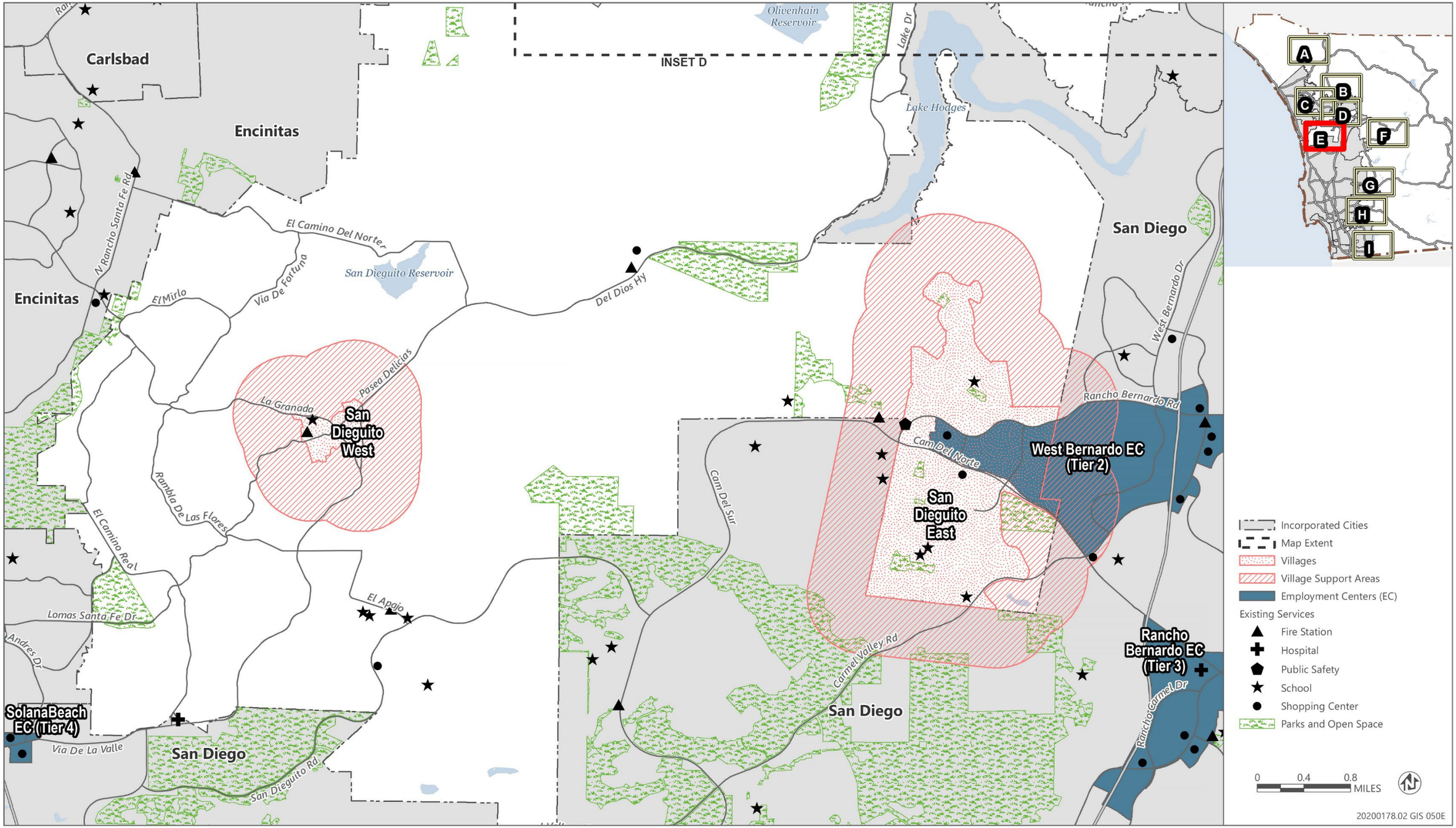
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Figure 5-2d Villages and Village Support Areas - Inset C



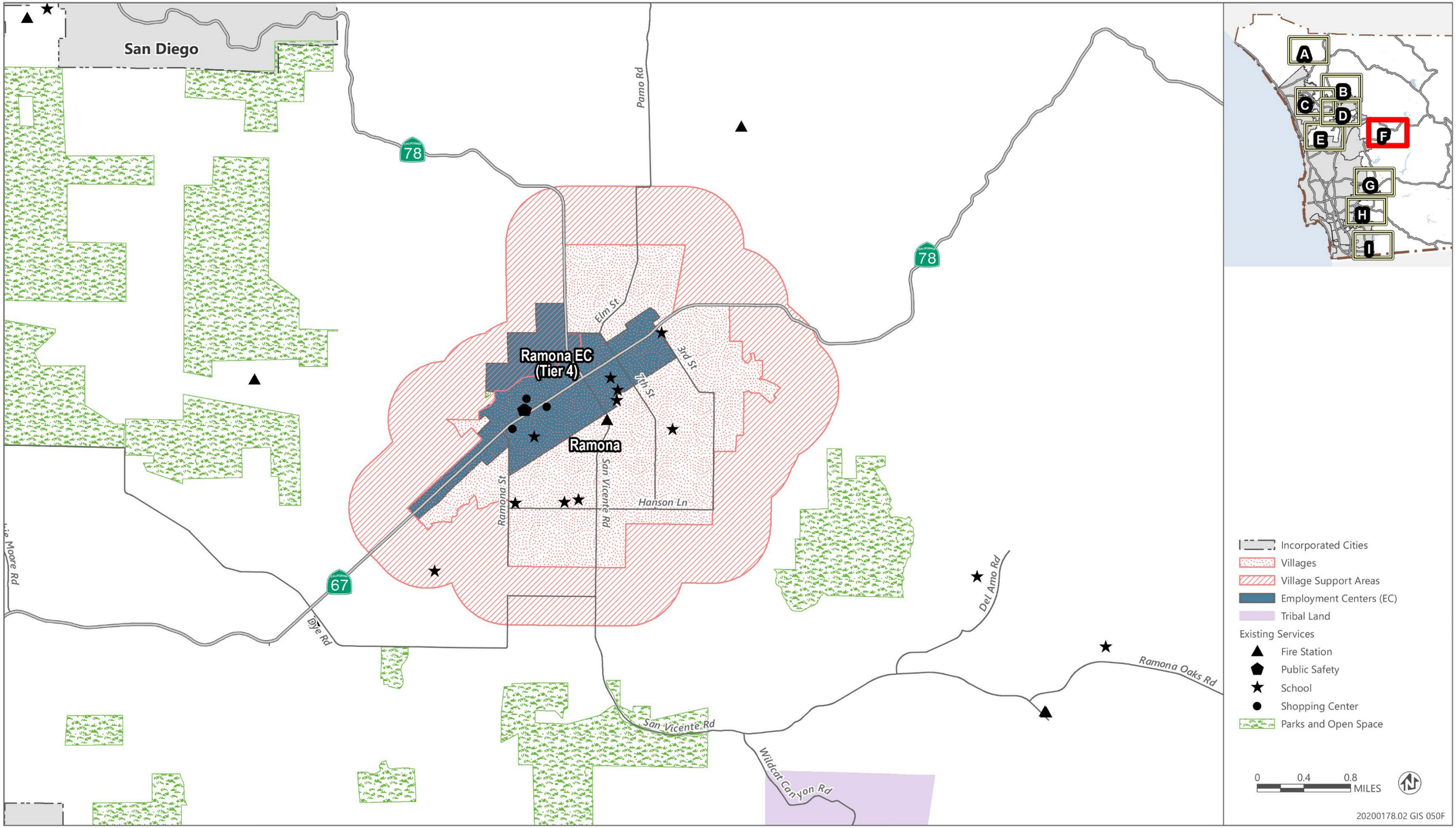
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-2e Villages and Village Support Areas - Inset D



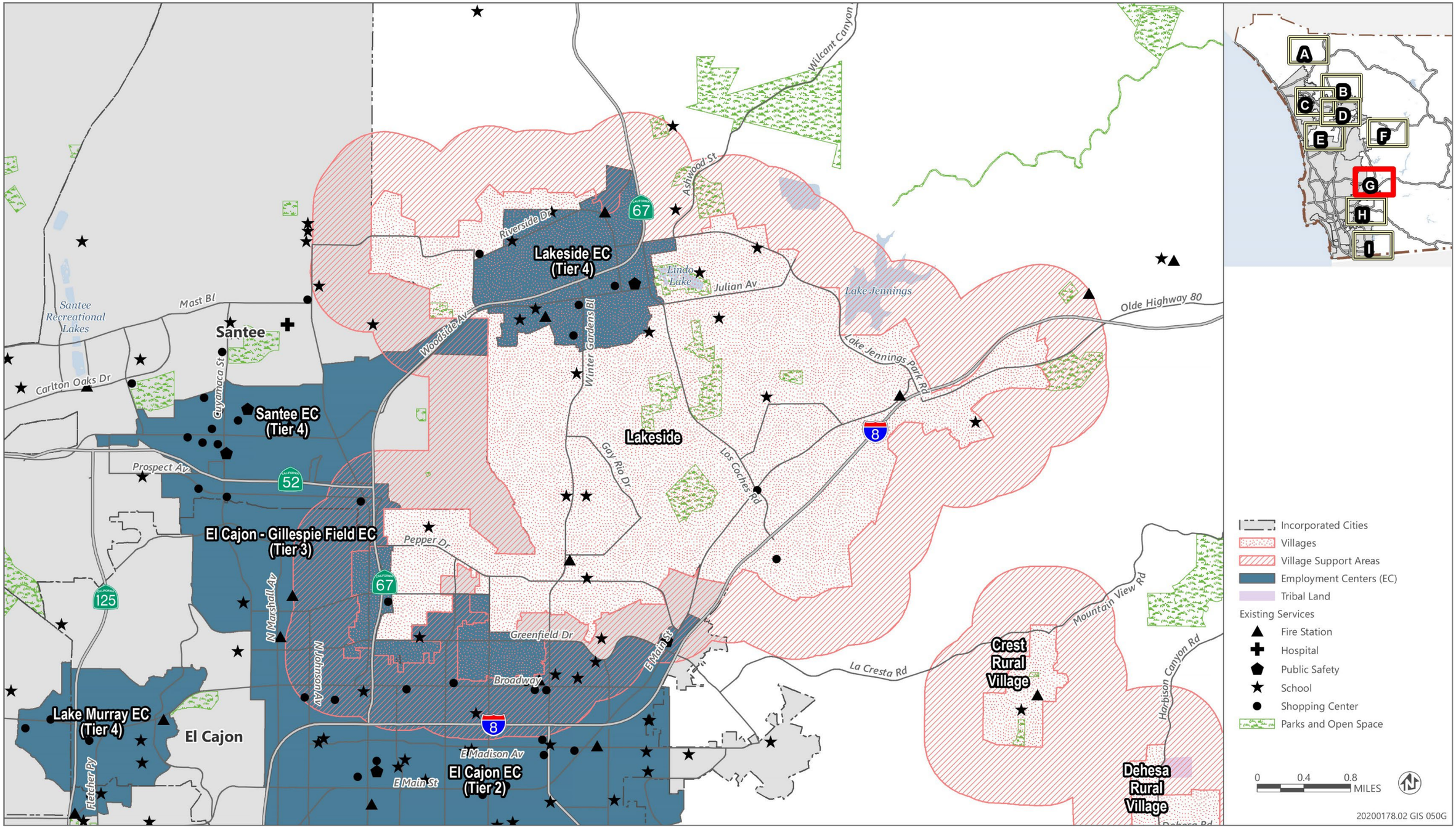
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-2f Villages and Village Support Areas - Inset E



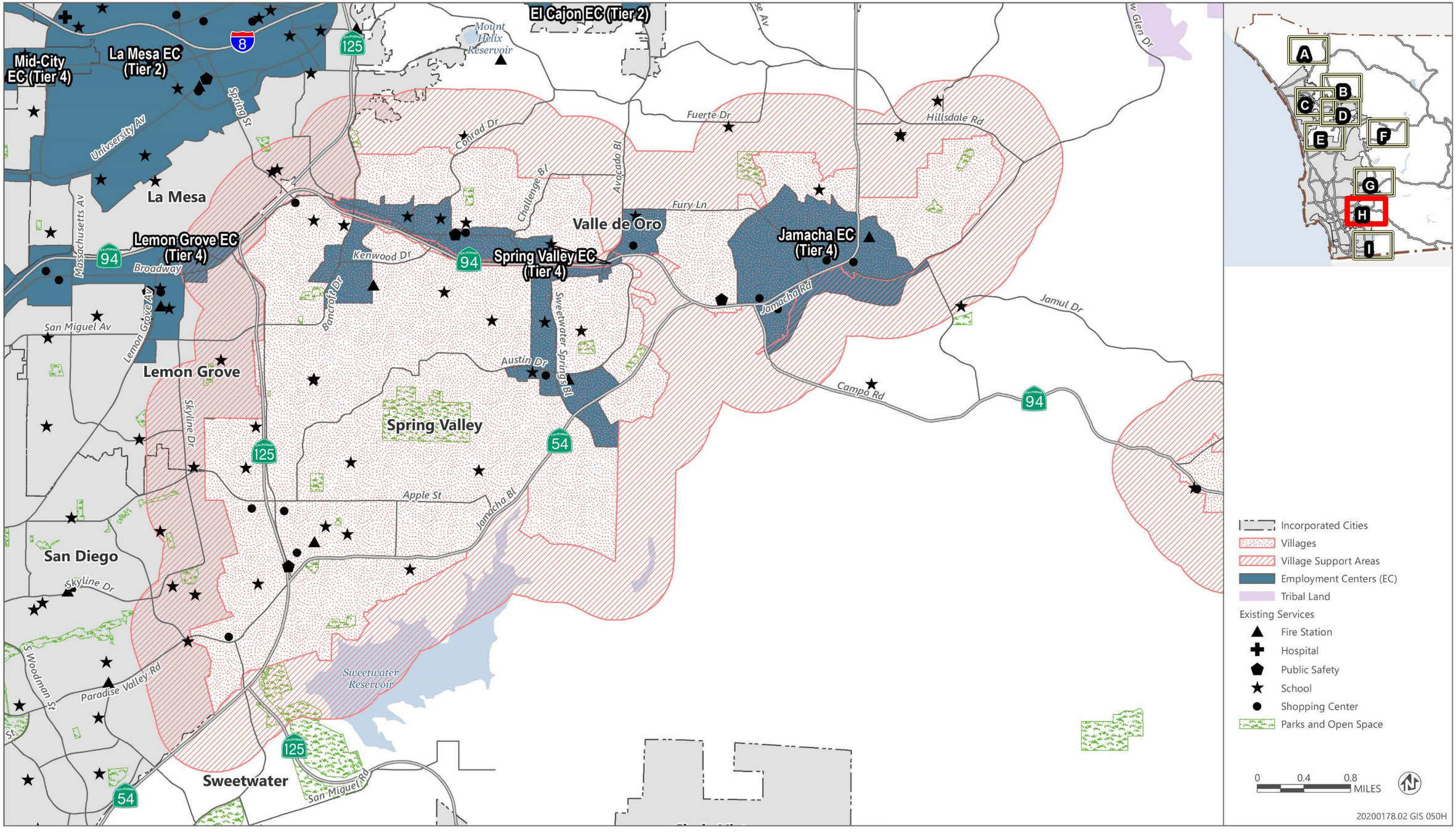
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-2g Villages and Village Support Areas - Inset F



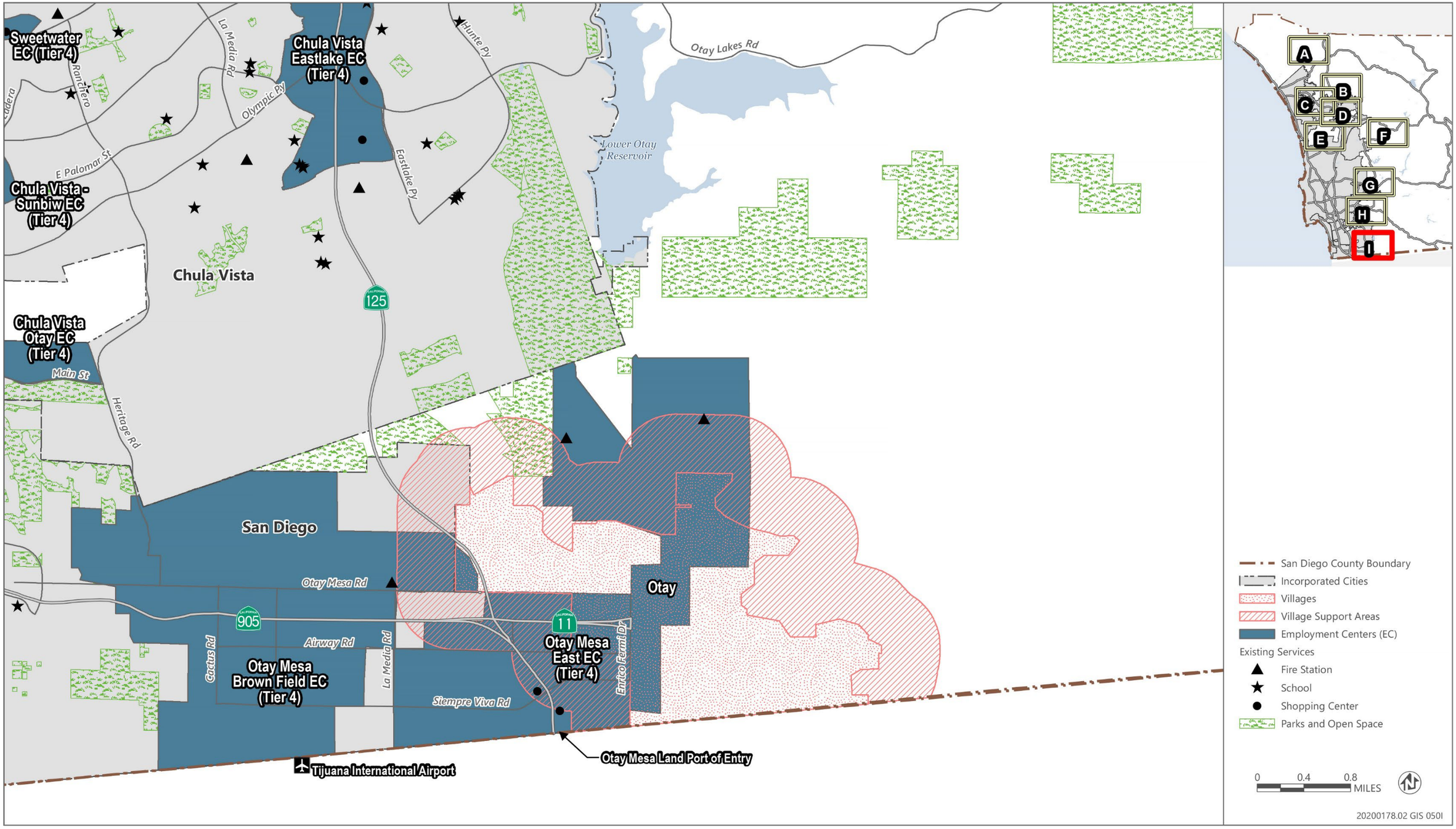
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-2h Villages and Village Support Areas - Inset G



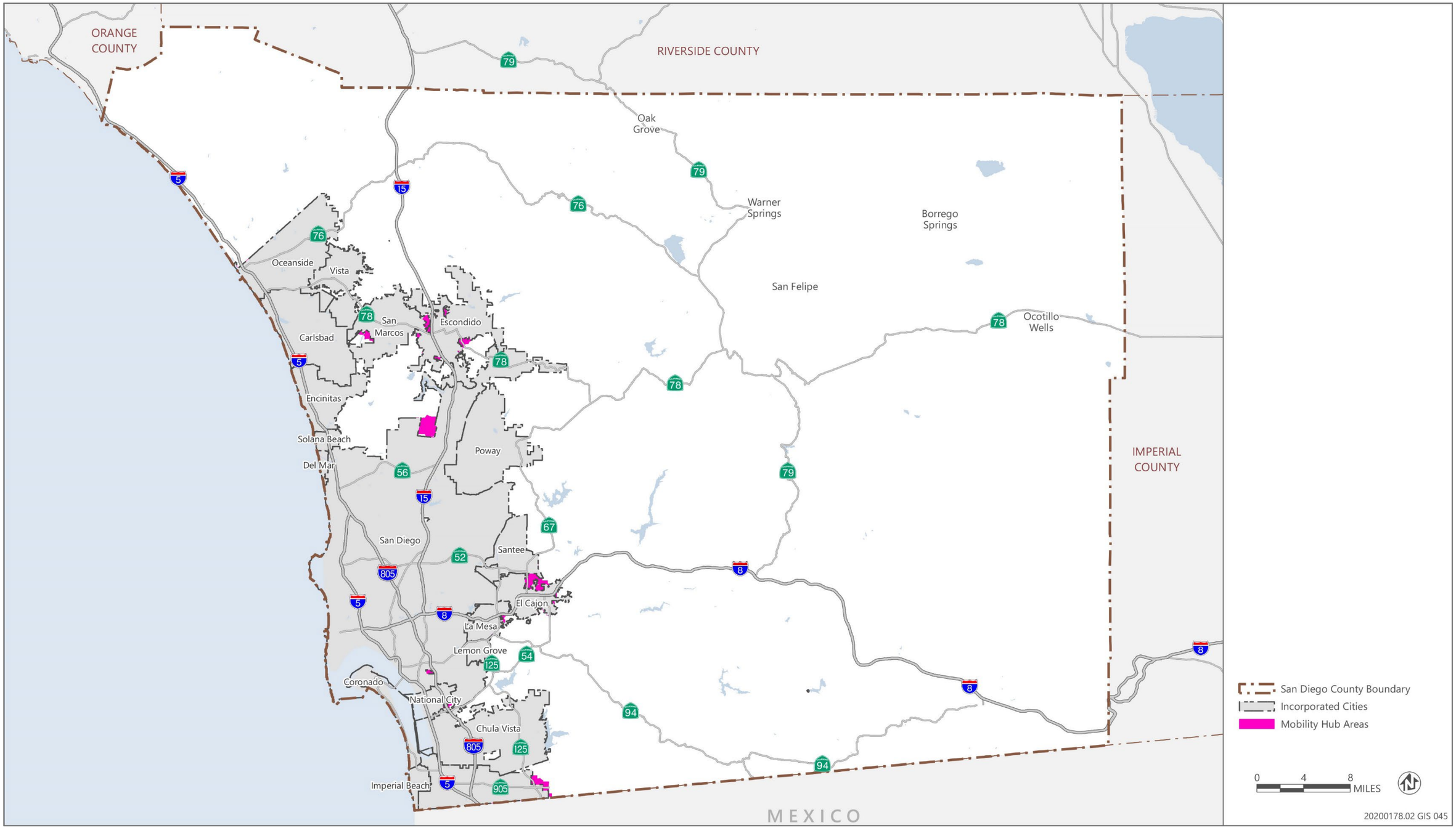
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-2i Villages and Village Support Areas - Inset H



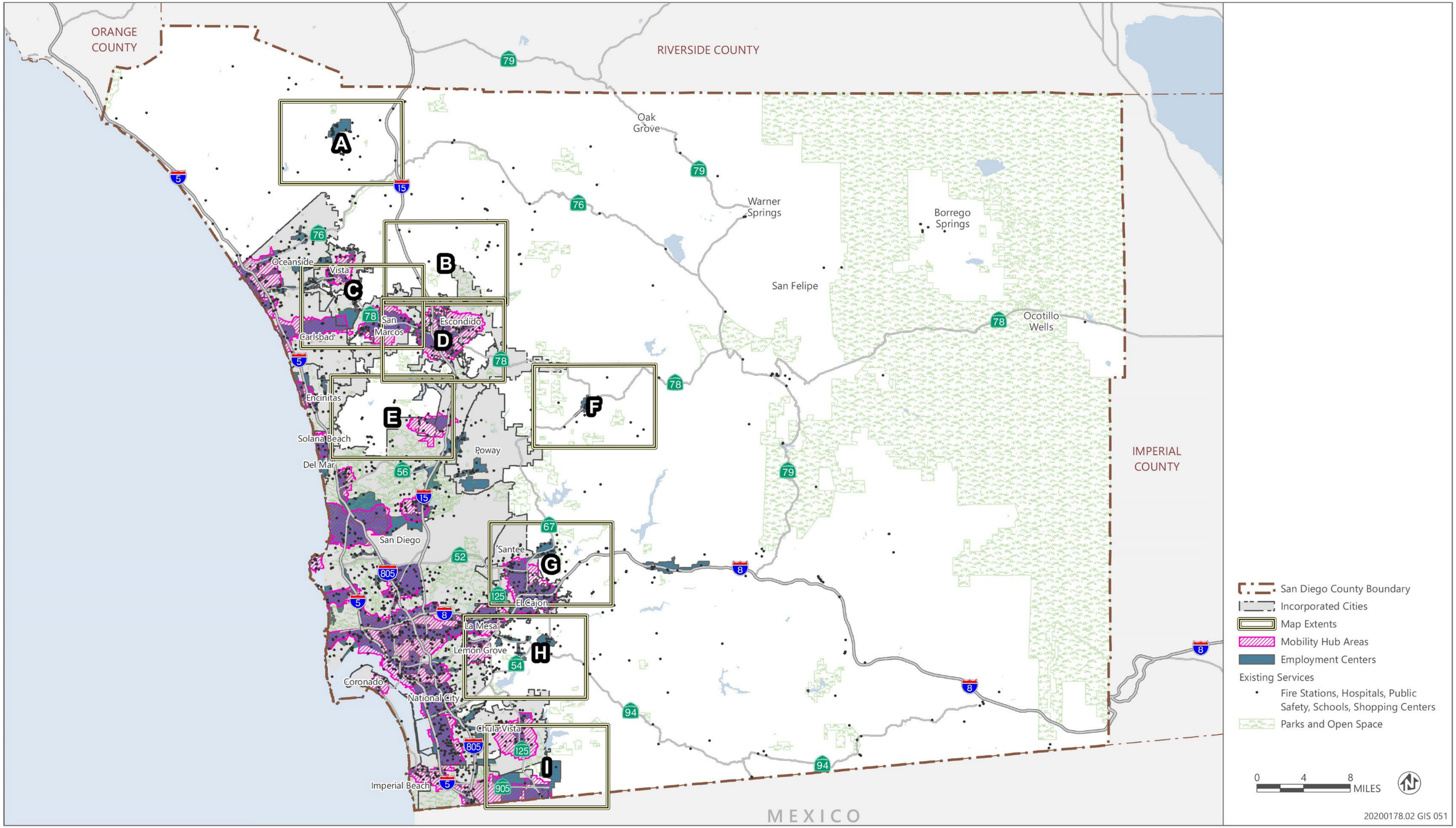
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-2j Villages and Village Support Areas - Inset I



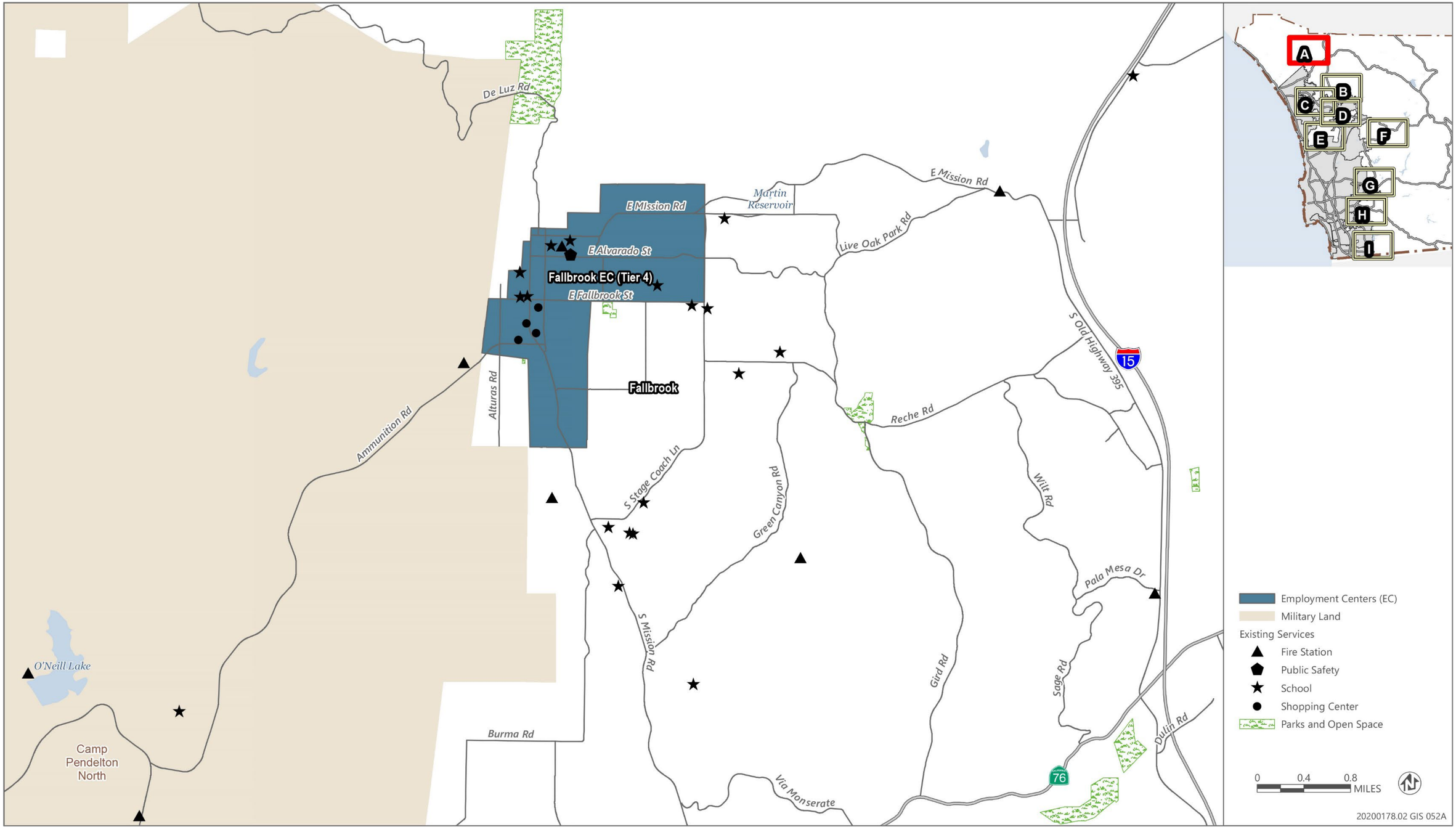
Sources: Data received from San Diego County in 2021.

Figure 5-3 Sustainable Communities Strategy Alternative



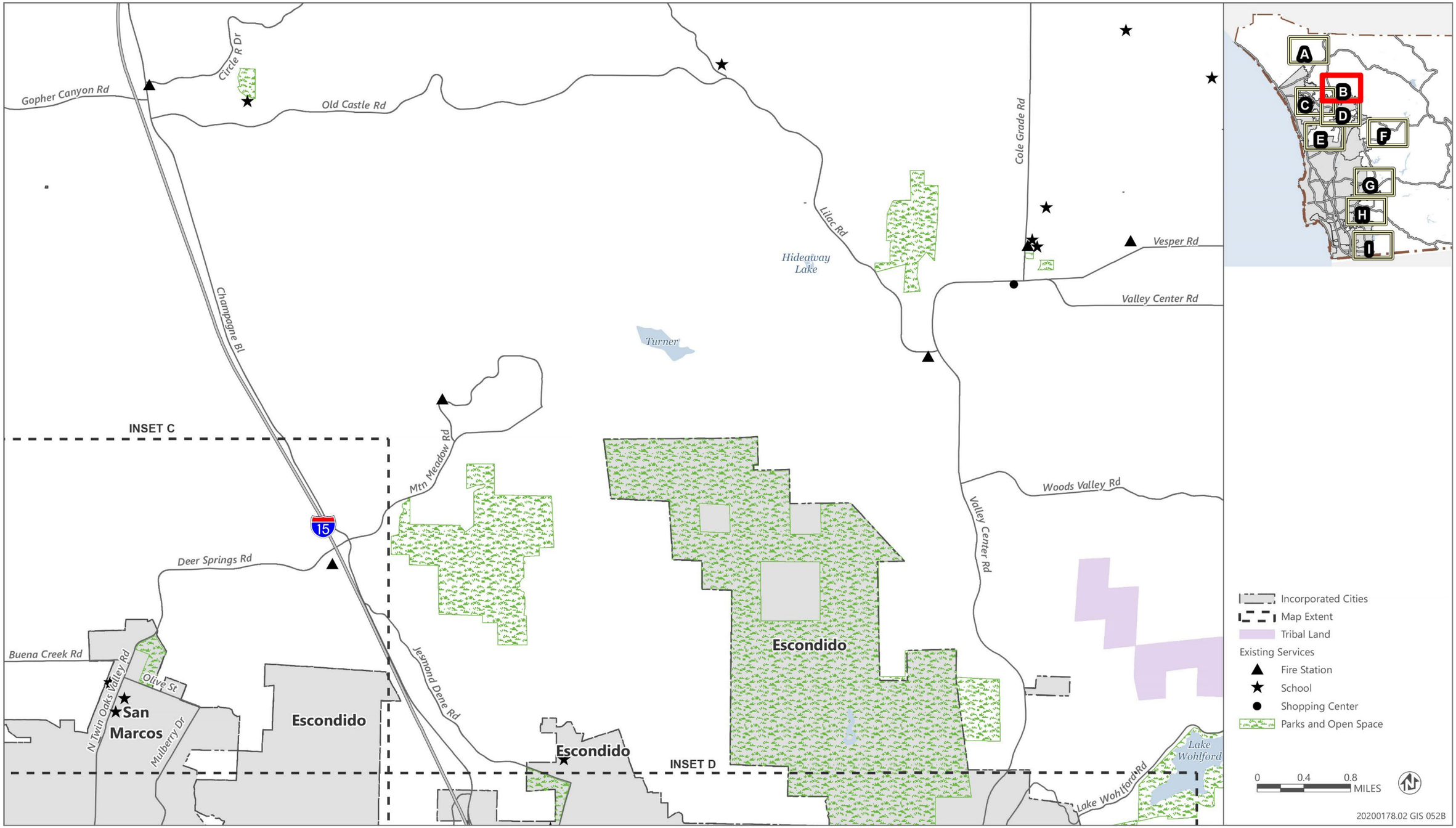
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3a Mobility Hub Areas



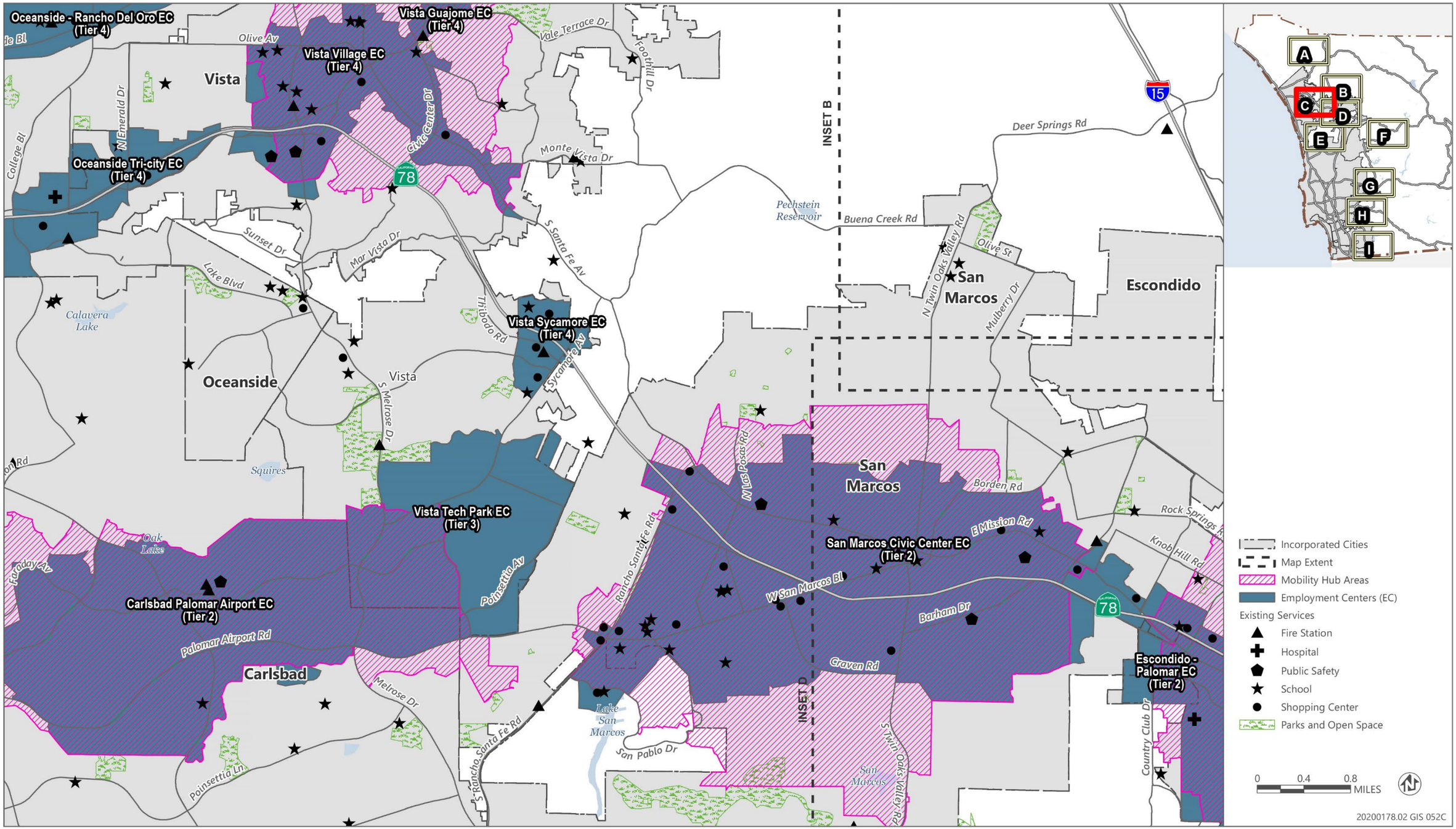
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3b Mobility Hub Areas - Inset A



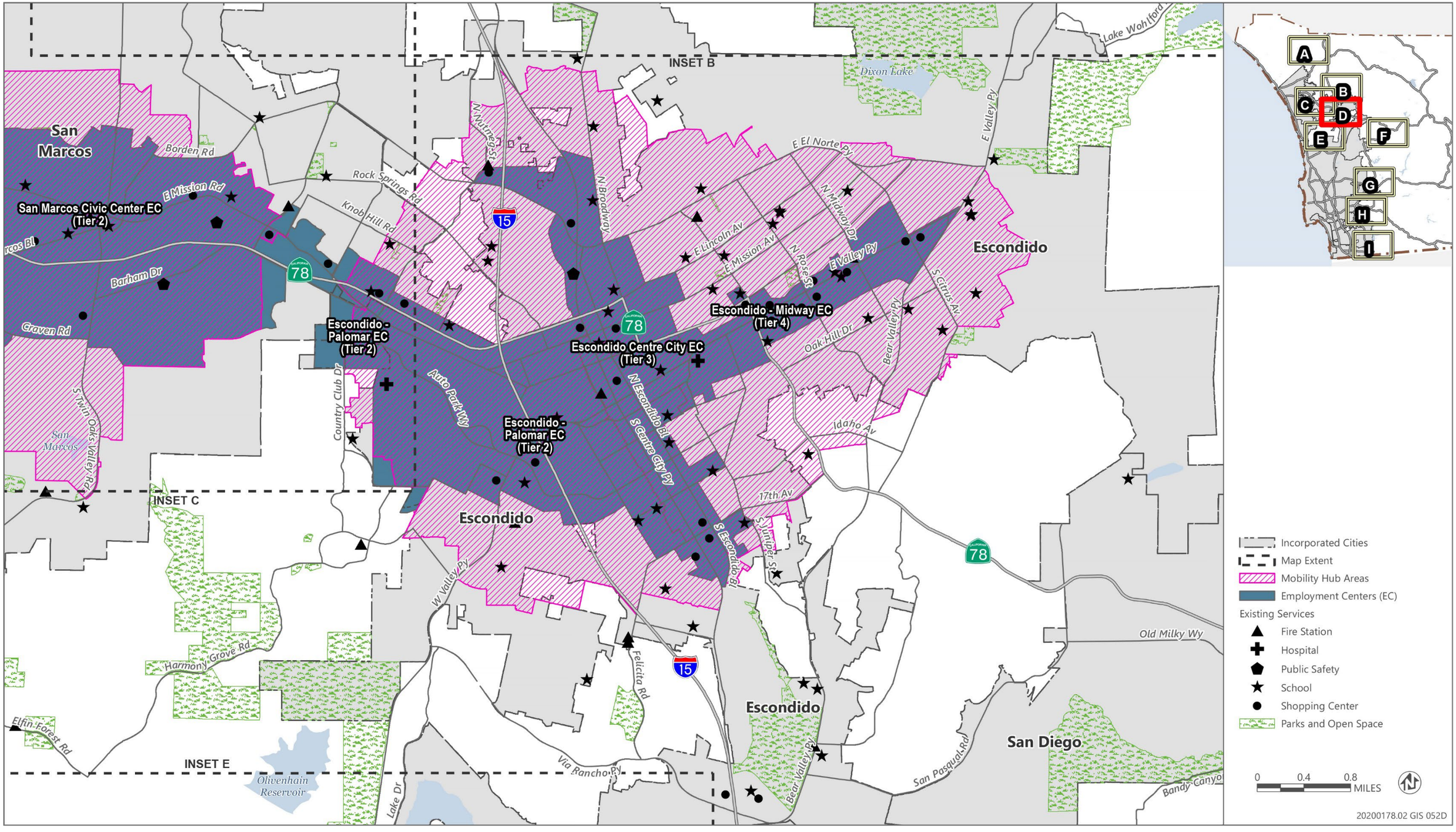
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3c Mobility Hub Areas - Inset B



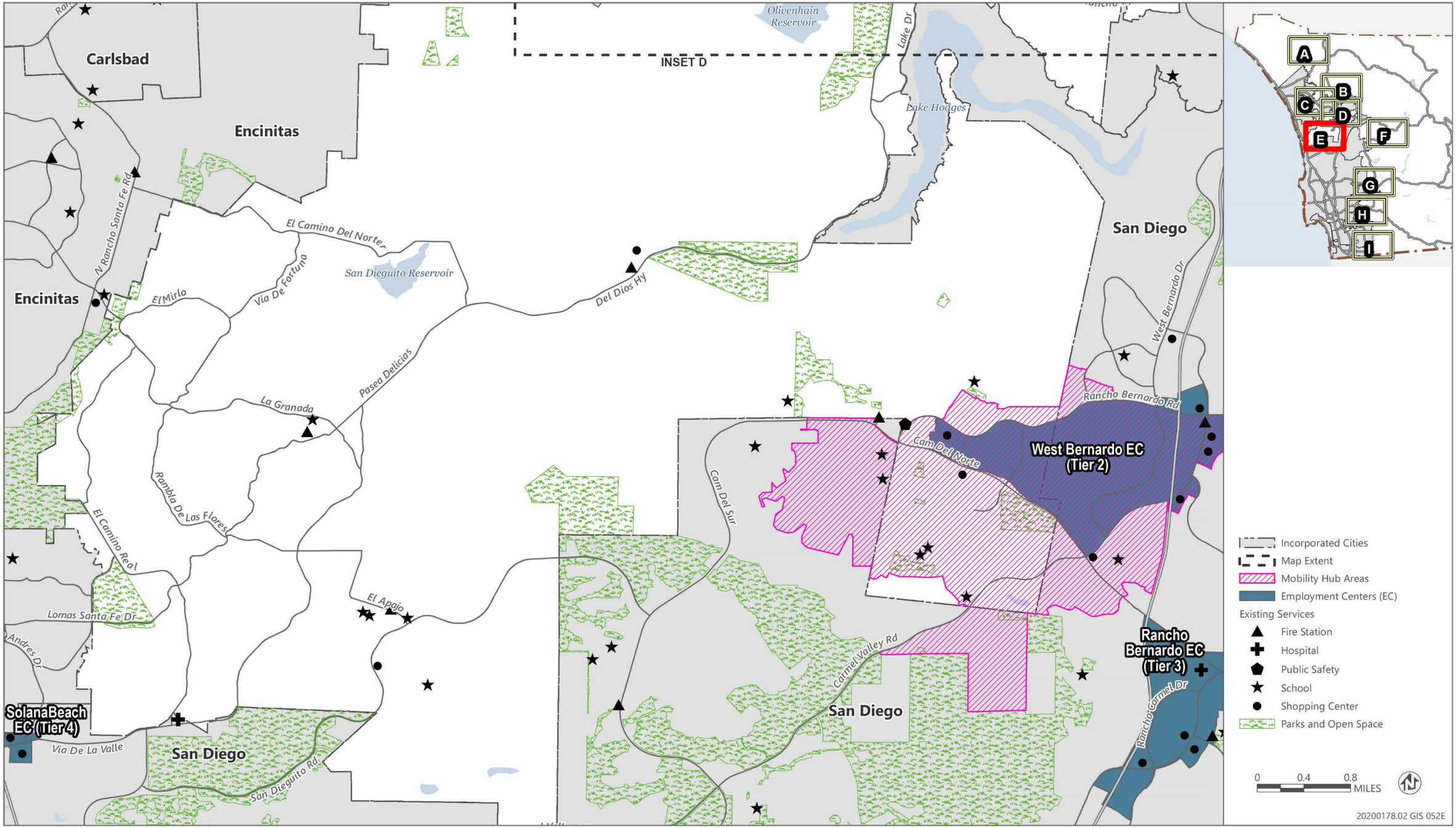
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3d Mobility Hub Areas - Inset C



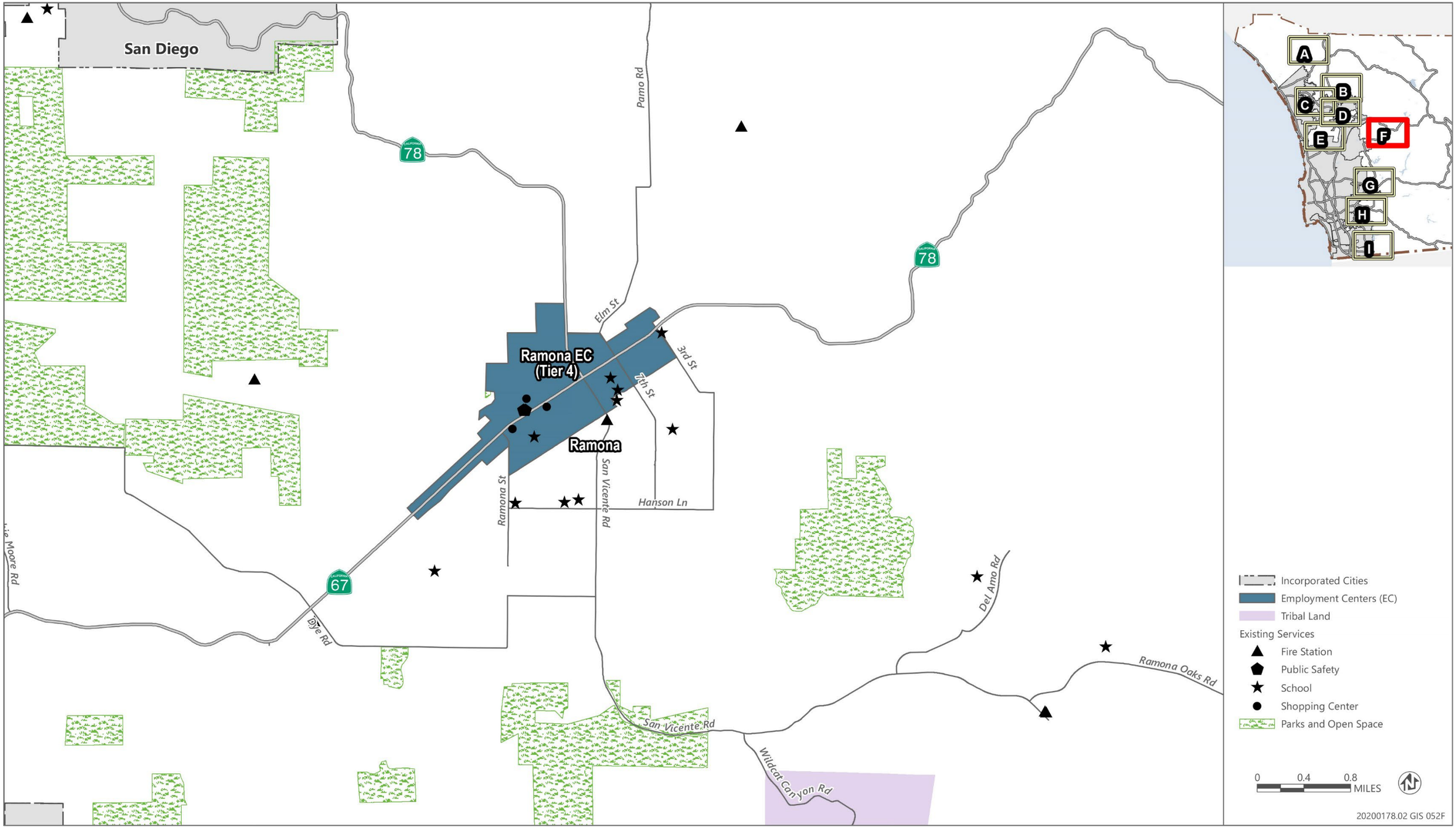
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3e Mobility Hub Areas - Inset D



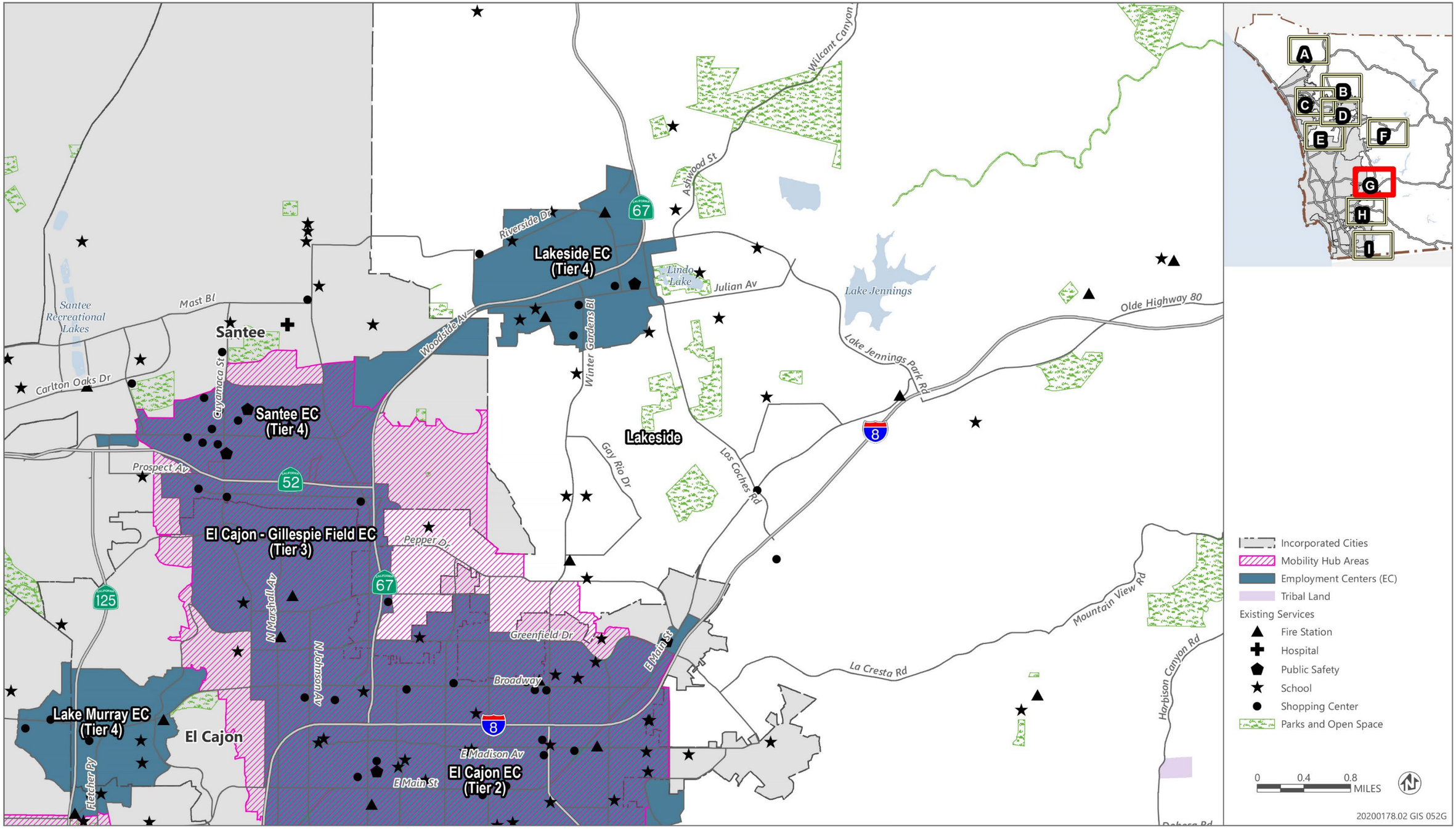
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3f Mobility Hub Areas - Inset E



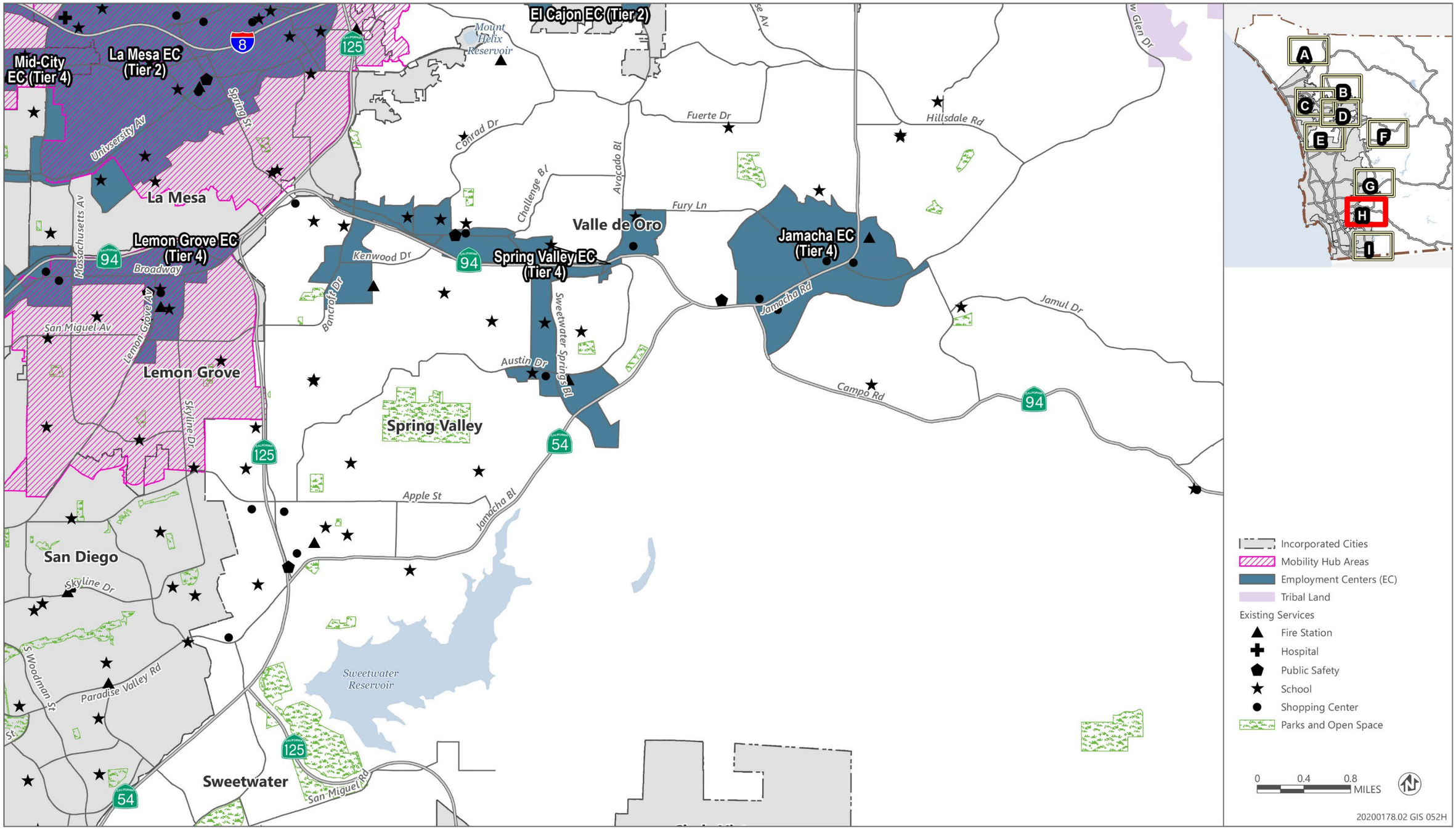
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3g Mobility Hub Areas - Inset F



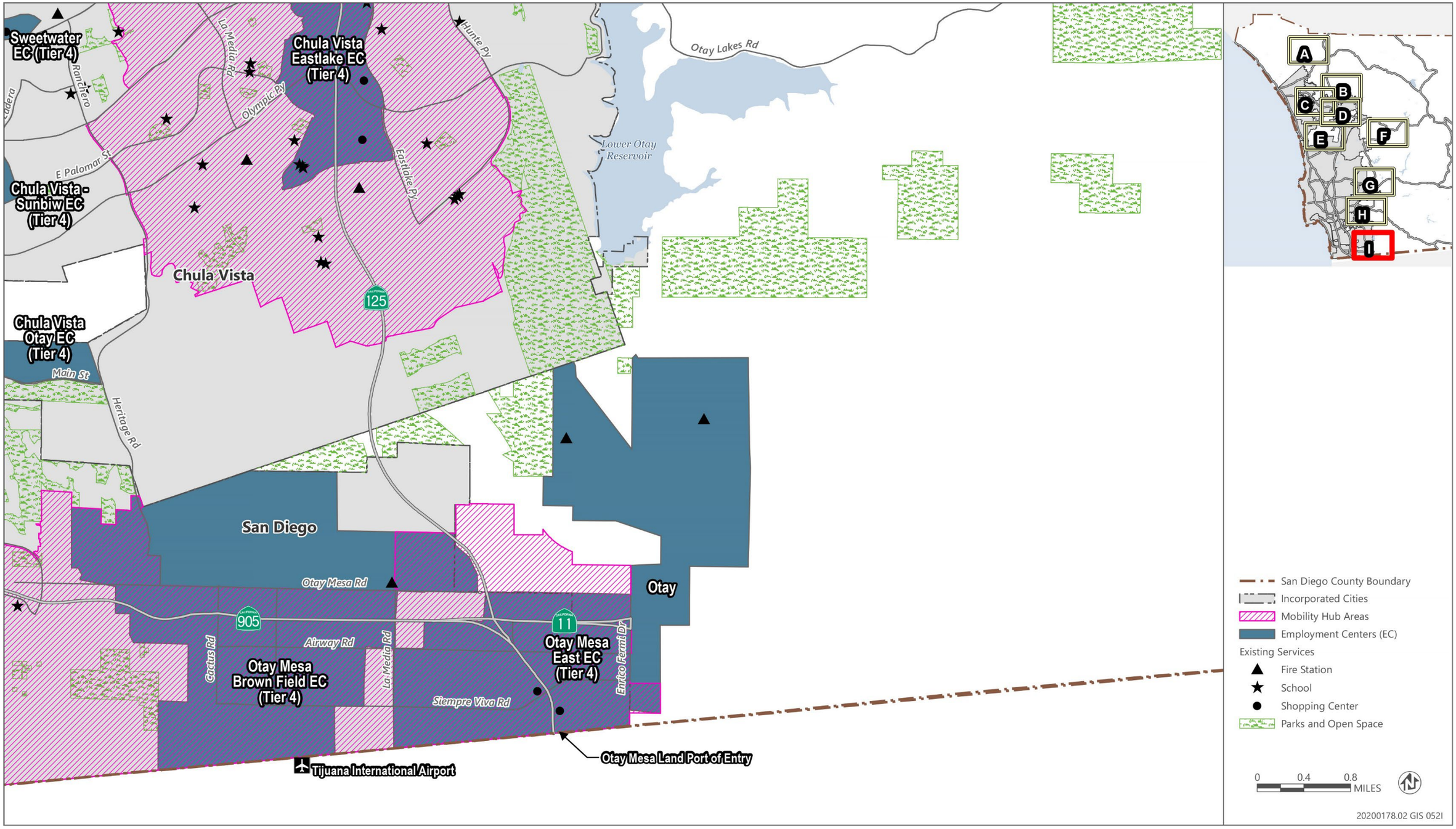
Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3h Mobility Hub Areas - Inset G



Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3i Mobility Hub Areas - Inset H



Sources: Data received from San Diego County in 2021 and 2023; adapted by Ascent in 2023.

Figure 5-3j Mobility Hub Areas - Inset I

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CHAPTER 8 MITIGATION MEASURES

8.1 List of Mitigation Measures

8.1.1 Aesthetics

Adopted Mitigation Measure Aes-1.2: Protect sensitive biological habitats and species through regulations that require avoidance and mitigation of impacts. Existing programs include the County MSCP and associated BMOs, RPO, and California Environmental Quality Act (CEQA) Guidelines. While protecting biological resources, these programs also preserve natural open space that contributes to the quality of many of the County's scenic vistas.

Adopted Mitigation Measure Aes-1.6: Require that project approvals with significant potential to adversely affect the scenic quality of a community require community review and specific findings of community compatibility. Examples can be found in the Zoning Ordinance with the numerous special uses or exceptions allowed pursuant to Administrative and Use Permits, and Site Plans. This practice has been proven useful for reducing impacts to aesthetic resources and their usefulness will increase as community plans and design guideline are updated pursuant to Aes-1.3 and Aes-1.4.

Adopted Mitigation Measure Aes-1.7: Develop and implement programs and regulations that preserve agricultural lands. Agricultural lands are often key components of scenic vistas and community character. Therefore, preservation of these lands will help to minimize potential impacts to scenic resources.

Adopted Mitigation Measure Aes-1.8: Continue to develop and implement programs and regulations that minimize landform alteration and preserve ridgelines and steep slopes where appropriate. Examples include the County's Grading Ordinance, RPO, and CEQA Guidelines.

Adopted Mitigation Measure Aes-1.9: Work with communities and other stakeholders to identify key scenic vistas, viewsheds of County scenic road and highways, and other areas of specific scenic value. Apply Resource Conservation Area designations or other special area designators, guidelines, and tools to guide future development of parcels within these viewsheds to avoid impacts to the scenic vistas.

Adopted Mitigation Measure Aes-4.1: County to coordinate with communities and stakeholders to review light pollution controls and consider amendments or expansions to those controls as determined necessary to reduce impacts to dark skies that are important to community character. This will ensure that potential artificial lighting impacts from development are monitored and controlled as needed to preserve community character.

Adopted Mitigation Measure Aes-4.2: County to maintain light and glare regulations that minimize impacts to adjacent properties, sensitive areas, community character, observatories, and dark skies. These regulations are currently found in the Light

Pollution Code and Zoning Ordinance. Additional reviews are implemented on discretionary projects in accordance with CEQA and the County's CEQA guidelines. These efforts will help protect the existing unincorporated area and surrounding environment from excessive artificial lighting impacts.

Adopted Mitigation Measure-M-AES-1: During the environmental review process for future Major Use Permits for wind turbines, the County Guidelines for Determining Significance for Visual Resources and Dark Skies and Glare shall be applied. When aesthetic impacts are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: siting/location considerations; minimizing development and grading of steep slopes; natural screening and landscaping; undergrounding utilities; inclusion of buffers; and lighting restrictions.

Adopted Mitigation Measure-M-AES-2: Require that a Lighting Mitigation Plan be prepared as part of the MUP discretionary review process. The Lighting Mitigation Plan would demonstrate that the design and installation of all permanent lighting for large wind turbine ancillary facilities is such that light bulbs and reflectors are not visible from public viewing areas; lighting does not cause reflected glare; and illumination of the project facilities, vicinity, and nighttime sky is minimized. The Lighting Mitigation Plan would demonstrate consistency with the Light Pollution Code (Section 59.100 et al.) and Sections 6322 and 6324 of the Zoning Ordinance to ensure outdoor light fixtures emitting light into the night sky do not result in a detrimental effect on astronomical research and to ensure reflected glare and light trespass is minimized.

Adopted Mitigation Measure-M-AES-3: Require that a Shadow Flicker Study be prepared as part of the MUP discretionary review process. The Shadow Flicker Study would utilize a shadow flicker model run to determine the potential shadow flicker that could occur at sensitive receptors within 2,000 meters (6,562 feet) of the proposed turbines. Due to the fact that some receptors may lie within 60° due north of the turbines, outside of the sun's path at any given point in the year, those receptors may be excluded from the study. Beyond 2,000 meters, the human eye would not be able to discern a shadow cast from a wind turbine. The modeling should utilize many different inputs, including:

1) Real Data

    - Actual coordinates of turbines
    - Actual coordinates of receptors
    - Actual topographic data

2) Conservative Assumptions

    - Specifications of the turbines being considered with the highest hub height and longest rotor diameter

- 100 percent turbine operation
- No vegetative screening
- Receptors can be impacted from all directions (i.e., “greenhouse mode”)

3) Realistic Features

- Actual wind data from a local meteorological tower to account for the percentage of time wind blows from each direction
- National Weather Service sunshine probability data to approximate average cloud cover.

CAP Update Mitigation Measure Aes-1: During the environmental review process for future Major Use Permits for all large-scale renewable energy projects, the County Guidelines for Determining Significance for Visual Resources and Dark Skies and Glare shall be applied. When aesthetic impacts are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: siting/location considerations; minimizing development and grading of steep slopes; natural screening and landscaping; undergrounding utilities; inclusion of buffers; and lighting restrictions.

CAP Update Mitigation Measure Aes-2: Require that a Lighting Mitigation Plan be prepared as part of the MUP discretionary review process for all large-scale renewable energy projects. The Lighting Mitigation Plan shall demonstrate that the design and installation of all permanent lighting for large wind turbines is such that light bulbs and reflectors are not visible from public viewing areas; lighting does not cause reflected glare; and illumination of the project facilities, vicinity, and nighttime sky is minimized. The Lighting Mitigation Plan shall demonstrate consistency with the Light Pollution Code (Section 59.100 et al.) and Sections 6322 and 6324 of the Zoning Ordinance to ensure outdoor light fixtures emitting light into the night sky do not result in a detrimental effect on astronomical research and to ensure reflected glare and light trespass is minimized.

CAP Update Mitigation Measure Aes-3: Require that a Shadow Flicker Study be prepared as part of the MUP discretionary review process for large-scale wind turbine projects. The Shadow Flicker Study shall utilize a shadow flicker model run to determine the potential shadow flicker that could occur at sensitive receptors within 2,000 meters (6,562 feet) of the proposed turbines. Due to the fact that some receptors may lie within 60 degrees due north of the turbines, outside of the sun’s path at any given point in the year, those receptors may be excluded from the study. Beyond 2,000 meters, the human eye would not be able to discern a shadow cast from a wind turbine. The modeling shall utilize many different inputs, including:

1) Real Data

   - Actual coordinates of turbines
   - Actual coordinates of receptors
   - Actual topographic data

2) Conservative Assumptions

   - Specifications of the turbines being considered with the highest hub height and longest rotor diameter
   - 100 percent turbine operation
   - No vegetative screening
   - Receptors can be impacted from all directions (i.e., “greenhouse mode”)

3) Realistic Features

   - Actual wind data from a local meteorological tower to account for the percentage of time wind blows from each direction
   - National Weather Service sunshine probability data to approximate average cloud cover

8.1.2 Agricultural Resources

Adopted Mitigation Measure Agr-1.1: Implement the General Plan Regional Category map and Land Use Maps which protect agricultural lands with lower density land use designations that will support continued agricultural.

Adopted Mitigation Measure Agr-1.2: Develop and implement programs and regulations that protect agricultural lands (such as the CEQA guidelines, Zoning Ordinance, Right to Farm Act, Open Space Subvention Act, Farm and Ranch Lands Protection Program, San Diego County Agricultural Enterprises and Consumer Information Ordinance, BOS Policy I-133, and the San Diego County Farming Program), as well as, those that support implementation of the Williamson Act (including the CEQA Guidelines, Zoning Ordinance, and Subdivision Ordinance).

Adopted Mitigation Measure Agr-1.3: Create a Conservation Subdivision Program that facilitates conservation-oriented project design through changes to the Subdivision Ordinance, Resource Protection Ordinance, Zoning Ordinance, Groundwater Ordinance, and other regulations as necessary with the goal of promoting conservation of natural resources and open space (including agricultural lands) while improving mechanisms for flexibility in project design so that the production of housing is not negatively impacted.

Adopted Mitigation Measure Agr-1.4: Develop and implement the PACE program which compensates landowners for voluntarily limiting future development on their land.

Adopted Mitigation Measure Agr-1.5: Revise community plans to identify important agricultural areas within them and specific compatible uses and desired buffers necessary to maintain the viability of that area. Community plans are used to review development projects (including General Plan Amendments).

Adopted Mitigation Measure Agr-2.1: Prior to the approval of any Zoning Ordinance Amendment that would result in the removal of an "A" designator from a certain property, an analysis shall be conducted to ensure that the action removing such a designation will not result in any significant direct or indirect adverse impact to a Williamson Act Contract lands.

Adopted Mitigation Measure M-AGR-1: During the environmental review process for future Major Use Permits for wind turbines, the County Guidelines for Determining Significance for Agricultural Resources shall be applied. When impacts to Farmland are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of agricultural resources; preservation of agriculture; and inclusion of compatibility buffers near areas intended for agricultural uses.

Adopted Mitigation Measure M-AGR-2: During the environmental review process for future Major Use Permits for wind turbines, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts to forest land are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; and resource management.

CAP Update Mitigation Measure Agr-1: During the environmental review process for future Major Use Permits for all large-scale renewable energy projects, the County Guidelines for Determining Significance for Agricultural Resources shall be applied. When impacts to Important Farmland are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of agricultural resources; preservation of agriculture; and inclusion of compatibility buffers near areas intended for agricultural uses.

CAP Update Mitigation Measure Agr-2: During the environmental review process for future Major Use Permits for all large-scale renewable energy projects, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts to forest land are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; and resource management.

8.1.3 Air Quality

Adopted Mitigation Measure Air-2.1: Provide incentives such as preferential parking for hybrids or alternatively fueled vehicles such as compressed natural gas (CNG) vehicles or hydrogen- or electric-powered vehicles. The County shall also establish programs for priority or free parking on County streets or in County parking lots for hybrids or alternatively fueled vehicles.

Adopted Mitigation Measure Air-2.2: Replace existing vehicles in the County fleet as needed with the cleanest vehicles commercially available that are cost-effective and meet vehicle use needs.

Adopted Mitigation Measure Air-2.3: Implement transportation fleet fueling standards to improve the number of alternatively fueled vehicles in the County fleet.

Adopted Mitigation Measure Air-2.4: Provide incentives to promote the siting or use of clean air technologies where feasible. These technologies shall include, but not be limited to, fuel cell technologies, renewable energy sources, and hydrogen fuel.

Adopted Mitigation Measure Air-2.5: Require that the following measures be implemented on all construction projects where project emissions are above the SLTs:

- multiple applications of water during grading between dozer/scraper passes;
- paving, chip sealing, or chemical stabilization of internal roadways after completion of grading;
- use of sweepers or water trucks to remove “track-out” at any point of public street access;
- termination of grading if winds exceed 25 miles per hour;
- stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control;
- use of low-sulfur fuels in construction equipment;
- use of low VOC paints; and
- projects exceeding SLTs will require 10 percent of the construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and/or CARB certified Tier I, II, III, IV equipment. Equipment is certified if it meets emission standards established by the EPA for mobile non-road diesel engines of almost all types. Standards established for hydrocarbons, oxides of nitrogen (NOX), CO, and PM. Tier I standards are for engines over 50 horsepower (hp) (such as bulldozers) built between 1996 and 2000, and engines under 50 hp (such as lawn tractors) prop built between 1999 and 2000. Tier II standards are for all engine sizes from 2001 to 2006, and Tier III standards are

for engines rated over 50 hp from 2006 to 2008. Tier IV standards apply to engines of all sizes built in 2008 or later. Standards are increasingly stringent from Tier I to Tier IV.

Adopted Mitigation Measure Air-2.6: Use County Guidelines for Determining Significance for Air Quality to identify and mitigate adverse environmental effects on air quality.

Adopted Mitigation Measure Air-2.7: Implement County Air Pollution Control District regulations for air emissions from all sources under its jurisdiction.

Adopted Mitigation Measure Air-2.8: Require NSRs to prevent permitting projects that are "major sources."

Adopted Mitigation Measure Air-2.9: Implement the Grading, Clearing, and Watercourses Ordinance by requiring all clearing and grading to be conducted with dust control measures.

Adopted Mitigation Measure Air-2.10: Revise Board Policy F-50 to strengthen the County's commitment and requirement to implement resource-efficient design and operations for County-funded renovation and new building projects. This could be achieved by making the guidelines within the policy mandatory rather than voluntary.

Adopted Mitigation Measure Air-2.11: Implement County RAQS to attain state air quality standards for ozone.

Adopted Mitigation Measure Air-2.12: Revise Board Policy G-15 to require County facilities to comply with Silver Leadership in Energy and Environmental Design (LEED) standards or other equivalent Green Building rating systems.

Adopted Mitigation Measure Air-2.13: Revise Board Policy G-16 to require the County to:

- adhere to the same or higher standards it would require from the private sector when locating and designing facilities concerning environmental issues and sustainability, and

- require government contractors to use low-emission construction vehicles and equipment.

Adopted Mitigation Measure Air-4.1: Use the policies set forth in the CARB's Land Use and Air Quality Handbook as a guideline for siting sensitive land uses. Implementation of this measure will ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of TACs.

CAP Update Mitigation Measure Air-2.1: Require construction contractors to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater

than 50 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall operate on at least an EPA-approved Tier 3 or newer engine. Exemptions can be made for specialized equipment where Tier 3 engines are not commercially available within 200 miles of the proposed project location. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA-approved Tier 2 engine.

8.1.4 Biological Resources

Adopted Mitigation Measure Bio-1.5: Utilize County Guidelines for Determining Significance for Biological Resources to identify adverse impacts to biological resources. Also, utilize the County's Geographic Information System (GIS) records and the Comprehensive Matrix of Sensitive Species to locate special-status species populations on or near project sites. This information will be used to avoid or mitigate impacts as appropriate.

Adopted Mitigation Measure Bio-1.6: Implement the RPO, BMO, and HLP Ordinance to protect wetlands, wetland buffers, sensitive habitat lands, biological resource core areas, linkages, corridors, high-value habitat areas, subregional coastal sage scrub focus areas, and populations of rare, or endangered plant or animal species.

Adopted Mitigation Measure Bio-1.7: Minimize edge effects from development projects located near sensitive resources by implementing the County Noise Ordinance, the County Groundwater Ordinance, the County's Landscaping Regulations (currently part of the Zoning Ordinance), and the County Watershed Protection, Storm Water Management, and Discharge Control Ordinance.

Adopted Mitigation Measure Bio-2.1: Revise the Ordinance Relating to Water Conservation for Landscaping to incorporate appropriate plant types and regulations requiring planting of native or compatible non-native, non-invasive plant species in new development.

Adopted Mitigation Measure Bio-2.2: Require that development projects obtain CWA Section 401/404 permits issued by the California Regional Water Quality Control Board and US Army Corps of Engineers for all project-related disturbances of waters of the US and/or associated wetlands. Also, continue to require that projects obtain Fish and Game Code Section 1602 Streambed Alteration Agreements from the California Department of Fish and Game for all project-related disturbances of streambeds.

Adopted Mitigation Measure Bio-2.3: Ensure that wetlands and wetland buffer areas are adequately preserved whenever feasible to maintain biological functions and values.

Adopted Mitigation Measure Bio-2.4: Implement the Watershed Protection, Storm Water Management, and Discharge Control Ordinance to protect wetlands.

Adopted Mitigation Measure M-Bio-1: During the environmental review process for future MUPs for wind turbines, the County Guidelines for Determining Significance for Biological

Resources shall be applied. When impacts on biological resources are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; resource management; and restrictions on lighting, runoff, access, and/or noise.

Adopted Mitigation Measure M-Bio-2: Update the County Guidelines for Determining Significance for Biological Resources to include, or incorporate by reference, recommendations from the California Department of Fish and Game, the Avian Power Line Interaction Committee, the USFWS Draft Guidance, and the California Energy Commission (e.g., California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development). Examples of recommended mitigation measures include: site screening; pre-permitting monitoring; acoustic monitoring; buffer zone inclusion; reduction of foraging resources near turbines; specific lighting to reduce bird collisions; post-construction monitoring; and avian protection plans.

CAP Update Mitigation Measure Bio-1: During the environmental review process for future MUPs for large-scale renewable energy projects, the County Guidelines for Determining Significance for Biological Resources shall be applied. When impacts on biological resources are determined to be significant, feasible and appropriate project-specific mitigation measures shall be incorporated. Examples of standard mitigation measures within the County Guidelines include: avoidance of sensitive resources; preservation of habitat; revegetation; resource management; and restrictions on lighting, runoff, access, and/or noise.

CAP Update Mitigation Measure Bio-2: Update the County Guidelines for Determining Significance for Biological Resources to include, or incorporate by reference, recommendations from the California Department of Fish and Wildlife, the Avian Power Line Interaction Committee, the USFWS Draft Guidance, and the California Energy Commission (e.g., California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development). Examples of recommended mitigation measures include: site screening; pre-permitting monitoring; acoustic monitoring; buffer zone inclusion; reduction of foraging resources near turbines and transmission lines; specific lighting to reduce bird collisions; post-construction monitoring; and avian protection plans.

8.1.5 Cultural and Paleontological Resources

Adopted Mitigation Measure Cul-1.1: Utilize the RPO, CEQA, the Grading and Clearing Ordinance, and the Zoning Ordinance to identify and protect important historic and archaeological resources by requiring appropriate reviews and applying mitigation when impacts are significant.

Adopted Mitigation Measure Cul-1.6: Implement, and update as necessary, the "County's Guidelines for Determining Significance for Cultural Resources" to identify and minimize adverse impacts to historic and archaeological resources.

Adopted Mitigation Measure CuI-2.1: Develop management and restoration plans for identified and acquired properties with cultural resources.

Adopted Mitigation Measure CuI-2.2: Facilitate the identification and acquisition of important resources through collaboration with agencies, tribes, and institutions, such as the South Coast Information Center (SCIC), while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure CuI-2.3: Support the dedication of easements that protect important cultural resources by using a variety of funding methods, such as grants or matching funds, or funds from private organizations.

Adopted Mitigation Measure CuI-2.5: Protect undiscovered subsurface archaeological resources by requiring grading monitoring by a qualified archaeologist and a Native American monitor for ground disturbing activities in the vicinity of known archaeological resources, and also, when feasible, during initial surveys.

Adopted Mitigation Measure CuI-2.6: Protect significant cultural resources by facilitating the identification and acquisition of important resources through regional coordination with agencies, and institutions, such as the South Coast Information Center (SCIC) and consultation with the Native American Heritage Commission (NAHC) and local tribal governments, including SB-18 review, while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure CuI-3.1: Implement the Grading Ordinance and CEQA to avoid or minimize impacts to paleontological resources, require a paleontological monitor during grading when appropriate, and apply appropriate mitigation when impacts are significant.

Adopted Mitigation Measure CuI-3.2: Implement, and update as necessary, the County's Guidelines for Determining Significance for Paleontological Resources to identify and minimize adverse impacts to paleontological resources.

Adopted Mitigation Measure CuI-4.1: Include regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs. Ensure that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. Apply appropriate mitigation when impacts are significant.

8.1.6 Energy

None.

8.1.7 Environmental Justice

None.

8.1.8 Greenhouse Gas Emissions

None.

8.1.9 Hazards and Hazardous Materials

Adopted Mitigation Measure Haz-1.1: Implement the Guidelines for Determining Significance, Airport Hazards, when reviewing new development projects to ensure compatibility with surrounding airports and land uses and apply appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Haz-1.3: Review the AICUZ when reviewing new development projects within the study area. Ensure that such development projects are consistent with the land use compatibility and safety policies therein.

Adopted Mitigation Measure Haz-1.5: Coordinate with the San Diego County Regional Airport Authority (SDCRAA) and County Airports for issues related to airport planning and operations.

Adopted Mitigation Measure Haz-3.1: Facilitate coordination between DPLU (now PDS) and the Office of Emergency services to implement and periodically update the Hazard Mitigation Plan.

Adopted Mitigation Measure Haz-3.2: Implement the CEQA Guidelines for Determining Significance to ensure that discretionary projects do not adversely impact emergency response or evacuation plans. Also implement the County Public Road Standards and County Private Road Standards during these reviews and ensure that road improvements are consistent with Emergency Response and Evacuation Plans. Apply appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Haz-3.3: Prepare Fire Access Road network plans and include in Community Plans or other document as appropriate. Also implement the County Fire Code and require fire apparatus access roads and secondary access for projects.

Adopted Mitigation Measure Haz-4.1: Identify and minimize potential fire hazards for future development by using and maintaining a database that identifies fire prone areas, locating development away from Fire Hazard areas whenever practicable, and adhering to the County Guidelines for Determining Significance for Wildland Fires & Fire Protection and applying appropriate mitigation when impacts are significant.

Adopted Mitigation Measure Haz-4.2: Conduct effective and environmentally sensitive brush management measures such as: addressing habitat-specific fire controls within Resource Management Plans; implementation of the Weed Abatement Ordinance and enforcing proper techniques for maintaining defensible space around structures; coordination with the local FAHJ to ensure that district goals for fuel management and fire protection are being met; and recognizing the Memorandum of Understanding

between the wildlife agencies and fire authorities that guides the abatement of flammable vegetation without violating environmental regulations for habitat protection.

Adopted Mitigation Measure Haz-4.3: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map and Land Use Maps, which typically show lower densities in wildland areas.

Adopted Mitigation Measure Haz-4.4: Create a Conservation Subdivision Program that facilitates conservation-oriented, fire-safe, project design through changes to the Subdivision Ordinance, Resource Protection Ordinance, Zoning Ordinance, Groundwater Ordinance, and other regulations as necessary.

Adopted Mitigation Measure Pub-1.5: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times.

Adopted Mitigation Measure Pub-1.6: Maintain and use the County GIS and the County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are required, that potential environmental impacts resulting from construction are evaluated along with the development project under review.

Adopted Mitigation Measure Pub-1.7: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.

8.1.10 Hydrology and Water Quality

Adopted Mitigation Measure Hyd-1.1: Update and implement the County of San Diego's Jurisdictional Runoff Management Program (JRMP).

Adopted Mitigation Measure Hyd-1.2: Implement and revise as necessary the Watershed Protection Ordinance to reduce the adverse effects of polluted runoff discharges on waters and to encourage the removal of invasive species and restore natural drainage systems.

Adopted Mitigation Measure Hyd-1.3: Establish and implement low impact development (LID) standards for new development to minimize runoff and maximize infiltration.

Adopted Mitigation Measure Hyd-1.4: Revise and implement the Stormwater Standards Manual requiring appropriate measures for land use with a high potential to contaminate surface water or groundwater resources.

Adopted Mitigation Measure Hyd-1.5: Utilize the County Guidelines for Determining Significance for Hydrology and Water Quality and Groundwater Resources to identify adverse environmental effects.

Adopted Mitigation Measure Hyd-2.1: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available water districts. Also implement and revise as necessary Board Policy G-15 to conserve water at County facilities.

Adopted Mitigation Measure Hyd-2.2: Implement the Groundwater Ordinance to balance groundwater resources with new development. Also revise the Ordinance Relating to Water Conservation for Landscaping (currently Zoning Ordinance Sections 6712 through 6725) to further water conservation through the use of recycled water.

Adopted Mitigation Measure Hyd-2.3: Establish a water credits program between the County and the Borrego Water District to provide a streamlined and consistent process for the permanent cessation of outdoor water intensive uses such as irrigated agricultural or golf course land.

Adopted Mitigation Measure Hyd-2.4: Coordinate with the San Diego County Water Authority and other water agencies to coordinate land use planning with water supply planning and implementation and enhancement of water conservation programs.

Adopted Mitigation Measure Hyd-2.5: Implement and revise as necessary the Resource Protection Ordinance and Policy I-68 Proposed Projects in Flood Plains / Floodways to restrict development in flood plains / floodways.

Adopted Mitigation Measure Hyd-3.1: Implement, and revise as necessary, ordinances to require new development to be located down and away from ridgelines, conform to the natural topography, not significantly alter dominant physical characteristics of the site, and maximize natural drainage and topography when conveying stormwater.

Adopted Mitigation Measure Hyd-3.2: Implement, and revise, as necessary the Resource Protection Ordinance to limit development on steep slopes. Also incorporate Board Policy I-73, the Hillside Development Policy, into the Resource Protection Ordinance to the extent that it will allow for one comprehensive approach to steep-slope protections.

Adopted Mitigation Measure Hyd-3.3: Implement the Grading, Clearing and Watercourses Ordinance to protect development sites against erosion and instability.

Adopted Mitigation Measure Hyd-4.1: Implement the Flood Damage Prevention Ordinance to reduce flood losses in specified areas.

Adopted Mitigation Measure Hyd-4.2: Implement the Grading, Clearing and Watercourses Ordinance to limit activities affecting watercourses.

Adopted Mitigation Measure Hyd-4.3: Implement and revise as necessary Board Policies such as: Policy I-68, which establishes procedures for projects that impact floodways; Policy I-45, which defines watercourses that are subject to flood control; and Policy I-56, which permits, and establishes criteria for, staged construction of off-site flood control and drainage facilities by the private sector when there is a demonstrated and substantial public, private or environmental benefit.

Adopted Mitigation Measure Hyd-6.1: Implement the Resource Protection Ordinance to prohibit development of permanent structures for human habitation or employment in a floodway and require planning of hillside developments to minimize potential soil, geological and drainage problems.

Adopted Mitigation Measure Hyd-8.2: Review discretionary projects for dam inundation hazards through application of the County's Guidelines for Determining Significance for Hydrology and Guidelines for Determining Significance for Emergency Response Plans.

8.1.11 Land Use and Planning

Adopted Mitigation Measure Lan-1.1: Coordinate with adjacent cities and other agencies regarding planning efforts and resource protection. This includes working with SANDAG during updates to the RTP to ensure that regional roads are properly planned, sited, and designed. Additional on-going consultations include coordination with state, federal, and local agencies regarding the high speed rail, the Sunrise Powerlink, and tribal casinos.

Adopted Mitigation Measure Lan-1.2: Coordinate with land owners, other departments, and community groups to ensure that both public and private development projects and associated infrastructure minimize impacts to established communities. This involves community input and General Plan conformance reviews on County road projects to insure that County road planning and development is consistent with the General Plan. This also includes analysis of potential environmental impacts for public and private road projects and application of mitigation measures pursuant to CEQA. DPW policies and procedures shall be evaluated to ensure that such reviews are conducted and that issues regarding potential division of communities are identified and addressed. General Plan Amendments that propose changes to the circulation network shall be kept consistent with the General Plan Goals and Policies, and such proposals will also be reviewed by the communities. In addition, Board Policy I-63 and/or department procedures will be updated to meet this standard.

Adopted Mitigation Measure Lan-1.3: Maintain plans and standards for infrastructure and roads so that divisions of communities do not occur. This will include: 1) updates to County Road Standards to ensure that roads are designed and built in a safe manner consistent with the General Plan and community context; 2) adherence to Community Plans to guide infrastructure planning in the individual and unique communities of the

County; 3) evaluation and, if necessary, revisions to the subdivision ordinance to ensure future project designs, and corresponding infrastructure designs, are consistent with the General Plan and with established community character; 4) preparation of local public road network plans to improve mobility, connectivity, and safety; and 5) preparation of community road standards that supplement the County road standards in order to recognize the unique constraints and character of different communities.

8.1.12 Noise

Adopted Mitigation Measure Noi-1.1: Require an acoustical analysis whenever a new development may result in any existing or future noise sensitive land uses being subject to on-site noise levels of 60 dBA (CNEL) or greater, or other land uses that may result in noise levels exceeding the "Acceptable" standard in the Noise Compatibility Guidelines (Table N-1 in the Noise Element).

Adopted Mitigation Measure Noi-1.3: Require an acoustical study for projects proposing amendments to the County General Plan Land Use Element and/or Mobility Element that propose a significant increase to the average daily traffic due to trips associated with the project beyond those anticipated in the General Plan.

Adopted Mitigation Measure Noi-2.1: For Land Use Designations defined in Table 2.11-14, a groundborne vibration technical study shall be required for proposed land uses within the following distances from the Sprinter Rail Line right-of-way and the property line: 600 feet of a Category 1 Land Use, 200 feet of a Category 2 Land Use, and 120 feet of a Category 3 Land Use. If necessary, mitigation shall be required for land uses in compliance with the standards listed in Tables 2 and 3 of the County of San Diego Guidelines for Determining Significance - Noise.

Adopted Mitigation Measure Noi-2.4: Require an acoustical study whenever a proposed extractive land use facility may result in a significant noise impact to existing noise sensitive land uses, or when a proposed noise sensitive land use may be significantly affected by an existing extractive land use facility. The results of the acoustical study may require a "buffer zone" to be identified on all Major Use Permit applications for extractive facilities whenever a potential for a noise impact to noise sensitive land uses may occur.

Adopted Mitigation Measure Noi-5.1: Use the applicable Airport Land Use Compatibility Plan's (ALUCP) as guidance/reference during development review of projects that are planned within an Airport Influence Area (AIA). Any projects that are within the AIA shall be submitted to the SDCRAA for review.

Adopted Mitigation Measure Noi-5.3: Consult with the FAA standards and the County Noise Ordinance as a guide for assessing noise impacts from private airports and helipads.

8.1.13 Transportation

Adopted Mitigation Measure Tra-1.3: Implement the County Public Road Standards during review of new development projects. Also revise the Public Road Standards to include a range of road types according to Regional Category context.

Adopted Mitigation Measure Tra-1.4: Implement and revise as necessary the County Guidelines for Determining Significance for Transportation and Traffic to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.

Adopted Mitigation Measure Tra-4.4: Implement and revise as necessary the Subdivision Ordinance to ensure that proposed subdivisions meet current design and accessibility standards.

8.1.14 Tribal Cultural Resources

Adopted Mitigation Measure Cul-2.2: Facilitate the identification and acquisition of important resources through collaboration with agencies, tribes, and institutions, such as the South Coast Information Center (SCIC), while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure Cul-2.4: Protect significant cultural resources through regional coordination and consultation with the NAHC and local tribal governments, including SB-18 review.

Adopted Mitigation Measure Cul-2.5: Protect undiscovered subsurface archaeological resources by requiring grading monitoring by a qualified archaeologist and a Native American monitor for ground disturbing activities in the vicinity of known archaeological resources, and also, when feasible, during initial surveys.

Adopted Mitigation Measure Cul-2.6: Protect significant cultural resources by facilitating the identification and acquisition of important resources through regional coordination with agencies, and institutions, such as the South Coast Information Center (SCIC) and consultation with the Native American Heritage Commission (NAHC) and local tribal governments, including SB-18 review, while maintaining the confidentiality of sensitive cultural information.

Adopted Mitigation Measure Cul-4.1: Include regulations and procedures for discovery of human remains in all land disturbance and archaeological-related programs. Ensure that all references to discovery of human remains promote preservation and include proper handling and coordination with Native American groups. Apply appropriate mitigation when impacts are significant.

CAP Update Mitigation Measure TCR-1: Require development to avoid tribal cultural resources, if feasible. If complete avoidance is not possible, require development to

mitigate impacts to tribal cultural resources pursuant to Assembly Bill 52 and CEQA Sections 21080.3.1 and 21084.3.

8.1.15 Wildfire

Adopted Mitigation Measure Haz-4.3: Enforce and comply with Building and Fire Code to ensure there are adequate fire service levels; and require site and/or building designs that incorporate features that reduce fire hazards. Also implement the General Plan Regional Category map and Land Use Maps, which typically show lower densities in wildland areas.

Adopted Mitigation Measure Pub-1.5: Implement, and revise as necessary, Board Policy I-84 requiring that discretionary project applications include commitments from available fire protection districts. These commitments shall also demonstrate that the distance between the projects and the fire service facilities do not result in unacceptable travel times.

Adopted Mitigation Measure Pub-1.6: Maintain and use the County GIS and the County Guidelines for Determining Significant impacts in order to identify fire prone areas during the review of development projects. Once identified, ensure that development proposals meet requirements set by the FAHJ and that new/additional fire protection facilities are not required; or, if such facilities are required, that potential environmental impacts resulting from construction are evaluated along with the development project under review.

Adopted Mitigation Measure Pub-1.7: Implement the Building and Fire code to ensure there are adequate fire protections in place associated with the construction of structures and their defensibility, accessibility and egress, adequate water supply, coverage by the local fire district, and other critical issues.

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CHAPTER 9 COMMENT RESPONSES AND SUMMARY OF REVISIONS

This chapter contains comment letters received during the public review period for the Draft SEIR, which concluded on January 5, 2024. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the Draft SEIR. This chapter also summarizes all revisions made to the CAP Update and SEIR since release of the draft documents.

9.1 Comments on the Draft EIR and Responses

Table 9-1 presents the list of commenters, including the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

The verbal and written individual comments received on the Draft EIR and the responses to those comments are provided below. The comment letters and verbal comments made at the public hearing are reproduced in their entirety and are followed by the response(s). Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.

Table 9-1 List of Commenters

Letter No.	Commenter	Date
AGENCIES		
A1	Padre Dam Municipal Water District	November 27, 2023
A2	California Department of Transportation	December 18, 2023
A3	California Air Resources Board	January 4, 2024
A4	Caltrans Aeronautics Program	January 5, 2024
ORGANIZATIONS		
O1	Citizens Against Gillespie's Expansion Low Flying Aircraft	November 5, 2023
O2	Climate Action Campaign and International Brotherhood of Electrical Workers Local 569	December 15, 2023
O3	Environmental Center of San Diego	December 19, 2023
O4	Sierra Club San Diego	December 28, 2023
O5	Peppertree Park Villages 7-10	December 29, 2023
O6	San Diegans for Sustainable, Equitable & Quiet Equipment in Landscaping	December 29, 2023
O7	Endangered Habitats League	January 3, 2024
O8	CleanEarth4Kids	January 4, 2024
O9	SanDiego350's Climate Action Plan Team	January 4, 2024
O10	SanDiego350's Food and Soil Team	January 4, 2024
O11	San Diego Building Electrification Coalition	January 4, 2024

Letter No.	Commenter	Date
O12	NAIOP San Diego Building Owners and Managers Association San Diego California Apartment Association California Restaurant Association Building Industry Association of San Diego San Diego County Lodging Association	January 5, 2024
O13	Center for Biological Diversity	January 5, 2024
O14	CleanEarth4Kids	January 5, 2024
O15	San Diego Gas & Electric Company	January 5, 2024
O16	Nolen Communities, LLC	January 5, 2024
O17	San Diego Regional Chamber of Commerce	January 5, 2024
O18	Chatten-Brown Law Group on behalf of Sierra Club	January 5, 2024
O19	San Diego County Farm Bureau	January 5, 2024
O20	San Diego Community Power	January 5, 2024
INDIVIDUALS		
I1	Robyn Griffith	October 26,2023
I2	Matthew Pfeffer	October 26, 2023
I3	Mike Borrello	October 30, 2023
I4	Matt Pfeffer	November 6, 2023
I5	Daphne Galang	November 15, 2023
I6	Jarrod Caswell	November 20, 2023
I7	Bridgett Ross	December 21, 2023
I8	Michelle Baca	January 1, 2024
I9	Albert Perdon	January 1, 2024
I10	Dan Sheffield	January 1, 2024
I11	Aurora Foster	January 2, 2024
I12	Rosie Higuera	January 2, 2024
I13	Elena Baker	January 3, 2024
I14	Summer Boger	January 3, 2024
I15	Marcie Farthing	January 3, 2024
I16	David Freund	January 3, 2024
I17	Patti Kirchwehm	January 3, 2024
I18	Barbara Stanforth	January 3, 2024
I19	Mike Townsend	January 3, 2024
I20	George and Diane Tye	January 3, 2024
I21	Stacey Baker	January 3, 2024
I22	Susan Custer	January 4, 2024
I23	Tamara Dixon	January 4, 2024
I24	Kelly Le Berthon	January 3, 2024

Letter No.	Commenter	Date
I25	Julie Lynne	January 4, 2024
I26	Richard Newton	January 4, 2024
I27	Judy Oconnor	January 4, 2024
I28	Sam Smith	January 4, 2024
I29	Mrs. Wolter	January 3, 2024
I30	Mike Bullock	January 5, 2024
I31	Paul Hannosh	January 7, 2024
I32	Bill Tippets	February 6, 2024

Source: Compiled by Ascent in 2024.

9.1.1 Master Responses

The following master responses provide clarification on topics raised in multiple comments. These master responses explain the purpose of the CAP Update and its relationship to land use changes; describe the approach to analysis of smart growth alternatives in this SEIR; and clarify that the CAP Update establishes appropriate GHG reduction targets and identifies adequate measures and actions to reduce GHG emissions to levels that achieve the targets. Responses to detailed comments are provided individually below, with references to the relevant master responses provided, as appropriate.

9.1.1.1 Master Response: CAP Update Purpose and Land Use Change

The County received public comments requesting the incorporation of land use changes into the CAP Update to reduce GHG emissions associated with vehicle miles traveled (VMT). This master response provides clarification about the relationship between the CAP Update and the General Plan and clarifies the distinction between the CAP Update as a mechanism for reducing GHG emissions and the San Diego County General Plan (General Plan) as the County's land use planning and policy document.

CAP Update and SEIR Background

The General Plan was updated and adopted in August 2011. The General Plan provides the policy framework and long-range vision for growth in the unincorporated county. It also establishes goals, policies, and programs to foster healthy, livable, and sustainable communities, and provides a guide for future land use, housing, and economic development. The probable environmental impacts of implementing the General Plan were evaluated in the *San Diego County General Plan Update Final Environmental Impact Report* (2011 GPU PEIR). Pursuant to State CEQA Guidelines Section 15126.4, Mitigation Measures CC-1.2, CC-1.7, and CC-1.8 were included in the 2011 GPU PEIR to ensure GHG emissions associated with buildout of the General Plan were reduced to a level below significance. Mitigation Measures CC-1.2, CC-1.7, and CC-1.8 require the County to prepare a CAP to achieve specified GHG emissions from community and local government operations, to modify the County's guidance on evaluating GHG emissions

impacts and determining a project's consistency with the CAP, and to adopt a threshold to reduce GHG emissions.

As discussed in Chapter 1, "Project Description," of this SEIR, the County prepared a CAP in 2012 and a revised version in 2018, but the related CEQA documents for both CAPs were litigated, and the 2018 CAP SEIR was decertified. The CAP Update that is the subject of this SEIR is intended to fulfill the mitigation measures identified in the 2011 GPU PEIR and to meet current California legislative emissions reductions targets in response to the *Golden Door Properties, LLC v. County of San Diego,* 50 Cal.App.5th 467 (2020) (hereafter Appellate Decision) and subsequent Superior Court writ of mandate. This SEIR has been prepared to provide subsequent analysis to the 2011 GPU PEIR and is intended to analyze the impacts of implementation of the CAP Update.

The Purpose of This CAP Update

The CAP Update is not a land use plan. Rather, it is a programmatic document that contains strategies, policies, and actions that would mitigate GHG emissions from existing and future development allowed under the General Plan and in County operations. Making land use planning changes to the General Plan while trying to mitigate for buildout would result in an unstable project description and a circular process. The CAP Update contains actions demonstrated to reduce emissions levels that exceed the County's 2030 reduction target of 43.6 percent below 2019 levels and 2045 reduction target of 85.4 percent below 2019 levels. The CAP Update also establishes actions to achieve a goal of net zero carbon emissions by 2045.

The CAP Update has been prepared in accordance with State CEQA Guidelines Section 15183.5(b) and Section 15126.4. These guidelines do not include changes to land use as required elements of CAPs generally or CAPs—like this one—that serve as mitigation measures.

Although the CAP Update is not the appropriate document within which to propose changes in land use in the unincorporated county, the County acknowledges that changes in land use can have the effect of reducing GHG emissions by reducing VMT through higher-density development in close proximity to transit, infrastructure, and retail and commercial services. Although the CAP Update does not include changes to General Plan land use designations or zoning, it does include measures that would support investments in multimodal transportation near development (Measure T-5 would improve County roadways to encourage walking, biking, or rolling to and from transit and destinations and increase transportation efficiency) and measures that would acquire and manage land for carbon storage (Measure A-1 would acquire and manage conservation lands to preserve natural lands and maximize carbon storage potential in unincorporated areas, and Measure A-3 would preserve agricultural lands to prioritize carbon storage and balance economic ad development goals).

Furthermore, although the CAP Update does not prescribe changes in the patterns of land use development, this SEIR does evaluate how changes in the distribution of land uses could reduce GHG emissions in the unincorporated area compared to the proposed

project (existing General Plan land use map, as amended) as part of the alternatives analysis (see Chapter 5, "Alternatives," of this SEIR). In response to the Superior Court writ, this SEIR includes smart growth alternatives that describe conceptual land use configurations that would reduce projected VMT when implemented, beyond that which the CAP Update would do alone. Please refer to Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," below, for more details. These alternatives could be adopted in addition to the CAP Update.

The CAP Update's Relationship to the County's Other Climate Change Efforts

The County is developing and implementing other programs that would inform land use planning, reduce VMT, and reduce GHG emissions. A few of these programs include: (1) the County's Development Feasibility Analysis (DFA) is anticipated to establish an approach to facilitating development in VMT-efficient and infill areas based on parcel-level analysis of on-the-ground development feasibility; (2) the Sustainable Land Use Framework (SLUF) identifies principles of sustainable development to inform future land use planning and helps the County balance housing production, sustainability, conservation, resiliency, and equity with respect to land use change; (3) the County's Regional Decarbonization Framework (RDF) will generate a group of GHG reduction actions that can be voluntarily implemented by public or private entities in the county, which could move the entire San Diego region to zero-carbon emissions by midcentury in buildings, transportation, energy supply, food systems, and land use sectors; (4) the Multiple Species Conservation Program (MSCP) conserves open space and natural habitats; (5) the purchase of Agricultural Conservation Easement Program preserves land for long-term agricultural use; and (6) the County's adopted VMT threshold and upcoming VMT mitigation program will further encourage development in low-VMT and therefore low-GHG areas. As described in Chapter 2, Project Description, of the SEIR, implementation of the CAP Update includes a combination of regulations, programs, incentives, and outreach and educational activities to reduce GHG emissions. This includes existing County initiatives such as the Multiple Species Conservation Program and the Purchase of Agricultural Conservation Easement Program, both of which promote land conservation as a means of both preserving habitat and agricultural lands while contributing toward GHG reduction.

The CAP Update has been revised to more clearly explain how the CAP Update mitigates development allowed under the General Plan and how, if land use changes were to occur as a result of these plans and programs, future iterations of the CAP would account for any changes in land use and its associated GHG (see page 9 of the CAP Update). As such, the plans and programs in the paragraph above remain separate from the CAP Update, and any reduction in GHG emissions that results from their implementation is not captured in the CAP Update emissions forecasts. As a result, CAP Update emissions forecasts for the unincorporated county may be higher—and more conservative—than would be realized with the implementation of other County programs. Because the CAP Update forecasts do not take credit for these separate actions, this approach increases the "gap" between the emissions forecasts and GHG reduction targets identified in the CAP and results in the CAP Update identifying an aggressive suite of actions, demonstrating that the County can achieve its targets independent of separate County

land use programs. Thus, any GHG reductions achieved through the County's separate land use planning efforts (e.g., DFA and SLUF) and any separately obtained GHG emissions reductions (e.g., RDF) would be in addition to what would be achieved through implementation of the CAP Update measures and actions to reach GHG reduction targets identified in the CAP.

Again, while the County acknowledges the important relationship between land use and GHG emissions, the CAP Update is not a land use plan. As articulated in this SEIR, large-scale changes to the land uses in the adopted 2011 General Plan would require additional study, public outreach, and coordination. As noted above, the CAP Update is intended to achieve the requirements set forth in GPU EIR Mitigation Measures CC-1.2, CC-1.7, and CC-1.8: to prepare a CAP to achieve specified GHG emissions from community and local government operations, to modify the County's guidance on evaluating GHG emissions impacts and determining a project's consistency with the CAP, and to adopt a threshold to reduce GHG emissions. Because the CAP Update achieves these goals through implementation of other types of measures and actions, instituting General Plan land use changes through the CAP Update, is not necessary. Further, such changes would be circular and prevent a stable project description as required by CEQA. As described below and in Chapter 5, "Alternatives," of this SEIR, the smart growth alternatives present land use focused options that the San Diego County Board of Supervisors (Board) could direct staff to implement. These alternatives, if selected, would likely require future changes to land use, zoning, and development processes.

9.1.1.2 Master Response: Evaluation of Smart Growth Alternatives in This SEIR

The County received several comments related to the evaluation of smart growth alternatives in this SEIR. This response provides an overview of the need to evaluate alternatives in this SEIR, the development and feasibility of the smart growth alternatives, and the analysis and conclusions provided in this SEIR.

EIRs are required to describe and evaluate a range of reasonable alternatives to the proposed project that would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen the significant effects of the project and to evaluate the comparative merits of the alternatives (State CEQA Guidelines 15126.6[a]). Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (CEQA Section 21002.1), the discussion of alternatives is intended to focus on alternatives to the project that are capable of avoiding or substantially lessening significant effects of the project (State CEQA Guidelines 15126.6[b]). The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects (State CEQA Guidelines 15126.6[c]). The EIR must then include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project (State CEQA Guidelines 15126.6[d]). If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects must be discussed, but in less detail than the significant effects of the project (State CEQA

Guidelines 15126.6[d]). A No-Project Alternative must be evaluated to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project (State CEQA Guidelines 15126.6[e]). If, in analyzing the No-Project Alternative, not approving the project is determined to be environmentally superior, "the EIR shall also identify an environmentally superior alternative among the other alternatives" (State CEQA Guidelines 15126.6[e][2]).

The Court of Appeal found the 2018 SEIR's discussion of project alternatives to be deficient because the CAP's objectives included reducing GHG. The Court of Appeal determined that the SEIR should have included a smart growth alternative aimed at reducing VMT. The Court of Appeal cited state and local plans linking VMT and GHG reduction as evidence that at least one project alternative in the 2018 SEIR should have been focused primarily on significantly reducing VMT and concluded that failure to do so was prejudicial in that it precluded "informed public participation and decision making" (Appellate Decision, page 106).

This SEIR includes consideration of four smart growth alternatives that, if implemented, would reduce VMT, and by extension GHG emissions, in the unincorporated county. The smart growth alternatives are conceptual land use configurations that would reduce VMT beyond the reductions that would be achieved by the CAP Update by modifying the way the unincorporated area would be built out in the future. Implementation of the smart growth alternatives would be directed in addition to approval of the CAP Update and would require additional actions by the Board, such as direction of new technical studies, program development, and extensive stakeholder and community engagement. Implementation of these alternatives also likely would require planning, zoning, and land use changes not analyzed in this CAP Update SEIR. The Draft SEIR describes the various benefits of the smart growth alternatives and their consistency with the goals of the adopted General Plan (pages 5-19 and 5-20), summarizes the County's outreach efforts related to development of the smart growth alternatives (pages 5-19 through 5-22), and articulates potential implementation methods (pages 5-22 through 5-26).

Two of the smart growth alternatives—the Fire Safe and VMT Efficient Alternative and the Village Support Areas Alternative—could be implemented through zoning overlays. Zoning overlays were identified as the main method of implementation because they are relatively quick and easy to implement. The Sustainable Communities Strategy Alternative could also be initiated though a zoning overlay, although as noted in the Draft SEIR, "a broader and more comprehensive set of General Plan land use map and Zoning Ordinance changes would be required that mirrors the [Road User Charge] program described in the Regional Plan," because the VMT assumed in the San Diego Association of Governments (SANDAG) modeling (and incorporated into the Draft SEIR's analysis of the alternative's emissions) assume VMT reductions from the Road User Charge program that was subsequently removed from the SANDAG strategy by amendment (Draft SEIR page 5-30). The fourth smart growth alternative is a series of General Plan goal and policy edits. As explained in the Draft SEIR, "[t]he Board may choose some or all of these additional policy amendments and pair them with the proposed CAP Update or an alternative" (Draft SEIR page 5-31). All the alternatives would likely require additional CEQA review before adoption.

As explained on page 5-24 of the Draft SEIR, if the Board selects the Fire Safe and VMT Efficient Alternative, the Village Support Areas Alternative, or the Sustainable Communities Strategy Alternative to move forward, staff would be directed to prepare and return to the Board with a Smart Growth Zoning Overlay Ordinance for CEQA review and adoption, which would result in the placement of a smart growth zoning designation on properties in the selected smart growth areas. The overlay zone would identify properties that would be eligible for future programs, process improvements, or land use changes that would incentivize residential, commercial, and mixed-use growth in the smart growth boundary. The County would conduct additional community outreach during development of the overlay zone to better align policies with community input.

Depending upon the nature and extent of the regulatory framework in the Smart Growth Zoning Overlay Ordinance, additional environmental analysis may be required prior to adoption. The necessity of additional outreach, analysis, and refinement does not render these alternatives infeasible, nor does it mean that they could not be implemented in a reasonable amount of time ("reasonable" is defined as being able to accommodate the community outreach and noticed public hearing processes required before adoption). The overlay process could be implemented more efficiently than wholesale changes to the General Plan land use map, which is the reason it is proposed. The County has implemented similar overlay zones in the past, for example, the County's Forest Conservation Initiative (FCI) Overlay, with success. The FCI Overlay was placed over certain properties in the FCI zone to specify areas for certain development. A Smart Growth Zoning Overlay would function in similar way to guide incentives, for example, for development in smart growth areas.

Similarly, the County has examples of successful General Plan policy updates, such as the July 14, 2021 (1) adoption of General Plan Amendments to update the Housing, Safety, and Environmental Justice Elements. The County anticipates that elements of the General Plan Goal and Policy Edits Alternative could be returned to the Board for adoption with CEQA review in as little as 6 months. If selected by the Board, some goal and policy edits may require more detailed CEQA analysis after adoption of the CAP Update.

As demonstrated in the examples above, the identified smart growth alternatives are feasible and could be implemented within a reasonable range of time following Board direction. Furthermore, CEQA does not require alternatives to be as fully developed and implementable as the proposed project (State CEQA Guidelines Section 15126.6(d)). The Appellate Decision does not direct the County to include land use changes as GHG reduction measures in the CAP Update, nor does the decision require the Board to select a smart growth alternative for advancement.

The purpose of the alternatives analysis is to foster informed decision making focused on the comparative impacts of the project (here, the CAP Update) to those of the alternatives. Alternatives are intended to identify how a project could be adjusted to reduce the effects of its implementation. The smart growth alternatives were included in the SEIR in response to the Appellate Decision and crafted in response to feedback received during public outreach, not just to explore ways to reduce project impacts but also the

environmental impacts of these alternatives were analyzed in comparison to the proposed project, albeit at a lesser level of detail, as is anticipated in the State CEQA Guidelines.

Additionally, these alternatives were included in the full suite of alternatives carried forward for detailed analysis in the identification of the environmentally superior alternative. Table 5-2 in Chapter 5, Alternatives, of the SEIR provides a qualitative summary of the environmental effects of the alternatives evaluated in comparison to the effects of the CAP Update to identify the environmentally superior alternative. As required by Section 15126.6(e)(2) of the State CEQA Guidelines, which states "[i]f the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Environmental superiority is based on the analysis conducted pursuant to Section 15126.6(d) of the State CEQA Guidelines and the potential for the alternative to reduce the anticipated impacts of project implementation, while achieving the basic objectives of the project and without causing additional environmental effects. The decision-making body has the discretion to select any or none of the alternatives evaluated in detail in the SEIR and is not obligated to select the environmentally superior alternative.

In sum, the alternatives analysis contained in the SEIR satisfies State CEQA Guidelines and responds to the Court of Appeal's requirements; provides a balanced analysis of each project alternative, and the smart growth alternatives, that is backed by substantial evidence for comparing the potential impacts of the alternative with those of the proposed project; contains the appropriate level of detail pursuant to the requirements of the State CEQA Guidelines for the consideration of project alternatives; and includes sufficient detail for the public and decision-makers to understand the process by which the smart growth alternatives could be implemented.

9.1.1.3 Master Response: CAP Update GHG Reduction Targets, Measures, and Actions

The County received several comments related to elements of the CAP Update, including its GHG reduction targets; strategies, measures, and actions to reduce GHG emissions to achieve the targets; and implementation and monitoring details. For example, comments assert that the GHG reduction targets are inadequately aligned with targets set forth in state legislation (e.g., Assembly Bill [AB] 1279) and the California Air Resources Board (CARB) *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan). Comments also reference additional measures and actions to reduce GHG emissions that are outside the scope of those included in the CAP Update and suggest revisions to the measures and actions included in the CAP Update. The comments related to additional and revised measures and actions to reduce emissions generally assert that these measures and actions would achieve additional or earlier GHG reductions relative to those reported in the CAP Update. Comments also assert that the CAP Update measures and actions do not include "analysis, timeline, (and) metrics" and assert that the CAP Update is "aspirational" because it does not include "defined actions" or "metrics." Additionally, some commenters offer suggestions for how the measures and actions should be implemented or request that additional details related to implementation, such as timing and cost, be included in a Final CAP.

This master response describes the following topics:

A. The regulatory framework for this CAP Update, including State CEQA Guidelines provisions for qualified plans for the reduction of greenhouse gas emissions (Section 15183.5[b][1]) and Board direction provided in the *Framework for Future for Bold Climate Action* (Board direction).
B. The methodology the County used to establish GHG reduction targets that are appropriately aligned with statewide targets and Board direction.
C. The methodologies the County used to adequately develop measures and actions to reduce emissions, achieve the established targets GHG reduction targets, and make substantial progress toward the County's aspirational goal of net zero emissions by 2045.
D. The implementation, monitoring, and amendment mechanisms included in the CAP Update.

Regulatory Framework for This CAP Update

The State CEQA Guidelines include provisions to streamline the environmental review process of projects that are consistent with a "plan for the reduction of greenhouse gas emissions" that meets specified criteria, which are outlined in State CEQA Guidelines Section 15183.5(b)(1).

Elements of a Plan for the Reduction of Greenhouse Gas Emissions (State CEQA Guidelines Section 15183.5[B][1])

(A) Quantify GHG emissions, both existing and projected, over a specified period of time, resulting from activities within a defined geographic area.

(B) Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable.

(C) Identify and analyze the GHG emissions resulting from specific actions, or categories of actions anticipated within the geographic area.

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels.

(F) Be adopted in a public process following environmental review.

Under these provisions, a project that is consistent with a "plan for the reduction of greenhouse gas emissions" is eligible for streamlined analysis of its GHG emissions impacts under CEQA.

Board Direction: "Framework for Our Future for Bold Climate Action"

The Board-approved policy guidelines—the *Framework for Our Future: Actions to Achieve Bold Climate Action*—in January 2021 to, among other directives, achieve bold climate action and establish actions to meet a goal of net zero carbon emissions by 2035–2045, which is consistent with Board direction. Refer to CAP Update Section 1.1 (pages 1-3 and 1-4) for additional discussion of this Board direction. Overview of Statewide GHG Reduction Targets

The CAP Update appropriately sets GHG reduction targets and a net zero goal in alignment with state legislation (i.e., AB 1279), the 2022 Scoping Plan, and the Board's direction.

The State has established GHG emissions reduction targets through various statewide plans, laws, and executive orders to address climate change. In 2016, Senate Bill (SB) 32 mandated that statewide GHG emissions reach 40 percent below 1990 levels by 2030. In 2022, AB 1279 mandated that statewide GHG emissions reach 85 percent below 1990 levels by 2045, and also included a policy for the state to achieve net zero emissions as soon as possible.

To implement AB 1279, CARB adopted 2022 Scoping Plan, which identifies a technologically feasible and cost-effective scenario to achieve statewide carbon neutrality, or net zero emissions, by 2045. CARB's analysis determined that to achieve AB 1279 targets, statewide emissions reductions must exceed SB 32 requirements to reach 48 percent below 1990 levels by 2030.

CAP Update GHG Reduction Targets

The CAP Update adjusts the state-level GHG targets identified in the 2022 Scoping Plan to the County's 2019 GHG inventory. The CAP Update's target-setting methodology used 2019 data from the State's emission inventory and future emissions reductions in 2030, 2035, 2040, and 2045 from the 2022 Scoping Plan. The future emissions in the 2022 Scoping Plan are 48 percent below statewide 1990 levels in 2030 and 85 percent below 1990 levels in 2045. Statewide emissions in future years from the applicable sectors were then compared to 2019 statewide emissions from applicable sectors to determine the percentage reduction for the unincorporated area. Data for 2019 were used because 1990 emissions data are not available for the unincorporated county and because 2019 is the baseline year of the GHG emissions inventory prepared for the CAP Update. The 2019 GHG inventory for the unincorporated area accounts for community-wide activities in the unincorporated area and County government operations in the unincorporated area and within incorporated cities and is consistent with State CEQA Guidelines Section 15183.5(b)(1)(A).

The methodology used to establish 2030 and 2045 GHG reduction targets for the CAP Update, including identification of statewide sectors applicable to the County of San Diego, is described in full in CAP Update Appendix 5.

The CAP Update therefore demonstrates ways to achieve the following GHG reduction targets:

- 43.6 percent below 2019 levels by 2030, and
- 85.4 percent below 2019 levels by 2045.

The CAP Update also includes potential ways to achieve an additional goal of:

- net zero emissions by 2045.

The basis for the 2030 and 2045 GHG reduction targets and the 2045 aspirational goal are presented below. Appendix 5 to the CAP Update describes in full the methodology used to adjust state-level GHG targets to the County's 2019 inventory and establish the 2030 and 2045 GHG reduction targets and the 2045 aspirational goal. By establishing 2030 and 2045 GHG emissions reduction targets in alignment with legislative targets for statewide GHG emissions reductions and the State's 2022 Scoping Plan, the CAP Update is consistent with State CEQA Guidelines Section 15183.5(b)(1)(B).

Basis for the CAP Update's 2030 GHG Reduction Target

For 2030, the CAP Update target is aligned with the 2022 Scoping Plan, which concludes that statewide GHG emissions levels need to be reduced to 48 percent below 1990 levels by 2030 for the state to stay on track to achieve net zero GHG emissions no later than 2045 (as required by AB 1279). This is a greater reduction than set forth in SB 32, which establishes a statutory limit of reducing statewide emissions to 40 percent below 1990 levels by 2030 and is in alignment with Board direction to establish actions to meet a goal of net zero emissions by 2035–2045.

Basis for the CAP Update's 2045 GHG Reduction Target

For 2045, the CAP Update's target is aligned with AB 1279, which requires that the State's target of net zero emissions by 2045 include reducing statewide anthropogenic emissions by, at minimum, 85 percent below 1990 levels by 2045. Anthropogenic emissions include the primary sources and activities in the County's GHG emissions categories: on-road transportation, electricity, natural gas, waste, agriculture, propane, off-road transportation, water, and wastewater. To go beyond an 85 percent anthropogenic emissions reduction and achieve statewide net zero emissions by 2045, the 2022 Scoping Plan relies on large-scale deployment of carbon capture and storage (CCS) technologies and mechanical carbon dioxide removal (CDR) strategies, such as direct air capture machines. Because the 2022 Scoping Plan shows that natural and working lands are projected to be a net source of emissions through 2045, additional carbon dioxide removal strategies (e.g., CCS, mechanical CDR), are required to reach net zero emissions by 2045.

The County government does not have the jurisdiction or other ability to construct and operate CCS and mechanical CDR strategies at the pace and scale needed to achieve net zero emissions by 2045. The 2022 Scoping Plan also assumes that additional reductions in anthropogenic emissions beyond 85 percent by 2045 would not be cost-

effective or technologically feasible. As a result, the CAP Update's 2045 target is aligned with the AB 1279 target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045.

Basis for the CAP Update's 2045 Aspirational Goal

The CAP Update also includes an aspirational goal to achieve net zero carbon emissions by 2045, consistent with Board direction. This goal is in addition to the 2045 target aligned with reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. By including an aspirational goal for net zero carbon emissions in the CAP Update, the County demonstrates how it is going above and beyond reductions in anthropogenic emissions and working toward net zero emissions in the unincorporated area, for example through four quantified actions to increase carbon stored in natural and working (e.g., agricultural) lands, and 35 "Path to Net Zero" actions that do not result in quantified GHG reductions but contribute to achievement of the County's net zero emissions goal. The 2022 Scoping Plan concludes that achieving net zero emissions statewide by 2045 is cost-effective and technologically feasible. Because the draft 2022 Scoping Plan demonstrates that 2035 statewide carbon neutrality is not cost-effective or technologically feasible, the CAP Update's aspirational goal to achieve net zero carbon emissions is set for 2045.

Implementation: Measures and Actions to Reduce Emissions and Achieve GHG Reduction Targets

The County prepared GHG emissions projections for 2030 and 2045 to understand the scale of reductions needed to meet the 2030 and 2045 reduction targets and goal of achieving net zero emissions by 2045. The CAP Update's emissions projections estimate future emissions by considering forecasted growth in population, housing units, and employment, and the impact of adopted legislation and regulations on future emissions (CAP Update Appendix 3). The GHG emissions projections account for community-wide activities in the unincorporated area and County government operations in the unincorporated area and in incorporated cities. CAP Update GHG emissions projections are consistent with State CEQA Guidelines Sections 15183.5(b)(1)(A) and 15183.5(b)(1)(C).

Comparing the County's projected GHG emissions levels for 2030 and 2045 with the CAP reduction targets demonstrates that additional emissions reductions are needed for the County to achieve its targets (CAP Update Appendix 5, Table 6). To meet the 2030 CAP reduction target, annual GHG emissions would need to be 713,844 metric tons of carbon dioxide equivalent ($MTCO_2e$) lower than projected 2030 levels. To meet the 2045 CAP reduction target, annual GHG emissions would need to be 1,243,815 $MTCO_2e$ lower than projected 2045 levels. To meet the CAP's aspirational goal of net zero emissions in 2045, annual GHG emissions would need to be 1,678,000 $MTCO_2e$ lower than projected 2045 levels.

CAP Update GHG Reduction Framework

The CAP Update establishes nine strategies, 21 measures, and 70 actions that the County will take to achieve the 2030 and 2045 GHG reduction targets and make progress toward the 2045 net zero emissions goal. These actions reduce GHG emissions from five emissions reduction sectors:

- built environment and transportation,
- energy,
- solid waste,
- water and wastewater, and
- agriculture and conservation.

Each emissions reduction sector contains a net zero vision statement that describes what an equitable, net zero emissions future would look like in the unincorporated area and in County operations.

GHG Reduction Strategies, Measures, and Actions

The CAP Update identifies strategies, measures, and actions to reduce GHG emissions. The nine strategies describe the measures and actions in each sector and how they will help achieve the County's vision for net zero. The 21 measures describe the County's policy goals and include a total of 70 actions that outline the steps the County will carry out to achieve quantified GHG reductions that collectively achieve the 2030 and 2045 targets and also put the County on a path to reaching the aspirational 2045 net zero emissions goal.

The CAP Update's actions include both "implementing actions" that would achieve quantified GHG reductions and supporting, or Path to Net Zero, actions that do not result in quantified GHG reductions, but instead contribute to achievement of the sector's vision and the County's net zero emissions goal.

Criteria for Including Measures and Actions in the CAP Update

To be included in the CAP Update, the measures and implementing actions that achieve quantified GHG reductions were developed to meet each of the following criteria. Each quantified measure and action must be:

1. within the County's jurisdiction and ability to enforce,
2. able to be monitored with readily available data to demonstrate progress over time,
3. achievable within the County's regulatory framework, and
4. additional to existing regulations from the state or federal government.

Implementing Actions that Reduce Anthropogenic Emissions Would Reduce Emissions to Levels Below the 2030 and 2045 Targets

The CAP Update identifies the quantified emissions reductions that would result from the implementation of quantifiable implementing actions outlined under each GHG reduction measure (see CAP Update Section 4.4). Two types of implementing actions are quantified: (1) 31 actions that reduce GHG emissions from anthropogenic or human-caused activities, such as consuming fossil fuels, like gasoline, diesel, and natural gas; using electricity generated from fossil fuels; and generating and disposing of organic waste in landfills; and (2) four carbon storage actions that remove emissions from the atmosphere and store them in soil and vegetation. Each of the five emissions reduction sectors includes quantified actions to reduce anthropogenic emissions, and the agriculture and conservation sector also includes reductions from carbon storage actions.

The analysis presented in the CAP Update demonstrates that the quantified emissions reductions that would be collectively achieved by the implementing actions would exceed the County's 2030 and 2045 reduction targets by reducing GHG emissions to 44.5 percent below 2019 levels by 2030 ("beating" the 43.6 percent reduction target) and 89.8 percent below 2019 levels by 2045 ("beating" the 85.4 percent reduction target). (See CAP Update Table 6 and CAP Update Appendix 5.) The detailed calculations performed to determine the quantified GHG emissions reductions from each of the implementing actions are presented in CAP Update Appendix 7.

The 2030 and 2045 reduction targets are achieved solely by the 31 quantified implementing actions that reduce anthropogenic emissions. The four quantified carbon storage actions that remove emissions from the atmosphere are counted separately for their contribution toward the County's 2045 net zero emissions goal. As shown in CAP Update Appendix 5, the implementing actions that reduce anthropogenic emissions would exceed the County's 2030 and 2045 reduction targets by reducing emissions to the following levels (Table 7):

- 44.0 percent below 2019 levels by 2030 (exceeding the 2030 target of a 43.6 percent reduction below 2019 levels by 13,556 MTCO2e)
- 85.5 percent below 2019 levels by 2045 (exceeding the 2045 target of an 85.4 percent reduction below 2019 levels by 983 $MTCO_2e$)

Implementing Carbon Storage Actions Reduce Emissions to Levels Further Below the 2030 and 2045 Targets and Make Substantial Progress Toward the 2045 Net Zero Emissions Goal

- The CAP Update also identifies four quantified implementing actions that increase the amount of carbon stored in soils and vegetation in the unincorporated area through habitat restoration, tree-planting, and carbon farming (CAP Update Appendix 5).
- As shown in Table 9-2, carbon storage actions would result in the annual removal of 13,711 $MTCO_2e$ from the atmosphere in 2030 and 129,556 $MTCO_2e$ by 2045, which would result in the County further exceeding its 2030 and 2045 reduction targets and

making substantial progress toward its 2045 net zero emissions goal (Tables 8 and 9 of CAP Update Appendix 5).

- 44.5 percent below 2019 levels by 2030 (reducing 2030 emissions to levels 27,327 MTCO2e lower than if only implementing actions that reduce anthropogenic emissions are considered).
- 89.8 percent below 2019 levels by 2045 (reducing 2045 emissions to levels 130,539 $MTCO_2e$ lower than if only implementing actions that reduce anthropogenic emissions are considered).

Table 9-2 GHG Emissions Removed from the Atmosphere by Carbon Storage Strategies, Measures, Actions

Carbon Storage Strategies, Measures, Actions to Remove Emissions from the Atmosphere	Annual GHG Emissions Removed from Atmosphere ($MTCO_2e$/year)	
	2030	2045
Agriculture and Conservation		
Strategy: Preserve Natural Lands and Improve Land Management Practices to Protect Habitat and Increase Carbon Storage	**3,013**	**8,000**
Measure A-1: Acquire and manage conservation lands to preserve natural lands and maximize carbon storage potential in the unincorporated area		
Action A-1.2 Develop a Habitat Restoration Resource Management Framework for County-owned land and restore 480 acres by 2030 and 80 acres per year thereafter to increase carbon storage.	*76*	*1,223*
Measure A-2: Develop a tree-planting program that expands canopy across the unincorporated area and prioritizes underserved communities		
Action A-2.1 Expand the County's existing tree planting initiative and implement an Equity Driven Tree Planting Program to plant 70,560 trees by 2030 and 6,650 trees per year thereafter on County property and in the unincorporated area.	*2,498*	*6,029*
Action A-2.2 Implement the County's Landscaping Ordinance to require tree planting in new single-family residential development in the unincorporated area.	*439*	*747*
Strategy: Support Climate-Friendly Farming Practices and Preserve Agricultural Land	**10,758**	**121,556**
Measure A-4: Incentivize carbon farming to expand carbon storage capacity on agricultural land and support climate-friendly farming practices in the unincorporated area		
Action A-4.1 Develop a Climate Smart Land Stewardship Program by 2026 to increase carbon sequestration on 3,000 acres by 2030 and 36,214 acres by 2045.	*10,758*	*121,556*
Total Carbon Storage	**13,771**	**129,556**

Note: $MTCO_2e$ = metric tons carbon dioxide equivalent.

Source: CAP Update Appendix 5.

The detailed calculations performed to determine the quantified GHG emissions reductions from each of the quantified implementing actions are presented in CAP Update Appendix 7.

Implementing "Path to Net Zero" Actions Would Make Additional Substantial Progress Toward the 2045 Net Zero Emissions Goal

The CAP Update also contains 35 "Path to Net Zero" actions that establish steps the County will take to meet the 2045 net zero emissions goal. Although the CAP Update does not identify quantified GHG emissions reductions for "Path to Net Zero" actions, their implementation could result in quantified reductions in the future with additional data and monitoring.

Measure Implementation Would Also Achieve Co-Benefits

Co-benefits refer to the complementary benefits, in addition to the primary GHG reduction benefits, that result from measure implementation. During development of the CAP Update, the County identified a list of 18 co-benefits that are important to stakeholders and grouped them to align with the County's five Strategic Initiatives: Sustainability, Equity, Empower, Community, and Justice.

Using a co-benefits evaluation tool, the County evaluated the level of impact that each measure and action would have on each of the five co-benefits using an ordinal ranking of low, medium, or high. The County also used this tool to identify a Community Priority Score for each measure, which, on a scale of 1–10, reflects stakeholder feedback to demonstrate which measures would have the greatest positive impact on the co-benefits that are most valued by community members. Co-benefit impacts and Community Priority Scores are identified for each measure in CAP Update Chapter 4. Refer to CAP Update Appendix 2 for details on how these impacts were determined and the scores were calculated.

Chapter 4 of the CAP Update also identifies equity-based outcomes for each measure, which are descriptions of the tangible outcomes of measure implementation for frontline communities and priority populations.

The CAP Update Identifies Performance Standards, Timelines, and Other Implementation Details for Measures and Actions

The CAP Update provides a detailed summary of implementation details for the quantified implementing and "Path to Net Zero" actions. For quantified implementing actions, the CAP Update identifies the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. For "Path to Net Zero" actions, the CAP Update includes measurable performance outcomes the County will take to reach the 2045 net zero emissions goal. For all actions, the CAP Update also identifies the County department with lead responsibility for implementation and any County departments responsible for implementation support. Refer to CAP Update Chapter 4 (Tables 7–11) to view these implementation details for each action.

CAP Update Chapter 5 (Table 13) identifies additional implementation details for each action as part of the CAP Update's Implementation and Monitoring Program. These additional details for each action include the implementation enforcement mechanism,

relative cost (using a qualitative, ordinal ranking of low, medium, or high) and potential funding sources for implementation.

By setting forth a package of strategies, measures, and quantified implementing actions, including measurable performance outcomes and presenting data and analysis demonstrating that their collective implementation would achieve the established 2030 and 2045 reduction targets (e.g., CAP Update Chapter 4, "GHG Emissions Reduction Measures"; CAP Update Appendix 7, "Climate Action Plan Combined Measure Workbook"; and CAP Update Appendix 8, "CAP Consistency Checklist"), the CAP Update is consistent with State CEQA Guidelines Section 15183.5(b)(1)(D).

Ongoing Monitoring: CAP Update Implementation and Monitoring Program

In Chapter 5, the CAP Update discusses how the County would implement the plan and monitor progress toward achieving its 2030 and 2045 GHG reduction targets and the 2045 net zero emissions goal. The CAP Update would be implemented through a combination of regulations, programs, incentives, and outreach and educational activities to reduce GHG emissions. Following adoption, the County's Planning & Development Services (PDS) Department would maintain the CAP Update, support CAP Update implementation, and coordinate with other County departments to facilitate and oversee implementation and track and report on the progress of each measure and action.

The County would regularly monitor implementation progress to track the effectiveness of each measure and action, update the emissions inventory, and make adjustments, as needed, to keep the County on track toward meeting its GHG reduction targets. As part of its continuous monitoring, the County will ensure that:

- all measures include clearly defined steps necessary for implementation;
- individual measures are contributing to the 2030 and 2045 GHG reduction targets and 2045 net zero emissions goal;
- the CAP is on track to achieve its overall GHG reduction targets; and
- equity-based outcomes are attained.

Monitoring of the CAP Update would represent a continuation of the County's CAP Annual Monitoring Reports. The County has published annual monitoring reports from 2018 through 2022, available at https://www.sandiegocounty.gov/content/sdc/sustainability/annualmonitoringreport/, to document the annual progress using quantitative and qualitative metrics that the County has achieved in implementing the 2018 CAP.

As part of the CAP Update's Implementation and Monitoring Program, County staff would make recommendations to alter or amend the CAP if its ongoing evaluation and monitoring of implementation indicates that the 2030 or 2045 GHG reduction targets will not be achieved. The CAP Update would be adjusted if measures fall short of the target or additional measures become available, consistent with State CEQA Guidelines Section 15183.5(b)(1)(E).

CAP Update Monitoring and Update Schedule

The CAP Update sets forth the following schedule for monitoring and updating the CAP:

Table 9-3 CAP Monitoring and Update Schedule

2024	**CAP Implementation** CAP adoption by the Board of Supervisors and implementation begins.
2025	**Annual Monitoring Report** Staff prepares and publishes an annual monitoring report, assessing CAP annual performance in measure implementation.
2026	**GHG Emissions Inventory Update** Staff conducts an update to the emissions inventory at least every two years.
2030	**CAP Update** Based on the findings from the annual monitoring reports and inventory updates, staff prepares a CAP update at least every five years.

Source: CAP Update Table 12.

CAP Update Cost Analysis

In addition to the information on the relative cost of actions presented in the CAP Update, the County has prepared two additional reports regarding the costs of the CAP Update. The first is an implementation cost analysis that identifies the total costs to the County of San Diego to implement the CAP Update GHG reduction measures over the first 5 fiscal years (FYs) of implementation (FY2025/26 to FY2029/30). The *Implementation Cost Analysis* is available in Appendix 10 of the CAP Update.

The second cost report, *The Cost Effectiveness and Disproportionate Cost Analysis*, evaluates the effectiveness of CAP Update actions from a cost-benefit perspective and to address equity in CAP Update implementation, examines how some populations and local communities may experience disproportionate costs or impacts from CAP Update implementation. This report will be available prior to CAP Update approval here: www.sandiegocounty.gov/content/sdc/sustainability/climateactionplan/seir.

Conclusion

The CAP Update establishes 2030 and 2045 targets for the reduction of GHG emissions and an aspirational goal to achieve net zero carbon emissions by 2045. Both these targets and this goal satisfy state legislative targets for statewide GHG emissions reductions (AB 1279), the State's 2022 Scoping Plan and Board direction. The CAP Update also identifies "Path to Net Zero" actions that would result in the County making substantial progress toward its aspirational goal of net zero emissions by 2045.

The CAP Update sets forth a package of GHG reduction measures and quantified implementing actions that would meet and exceed the established 2030 and 2045 GHG reduction targets; quantified carbon storage actions included in the CAP Update would remove emissions from the atmosphere and result in the County further exceeding its established 2030 and 2045 targets. For quantified implementing actions, the CAP Update identifies quantified GHG reduction potential and measurable performance outcomes. For all actions, the CAP Update's Implementation and Monitoring Program identifies the County departments responsible for leading and supporting implementation, the implementation enforcement mechanism, relative cost, and potential funding sources for implementation.

The CAP Update also commits the County to annual monitoring of and reporting on measure implementation performance, future emissions inventory updates at least every 2 years, and updating the CAP at least every 5 years. It also commits the County to altering or amending the CAP if ongoing evaluation and monitoring of implementation indicates that the 2030 or 2045 GHG reduction targets will not be achieved.

As explained in Section 5.4, "CEQA Streamlining and Environmental Review," the CAP Update—including the 2019 emissions inventory; emissions projections for 2030 and 2045; 2030 and 2045 reduction targets; measures and actions to reduce GHG emissions; implementation, monitoring, and amendment mechanisms addressed in this master response; and this SEIR—meets the criteria for and qualifies as a "plan for the reduction of greenhouse gas emissions" (Table 14, "CAP Compliance with Elements of a CEQA Qualified Plan for the Reduction of GHG Emissions," pages 145–146).

The suite of measures and actions identified in the CAP Update function as a whole to enable the County to meet the established GHG reduction targets described above. The County acknowledges that additional measures and actions, such as those suggested by commenters, may be available to reduce GHG emissions in the unincorporated county. However, as described in this response, the County has undergone a thorough process to develop a methodology for establishing GHG reduction targets that are appropriately aligned with statewide targets and Board direction and identifying measures and actions, through robust stakeholder engagement, to reduce GHG emissions to levels that achieve the established targets and make substantial progress toward the County's net zero emissions goal. Therefore, no additional measures have been added to the CAP Update.

9.1.2 Agency Comments and Responses

Letter A1

East County Advanced Water Purification
Joint Powers Authority

November 27, 2023

VIA E-MAIL

County of San Diego
Meghan Kelly
Planning & Development Services
Project Manager, Climate Action Plan
Meghan.Kelly@sdcounty.ca.gov

Re: County of San Diego Climate Action Plan - Water and Wastewater W-3: Develop programs to increase stormwater and wastewater treatment efficiency to reduce imported potable water use in the unincorporated area

Dear Ms. Kelly:

Thank you for the opportunity to review and comment on the County of San Diego's (County) Climate Action Plan (CAP) and for including the East County Advanced Water Purification (AWP) Project in the CAP. As a fellow member of the East County AWP Joint Powers Authority (JPA), Padre Dam Municipal Water District (Padre Dam) the contracted administrator and operator for the JPA, has reviewed the CAP and offers the following comments for consideration. A1-1

The County has identified the East County AWP Project will provide a local water supply reducing GHG emissions resulting from importing water from the Colorado River and/or northern California. As part of this Project, the JPA also plans to implement an energy recovery component, AWP Package 5, further reducing GHG emissions in the region in two ways.

First, a combined heat and power (CHP) system is planned to be implemented to capture and utilize the alternative energy source found in biogas produced within the anaerobic digesters located at the AWP solids handling facility. Second, a new organic waste receiving facility will collect and distribute locally sourced food waste slurry to the anaerobic digesters to increase biogas production, assist waste management companies and local municipalities in complying with the requirements of AB 1826 (i.e. greater recycling of organics), and reduce dependence on fossil fuel-based energy purchased from San Diego Gas & Electric (SDG&E). A1-2

Energy recovery results in reduced GHG emissions in two ways: 1) energy produced from sludge generated biogas displaces a similar amount of energy generated from fossil fuels and associated GHG emissions; and 2) processing organic waste in the anaerobic digesters results in a reduction of more harmful greenhouse gas emissions, mainly methane, from the decomposition of food waste and also reduces GHG emissions by off-setting GHGs generated from fossil fuel energy production.

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JOINT POWERS AUTHORITY BOARD
Bill Pommering, Padre Dam MWD
Joel Anderson, County of San Diego
Steve Goble, City of El Cajon
Joel Scalzitti, Helix Water District, Ex-officio

East County Advanced Water Purification Joint Powers Authority

Please consider including Package 5 (Energy Recovery Facilities) of the East County AWP Project in the CAP. Including recognition of this energy recovery component in the CAP demonstrates the County's support for the environmental benefits provided by the East County AWP Project and assists the JPA in securing specific grants and funding tied to GHG reduction. These project components could be considered in the Energy (E-1) and Solid Waste (SW-4) GHG reduction measures. Note that the JPA can supply the GHG emission reduction calculations upon request.

A1-2 cont.

As noted above, Padre Dam appreciates the opportunity to review and comment on the County's CAP. Padre Dam also requests to be notified of any modifications to the proposed CAP prior to adoption by the County. If you have any questions or need additional information, please feel free to contact me at mniemiec@padre.org.

A1-3

Sincerely,

Mark Niemiec, PE
Director of East County AWP

Letter A1 Padre Dam Municipal Water District

Mark Niemiec, PE
November 27, 2023

Comment A1-1
The comment states that Padre Dam Municipal Water District (PDMWD) has reviewed the CAP Update and offers the following comments.

Response A1-1
The County appreciates comments from PDMWD for the CAP Update and associated Draft SEIR. The comment serves as an opening remark. No substantive comment is provided, and no further response is required.

Comment A1-2
The comment describes PDMWD's efforts to implement the East County Advanced Water Purification (ECAWP) Project and suggests that the County include the Package 5 (Energy Recovery Facilities) of the ECAWP Project as GHG emissions reduction measures in the CAP Update.

Response A1-2
As detailed in CAP Update Action W-3.1, the County would increase wastewater treatment efficiency to produce 12,900 acre-feet of water each year by 2030 through ECAWP. The description of Measure W-3 in the CAP Update has been revised to acknowledge that the ECAWP would utilize energy recovery systems to reduce the use of fossil fuel-based energy on-site. The GHG quantification methodology for Action W-3.1 has not been changed in response to this comment. This comment does not raise an environmental issue related to the adequacy of the Draft SEIR. No further response is provided here.

Comment A1-3
The comment requests the County to provide notification to PDMWD if modifications to the CAP Update are made.

Response A1-3
The PDMWD will be notified before adoption of the CAP Update and certification of the SEIR. This comment does not raise an environmental issue related to the adequacy of the Draft SEIR. No further response is provided here.

Letter A2

From: Vazquez, Sandra@DOT <Sandra.Vazquez@dot.ca.gov>
Sent: Monday, December 18, 2023 1:42 PM
To: Kelly, Meghan <Meghan.Kelly@sdcounty.ca.gov>
Cc: State.Clearinghouse@opr.ca.gov; Allen, Reece@DOT <Reece.Allen@dot.ca.gov>; Dodson, Kimberly@DOT <kimberly.dodson@dot.ca.gov>; Vazquez, Sandra@DOT <Sandra.Vazquez@dot.ca.gov>
Subject: [External] Caltrans Comment Letter for County of San Diego Climate Action Plan Update, DEIR/SCH# 2020120204

Greetings Ms. Kelly,

Thank you for the opportunity to review the information for the County of San Diego Climate Action Plan Update DEIR, SCH# 2020120204. Please see the attached Caltrans comment letter in response. If you have any questions regarding the letter please contact Reece Allen, Climate Action Program Manager, at (858) 688-1576 or by e-mail sent to Reece.Allen@dot.ca.gov. A2-1

Thank you,

Sandy Vazquez
Associate Transportation Planner
Caltrans District 11, LDR Branch MS-240
Sandra.Vazquez@dot.ca.gov
(619) 987-3580

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

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December 18, 2023

11-SD-VAR
PM VAR
Climate Action Plan Update
DEIR/SCH#2020120204

Ms. Meghan Kelly
Project Manager
County of San Diego
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Dear Ms. Kelly:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report for the County of San Diego Climate Action Plan Update located near various Interstates and State Routes. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

A2-2

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the County of San Diego in areas where the County and Caltrans have joint jurisdiction to improve the transportation network and

connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

A2-2 cont.

Caltrans has the following comments:

Climate Action

Caltrans supports the County's efforts to reduce greenhouse gas (GHG) emissions as per AB1279, SB 32 and others, in a way that does not rely on purchase of carbon offsets to meet emissions targets. As an environmentally conscious agency, Caltrans strives to work with partner agencies like the County of San Diego in order to reduce GHG emissions and adapt to the impacts of climate change on the state highway system. Caltrans agrees that setting clear goals and metrics is an excellent step towards planning for, and meeting, emissions reductions targets that promote environmental justice and equity. Caltrans appreciates the large array of strategies and policies utilized to reduce GHG emissions, promote energy efficiency, and improve the overall quality of the San Diego County environment found in the Climate Action Plan Update (CAP). Additionally, due to the potential uncertainty of changing climate conditions, Caltrans recognizes and supports the application of adjustable adaptation strategies and plans that can be modified to fit future conditions. This updated CAP is an excellent step forward, and great example of the strategies and plans needed to improve air quality and curb GHG emissions across San Diego County. This draft CAP will be taken into consideration while Caltrans continues to expand the zero-emission vehicle (ZEV) charging grid, reduce Vehicle Miles of Travel (VMT), and promote the use of ZEV across California. Caltrans looks forward to working with the County of San Diego in order to implement recommendations outlined in this CAP update when possible.

A2-3

For additional information regarding Caltrans' policies, plans, guidance, and strategies related to climate change impacts please refer to documents such as, but not limited to, Caltrans Climate Change Vulnerability Assessment, Caltrans Climate Change Adaptation Priorities Report, Caltrans Climate Change Adaptation Strategies Report, Caltrans Climate Change Communication Guide, and Caltrans GHG Emissions Mitigation Report. These documents and other resources can be found at: https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/climate-change.

Several other local agencies have also produced climate change adaptation guidance documents that may be helpful when finalizing the County's CAP. These documents include, but are not limited to, California's 4th Climate Change Assessment – San Diego Region Report, CalSTA's Climate Action Plan for Transportation Infrastructure (CAPTI) and various city's Climate Action Plans.

Sustainability

The County of San Diego CAP contains several actions and strategies that align with Caltrans' responsibilities and priorities. Caltrans recommends collaboration between our agency and the County of San Diego CAP on the proposed transportation related topics including adaptation strategies to help improve the County's resilience to potential climate change impacts and strategies to reduce VMT, and off-road and on-road GHG emissions.

Caltrans recognizes that transportation is a leading contributor to GHG emissions in the region and is dedicated to reducing and mitigating transportation related emissions. We recommend collaborating with Caltrans on the following measures brought up by this plan increasing the use of ZEV, installing electric vehicle (EV) charging stations, identifying Right-of-Way (R/W) areas to be used for carbon sequestration, and complete streets. A2-4

The existing climate hazards discussed in this document will have an impact of the transportation system. We recommend working with Caltrans on determining the preventative strategies the Caltrans can take to keep roadways operational and ensure their longevity against climate stressors such as increased temperatures, changes in precipitation patterns, wildfire, and flooding. Caltrans recognizes the central role that transportation planning plays in safety and ensuring that when these natural hazards do occur, citizens have a reliable evacuation route.

Electric Vehicles

On page 5-43 it states "Policy M-9.5 Electric Vehicle Recharging Infrastructure. Require new development to include electric vehicle recharging facilities to meet current and reasonably foreseeable increasing demand over time as the County's private vehicle fleet includes greater numbers of electric vehicles, consistent with State transportation and climate policies." A2-5

Please clarify if new electric vehicle recharging infrastructure for new development will be usable by the public or is it specifically for the County of San Diego's staff vehicle fleet. It is recommended that new development include the electric vehicle recharging facilities for public usage.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation network. Caltrans A2-6

supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the County of San Diego, is encouraged.

To reduce GHG emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the County to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

A2-6 cont.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local VMT and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The County should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

A2-7

System Planning

The final paragraph of the Chapter 1 Project Description introduction on page 1-2 indicates that the County is preparing a Transportation Program to address VMT mitigation measures for development within the unincorporated county. Please include Caltrans in the review process for the Transportation Program document. System Planning recommends discussing the CAP for Transportation Infrastructure (CAPTI) in Section 2.13.2.2 State (Regulatory Framework), including the CAPTI guiding principles and implementation strategies.

System Planning recommends including a high-level summary of the completed, in-progress, and upcoming Comprehensive Multimodal Corridor Plans (CMCPs) in Section

A2-8

2.13.2.3 Local (Regulatory Framework). The CMCPs complement San Diego Forward: The 2021 Regional Plan (discussed in section 2.13.2.3) and highlight possible funding opportunities for the proposed transportation solution strategies. A2-8 cont.

Please ensure that the final paragraph on page 2.11-1 and the "Physically Divide an Established Community" issue topic in Table 2.11-1 are consistent. The last paragraph on page 2.11-1 indicates that the "implementation of the proposed project would not result in new or more significant impacts on land use and planning." Table 2.11-1 states that the CAP Update would result in a new or more significant impact, before and after mitigation, in the "Physically Divide an Established Community" topic area. A2-9

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures. A2-10

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

Broadband

Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of GHG emissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting A2-11

travel demand management and reaching the state's transportation and climate action goals.

A2-11 cont.

Mitigation

Caltrans endeavors that any direct and cumulative impacts to the State Highway network be eliminated or reduced to a level of insignificance pursuant to CEQA and National Environmental Policy Act (NEPA) standards.

A2-12

Right-of-Way

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or emailing D11.Permits@dot.ca.gov or by visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Reece Allen, Climate Action Program Manager, at (858) 688-1576 or by e-mail sent to Reece.Allen@dot.ca.gov.

A2-13

Sincerely,

Reece Allen

REECE ALLEN, MSTM
Climate Action Program Manager

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Letter A2 California Department of Transportation

Reece Allen, MSTM, Climate Action Program Manager
December 18, 2023

Comment A2-1
The comment is an introductory statement.

Response A2-1
The County appreciates comments from California Department of Transportation (Caltrans) related to the CAP Update and associated Draft SEIR. This comment serves as an opening remark. No response is required.

Comment A2-2
The comment provides an introduction about Caltrans, including its mission, responsibilities, and goals.

Response A2-2
The County appreciates the introduction of Caltrans. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment A2-3
The comment expresses support for the CAP Update and a desire to work with the County in implementing the CAP Update measures. The comment also references other Caltrans and local agencies' efforts to address climate change.

Response A2-3
The County appreciates Caltrans's support for the CAP Update. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment A2-4
The comment recommends collaboration with Caltrans on implementing strategies related to transportation and determining preventative strategies to ensure resiliency in the transportation system and reliable evacuation in response to climate hazards.

Response A2-4
The County appreciates Caltrans's recommendation for further collaboration on CAP Update implementation. The County will continue working with Caltrans on transportation projects during implementation of the CAP Update. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment A2-5
The comment requests clarification regarding the availability of electric vehicle infrastructure for public use and recommends that new development include electric vehicle recharging for public use.

Response A2-5
Electric vehicle infrastructure for public use is incorporated in the CAP Update Action T-3.1. CAP Update Action T-3.1 would increase publicly accessible electric vehicle recharging infrastructure in the unincorporated area through the installation of 2,040 publicly available electric vehicle charging stations by 2028. In addition, the CAP Consistency Review Checklist requires that all new multifamily residential and nonresidential projects comply with the County's Code of Regulatory Ordinances as amended to require (Tier 2) California Green Building Standards Code (CALGreen) or similar electric vehicle charging infrastructure installations and preferential parking for zero-emission vehicles (ZEVs).

Comment A2-6
The comment expresses support for strategies to implement complete streets projects and encourages coordination with Caltrans.

Response A2-6
The County appreciates Caltrans's support for the CAP Update's transportation measures. The County will continue to collaborate with Caltrans to encourage alternative modes of transportation in the unincorporated area where the agencies have joint jurisdiction through implementation of the CAP Update Action T-5.1.

Comment A2-7
The comment expresses support for collaboration with local agencies regarding "smart growth" and suggests coordination with Caltrans to implement improvements at intersections and interchanges.

Response A2-7
The County appreciates Caltrans's support for local agency collaboration. The County will continue to collaborate with Caltrans to implement necessary improvements at intersections and interchanges to improve roadways to encourage multimodal transportation where the agencies have joint jurisdiction through implementation of the CAP Update Actions T-5.1 and T-6.2. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment A2-8
The comment requests that the County include Caltrans in the review process for the Transportation Program discussed on page 1-2 of the project description. The comment recommends discussing the Climate Action Plan for Transportation Infrastructure's guiding principles and implementation strategies in Section 2.13.2.2 of the SEIR and including Comprehensive Multimodal Corridor Plans and the possible funding opportunities for the proposed CAP Update transportation actions in Section 2.13.2.3 of the SEIR.

Response A2-8
As explained in Chapter 1, “Project Description” (page 1-2), the Transportation Program is separate from the CAP Update. The County acknowledges Caltrans’s offer to coordinate and review the Transportation Program.

The County has reviewed Caltrans’s recommendations related to inclusion of the Climate Action Plan for Transportation Infrastructure and Comprehensive Multimodal Corridor Plans in Section 2.13, “Transportation.” The purpose of the regulatory setting in this section is to describe the regulations that will affect the environmental analysis that follows. These two programs provide funding opportunities for transportation projects but are not regulations or policies related to environmental impact analysis. Therefore, no revision to the SEIR is required.

Comment A2-9
The comment identifies a discrepancy in the impact conclusion for issue topic “Physically Divide an Established Community” in Section 2.11, “Land Use and Planning,” of the Draft SEIR.

Response A2-9
The final paragraph on page 2.11-1 of the Draft SEIR has been revised as follows:

> As indicated, implementation of the proposed project would ~~not~~ result in new or more severe significant impacts on land use and planning.

Comment A2-10
The comment states that Caltrans accepts the role as responsible agency and summarizes encroachment permit requirements for work within Caltrans right-of-way (ROW). This comment also recommends that the Draft SEIR addresses impacts within Caltrans ROW and discloses mitigation measures.

Response A2-10
The County appreciates Caltrans’s acceptance as a responsible agency for the project. As discussed in Section 2.13, “Transportation,” of the Draft SEIR, implementation of the CAP Update would result in less-than-significant impacts related to transportation with implementation of the mitigation measures identified in the Draft SEIR (see Section 2.13.5, “Mitigation Measures”).

The CAP Update would be implemented in the unincorporated areas of the County. As discussed in the Draft SEIR, specific locations for projects associated with the CAP Update are unknown. However, future discretionary projects would be required to be evaluated for project-specific impacts under CEQA and/or the National Environmental Policy Act (NEPA) at the time of application. As part of this evaluation, impacts within Caltrans ROW, including the State Highway System, will be assessed, and mitigation measures will be proposed as needed to avoid or minimize impacts.

Comment A2-11
The comment suggests that availability of high-speed broadband VMT and GHG emissions by promoting teleworking and remote learning.

Response A2-11
The County appreciates Caltrans's recommendation for promoting teleworking and remote learning. The County has a Comprehensive Broadband Plan (https://www.sandiegocounty.gov/lueg/broadband/) to address inadequate broadband infrastructure and access in its communities. The CAP Update expands teleworking for County staff through implementation of Action T-4.1. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment A2-12
The comment states that Caltrans endeavors to reduce or eliminate any impacts to the State Highway System in accordance with CEQA and NEPA requirements.

Response A2-12
See Response A2-10.

Comment A2-13
The comment identifies requirements, permits, and approvals needed for projects within Caltrans ROW.

Response A2-13
The County will obtain the necessary permits and approvals when specific projects associated with the CAP Update are being implemented. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

CALIFORNIA AIR RESOURCES BOARD

Gavin Newsom, G
Yana Garcia, CalEPA S
Liane M. Randolp

Letter A3

January 4, 2024

Meghan Kelly, County of San Diego

Planning and Development Services

5510 Overland Avenue, Suite 310

San Diego, CA 9212

Dear Ms. Kelly:

On behalf of California Air Resources Board (CARB) staff, I am writing to provide comments on the County of San Diego's Draft 2024 Climate Action Plan (CAP) and its associated Draft Supplemental Environmental Impact Report (SEIR). These comments follow up on CARB's February 16, 2021 letter, which expressed support for the County's CAP development process. A3-1

Local governments have an essential role to play in advancing state goals. As part of the 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan), CARB included recommendations in Appendix D to help jurisdictions across the state ensure that their CAPs are consistent with applicable greenhouse gas (GHG) goals and requirements. This consistency is especially important if the jurisdiction adopting a CAP intends to rely on the CAP for streamlining the GHG emissions analyses in the CEQA documents for new projects.

Overall, CARB supports the County's effort to prepare a CAP and appreciates the efforts to incorporate the priority areas highlighted in Appendix D of the Scoping Plan. However, CARB recommends a few changes to the CAP to more fully align it with the recommendations in the Scoping Plan. These changes would provide additional certainty regarding the CAP's consistency with the Scoping Plan, ensuring that future residential and mixed-use developments can use the CAP to streamline their CEQA GHG analyses. A3-2

The County has developed the CAP and SEIR with the intent of allowing projects to tier their GHG analyses off of these documents. The appendices to San Diego County's CAP describe a process for determining whether a project is consistent with the CAP for purposes of streamlining CEQA review. To be eligible for CEQA GHG streamlining, the CAP requires new discretionary projects subject to CEQA to demonstrate consistency with the County's

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General Plan. If General Plan consistency can be demonstrated, projects then determine whether they are consistent with the measures and actions included in the CAP as "consistency requirements." Projects that demonstrate consistency with the General Plan and the CAP's consistency requirements are considered by the County to be consistent with the CAP overall, and therefore eligible for streamlining of the GHG emissions analysis portion of the applicable CEQA document. CARB commends the County for developing this approach to assist future land-use projects in assessing their consistency with the CAP, but recommends some changes to better ensure consistency with the Scoping Plan and therefore enable streamlining.

Table 3 of Appendix D of the Scoping Plan ("Key Residential and Mixed-Use Project Attributes that Reduce GHG's") lists characteristics that have been shown to reduce operational GHG emissions and allow for growth from residential and mixed-use development in a manner consistent with the state's climate and equity goals, including those in Senate Bill (SB) 32 (Pavley, Chapter 249, Statutes of 2016). Residential and mixed-use development that incorporates all of the attributes in Table 3 would be considered consistent with the Scoping Plan.

A3-2 cont.

San Diego's CAP's consistency analysis for streamlining residential and mixed-use projects includes some, but not all, of the project attributes listed in Appendix D of the 2022 Scoping Plan. Immediately below we summarize the areas in which the CAP is closely aligned with these project attributes and the State's climate goals. We then identify areas where the CAP does not incorporate the project attribute recommendations from Appendix D. New mixed-use or residential projects that incorporate all of the project attribute recommendations would be able to clearly demonstrate consistency with the Scoping Plan and State climate goals. This can provide additional certainty when these projects seek to streamline their CEQA GHG analysis.

Several aspects of the CAP currently align with Scoping Plan Appendix D Attributes

One example of an area where the CAP aligns with Appendix D of the Scoping Plan is building decarbonization. Table 3 of Appendix D identifies building decarbonization as a priority GHG reduction strategy that CARB recommends local governments take, and that the adoption of all-electric new construction reach codes for residential and commercial uses is an appropriate measure for enacting that priority. This strategy is clearly addressed in the CAP as action E-2.1 "Amend the County's Code of Regulatory Ordinances by 2026 to require all-electric equipment in new residential, commercial and industrial construction to reduce energy emissions from new development in the unincorporated area."

A3-3

In addition, Table 1 below lists other key project attributes in the Scoping Plan's Appendix D that are reflected in the County's CAP consistency requirements. CARB appreciates that the County is making an effort to incorporate these attributes in new residential and mixed-use development to help achieve State climate goals.

Table 1. Appendix D Project Attributes Required in General Plan or CAP

Project Attributes from Scoping Plan Appendix D, Table 3	SD General Plan or CAP
Does not result in loss or conversion of natural or working lands	General Plan Policy COS-6.2 ("Protection of Agricultural Operations") would limit the loss of natural or working lands in the unincorporated county.
EV charging meeting most ambitious voluntary CA Green Building Code standard	CAP Action T-3.1 requires amendment of the County Code to require installation of Tier 2 CalGreen or similar EV charging infrastructure for new multi-family residential development.
At least 20 percent of units to be affordable	The General Plan commits to development of affordable housing that is at least 20% of new housing development in future years.
No net loss of existing affordable units	The General Plan commits to increasing the number of affordable housing units in future years.
Uses all-electric appliances with no natural gas connections	CAP measure E-2.1 commits the County to amending the County Code (by 2026) to require all-electric equipment in new construction.

A3-3 cont.

Certain aspects of the CAP could be revised to more fully align with Scoping Plan Appendix D Attributes

A3-4

While many aspects of the CAP reflect the attributes set forth in Appendix D of the Scoping Plan, some of the recommendations for project streamlining included in Appendix D are not reflected in the CAP. For instance, Appendix D includes several key project attributes to

help residential and mixed-use projects achieve reductions in vehicle miles traveled (VMT), such as locating new development in "infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer)." The County's General Plan includes several policies that are related to development that encourages VMT reduction. For instance, Policy LU-1.2 prohibits leapfrog development that is not consistent with the County's Community Development Model. However, these policies do not require new residential and/or mixed-use development to be built in areas that qualify as infill areas. In order to be more aligned with the recommendations in Appendix D of the Scoping Plan, we recommend that the County apply the CAP's provisions for CEQA streamlining of residential and mixed used projects only to projects located in infill areas.

Appendix D also recommends that VMT be reduced in residential and mixed-use development through limiting the amount of new parking and locating projects within ½ mile of existing or planned transit service. Neither the County's General Plan nor CAP policies eliminate parking minimums or enact parking maximums. While the CAP does include some policies that would encourage transit use, there are no requirements that new residential or mixed-use development be built with transit-supportive densities or be in proximity to transit. We recommend that the County apply the streamlining provisions for residential and mixed-use projects in the CAP only to projects that are located in proximity to existing or planned transit and that limit the provision of parking, either by eliminating parking minimums or enacting parking maximums.

A3-4 cont.

Table 2 below lists the key project attributes from Scoping Plan Appendix D that the CAP currently does not require for residential and mixed-use projects seeking CEQA streamlining under the CAP. CARB recommends that the County include these project attributes into the CAP's consistency analysis for residential and mixed-use projects seeking CEQA streamlining in order to ensure that projects are consistent with the State's climate goals.

Table 2. Appendix D Project Attributes Not Required in General Plan Or CAP

Project Attributes from Scoping Plan Appendix D, Table 3	SD General Plan or CAP
Located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served	There is no requirement in the County General Plan or the CAP that requires that residential or mixed-use development be infill to qualify for CEQA GHG streamlining.

by existing utilities and essential public services (e.g., transit, streets, water, sewer)	
New mixed-use or residential development includes transit supportive densities, **or**; New mixed-use or residential development is in proximity to existing transit stops, **or**; More stringent criteria as specified in applicable SCS	There are no requirements (either in General Plan or CAP) for minimum residential densities. The General Plan includes zoning that would allow for residential development at lower densities. There are no requirements (either in the General Plan or CAP) for new residential development to be within one half-mile of existing or planned transit.
Reduced parking requirement	There are no reduced parking requirements for residential development in either the General Plan or CAP.

A3-4 cont.

Conclusion

CARB appreciates the opportunity to review and comment on San Diego County's 2024 CAP and Draft SEIR. The CAP includes elements that are consistent with the 2022 Scoping Plan's recommendations for CAPs and for streamlining the GHG analysis of residential projects under CEQA. However, as explained above, there are also opportunities for the County to demonstrate an even more robust relationship between the CAP's recommendations for new residential and mixed-use development and the recommended key project attributes identified in Appendix D of the Scoping Plan. Strengthening the CAP to take advantage of these opportunities will assist the County with using the CAP for the purposes of CEQA streamlining of residential and mixed-use development and will help to ensure that new development in San Diego County is consistent with California's climate goals for such projects. If you have any questions, please feel free to contact Pedro Peterson at (279) 208-7367 or by email at pedro.peterson@arb.ca.gov.

A3-5

Sincerely,

Jennifer Gress

Jennifer Gress, Ph.D., Division Chief, Sustainable Transportation and Communities Division

cc: See next page.

cc:
Annalisa Schilla, Ph. D., Assistant Division Chief, Sustainable Transportation and Communities Division

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Letter A3 California Air Resources Board

Jennifer Gress, PhD, Division Chief, Sustainable Transportation and Communities Division
January 4, 2024

Comment A3-1
The comment introduces the comment letter and expresses support for the CAP Update development process.

Response A3-1
The County appreciates the CARB's support for the CAP Update development process. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment A3-2
The comment notes the importance of Appendix D of the 2022 Scoping Plan for streamlining GHG emissions analyses and that the CAP Update includes some, but not all, of Appendix D's project attributes. The comment also states that changes to the CAP Update are required to provide additional certainty regarding the CAP Update's consistency with the 2022 Scoping Plan and to ensure that future residential and mixed-use development can use the CAP Update to streamline their CEQA GHG analyses.

Response A3-2
The State CEQA Guidelines Section 15183.5 recognizes the important role of CAPs in the CEQA process and sets forth a basic framework for developing a plan to reduce GHG emissions (State CEQA Guidelines Section 15183.5[b]) that allows for the streamlining of the GHG impact analysis for later projects. Pursuant to State CEQA Guidelines Sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program (i.e., a qualified GHG reduction plan or CAP) under specified circumstances (State CEQA Guidelines Section 15183.5[b]), thus eliminating the need for a project-specific GHG analysis for projects that are consistent with the CAP. Therefore, when a future specific project is consistent with the CAP Update, the County may presume that the project's GHG emissions are less than significant. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the CAP Update, an EIR must be prepared for the project (State CEQA Guidelines Section 15183.5[b][2]). See Table 14 of the CAP Update for a summary of how the CAP Update meets the criteria for, and qualifies as, a plan for the reduction of GHG emissions. See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," for further discussion of the CAP Update GHG reduction targets and consistency with the 2022 Scoping Plan.

As described in this SEIR, the County has developed a CAP Consistency Review Checklist (Checklist), Appendix 8 to the *County of San Diego Guidelines for Determining Significance: Climate Change*. For applicants choosing to streamline project-specific

GHG CEQA analyses, the Checklist would be used to determine the consistency of future projects with the CAP Update. The Checklist provides individual projects with the opportunity to demonstrate that they are reducing GHG emissions in a manner that is consistent with the requirements and assumptions in the CAP Update. If a project would be consistent with the General Plan and can demonstrate consistency with the CAP Update by completing the Checklist, the project would be considered consistent with the CAP Update and eligible for CEQA streamlining of its project-level GHG analysis.

Appendix D of the 2022 Scoping Plan, "Local Actions," provides optional, nonregulatory and non-exhaustive guidance for local governments and lead agencies related to how local climate action planning can support the State of California's climate goals. It includes recommendations intended to build momentum for local actions that align with the State's climate strategies, with a focus on climate action planning and approval of new land use development projects but does not represent a binding or exhaustive list of everything local governments can or must do to support state climate goals. Therefore, it is not required that future projects consistent with a CAP include all project-specific attributes included in Appendix D. Rather, Appendix D (page 23) states the following:

> *These project attributes are intended as a guide to help local jurisdictions qualitatively identify those residential and mixed-use projects that are **clearly** consistent with the State's climate goals, since these attributes address the largest sources of operational emissions for residential projects. In general, residential and mixed-use development projects that incorporate **all** of these key project attributes are aligned with the State's priority GHG reduction strategies for local climate action as shown in Table 1 and with the State's climate and housing goals. As such, they are considered to be consistent with the Scoping Plan or other plans, policies, or regulations adopted for the purposes of reducing GHGs; therefore, the GHG emissions associated with such projects may result in a less-than-significant GHG impact under CEQA. Lead agencies may determine, with adequate additional supporting evidence, that projects that incorporate some, but not all, of the key project attributes are consistent with the State's climate goals.*

Appendix D further states that residential and mixed-used projects should contain key project attributes in Table 3 (of Appendix D of the 2022 Scoping Plan) "absent consistency with an adequate, geographically specific GHG reduction plan such as a CEQA-qualified CAP." Given the nature of Appendix D, and the fact that the County's CAP Update will, upon adoption, serve as a CEQA-qualified CAP, CARB's suggestion that future mixed-use and residential projects consistent with the CAP Update should be required to incorporate all the project attribute recommendations included in Appendix D to qualify for streamlining pursuant to State CEQA Guidelines Section 15183.5 is incorrect. The County is not required to include all recommended project attributes of Appendix D's Table 3 in the Checklist to provide CEQA streamlining benefits under the CAP Checklist. And while the Checklist does not, and is not required to, replicate the Scoping Plan Appendix D, Table 3 attributes, it does demonstrate the County's ability to meet overall GHG reduction goals.

Comment A3-3
The comment describes several aspects of the County's General Plan and CAP Update currently aligning with the 2022 Scoping Plan Appendix D attributes.

Response A3-3
The County appreciates CARB's acknowledgement of the County's efforts to incorporate Scoping Plan project attributes into the General Plan policies and CAP Update measures and actions. See Responses A3-2 and A3-4 for a discussion of CEQA requirements for a qualified CAP and the applicability of Appendix D of the 2022 Scoping Plan to the CAP Update.

Comment A3-4
The comment suggests that streamlining of residential and mixed-used projects should be limited to areas that are infill, higher density, and near transit to be more aligned with the recommendations in Appendix D of the Scoping Plan to achieve reductions in VMT. The comment also suggests reduced parking requirements for residential and mixed-use projects located in proximity to existing or planned transit. The comment provides a list of project attributes in Appendix D of the Scoping Plan that are not included in the CAP Update.

Response A3-4
The 2022 Scoping Plan states that projects that incorporate all project attributes contained in Appendix D Table 3 would be "clearly consistent" with the State's climate goals and the 2022 Scoping Plan and "may result in a less-than-significant GHG impact under CEQA." However, as described above, in Response A3-2, the Scoping Plan also states that projects that do not achieve every attribute listed in Table 3 may still be consistent with the 2022 Scoping Plan, provided there is evidence supporting this conclusion.

The CAP Update's targets align with CARB's statewide targets for 2030 and 2045, as explained in the Draft SEIR (pages 2.8-24 through 2.8-29) and Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," above. These targets represent levels below which GHG emissions would not be cumulatively considerable, pursuant to State CEQA Guidelines Section 15064.4(b)(3), stating "[i]n determining the significance of impacts, the lead agency may consider a project's consistency with the state's long-term climate goals or strategies." The CAP Update shows a quantitative pathway toward achieving these targets through implementation of its numerous strategies, measures, and actions. The CAP Update meets the requirements of State CEQA Guidelines Section 15183.5(b), thereby allowing future projects to streamline their GHG impacts evaluation pursuant to State CEQA Guidelines Section 15064.4. For additional discussion of the requirements of State CEQA Guidelines Section 15183.5(b), please refer to Response A3-2.

The County understands the connection between land use and transportation and acknowledges that promoting infill development can have the effect of reducing VMT and associated GHG emissions. The CAP Update is not a land use plan. Rather, it is a programmatic document that contains strategies, policies, and actions that would mitigate

GHG emissions from the existing and future development allowed under the General Plan and in County operations. The County is developing or implementing other programs that would change land use planning, reduce VMT, and reduce GHG emissions. See Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for further discussion of this topic. Furthermore, as discussed in the Draft SEIR, the CAP Update serves two purposes: reflecting the County's attempts to reduce its share of statewide GHG emissions and being a CEQA mitigation measure to reduce GHG impacts from the General Plan (Draft SEIR page 1-2). No changes to General Plan land use designations, zoning, land use, or specific projects are proposed as part of the CAP Update. However, the Draft SEIR includes consideration of four smart growth alternatives, which are conceptual land use configurations that would reduce VMT by modifying the way the unincorporated area would buildout in the future. See Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," for further discussion.

The County acknowledges the suggestion to limit use of the streamlining provision to only residential and mixed-used projects that are infill, higher density, and near-transit areas. However, the County has provided substantial evidence that all future projects that demonstrate consistency with the General Plan and incorporate relevant measures and actions in the CAP Update would be consistent with the 2022 Scoping Plan. Such projects are also within the scope of the GHG emissions forecasts in the CAP Update and eligible for streamlining under the CAP Update. Limiting the function of the CAP Update's streamlining provisions would require project-level GHG emissions analyses for more projects but may not result in additional VMT reductions and would not be required to achieve the GHG reduction targets set in the CAP Update.

Regarding the lack of reduced parking requirements in the General Plan and CAP, the County notes that reduced parking is generally not an effective GHG reduction strategy in rural and semi-rural areas because there are limited options for alternative modes of transport to induce mode shifts and there is typically ample free parking outside designated parking lots. Proposed CAP Update Measures T-5 and T-6 would work together to provide access to alternative modes of transportation, including multimodal and transit to reduce VMT and provide options for residents and businesses to reduce single occupancy vehicle trips. As part of the development of the Transportation Demand Management (TDM) ordinance under Action T-6.2.a, the County would consider reduced parking requirements as part of the overall approach to reducing single occupancy vehicle trips.

Comment A3-5
The comment provides a summary of detailed comments provided above.

Response A3-5
The County appreciates comments from CARB related to the CAP Update's consistency with the 2022 Scoping Plan. As stated in Appendix D of the 2022 Scoping Plan, residential and mix-used projects should contain key project attributes in Table 3 (of Appendix D of the Scoping Plan) "*absent* consistency with an adequate, geographically specific GHG reduction plan such as a CEQA-qualified CAP" (emphasis added). Appendix D of the 2022 Scoping Plan also states that projects that do not achieve every attribute listed in Table 3 may still be consistent with the 2022 Scoping Plan, provided there is evidence

supporting this conclusion. As discussed in Response A3-2 above, the CAP Update and Draft SEIR demonstrate, with substantial evidence, that the CAP Update meets the requirements of State CEQA Guidelines Section 15183.5(b), thereby allowing future projects to streamline their GHG impacts evaluation pursuant to State CEQA Guidelines Sections 15064, 15064.4, and 15183.5. Therefore, the CAP Update is not required to include all project attributes contained in Appendix D of the 2022 Scoping Plan to be consistent with the Scoping Plan and to allow for streamlining of future projects. The CAP Update's targets align with statewide GHG reductions for 2030 and 2045 identified in the 2022 Scoping Plan, as explained in the Draft SEIR (pages 2.8-24 through 2.8-29) and Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," above. These targets represent levels below which GHG emissions would not be cumulatively considerable, pursuant to State CEQA Guidelines Section 15064.4(b)(3), stating "[i]n determining the significance of impacts, the lead agency may consider a project's consistency with the state's long-term climate goals or strategies." With the suite of measures and actions proposed, the CAP Update shows a quantitative pathway toward achieving these targets through implementation of its numerous strategies, measures, and actions. The Checklist identifies measures and actions that new development projects intending to streamline must implement to show consistency with the CAP Update and to contribute their fair share to the CAP Update's targets. These and other elements demonstrate that the CAP Update meets the requirements of State CEQA Guidelines Section 15183.5(b), thereby allowing future projects to streamline their GHG impacts evaluation pursuant to State CEQA Guidelines Section 15064.4. For additional discussion of the requirements of State CEQA Guidelines Section 15183.5(b), please refer to Response to A3-2.

Therefore, the CAP Update is not required to include all project attributes contained in Appendix D of the 2022 Scoping Plan to demonstrate consistency with the Scoping Plan.

Letter A4

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GO

California Department of Transportation

AERONAUTICS PROGRAM
DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS–40 | SACRAMENTO, CA 94273–0001
(916) 654-4959
www.dot.ca.gov

January 5, 2024

Ms. Meghan Kelly Electronically Sent <meghan.kelly@sdcounty.ca.gov>
Project Manager
County of San Diego
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Re: 2020120204, County of San Diego Climate Action Plan Update

Dear Ms. Kelly:

The California Department of Transportation, Aeronautics Program has reviewed the Draft Environmental Review for the County of San Diego Climate Action Plan Update. One of the goals of the California Department of Transportation (Caltrans), Aeronautics Program, is to assist cities, counties, and Airport Land Use Commissions or their equivalent (ALUC), to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq. Caltrans encourages collaboration with our partners in the planning process and thanks you for including the Aeronautics Program in the review of the Draft EIR.

The Aeronautics Program commends the County of San Diego for including mitigation measures regarding airport hazards and noise, and encourages the continued collaboration of the County with the San Diego County Regional Airport Authority (SDCRAA) acting as the ALUC for San Diego County, County Airports, and the FAA when applicable to ensure safety practices and land use compatibility are upheld.

A4-1

Compatibility concerns regarding airport obstructions and hazards to flight (such as wildlife attractants, lighting, or glare i.e., solar, etc.) should also be considered for further review upon site specific updates or projects. Proposed structures that exceed FAA Regulations Part 77 height criteria are subject to an Obstruction Evaluation/Airspace Analysis for determination.

Per the California Public Utilities Code Section 21001 et seq. relating to the State Aeronautics Act, Section 21676(b) prior to the amendment of a general plan…within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the

A4-2

commission's plan, the referring agency shall be notified. Any proposed development in the defined safety zones or Airport Influence Area (AIA), therefore, must adhere to the safety criteria and restrictions defined in the Airport Land Use Compatibility Plan(s) formed by the ALUC pursuant to the PUC, Section 21674.

An ALUCP is crucial in minimizing noise nuisance and safety hazards around airports while promoting the orderly development of airports, as declared by the California Legislature. A responsibility of the ALUC is to assess potential risk to aircraft and persons in airspace and people occupying areas within the vicinity of the airport.

A4-2 cont.

If you have any questions or need additional information, please contact me at my email address: tiffany.martinez@dot.ca.gov.

Sincerely,

Tiffany Martinez

Tiffany Martinez
Transportation Planner, Aeronautics Program

c: State Clearinghouse

- Letter A4 Caltrans Aeronautics Program

Tiffany Martinez, Transportation Planner
January 5, 2024

Comment A4-1
The comment explains the goal of the Caltrans Aeronautics Program and commends the County for including mitigation measures regarding airport hazards and noise. The comment also encourages the continued collaboration of the County with the San Diego County Regional Airport Authority (SDCRAA).

Response A4-1
The County appreciates comments from Caltrans Aeronautics Program related to the CAP Update and associated Draft SEIR. The comment is an introductory statement and does not address the content, analysis, or conclusions in the Draft SEIR. The County will continue collaboration with SDCRAA through implementation of adopted Mitigation Measure Haz-1.5 as described in Section 2.9.5, "Mitigation Measures," of the Draft SEIR.

Comment A4-2
The comment suggests that further review upon site-specific updates or projects should consider compatibility concerns related to airport obstructions and hazards to flight. The comment references applicable regulations related to airport hazards.

Response A4-2
As discussed in Section 2.9.3.4, "Issue 2: Result in Safety Hazards or Excessive Noise from Public and Private Airports," of the Draft SEIR, future projects associated with the CAP Update would be subject to federal, state, and local regulation related to airport safety and hazards, including Federal Aviation Administration Regulations Part 77, US Department of Defense Air Installations Compatible Use Zone (AICUZ) regulations, the State Aeronautics Act, and applicable Airport Land Use Compatibility Plans. In addition, future projects associated with the CAP Update would implement mitigation measures to minimize impacts related to airport hazards as needed. Specifically, the following adopted 2011 GPU PEIR mitigation measures would be applied to the CAP Update: Mitigation Measure Haz-1.1, which requires new development projects to be reviewed in accordance with the *County of San Diego Guidelines for Determining Significance: Airport Hazards* to ensure compatibility with surrounding airports and land uses; Mitigation Measure Haz-1.3, which requires new development projects to be reviewed in accordance with the applicable AICUZ to ensure consistency with the land use compatibility and safety policies; and Mitigation Measure Haz-1.5, which requires coordination with the SDCRAA and County airports for issues that may affect airport planning and operations.

9.1.3 Organization Comments and Responses

Letter O1

From: Robert Germann
To: CAP
Subject: [External] SEIR Public Comment
Date: Sunday, November 5, 2023 9:09:15 AM

Good Morning, in Oct. 2023 the EPA declared an Endangerment Finding on the leaded fuel (Av/Gas). This gas is used at all 16 airports in San Diego County. This is the beginning of the movement concerning all aviation fuels the aviation complex uses and stores at our local air airports. Right now the flying aviation industry is excerpt to a very large degree from ant Emission standards. San Diego should accept the future of "No Exemption" for the aviation and should lead in this change. For 80 yrs San Diego Counties communities have been bombarded by toxic Leaded fuel. Please include San Diego County aviation industry in any report or study you present to the Board of Supervisors and public.
Thank for the opportunity to comment on this important topic.
Robert Germann
Citizens Against Gillespie's Expansion Low Flying Aircraft

Sent from my iPad

O1-1

Letter O1 Citizens Against Gillespie's Expansion Low Flying Aircraft

Robert Germann
November 5, 2023

Comment O1-1
The comment expresses concern about lead fuels used and stored at local airports.

Response O1-1
The County appreciates the comment from the Citizens Against Gillespie's Expansion Low Flying Aircraft related to concern about lead fuel usage and storage. Impacts related to the use and storage of hazardous materials are discussed in Section 2.9, "Hazards and Hazardous Materials," of the Draft SEIR. Impacts related to the transport, use, disposal, or accidental release of hazardous materials are discussed in Section 2.9.3.3. Impacts related to airport hazards are discussed in Section 2.9.3.4. Future projects associated with the CAP Update would be subject to federal, state, and local regulations related to airport safety and hazards. See Response A4-2 above.

Letter O2

From: Kelly, Meghan
To: Spoon, Steven (Chad)
Subject: FW: [External] Climate Action Campaign & International Brotherhood of Electrical Workers Local 569 Joint Comments on County Climate Action Plan Draft
Date: Tuesday, December 19, 2023 10:54:56 AM
Attachments: CAC & IBEW Local 569 CAP Draft Letter - December 2023.pdf
image001.png
image002.png
image003.png
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image005.png

Please save.

Meghan Kelly
Project Manager, Climate Action Plan | Sustainability Planning Division
619.323.6462 | meghan.kelly@sdcounty.ca.gov

From: Serena Pelka <serena@climateactioncampaign.org>
Sent: Friday, December 15, 2023 7:41 PM
To: Hamburger, Ariel <Ariel.Hamburger@sdcounty.ca.gov>; Kelly, Meghan <Meghan.Kelly@sdcounty.ca.gov>; Farmer, Tyler <Tyler.Farmer@sdcounty.ca.gov>; Moss, Claire <Claire.Moss@sdcounty.ca.gov>
Cc: Corinna Contreras <corinna@climateactioncampaign.org>; Ali Mariko Dressel <ali@climateactioncampaign.org>; Cristina Marquez <cmarquez@ibew569.org>; cSchumacher@ibew569.org
Subject: [External] Climate Action Campaign & International Brotherhood of Electrical Workers Local 569 Joint Comments on County Climate Action Plan Draft

Hello County CAP Team,

Thank you so much for your dedication to ensuring the County CAP is a powerful tool for climate action! Together with IBEW Local 569, we have attached a letter including our initial feedback on the CAP draft and look forward to engaging more on this over the course of 2024.

Meghan and Claire, it was great to have a preliminary conversation with you this week via SDBEC regarding some of the recommendations - thank you for answering many initial questions. As our team will be out of office over the holidays, I was hoping to get something on the calendar for all of us to connect in January to discuss the recommendations made in the letter. Please let us know when you have availability after January 8th to connect and Cristina will confirm a date based on her and Cori's schedule.

Thanks so much - wishing everyone a healthy and happy holiday!

O2-1

Warmly,
Serena Pelka (she/her)
Policy Advocate
Climate Action Campaign
(619) 419-1222 ext. 715


Like what we do? Support Climate Action Campaign today.

Our mission is simple: create a zero carbon future through effective and equitable policy action





December 15th, 2023

County of San Diego
1600 Pacific Highway
San Diego, CA 92101

Re: Climate Action Campaign & International Brotherhood of Electrical Workers Local 569 Joint Comments on County Climate Action Plan Draft

Dear County Sustainability Planning Division Team,

Climate Action Campaign has played an active role in the development of every Climate Action Plan (CAP) in the region since 2015, including the County's CAP development and implementation process. The International Brotherhood of Electrical Workers (IBEW) Local 569 represents 3,600 power professionals and union electricians in San Diego and Imperial Counties and has a history of fighting climate change while ensuring a more resilient regional economy. As we work towards a collective zero-carbon future that will improve quality of life throughout the region, it is critical that the County adopt a CAP that meets the scale and scope of the climate crisis and confirms San Diego's position as a national climate leader.

This letter identifies four key areas to strengthen the CAP and build on our previous recommendations:

- Energy
- Built Environment and Transportation
- Resiliency
- Regional Collaboration

The recommendations below ensure the County CAP will address the urgency and severity of the climate crisis through implementation benchmarks, milestones, and stronger commitments to maximize emissions reductions.

02-2

Energy

The Energy sector is the most consequential area of focus for Green House Gas (GHG) emissions reduction identified in the CAP. Thus, the associated measures and implementing actions must reflect this significance through urgent implementation dates and high prioritization. Given the safety implications associated with the energy sector, from energy

02-3

generation to transmission and delivery, this area of focus should also include strong labor standards and workforce training.

In Measure E-1, there are opportunities for emissions reductions beyond the commitments in the Zero Carbon Portfolio Plan (ZCPP) that should be harnessed. The County should update the ZCPP to ***require*** appliances be replaced at end of life, or sooner, with electric alternatives. Additionally, the ZCPP goal for the County to utilize 100% renewable energy by 2030 needs to reflect the urgency of the climate crisis and the CAP should identify a faster timeline for renewable energy procurement, such as 2025. This is particularly feasible given the County has control through the Direct Access program to expedite procurement of 100% renewable power or to switch to San Diego Community Power's Power100 level.

For Measures E-2 and E-3, which address electrification of new and existing buildings, the CAP must include language that ensures building electrification (BE) is woven into all aspects of County programming and operations. In particular, the CAP should include an implementing action that commits all funding provided by the County for new development and building retrofits to include an electrification requirement. For example, money that is distributed from the Innovative Housing Trust Fund for affordable housing must have an electrification requirement and such opportunities need to be identified in the CAP. Any such distribution of County funds should also require all electrical work be done by C-10 licensed contractors employing state certified general electricians.

O2-3 cont.

The CAP should include a range of pathways to ensure the success of BE, and a commitment to seek additional policy pathways to move faster when possible. One key approach for consideration is a heat pump replacement policy that requires all air conditioning units to be replaced upon burnout with heat pump appliances, as was adopted in the City of San Mateo. Other examples include a high performance reach code and streamlined permitting for all-electric builds. These alternative pathways to incentivize and require electrification must be identified to ensure BE goals are met if traditional reach code pathways are unavailable. Any alternative pathways that are subsidized by County funds should require all electrical work be done by C-10 licensed contractors employing state certified general electricians.

BE is a key strategy to improve public health and quality of life in the unincorporated County. As such, the goal to electrify 90% of existing buildings should be targeted for 2035 to adequately reflect the urgency needed to protect communities from the impacts of the climate crisis, such as extreme heat. Also, all BE, energy efficiency and energy resiliency implementing actions need to include details such as their scope, scale, estimated costs, specific benchmarks for planning and implementation timelines, and outlines for community and stakeholder engagement. The County's local job training program identified in E-3 needs to be implemented with partners such as IBEW Local 569 who have a Joint Labor Management State of California Approved Apprenticeship program to ensure that opportunities to fight climate change are paired with high road green energy careers. Equitable access to electrification for underserved communities as well as new job opportunities for fossil fuel workers as identified in the County's Workforce Development Study are also critical elements that should be part of all BE strategies.

Built Environment and Transportation

The current strategies outlined in the 2024 draft report do not reduce enough GHGs from the built environment and transportation sector. There is no clear path to achieve net zero emissions by 2045. More must be done to further reduce GHGs in this sector as it is projected to be 37.3% of overall GHG emissions in 2045 per Appendix 3.

Today, transportation remains the greatest source of GHGs in the region, at 47% for both on-road and off-road GHGs. We urge a focus on the planning and constructing of electrical infrastructure for Zero-Emission Vehicles (ZEVs). This must be done in coordination with school districts, transit agencies, water districts, waste companies, and other government agencies transitioning their fleets to ZEVs. We encourage a thoughtful, streamlined permitting process for zero-emission infrastructure for unincorporated areas if such streamlined permits require all electrical work to be done by C-10 licensed and state certified general electricians. Local dollars can thus be efficiently leveraged to build the charging and maintenance infrastructure for the rapid transition of fleets, landscaping and construction equipment, school buses, public transit, and personal ZEVs.

Missing from the draft CAP is an emphasis on producing infill housing and other smart growth strategies. Though it is hard to quantify GHG emissions reductions from land use and housing, it is necessary to mention them in the CAP as they impact GHG emissions reductions in other sectors such as transportation and energy. Currently, smart growth is buried in the appendices. This must change. We urge the inclusion of measures to prevent sprawl and advance the development of affordable, higher density, infill development near job centers, transit, and high-frequency bus lines. Such measures should be in alignment with SANDAG's Regional Transportation Plan (RTP) and the County's housing and land use plans. O2-4

The CAP should also provide clear transportation mode share goals and an implementation plan for Vehicle Miles Traveled (VMT) reduction targets for unincorporated areas. We recommend strong community engagement with unincorporated communities to identify specific areas to enhance biking, walking, and public transit accessibility. With community input, VMT reduction can improve. We recommend integrating feedback gathered from the Regional Decarbonization Framework (RDF) outreach and engagement, as many rural communities (such as Jacumba and Potrero) have already identified specific areas where they would like to see increased vehicle-free transportation accessibility.

The County's Active Transportation Plan (ATP) provides another opportunity to increase mode shift. The current ATP network is missing critical links both within and between communities. This network needs seamless, safe connections to public transit to help communities shift to more sustainable transportation options. The ATP needs updating to help plan more Class IV bikeways to meet the incoming demand of residents adopting e-bikes and other micromobility for their first/last mile transportation needs. If the infrastructure for walking, rolling, and biking is not connected and safe, residents will be hesitant to use it for their transportation needs.

Resiliency

With 2023 the hottest year on record, communities are already facing the impacts of extreme temperatures, especially throughout East County and rural desert areas. While steps are being taken to reduce carbon emissions, the health impacts of extreme heat, drought, fire, and other climate-related issues will become more severe in the years to come. These health impacts can be addressed and mitigated by establishing an integrated and accessible framework for resiliency measures. We recommend that the County include a commitment in the CAP to integrate a Resiliency Plan that lays out specific strategies and opportunities for protecting the health of communities in the wake of extreme heat caused by climate change, using tools such as heat pumps for cooling, as the need to adjust to changing climate conditions increases. All resilience measures should be incorporated with community input and knowledge in mind.

O2-5

Regional Collaboration

To become a regional leader, the County must take stronger steps towards integrating regional collaboration in the Climate Action Plan. In general, the County CAP would be greatly improved by including a detailed plan or framework on exactly how the County plans to collaborate with other cities, jurisdictions, tribes, agencies, community organizations, and local community leaders. In particular, the County should identify where and how public transportation options require cross-jurisdictional collaboration so that efficient and accessible transit opportunities can successfully *connect* unincorporated communities to the larger cities.

Also, as SANDAG is in the process of developing a priority Climate Action Plan (p-CAP) to serve as the foundation to a regional-scale CAP, it is of utmost importance that the County CAP team connects with SANDAG. The success of a regional CAP depends on the success of all CAPs within the region, so the importance of communicating and collaborating with SANDAG now in order to maximize efficacy and efficiency is critical. This collaboration will also reveal any potential gaps, strengthening the quality of both CAPs.

O2-6

With strong, effective, collaborative, and community-driven CAPs in place, San Diego as a region has a much higher chance of securing crucial climate action funding from federal and state sources, such as the $4.6 billion Climate Pollution Reduction Grant from the Environmental Protection Agency (due April 1st, 2024). By working together with multiple jurisdictions and SANDAG, the County can help position the San Diego region to receive the funding that it needs to implement all of the necessary climate action infrastructure and programs.

Conclusion

The County CAP offers a rare opportunity to help shape climate policy in our region and state, and model the implementation needed for a zero carbon future. We recognize and appreciate the dedicated work of the CAP team to ensure thorough community engagement efforts and the integration of traditional ecological knowledge and Indigenous wisdom and stewardship as components of the CAP. We also want to acknowledge the improvements that have been made from previous County CAP versions, particularly around the transportation sector.

O2-7

We applaud the County's commitment and tenacity to improve the CAP to ensure a meaningful plan to reduce emissions. In general, the CAP consists of strong components, but we feel its long-term success is dependent on key benchmarks, milestones and detailed pathways and plans that are currently absent and are needed for transportation mode shift, building electrification, resiliency, and regional collaboration. Without identifying detailed timelines to reduce emissions, the County will struggle to stay on track and meet stated goals. A plan by itself will not lower carbon emissions in our region, but a plan with thoughtful and intentionally laid out implementation milestones and pathways that are community driven will succeed in moving the needle toward climate resilient and healthy communities. San Diego has enormous potential in being a leader in regional collaboration—together, let's make it a reality. O2-7 cont.

Sincerely,

Serena Pelka
Policy Advocate
Climate Action Campaign

Cristina Marquez
Environmental Organizer
IBEW Local 569

Letter O2 Climate Action Campaign and International Brotherhood of Electrical Workers Local 569

Serena Pelka, Policy Advocate, Climate Action Campaign
Cristina Marquez, Environmental Organizer, IBEW Local 569
December 15, 2023

Comment O2-1
The comment provides an introduction to the comment letter and looks forward to further engagement on the development of the CAP Update.

Response O2-1
The County appreciates comments from the Climate Action Campaign and International Brotherhood of Electrical Workers (IBEW) Local 569 related to the CAP Update and associated Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required.

Comment O2-2
The comment provides background information of the organizations and a summary of comments to the CAP Update.

Response O2-2
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required.

Comment O2-3
The comment provides recommendations to expand on the energy measures in the CAP Update, including increased requirements for electric appliances, renewable energy procurement, building electrification, and heat pump appliances. The comment also requests specific timelines, benchmarks, costs, and so forth for implementing measures and equitable access for underserved communities.

Response O2-3
See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explain that the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045.

The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation. Note that the Equity Framework detailed in Chapter 5 of the CAP Update would guide the implementation of all measures while seeking equitable outcomes. The *Implementation Cost Analysis,* with further cost information, will be made available as an appendix to the CAP Update.

Comment O2-4
The comment states that current strategies in the CAP Update do not sufficiently reduce GHG emissions from the built environment and transportation sector. The comment provides recommendations to focus on constructing ZEVs infrastructure, promoting infill housing/smart growth, and achieving VMT reduction through improving active transportation infrastructure. The comment also states that infill housing, land use, and other smart growth strategies are missing from the CAP Update and that related measures should be aligned with the Regional Transportation Plan and the County's housing and land use plans.

Response O2-4
See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explain that the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045. See Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for a discussion about the CAP Update and land use change, and Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," for a discussion about smart growth strategies.

Comment O2-5
The comment recommends incorporating resilience measures to address community health in response to climate change/extreme heat.

Response O2-5
The recommendation to include climate change resilience measures in the CAP Update is noted. The San Diego County General Plan Safety Element includes a policy to implement the County's Vulnerability Assessment and Adaptation Report (Policy S-12.1). The Vulnerability Assessment Adaptation Report includes a comprehensive vulnerability assessment and adaptation goals and policies, which are required to be incorporated into the General Plan Safety Element, in compliance with SB 379, Government Code section 65302(g)(4). The report includes adaptation strategies for climate hazards, including extreme heat. Additionally, the CAP Update (see Chapter 1, "Introduction") includes a description of how the County's climate action planning and GHG mitigation efforts under the CAP align with other County plans and programs to address public health, climate adaptation and resilience, and workforce and housing development. The CAP Update's analysis of co-benefits considers how additional beneficial outcomes that would address community health and resiliency, among others, could be achieved through CAP Update implementation.

Comment O2-6
The comment recommends including a detailed framework for regional cross-jurisdictional collaboration (e.g., connecting unincorporated communities to larger cities through public transportation) and, specifically, coordination with SANDAG.

Response O2-6
In the process of preparing the CAP Update, the County conducted various community outreach and engagement events to solicit diverse feedback on the CAP Update, from community leaders and individuals, regional and community-based organizations, regional agencies, and local jurisdictions, among others. In 2021, the County hosted general overview and equity-focused workshops on the CAP Update process to introduce the project and create vision statements. Between the end of 2021 and 2022, the County collected feedback on conceptual measures to be included in the CAP Update. From 2022 through 2023, the County gathered feedback on co-benefits outcomes of the measures. During the community outreach and engagement process, the County held 170 community-oriented meetings and events, including meeting with residents in frontline communities, such as the County's identified Environmental Justice Communities (Spring Valley, Sweetwater, North El Cajon, and North Lemon Grove); meeting with youth through high schools outreach; meeting with older adults through the County's Aging and Independence Services; and meeting with low-income communities and communities of color through the Partner Relay Network and the Farmworker CARE Coalition. The community outreach and engagement process was intended to ensure that the CAP Update is community driven. Pease see Chapter 2, "Community Outreach and Engagement," of the CAP Update for detailed discussion of the community and engagement strategies the County has facilitated during preparation the CAP Update. A summary of the public outreach strategy is also provided on pages 1–22 of the Draft SEIR. In addition, the County conducted public outreach specifically on smart growth alternatives to gather suggestions for development of alternatives. Please refer to Section 5.5.1.1, "Summary of Outreach Related to Smart Growth Alternatives," for more details regarding outreach related to smart growth alternatives development.

Additionally, Chapter 5 of the CAP Update has been revised to clarify the role that inter-agency collaboration and partnerships with other organizations will play in CAP implementation. The County has experience with participating in regional partnerships, such as through the Accelerate to Zero Emissions Collaboration, that have led to increased access to funding opportunities and investments that benefit the unincorporated area and the region as a whole, as described on page 5 of the CAP Update. The County will continue to seek and participate in regional partnership opportunities, including participation in the development and future implementation of the Priority Climate Action Plan (PCAP), as part of the CAP Update's implementation strategy.

Comment O2-7
The comment provides a summary of detailed comments provided above.

Response O2-7
See Responses O2-3, O2-4, and O2-5, regarding benchmarks, milestones, pathways related to energy, transportation, and building electrification measures. See Response O2-6, regarding regional collaboration.

Letter O3

From: Bill Tippets
To: CAP; Kelly, Meghan
Cc: Pam Heatherington; Bill Tippets
Subject: [External] Public Comments on County CAP and SEIR
Date: Tuesday, December 19, 2023 10:19:44 AM
Attachments: CAP 2023 Comments_19Dec2023.pdf
CAP 2023 SEIR Comments_19Dec2023.pdf

Dear Ms. Kelly and CAP Project Staff:

Please include the attached comment letters in the CAP and CAP DSEIR project records. As described in the letters, regarding the CAP we strongly recommend certain improvements and strengthened commitments to ensure that it will meet necessary GHG emission reduction targets. Also, regarding the DSEIR, we strongly recommend that certain improvements be made, including making currently permissive/voluntary GHG emission reduction mitigation measures mandatory and selection of the Sustainable Communities Strategy Alternative as the Environmentally Superior alternative and to replace the currently Proposed Project. O3-1

Bill Tippets
619-822-4323

"*However beautiful the strategy, you should occasionally look at the results*"
Winston Churchill

Date: 19 December 2023

County of San Diego, Planning and Development Services (cap@sdcounty.ca.gov)

Attention: Meghan.Kelly@sdcounty.ca.gov

From: Environmental Center of San Diego – Pam Heatherington (pjheatherington@gmail.com) and Bill Tippets (billtippets@gmail.com)

Subject: Public Comments on the County of San Diego Draft Supplemental Environmental Impact Report (SEIR) for the Climate Action Plan (October 2023)

We have read and evaluated the referenced document and the Climate Action Plan (CAP) that is analyzed in the Draft SEIR. The CAP measures, if mandatory and when fully implemented, would put the County on a trajectory to meet its greenhouse gas (GHG) emission reduction targets. However, as described in the CAP, and reiterated by the SEIR analysis, the CAP does not provide the necessary mandatory measures that would fully commit the County to reach net zero emissions/carbon neutrality by 2045. The CAP's mandatory measures would only ensure attaining 85% GHG emission reductions by 2045, with the remaining 15% expected to be achieved (without specific reduction thresholds for each) by a set of permissive/voluntary compliance measures. That approach is insufficient. O3-2

Also, a different alternative (Sustainable Communities Strategy) is more appropriate for selection as the environmentally superior alternative than the Distributed Energy Only Alternative, but the former alternative is dismissed as not feasible. The reasons for rejecting this alternative do not appear to be sufficient, even though the environmental benefits are supported in the SEIR analysis. This alternative should be reconsidered for selection not only as the environmentally superior alternative, but as the preferred project, as described later in this comment letter. O3-3

Our specific comments follow.

SEIR Summary

Pages 3-4. We concur with the list of Project Objectives, which if fully met by the CAP Update (CAP), would be a significant improvement of the previous CAP and achieve necessary GHG emission reductions and provide co-benefits. Our comments identify several items in the CAP that must be revised to meet its objectives and targets. Contrary to the SEIR analysis/findings, and based on our assessment of the revised CAP, the CAP does not fully meet the Project Objectives and a "smart growth" alternative, combined with the revised CAP would meet those objectives. Our comments on the CAP are attached. O3-4

Pages 5-7. The Consistency Modifications with the General Plan and 2011 GPU PEIR state that the CAP will meet the GHG emission reduction target of net zero by no later than 2045. Specifically, the SEIR states the County will revise and comply with new General Plan Goal COS-20 (Governance and Administration): "Reduction of local community-wide (i.e., unincorporated county) and County operations GHG emissions contributing to climate change that meet or exceed requirements of the Global Warming Solutions Act of 2006, as amended by Senate Bill 32 (as amended, Pavley. California Global Warming Solutions Act of 2006: emissions limit) and Assembly Bill 1279 (2022) to achieve net zero greenhouse gas emissions no later than 2045." However, the mandatory mitigation measures only commit the County to 85% reduction by 2045; the remaining 15% reduction is to be addressed by voluntary/permissive measures to put the County on a "Path to Net Zero." To meet the consistency modification commitment of net zero by 2045, those voluntary/permissive measures must be mandatory commitments. O3-5

Pages 7-8. To ensure that the GHG Threshold, Guidelines for Determining Significance for Climate Change, CAP Requirements, and CAP Consistency Checklist produce the required GHG reductions, the CAP must commit to achieving net zero by 2045. As noted in the preceding comment, without making the voluntary/permissive mitigation measures mandatory (and monitored and enforced), the County cannot rely on the threshold and checklist consistency to assure net zero compliance.

Pages 11-14. The SEIR includes a reasonable range of alternatives, including at least one smart growth alternative (Sustainable Communities Strategy) that would reduce vehicle miles traveled (VMT). O3-6

Pages 15-56 (Table S-1). Item 2.8.1. It is not clear why the SEIR concludes that the project would not cause significant GHG emissions. The Consistency Modifications incorporated the stated commitment to meet the carbon neutrality/net zero target by 2045 (i.e. complying with AB 1279), but the CAP's committed mandatory mitigation measures only attain 85% reduction. The remaining 15% may be achieved by "Path to Net Zero" measures, but those are not mandatory and tied to specific GHG emission reduction targets/thresholds, and it is unclear whether they would be enforceable. Because achieving net zero by 2045 is the committed threshold and the mandatory mitigation measures only commit to an 85% reduction by 2045, the finding of "less than significant" impact after mitigation is not supported. O3-7

Items 13.1.1 and 13.1.2. The CAP relies on other County plans, such as the County's Transportation Strategy Guidelines (TSG), which implement AB 743, and are intended to enhance transportation options (e.g., reduced reliance on vehicles) and reduce VMT. However, the County's TSG exempts some new housing within transportation opportunity areas that are not efficient (i.e., not 15% below the regional VMT average), did not fully analyze VMT (and consequent GHG emissions) effects from several other exemptions, and has not yet prepared/adopted a mitigation plan. For those reasons, the finding of "less than significant" impacts after mitigation is not supported. O3-8

Biological Resources (Section 2.4)

Pages 2.14.14-17. As stated in the document "the potential for the construction of large-scale renewable energy infrastructure was not evaluated in the 2011 GPU PEIR," but the SEIR focuses its analysis on potential large wind energy facilities based on the Wind Energy EIR, with little analysis of large solar facilities. Wind and solar facilities have different siting criteria (to maximize performance efficiencies) and on-the-ground (terrestrial plants and animals) and aerial (i.e., avian) impacts. The County's Regional Decarbonization Framework (RDF) identified large solar (and wind) facilities as critical to providing needed electricity. Because the 2011 GPU PEIR did not analyze large scale renewable energy infrastructure, the SEIR must provide additional information and analysis of potential impacts from scale solar facilities on biological resources that is comparable to that for large scale wind facilities. O3-9

Pages 2.14-17 and 18. The proposed project relies on the CAP and other County plans (e.g., General Plan policies, TSG) that direct land use and associated transportation infrastructure and resulting GHG emissions. However, the CAP assumes that rapid transitioning to EVs will produce about 85% of the Built Environment/Transportation GHG emission reductions, with the remaining 15% of reductions from transit and transportation alternatives.

A large increase in EV use (replacing existing vehicles and accommodating new drivers) and continued development in the unincorporated area, combined with with new transportation infrastructure, could have a larger impact to biological resources compared to more compact, sustainable development. That potential for impacts is not sufficiently analyzed in the SEIR. O3-10

Greenhouse Gas Emissions (Section 2.8)

Pages 2.8. 25-29. The EIR states that the CAP Update would conform with (contribute to implementation of) the Regional Transportation Plan/Sustainable Communities Strategy, which is projected to reduce per capita GHG emissions that are consistent with State law. The RTP/SCS relies on each local jurisdiction's planning align with its key elements. However, the County's CAP relies disproportionately on EVs reduce Built Environment and Transportation-related GHG emissions (85% compared to 15% for land use/transportation alternatives), and does not adopt a Sustainable Communities Strategy (see subsequent comments on the Alternatives). If the CAP Update does not integrate with the RTP/SCS, that could potentially increase County GHG emissions due to conflicts with the regional approach. The significance of that potential impact must be addressed. O3-11

Pages 2.8.31-36. As described in previous comments, the CAP commits to mandatory measures to reach 85% GHG emission reductions, but does not include all the necessary and mandatory measures to achieve carbon neutrality/net zero GHG emissions by 2045 (mandated per AB 1279). While the CAP establishes a "Path to Net Zero" goal by 2045 and identifies several non-mandatory mitigation measures (which lack GHG reduction metrics and enforcement), that is not a definitive commitment to achieve net zero by 2045. The climate crisis is worsening and climate specialists believe that the global community continues to emit GHGs that would put the global temperature rise above the "acceptable O3-12

risk" of 1.5 C rise as soon as 2030 (https://www.kold.com/2023/11/20/earth-smashed-warming-limit-first-time/). Draft text from the Cop28 meeting identified serious concerns that the window is rapidly closing to limit global temperature to 1.5 C by 2030 (https://unfccc.int/sites/default/files/resource/DT.DD_.SBI59.i8_SBSTA59.i5.1.pdf). And, because net zero is considered essential to limiting long term global climate change effects to "acceptable risk" levels, the CAP appears to result in a considerable contribution to a significant cumulative impact, which would be a new or more severe impact than identified in the 2011 GPU PEIR.

O3-12 cont.

Alternatives (Chapter 5)

The analysis of alternatives concludes that the Distributed Energy Only Alternative "...would be environmentally superior to the project because it would reduce significant and unavoidable impacts related to the induced demand for large-scale renewable energy systems while potentially achieving both the primary objective of GHG emissions reductions consistent with SB 32, AB 1279, and all other supporting project objectives." However, the County's Regional Decarbonization Framework found that utility scale renewable facilities were necessary to meet the region's clean energy needs (net zero emissions) by 2050 (https://www.sandiegocounty.gov/content/dam/sdc/lueg/regional-decarb-frameworkfiles/RDF_Technical_Report_FINAL_2022.pdf). Infill and rooftop solar alone could not provide the necessary clean energy supplies for the region. While that regional (countywide) and County's CAP jurisdiction energy supply and demand are not directly comparable, it isn't clear why the SEIR selected the distributed generation alternative as the environmentally preferred one. It may not be sufficient to meet the clean energy demands within the unincorporated County, and that concern does not appear to be appropriately analyzed and discussed.

O3-13

In contrast, the SEIR discounts the Sustainable Communities Strategy because implementing it requires land use changes and the current Regional Transportation Plan/Sustainable Communities Strategy had one of its measures (Road Use Charge) removed. That measure, which would not have been implemented until 2030, will be replaced by others in the next iteration (2025) of the RTP/SCS. In all other regards, the RTP/SCS alternative, as described on the SEIR and summarized in Table 5-2 (Page 5-45), this alternative would reduce Transportation and GHG Emissions impacts compared to the proposed project, while meeting all of the other CAP objectives. As described in the section on General Plan and Policies as an alternative, which could be implemented stand-alone or in combination with another alternative, it is likely that some changes to land use policies will be necessary to implement the CAP. The objections to selecting the Sustainable Communities Strategy as the environmentally superior alternative are not credibly justified. It should be selected as the preferred project to replace the proposed project.

O3-14

As described in the preceding comments and recommendations, the CAP and SEIR must be revised to fully meet the CAP objectives, especially ensuring fully reaching net zero emissions (carbon neutrality) by 2045 per AB 1279. When making those changes, the County should give serious consideration to selecting the Sustainable Communities Strategy not just as the environmentally preferred alternative, but it should replace the currently proposed project.

O3-15

Our contact for these comments is Bill Tippets (billtippets@gmail.com).

O3-15 cont.

Letter O3 Environmental Center of San Diego

Pam Heatherington and Bill Tippets
December 19, 2023

Comment O3-1
The comment provides a summary of detailed comments provided below, including requesting increased GHG reductions in the CAP Update, making voluntary measures mandatory, and expressing preference for the Sustainable Communities Strategy Alternative.

Response O3-1
The County appreciates comments from the Environmental Center of San Diego related to the CAP Update and associated Draft SEIR. See responses to the detailed comments below.

Comment O3-2
The comment states that the CAP Update and Draft SEIR indicate that the CAP Update does not include "the necessary mandatory measures that would fully commit the County to reach net zero emissions/carbon neutrality by 2045." The comment states that the CAP Update only includes mandatory measures to achieve 85 percent of the required GHG reductions by 2045 and that the remaining 15 percent is met be relying on "permissive/voluntary" measures, which, it asserts, is not sufficient.

Response O3-2
By achieving its 2030 and 2045 reduction targets, the CAP Update is aligned with state legislation and plans for achieving net zero GHG emissions by 2045. The CAP Update establishes 2030 and 2045 GHG reduction targets that are aligned with state legislation (AB 1279) and plans (the 2022 Scoping Plan) to achieve net zero GHG emissions on a statewide basis by 2045. It identifies 35 quantified implementing actions that would achieve quantified GHG reductions and demonstrates that the reductions from these actions would collectively achieve the County's 2030 and 2045 reduction targets.

Moreover, each action included in the CAP Update is in the County's jurisdiction and ability to enforce; able to be monitored with readily available data to demonstrate progress over time; achievable within the County's regulatory framework; and additional to existing regulations from the state or federal government. The CAP Update does not rely on "a set of permissive/voluntary compliance measures" as asserted by the commenter.

The CAP Update also contains 35 "Path to Net Zero" actions that establish steps the County will take to meet the 2045 net zero emissions goal. Although the CAP Update does not identify quantified GHG emissions reductions for "Path to Net Zero" actions, their implementation could result in quantified reductions in the future with additional data and monitoring.

The implementation and monitoring program is described in Table 13 of the CAP Update. Measurable outcomes, implementation timeline, County department lead, enforcement

mechanism, estimated GHG reduction potential, relative cost, and potential funding sources are provided.

The County would monitor implementation of the CAP Update closely and anticipates reaching net zero through the CAP Update and other ongoing land use planning changes (e.g., Sustainable Land Use Framework, Development Feasibility Analysis, VMT threshold and forthcoming mitigation program).

Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update establishes GHG reduction targets that are appropriately aligned with statewide targets and adequately identifies measures and actions to reduce GHG emissions to levels that achieve the targets.

Comment O3-3
The comment states that the Sustainable Communities Strategy Alternative is more appropriate for selection as the environmentally superior alternative than the Distributed Energy Only Alternative but was "dismissed as not feasible" without sufficient evidence.

Response O3-3
The Sustainable Communities Strategy is evaluated as a smart growth alternative in the Draft SEIR. It is not dismissed as infeasible. In fact, the alternatives analysis concludes that this is the only smart growth alternative that modeling indicates "would result in greater GHG emission reductions and less VMT than the CAP Update alone." However, the analysis does acknowledge that "this modeling assumes a shift in existing travel behavior based on a Road User Charge. SANDAG is reconsidering the feasibility of such a charge and the benefits of the Sustainable Communities Strategy Alternative may be reduced without this assumption" (Draft SEIR page 5-34). Furthermore, as summarized in Table 5-2 of the Draft SEIR, the Distributed Energy Only Alternative is anticipated to reduce the physical environmental impacts of CAP Update implementation across seven resource topics, although the alternative may impede the County's ability to meet short-term GHG reduction targets. Based on this alternative's potential to reduce impacts while achieving the basic objectives of the project, it was identified as environmentally superior. The Sustainable Communities Strategy Alternative, by contrast, would only reduce impacts in two resource areas (GHG emissions and transportation). Nonetheless, because the relative environmental effects of implementing this alternative are disclosed in the Draft SEIR, the Board may direct staff to implement this alternative.

See also Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," for further discussion of the smart growth alternatives considered.

Comment O3-4
The comment asserts that the CAP Update does not fully meet the CEQA objectives listed on page 3-4 of the Draft SEIR or achieve the established targets. The comment states that the CAP Update in combination with a smart growth alternative would meet the project objectives. The comment generally references attached comments on the CAP Update as evidence, but no details are provided in the comment.

Response O3-4
Project objectives are a component of a project description for an EIR. As explained in Section 15124(b) of Article 9 (Contents of Environmental Impact Reports) of the State CEQA Guidelines, this statement of objectives "includes the underlying purpose of the project and may discuss the project benefits." The objectives aid in the identification and evaluation of alternatives. As indicated in Section 15126.6(c) of the State CEQA Guidelines, the "range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects."

The comment does not identify any specific deficiencies in the Draft SEIR's analysis or specify which of the project objectives would not be achieved. Furthermore, the comment does not specifically identify how the CAP Update together with a smart growth alternative would meet the project objectives. Therefore, no further response can be provided.

Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update establishes GHG reduction targets that are appropriately aligned with statewide targets and describes how the co-benefits of measures and actions are considered in the CAP Update.

Comment O3-5
The comment states that the voluntary/permissive measures must be mandatory commitments to meet the net zero emissions target by 2045 and that without making the voluntary mitigation measures mandatory, the County cannot rely on the GHG threshold and Checklist consistency to assure net zero compliance.

Response O3-5
Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology used in the CAP Update to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets. See also Response O3-2 above regarding net zero compliance.

Comment O3-6
The comment expresses support for the scope of the alternatives analysis.

Response O3-6
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required.

Comment O3-7
The comment states that the finding of less-than-significant impacts related to GHG emissions is not supported by the analysis because 15 percent of the GHG emissions reduction are based on voluntary/permissive measures.

Response O3-7
This SEIR analyzes the impacts of implementation of the CAP Update, which has been developed to reduce GHG emissions associated with the buildout of the General Plan,

pursuant to 2011 GPU PEIR Mitigation Measure CC-1.2 (“Prepare a County Climate Change Action Plan”). Any future construction related to implementation of the CAP Update would be sporadic and inherently short term and would facilitate the development of projects that would ultimately reduce GHG emissions. Operation of the CAP Update measures and actions would, by design, reduce GHG emissions in the unincorporated county to the extent that the County has done its “fair share” in assisting the state in meeting its long-term GHG emissions reduction targets. Any temporary construction GHG emissions would be offset by the overall net benefit of GHG emissions reduction. Therefore, implementation of these measures and their associated actions would not generate GHG emissions that may have a significant impact on the environment. Section 2.8.3.4 of the Draft SEIR, analyzes the project impacts related to conflicts with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The Draft SEIR analysis concludes that implementation for the CAP Update would achieve the state’s GHG reduction targets for 2030 and 2045 and supports, with substantial evidence, the less-than-significant conclusion.

The thresholds used in the GHG analysis in this SEIR are appropriately aligned with the CAP Updates GHG targets and the 85 percent reduction target in AB 1279. The net zero target set in the 2022 Scoping Plan is intended to apply at the state level; attainment is based on programs (i.e., direct carbon capture and mechanical carbon dioxide removal) that are not feasible at the county level. Also refer to Section 9.1.1.3, “Master Response: CAP Update GHG Reduction Targets, Measures, and Actions,” which describes the methodology the County used in the CAP Update to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets. Projects, including the proposed CAP Update, do not need to quantify attainment of a net zero threshold to demonstrate that they would not 1) generate GHG emissions that would have a significant impact on the environment or 2) conflict with an adopted plan for the reduction of GHG emissions (i.e., the 2022 Scoping Plan).

Comment O3-8

The comment makes unclear reference to “Items 13.1.1 and 13.1.2.” The comment states that the CAP Update “relies on other plans” that reduce VMT and explains that certain projects may be exempt from these requirements. This is provided as evidence that the impact determinations in the Draft SEIR are not supported.

Response O3-8

The Draft SEIR does not include “Items 13.1.1 and 13.1.2.” Because of the content of the remainder of the comment, the County assumed that the comment relates to the analysis of transportation impacts in Section 2.13, “Transportation,” of the Draft SEIR. This section uses the County’s Transportation Study Guidelines (TSG) as part of the framework for determining significance criterion to evaluate the project’s VMT impacts. The TSG was developed as a guide for analyzing the transportation impacts of proposed projects in the unincorporated county and the manner in which transportation impacts under CEQA are measured due to SB 743, which shifts the focus from Level of Service to VMT. The County’s TSG identifies screening criteria for VMT analysis, including infill development in Transit Opportunity Areas. The TSG describes how infill areas in the unincorporated

county were identified and where projects can be screened from VMT analysis. In addition, as outlined in State CEQA Guidelines Section 15064.3(b)(1), new development located within 0.5 miles of a major transit stop should be presumed to cause a less than significant transportation impact, regardless of if their anticipated VMT generation.

The impact analysis in Section 2.13 describes the effect of the CAP Update on countywide VMT (See "Issue 2: Exceed Threshold for VMT" beginning on page 2.13-30 of the Draft SEIR). This analysis identifies VMT associated with anticipated growth under the General Plan for the years 2035 and 2050 based on the SANDAG activity-based model. The analysis also explains that "the TSG establishes VMT thresholds for large land use plans as 15 percent below the existing regional average VMT per resident and 15 percent below the existing regional average VMT per employee for residential and employment uses, respectively" and, based on this threshold, "growth consistent with the General Plan would exceed the TSG thresholds for land use plans" (Draft SEIR page 2.13-31). This impact analysis subsequently concludes that implementation of the CAP Update would result in a less-than-significant impact related to VMT. Specifically, the Draft SEIR includes evaluation of the VMT reductions anticipated from CAP Update Actions T-3.1, T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, T-5.1.b, T-5.2, T-6.1, T-6.2, T-6.2.a, T-6.2.b, and T-6.3. These actions could result in the construction of new transit-supportive roadway treatments and bicycle and pedestrian facilities, the implementation of transportation demand management programs to reduce the use of single occupancy vehicles, and educational initiatives to encourage increased alternative transportation in the unincorporated county. Modeling was conducted to evaluate the VMT reductions from CAP Update actions (see Tables 2.13-3 and 2.13-4 in the Draft EIR). The VMT analysis included in Section 2.13 of the Draft SEIR is consistent with the provision of the County's TSG and State CEQA Guidelines.

The VMT modeling that is used in the CAP Update forecasts is based on a SANDAG modeling scenario. Although the TSG informs the thresholds used in the SEIR analysis, the CAP Update VMT data does not reflect implementation of the TSG. The TSG are also not specifically referenced in the CAP Update measures and actions. Specific CAP Update modeling assumptions are explained in CAP Update Appendix 3 (Unincorporated County of San Diego 2019 Greenhouse Gas Emissions Inventory and Projections).

Therefore, the SEIR analysis does not inappropriately assume VMT reductions from future projects that would be exempt from the TSG and CAP Update. Implementation would not affect the implementation of those separate guidelines for future projects.

Comment O3-9
The comment states that the Draft SEIR should include additional information and analysis of potential biological impacts related to large-scale solar facilities.

Response O3-9
The comment refers to the discussion of the effects of energy measures and actions related to "Issue 1: Special-Status Plant and Wildlife Species" in the Draft SEIR pages 2.4-14 through 2.4-17. This impact analysis covers all the energy-related measures, including potential for increased demand for renewable energy to indirectly result in the

development of small- and large-scale solar facilities. The Draft SEIR does not proport to cover the entirety of the impacts from individual renewable projects, which would be designed and proposed by others as separate projects subject to separate discretionary actions that receive separate CEQA review. The purpose of the discussion in the Draft SEIR is to disclose the potential for indirect impacts due to growing demand. The discussion is appropriately informed by readily available information that is incorporated by reference. The actual impacts would depend on many factors (such as size and location of renewable energy projects) about which the County is not required to speculate.

The impact analysis in the Draft SEIR discloses that implementation of CAP Update Action E-3.3 could result in the construction of solar arrays, small wind turbines, and large-scale renewable energy infrastructure. Pages 2.4-18 and 2.4-19 explain:

> Subsequent projects associated with CAP Update implementation would be required to comply with applicable existing federal, state, and local regulations, as well as with the General Plan Policies COS-1.3, COS-1.6, COS-1.7, COS-1.8, COS-1.9, COS-1.10, COS-1.11, COS-2.1, COS-2.2, LU-6.1, LU-6.2, LU-6.3, LU-6.4, LU-6.6, LU-6.7, LU-10.2, and M-12.9 that would reduce the potential for impacts to special-status species. Specifically, projects would be evaluated for their consistency with policies and regulations including County Grading Ordinance regulations, and the County RPO regulations, and the 2011 GPU PEIR Mitigation Measures Bio-1.1, Bio-1.5, and Bio-1.6. CAP Update Mitigation Measures Bio-1 and Bio-2 also would be applied to the project to further reduce impacts associated with large-scale renewable energy development. These measures would require implementation of measures to avoid sensitive biological resources; preserve habitat; requirement revegetation of disturbed areas; and restrict lighting, runoff, access and/or noise on future renewable energy development sites. Additionally, standard measures as outlined in the *County Guidelines for Determining Significance for Biological Resources* would be required to be implemented.

The Draft SEIR provides sufficient detail of the potential indirect effects of CAP Update implementation to foster informed decision making. Impacts would remain significant and unavoidable. No revisions have been made to the Draft SEIR in response to this comment.

Comment O3-10

The comment states that an increase in electric vehicle use and continued development in the unincorporated county, in combination with new transportation infrastructure, could have larger impacts to biological resources compared to more compact and sustainable development.

Response O3-10

The CAP Update is a mitigation measure for the adopted General Plan. As explained in Section 9.1.1.3, “Master Response: CAP Update GHG Targets, Measures, and Actions,” the County’s forecasts are set based on reasonably foreseeable growth under the adopted General Plan and the targets are achieved through a suite of GHG emission

reduction measures. The effects of growth and development under the adopted General Plan were evaluated in the 2011 GPU PEIR.

Section 2.4, "Biological Resources," of this SEIR provides a detailed evaluation of the effects of implementing the CAP Update, including the proposed built environment and transportation measures and actions. The analysis concludes that impacts would not be more severe than disclosed in the 2011 GPU PEIR. Further, any transportation infrastructure (e.g., EV charging stations) constructed because of CAP Update implementation would be subject to separate CEQA review as part any subsequent discretionary action by the Board to evaluate the physical environmental effects of their construction and operation. The CAP Update does not include land use or zoning changes and would not directly allow or prohibit development. Transitioning to EVs would reduce GHG emissions from forecasted buildout of the General Plan; there is no evidence that implementing these measures as part of the CAP Update would affect the location or rate of growth in the unincorporated county. There are not, therefore, changes to the adopted land use plan that are omitted from analysis in the Draft SEIR and no evidence that implementing the CAP Update in conjunction with the adopted General Plan would result in greater effects to biological resources than implementing the adopted General Plan alone.

For a discussion of the relative impacts of the adopted General Plan and CAP Update compared to scenarios with more compact development, refer to Section 5.5, "Smart Growth Alternatives," of the Draft SEIR and Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," above. If directed by the Board, these smart growth alternatives could be implemented in conjunction with the measures and actions in the CAP Update to influence the locations of future growth in the county. Refer also to Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for more information regarding the purpose of the CAP Update.

Comment O3-11

The comment indicates that CAP Update conflicts with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) because it "relies disproportionately" on electrical vehicles to reduce GHG emissions in the Built Environment and Transportation sector.

Response O3-11

Under SB 375, SANDAG's RTP/SCS must include local land use patterns and regional transportation strategies that, if implemented, would achieve CARB-established 2035 targets for the reduction of GHG emissions from passenger vehicles. The CAP Update includes several actions that would complement the RTP/SCS by reducing vehicle miles traveled by passenger vehicles to reduce GHG emissions (T-3.1, T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, T-5.1.b, T-5.2, T-6.1, T-6.2, T-6.2.a, T-6.2.b, and T-6.3). In addition, the CAP Update includes actions to reduce GHG emissions through electrification of passenger vehicles and other vehicle categories (T-1.1, T-3.1, T-3.1.c, and T-4.2). The GHG emissions reductions realized by these actions of the County's CAP Update would be additional to passenger vehicle GHG emissions reductions achieved by implementation of the RTP/SCS. Moreover, the proportion of GHG emissions reductions achieved by

VMT reduction actions relative to transportation electrification actions in the County's CAP Update has no bearing on SANDAG's ability to achieve the passenger vehicle GHG emissions reduction targets of the RTP/SCS.

The applicable GHG emissions reduction plans discussed in the Draft SEIR Section 2.8, "Greenhouse Gas Emissions," are the 2022 Scoping Plan and the Regional Plan (including the RTP/SCS). The 2022 Scoping Plan identifies three priority areas for local governments as they develop their local climate plans, measures, policies, and actions. The three priority areas include VMT reduction, electrification of transportation, and buildings decarbonization. The CAP Update has been prepared in consideration of these three priority areas. Specifically, the CAP Update includes VMT reduction actions T-3.1, T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, T-5.1.b, T-5.2, T-6.1, T-6.2, T-6.2.a, T-6.2.b, and T-6.3; transportation electrification actions T-1.1, T-3.1, T-3.1.c, and T-4.2; and buildings decarbonization actions E-1.1, E-2.2, E-2.2.c, and E-3.2.a.

As discussed on pages 2.8-25 and 2.8-26 of the Draft SEIR, the Regional Plan reduces per capita GHG emissions from cars and light-duty trucks to 20 percent below 2005 levels by 2035, exceeding the region's state-mandated target of 19 percent. The 2021 Regional Plan also meets federal air quality conformity requirements. The CAP Update would align with the goals of the Regional Plan by achieving GHG reductions through reductions in anthropogenic GHG emissions through implementing measures and actions aimed at promoting multimodal transportation and reducing VMT (e.g., Actions T-4.1, T-4.2, T-4.6, T-5.1, T-5.1.a, T-5.1.b, T-5.2, T-6.1, T-6.2, T-6.2.a, T-6.2.b, and T-6.3).

Therefore, implementation of the CAP Update would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, including the RTP/SCS contained in the 2021 Regional Plan.

Comment O3-12

The comment states that the CAP Update would result in a considerable contribution to a significant cumulative impact because the CAP Update only commits to mandatory measures to reach 85 percent GHG emissions reduction compared to the net zero GHG emissions by 2045 mandated per AB 1279.

Response O3-12

As explained above in Response O3-2, AB 1279 does not establish that GHG emissions must be reduced to net zero by 2045 in order to avoid significant cumulative impacts. Rather, this legislation established a policy for the state to achieve net zero emissions as soon as possible and ensure anthropogenic emissions are reduced to at least 85 percent below 1990 levels by 2045. Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used in the CAP Update to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets.

Global climate change is inherently cumulative. Therefore, GHG emissions related to implementation of the CAP Update discussed in Section 2.8.3.3, "Issue 1: Generate GHG

Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment," of the Draft SEIR (pages 2.8-17 through 2.8-24) also serve as the cumulative impact analysis. Given the cumulative nature of the analysis of GHG impacts, the conclusion, as supported by substantial evidence, that the CAP Update would result in a less-than-significant impact related to generating GHG emissions that may have a significant impact on the environment, translates into a finding that the CAP Update would not result in a considerable contribution to a cumulative impact.

Comment O3-13

The comment quotes the conclusion in the Draft SEIR that the Distributed Energy Only Alternative would be environmentally superior to the project because it would reduce significant and unavoidable impacts related to the induced demand for large-scale renewable energy systems while potentially achieving both the primary objective of GHG emissions reductions consistent with SB 32, AB 1279, and all other supporting project objectives. The comment then cites the 2022 *San Diego Regional Decarbonization Framework Technical Report* as evidence that this alternative may not sufficiently meet clean energy demands and suggests that the concern is not adequately addressed in the Draft SEIR.

Response O3-13

As explained in the Draft SEIR, the Distributed Energy Only Alternative was identified as a potential alternative to the CAP Update in response to comments received during the NOP scoping process. CAP Update Action E-3.3 would require the County to develop a program to provide the unincorporated area with 100 percent renewable energy from San Diego Community Power by 2030. Implementation of proposed CAP Update Action E-3.3 could result in the construction of new large-scale renewable energy systems, including large-scale solar and wind turbines. As outlined in Section 5.4.1.2, "Distributed Generation Only Alternative," of the Draft SEIR, this alternative would modify Action E-3.3, which would commit the County to developing a program to provide the unincorporated county with 100 percent renewable energy through distributed generation. The Draft SEIR indicates that the first step in implementing this alternative would be the completion of a feasibility study that would inform the types of distributed generation and potential incentives. The description also explains that the County would continue to allow the construction of large-scale renewable energy "subject to its ordinances, policies, and standards" (Draft SEIR page 5-12). However, this alternative would eliminate the assumed development of large-scale renewable energy systems as a result of implementation of CAP Update Action E-3.3.

The *San Diego Regional Decarbonization Framework Technical Report* identifies distributed energy generation as a key component of a program to reduce GHG emissions that is used in a variety of CAPs. The report notes that local jurisdictions "play an essential role in furthering distributed generation" (McCord et.at. 2022: 505). The *San Diego Regional Decarbonization Framework Technical Report* reflects energy demand for the entire region and provides examples of how, under current land use, technology, and grid conditions, the region can generate renewable energy to meet projected demand.

Although the analysis does not specifically reference the findings of the 2022 *San Diego Regional Decarbonization Framework Technical Report*, the discussion acknowledges that "it would be more complicated and time-intensive to produce energy in this manner" and that "challenges could add substantial time and complexity to the generation of distributed energy within the unincorporated county." For this reason, the SEIR notes, "it is anticipated that the Distributed Generation Only Alternative may not meet the project objectives related to meeting the SB 32 target in 2030" (Draft SEIR pages 5-12 through 5-13). However, because the alternative would meet other project objectives (e.g., supporting the sustainability principles in the General Plan and minimizing undue and unnecessary economic impacts on businesses and property owners), it was carried forward for full analysis (See Chapter 5, "Alternatives"). Furthermore, the County would use the reporting and inventory requirements to monitor the success of the measure and adjust accordingly.

The Draft SEIR provides a clear rationale for identifying the Distributed Energy Only Alternative as environmentally superior and appropriately discloses the challenges associated with alternative implementation and the potential effect on near-term reduction goals. No changes to the Draft SEIR have been made in response to this comment.

Please also refer to Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," for further discussion of the County's obligation to evaluate alternatives to the project and an explanation of the identification of an environmentally superior alternative.

Comment O3-14

The comment indicates that the "objections to selecting" Sustainable Communities Strategy Alternative as the environmentally superior alternative are not credibly justified in the Draft SEIR and the Sustainable Communities Strategy Alternative should be "selected as the preferred project."

Response O3-14

The Sustainable Communities Strategy Alternative is discussed in Section 5.5.3.3 of the Draft SEIR. As discussed in the Draft SEIR on pages 5-19 through 5-21, the Sustainable Communities Strategy Alternative could result in more GHG emissions reductions associated with VMT in the unincorporated county compared to the CAP. However, the anticipated VMT reductions are based on the Regional Plan's premise of a distribution of growth in Mobility Hubs that encompass areas outside the County's control and a pattern of growth that is inconsistent with the existing General Plan density and historical development patterns. Future development patterns that would be consistent with the Sustainable Communities Strategy would require substantial land use and zoning changes by the County. Therefore, the actual VMT reductions achieved under this alternative likely would be less than modeled for the analysis in the Draft SEIR.

As described above in Response O3-3, assuming the implementation of the Road User Charge or another equally effective measure in a future plan, the Sustainable Communities Strategy Alternative would reduce GHG emissions (which are already less than significant with implementation of the proposed CAP Update) and VMT (which is a

significant impact with implementation of the proposed CAP Update). However, the Distributed Energy Only Alternative would reduce the effects of implementing the CAP Update measures and actions across seven resource areas for which significant and unavoidable impacts are identified. Therefore, based on its ability to best reduce the effects of CAP Update implementation, the Distributed Energy Only Alternative was identified as the environmentally superior alternative.

See Section 9.1.1.2, “Master Response: Evaluation of Smart Growth Alternatives in This SEIR,” for further discussion.

Comment O3-15
The comment provides a summary of Comments O3-4 and O3-14.

Response O3-15
See Response to O3-4, regarding project objectives, and Response O3-14, regarding Sustainable Communities Strategy.

Letter
O4

Sierra Club San Diego Chapter
4241 Jutland Drive, STE 303
San Diego, CA 92117

December 28, 2023

Sent via email to: CAP@sdcounty.ca.gov

County of San Diego
ATTN: Meghan Kelly
Climate Action Plan SEIR Planning & Development Services
5510 Overland Avenue,
Suite 310 San Diego, CA 92123

Dear Ms. Kelly and County Officials:

This letter is the official response by Sierra Club San Diego to the County's latest Climate Action Plan and SEIR. This letter is provided in the spirit of collaboration between the County of San Diego (hereafter County) and Sierra Club San Diego (hereafter Sierra Club). In the past the Sierra Club brought successful court actions concerning the two prior County Climate Action Plans (CAP). We are hopeful that the County will negotiate and collaborate with us to strengthen the latest CAP and avoid the delays and substantial monetary costs that litigation has created in the past.

The latest CAP has many excellent provisions and actions. We agree that there are substantial co-benefits to the health and wellbeing of residents from reducing Greenhouse Gas (GHG) emissions and the concomitant reductions in air pollution, growing the green economy and reducing household transportation costs. 04-1

Sierra Club greatly appreciates that in the opening page of the 2024 CAP the document calls our present circumstance a "Climate Emergency." It is this emergency that requires developing the strongest County Climate Action Plan.

Similarly, Sierra Club supports a primary goal of the SEIR: "The underlying purpose of the project is to reduce GHG emissions that could be generated by development under the General Plan, and to reduce those emissions consistent with state legislative mandates and the

1

requirement to prepare a CAP pursuant to Mitigation Measure CC-1.2 of the 2011 GPU PEIR. This mitigation measure sets out to reduce GHG emissions from community-wide sources and County local government operations (County operations) that are consistent with the General Plan." Likewise, Sierra Club supports: "Goal COS-20 in the San Diego County General Plan sets a target to reduce local GHG emissions to 1990 levels by 2020 to be consistent with the statewide goal established by AB 32." Sierra Club strongly believes it is not sufficient to merely reduce GHG; the CAP must provide reduction of GHG to 1990 levels and below.

O4-1 cont.

Despite Sierra Club's support for many provisions of the CAP the CAP does not contain any apparent analyses that show the CAP's collective plans will result in a given amount of GHG emission reduction and particularly not reduced to 1990 GHG levels or below. Sierra Club requests that such an analysis be completed with detailed action by action metrics that show how these measures would result in the desired reductions in GHG to below 1990 levels.

O4-2

Similarly, the Sierra Club is surprised that the CAP is almost entirely goal oriented and therefore only aspirational in context. The CAP mostly requires subsequent legislation, programs, and actions to implement the specifics of the CAP rather than being a free-standing document that could be quickly implemented and serve as the basis for future decision-making. Sierra Club requests upgrading the CAP to a free-standing legal document.

The County's new CAP is wedded to the 2011 General Plan. The CAP states that the: "General Plan Goal COS-20 (Governance and Administration) Reduction of community-wide (i.e., unincorporated county) and County operations GHG emissions contributing to climate change that meet or exceed requirements of the Global Warming Solutions Act of 2006, as amended by Senate Bill 32 (as amended), Pavley. California Global Warming Solutions Act of 2006: emissions limit) and Assembly Bill 1279 (2022) to achieve net zero greenhouse gas emissions no later than 2045." Again, it is unclear if the new CAP amends the General Plan to become law or is a free-standing document that still requires other actions by the Board of Supervisors. The enforceability of the CAP needs to be clearly articulated.

O4-3

This CAP appears to amend the General Plan to provide: a Climate Action Plan for the reduction of community-wide (i.e., unincorporated county) and County operations GHG emissions consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5 (or as amended). A revised CAP should clarify the CAP's relationship with the General Plan.

ANALYSIS OF THE TERMS DOCUMENT

In January 2021 Sierra Club San Diego provided a Terms Document (hereafter called Terms) in response to the County's Notice of Preparation on the CAP. In the following sections Sierra Club analyze each of the Terms and the degree to which the CAP was responsive to each term. Sierra Club began by offering five primary terms.

O4-4

A. Addressed 2021 Sierra Club Terms:

1. **Community Choice Aggregation.** Sierra Club's first term requested that "**the County stablish Establish a Community Choice Aggregation program to provide 100% renewable energy by 2035."**

   We are gratified that the SEIR contains a provision for a Community Choice Aggregation Program, that the County joined *San Diego Community Power* in 2021, and that the CAP is committed to "100 percent renewable electricity by 2030." The SEIR states: "In 2021, the San Diego County and National City voted to join SDCP. SDCP is a Community Choice Aggregation that allows customers to enroll on a voluntary basis. San Diego Community Power (SDCP) purchases electricity from renewable resources that is then delivered to consumers through a grid infrastructure owned and maintained by San Diego Gas & Electric Company (SDGE)."

   As important an aspiration that clean energy goals are stated, Sierra Club is disappointed and concerned that the CAP lacks any details on how this goal of 100% clean energy by 2030 will be achieved. A thorough search of the CAP and the SEIR reveals no details on how the County could achieve 100% renewable energy by 2030. This goal will be very hard to achieve because selecting 100% renewable energy is an option for each individual energy user enrolled in SDCP. Approximately 95% of customers in the County get their power from SDCP. However, the vast majority of customers receive 50% renewable energy not 100% renewable energy. Individual customers must opt up for Power100 which provides 100% renewable energy but only 5-10% have opted up for Power100 thus far. SDCP is striving to get more customers to opt up for Power100. Perhaps a resolution is for the CAP and SEIR to provide a provision to make Power 100 mandatory by 2030 or 2035. A final EIR should provide considerably more detail as to how this goal will be achieved. Short of such detail 100% renewable energy is still just an aspiration. The CAP could propose a mechanism to achieve its goal of "100 percent renewable electricity by 2030" but it fails to do so. For example, the County could propose to subsidize the cost difference between 50% and 100% renewable energy which is less than a percent difference in cost. Or the County could devise other incentives to meet their goal of 100% renewable energy by 2030. In summary, the revised CAP needs to include such incentives or mechanisms whereby 100% renewable energy can be achieved. O4-5

2. The **Firesafe and low VMT program.** Sierra Club's second term requested the County "(**d)ownzone lands in Calfire's high/highest fire risk areas and highest vehicle miles (VMT) travelled areas of the county."** Sierra Club is disappointed that O4-6

neither the CAP nor SEIR call for such a measure as the primary alternative. In the Smart Growth section of the SEIR one of the primary alternatives calls for a "Firesafe and low VMT program" that prohibits development in the high and very high fire zone. Sierra Club is disappointed that the CAP and SEIR did not recommend the "Firesafe and low VMT program" (Firesafe), as the primary Smart Growth measure. The Firesafe program has three major advantages over the other Smart Growth alternatives.

First, according to the EIR it: "Moves half of unincorporated County household growth to unincorporated VMT efficient areas that are considered fire safe." Sierra Club submits that permitting more building in the highest fire zones of California defies logic and common sense.

Second, the Firesafe alternative reduced the most VMT and the corresponding GHG. Sierra Club has always maintained that building closest to existing development and transit is the best way to reduce GHG. Indeed, a viable climate action plan should seek to reduce GHG as much as possible and the Firesafe plan accomplishes that goal.

Third, the Firesafe plan alternative preserves the most coastal sage scrub and chaparral. This is not just a matter of conserving open space for plants and animals; the sage scrub and chaparral habitat provide fabulous and abundant storage of GHG. In another unrelated section the CAP it does state that: "Acquisition of conservation land reduces emissions that would have occurred if the land were developed and prevents the loss of critical habitat." However, the CAP provides no analysis for the benefits of avoided conversion nor is the GHG savings of open space ever quantified in the CAP. Sierra Club respectfully asks for a new analysis in a revised EIR of how much carbon storage will be lost in the various Smart Growth alternatives. This must be included in a viable CAP.

O4-6 cont.

3. **Bar General Plan amendments.** Sierra Club's third term states that the CAP should: **Bar General Plan amendments for increased commercial or residential development in Calfire's high/highest fire risk areas and highest vehicle miles (VMT) travelled areas of the county.**

   As stated above, the Firesafe and low VMT program that would bar developments from the high and very high fire areas should be the stated preferred plan advocated by the County SEIR.

O4-7

In fact, the CAP maintains that land use should NOT be part of the CAP. The SEIR explicitly states that: "Because the CAP mitigates for the General Plan, it cannot and does not make land use changes (although some of those changes are analyzed as Alternatives and can be directed by the Board along with CAP approval)." The CAP goes on to say that: "Because of the limited scope of the CAP tool, the County is also simultaneously working on a range of other programs to address climate change: a Sustainable Land Use Framework to address potential land use changes; a Regional Decarbonization Framework to provide a voluntary regional framework for governments and private entities to reduce carbon emissions; and a Transportation Program that will address VMT mitigation measures for development within the unincorporated county." Sierra Club strongly believes that land use is a vital part of the CAP and must be included and analyzed. The County Regional Decarbonization plans are laudable voluntary programs but they must be central to the CAP not peripheral programs outside of the CAP. Similarly, an auxiliary transportation program that County says will "address VMT measures" should be a central component of the County CAP. Remember, VMT produces more GHG than any other source; the CAP and SEIR must make this a central part of the carbon reduction in the county.

O4-7 cont.

In summary, this CAP update fails to deal with land use, one of the most important issues in our Sierra Clubs term sheet for settlement of our existing litigation. Land use and corresponding VMT is absolutely central to a viable CAP. The Sierra Club respectfully requests that land use be included as a central part of a revised CAP.

4. **FANITA RANCH, HARVEST HILLS, LILAC HILLS, NEWLAND SIERRA, OTAY RANCH VILLAGE 13, 14, 16, 19, RANCHO GUEJITO.** Sierra Club's fourth term stated: "Purchase Fanita Ranch, Harvest Hills, Lilac Hills, Newland Sierra, Otay Ranch Village 13, Otay Ranch Village 14/16/19, and Rancho Guejito to avoid conversion to development and/or as a natural habitat lands GHG mitigation bank."

Sierra Club is gratified that the CAP has a strong provision for purchase of natural habitat lands. Although the Sierra Club finds nothing in the SEIR or CAP to purchase any of these specific tracts of land, the general CAP does say: "To preserve and manage the region's unique, native habitats and wildlife biodiversity for future generations, the County will acquire conservation land and develop a framework for restoring these lands to their natural state. Acquisition of conservation land reduces emissions that would have occurred if the land were developed and prevents the loss of critical habitat. Through 2022, 8,766 acres have been acquired. A Habitat Restoration Resource Management Framework will guide the restoration and

O4-8

management of lands to increase carbon storage within the conserved areas." Sierra Club is supportive of the CAP's plan to acquire substantial additional conservation land.

Similarly, Sierra Club is generally supportive of three specific provisions that have been included in the CAP.

First, the CAP promises to "Acquire 11,000 acres of conservation land by 2030 and 1,000 acres per year thereafter to preserve land in perpetuity." Sierra Club supports this provision.

Second the CAP states that the County intends to: "Develop a Habitat Restoration Resource Management Framework for County-owned land by 2030 and restore 80 acres per year thereafter to increase carbon storage." Sierra Club supports the concept of such a habitat restoration program but wishes it would be substantially more than 80 acres per year.

Sierra Club supports a third provision that the County will: "Partner with tribal governments to incorporate tribal ecological knowledge and apply indigenous land management practices to contribute towards habitat restoration efforts on County land."

In a revised CAP Sierra Club requests the provisions of metrics that estimate how much GHG would be avoided by preserving the aforementioned habitats.

O4-8 cont.

5. **Recycling of organic waste.** Sierra Club's fifth term is to: **Establish a program to recycle 100% of all organic waste.**

The CAP incentivizes the development of new composting/anaerobic digestion facilities and on-farm digesters to divert compostable waste from landfills in the unincorporated area. Sierra Club is supportive of this measure.

The County CAP advocates for: "Solid Waste: Increased waste diversion and improved waste management practices." More specifically it will create a "county-wide culture of avoiding, recycling, or composting waste, where emissions associated with landfills have been eliminated, and people have equitable access to recycling and compost facilities, opportunities for economic development, and are encouraged to reuse and share materials." Sierra Club supports avoiding, recycling, and composting waste. However, a revised CAP should provide an estimate of how much GHG emission is avoided by such measures.

O4-9

The CAP proposes to continue this program through 2025. "In 2017, the County adopted the Strategic Plan to Reduce Waste, containing over 15 individual programs and initiatives to reduce various waste types and sources, such as reducing food and other organic waste generated from residential and commercial uses, to establish a 75% waste diversion target by 2025." Sierra Club supports this ambitious goal. O4-9 cont.

B. Additional Sierra Club 2021 terms for County facilities:

In addition to the five primary terms the Sierra Club provided a set of *additional terms* for changes at both **County facilities** and for the unincorporated county that should be included in the County CAP. **The County should implement the following additional measures to achieve net negative 100% GHG emissions by 2035:**

1. **Electrification of Facilities:** The first Sierra Club term recommends that **the CAP should include a provision to convert natural gas or propane utilities to electric at County facilities.**

   Sierra Club is supportive of the CAP measures to phase out GHG-producing natural gas and propane at County facilities. The CAP says that "the County will ensure County facilities are reducing its energy use intensity—the power needed to operate a building per square foot—and emissions through zero net energy construction, building electrification, and on-site renewable generation. For new and existing development, the County will develop policies and programs to transition to renewable energy powered buildings." However, no analysis, timeline, or metrics are provided to offer details as to how this will be accomplished. Sierra Club respectfully requests that these details of how and when natural gas and propane will be phased out to County buildings and how and when the County will transition to "renewable energy powered buildings." Like some other parts of this CAP, the plan is aspirational rather than stating defined actions and providing metrics. O4-10

2. **Renewables Upgrades:** The second Sierra Club term states: **Install photovoltaic solar panels, wind turbines, and/or other onsite renewable energy and batteries at County facilities.**

   The CAP and SEIR contain provisions on renewables that the Sierra Club generally supports. The CAP states: "The County has received certification in 'Leadership in Energy and Environmental Design' (LEED) for 29 County facilities through 2022, equating to 1,720,015 square feet of built resource efficiency." Sierra Club applauds the County for this substantial progress toward renewable energy at County O4-11

facilities. However, this progress has already occurred; it is not a Climate Action Plan which must adopt policies for the **future**.

The CAP also says: "To continue this forward progress, the Zero Carbon Portfolio Plan, developed in 2021, outlines steps the County will take to further reduce operational carbon emissions. This measure will implement the Zero Carbon Portfolio Plan and demonstrate leadership and best practices in County facilities." Although details are not provided, Sierra Club will await their availability in the County's Zero Carbon Portfolio Plan.

The CAP also pledges: "to implement the County Facilities Zero Carbon Portfolio Plan to achieve 90% reduction in operational carbon emissions by 2030 through building electrification and zero net energy construction, energy efficiency, energy management, and renewable energy use and generation." Sierra Club supports these general provisions."

The CAP contains no specific plans for solar, wind, or other renewable energy sources nor does the CAP provide for battery storage of renewable energy. Sierra Club would like to see more details of renewable energy at County facilities in a revised EIR and CAP.

O4-11 cont.

3. **Electric Heat Pumps:** The third Sierra Club term was recommended to: **Install electric heat pumps to provide air and water heating and cooling at County facilities.**

   There is no mention of heat pumps in the CAP. However, the CAP promises: "Through implementation of measures within this sector, the County will ensure County facilities are reducing its energy use intensity—the power needed to operate a building per square foot—and emissions through zero net energy construction, building electrification, and on-site renewable generation." Again, these are good, though vague generalities; more detail is needed in a revised CAP on specific plans for county facilities to reduce its energy use intensity.

O4-12

4. **Install improved weatherization.** Although there is nothing specific on weatherization or insulation at County facilities in the CAP, it does provide for: "Lower utility rates through reduced consumption at County facilities. Improved energy efficiency and air quality in buildings that are often accessed by frontline communities for direct services." It is likely that the CAP's promise of improved energy efficiency would include measures like weatherization and insulation but the current statements lack sufficient specificity to know for sure.

The CAP also promises to: "Implement the County Facilities Zero Carbon Portfolio Plan to achieve 90% reduction in operational carbon emissions by 2030 through building electrification and zero net energy construction, energy efficiency, energy management, and renewable energy use and generation." While more specificity would be desirable in a revised CAP, Sierra Club trusts that these efficiency measures would include insulation and weatherization.

O4-12 cont.

5. **Install graywater systems at County facilities.** The Sierra Clubs fifth term for reducing GHG at County facilities is installing gray water systems at County facilities.

   The CAP says: "Through implementation of measures within this sector, the County will ensure all County facilities are installing water efficiency and water reuse systems wherever feasible."

   Additionally, the CAP pledges to decrease GHG by: "Reducing potable water use in County facilities through the implementation of water efficient improvements and retrofit projects will reduce utility consumption and costs and conserve regional water resources."

   If these provisions are consistent with Sierra Club's call to increase graywater use at County Facilities, then Sierra Club supports this provision.

O4-13

6. **EV County fleet.** The sixth Sierra Club term for reducing GHG in County operations was to **convert County vehicle fleets to electric vehicles and plug-in hybrid electric vehicles.**

   The CAP includes several relevant statements on the County fleet: "Expanding previous County efforts that have reduced fleet emissions by 10% in 2022, this measure will reduce the County fleet's fossil fuel consumption by implementing County plans that guide fleet vehicle retirement and replacement with zero-emission options, increasing the use of cleaner fuels, and establishing policies that limit vehicle and small equipment emissions from County operations." These are great goals supported by Sierra Club but again lacking detail, metrics, and timelines.

   The CAP also states that: "The 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan guide the transition of over 4,300 County vehicles and off-road equipment to zero emission options and cleaner fuels." Sierra Club is supportive of these fleet improvements but would like more specificity, timelines, and metrics in a revised CAP.

O4-14

Sierra Club praises the CAP's statement that: "Through 2022, the County has planned or installed 56 EV chargers that are available for the public and an additional 203 EV chargers for County fleet vehicles."

Similarly, we support this goal: "The County will prioritize clean transportation by supporting and incentivizing access to electric vehicles and charging infrastructure, particularly in frontline communities, converting the County fleet to electric."

These goals are on the right track but Sierra Club would like more specificity and timelines in a revised CAP.

O4-14 cont.

7. **<u>County employee dividend account parking.</u>** The seventh Sierra Club term for improvement at County facilities was: **Provide dividend account parking for all County employees.**

   Unfortunately, Sierra Club can find no evidence of a plan for dividend account parking in the CAP. Sierra Club urges the County to provide a transportation stipend for all County employees while also charging for parking. This would provide a powerful incentive for thousands of County employees to walk, cycle, carpool, or take transit on their daily commutes. Sierra Club implores the County to include such a plan in the revised CAP.

   The CAP does include a provision supported by Sierra Club that states: "Expand County Benefit Program by 2026 to provide County employees with tax-free transportation benefits, alternative work schedules, and expand part-time or full-time teleworking options to reduce vehicle miles traveled from employee commutes by 40% in 2030 and 64% in 2045." Sierra club supports these provisions by would like to see dividend account parking added to these measures.

O4-15

8. **<u>Increase diversion of solid waste and capture landfill methane.</u>** The eighth Sierra Club term for improvement at County facilities asked to increase solid waste diversion. Sierra Club supports and supports the County for their goal Provided in the CAP to capture GHG from landfills.

   The CAP plans to reduce waste by: "Integrating recycling, reusing, and composting practices into the County's operations will reduce waste generation and increase waste diversion at County facilities. In 2022, County operations had an 80% diversion rate. This measure will expand upon previous practices (e.g., recycling, organic waste collection services, food waste prevention, working with waste haulers) to achieve zero waste (90% diversion) at County facilities by 2030."

O4-16

Additionally, the CAP Vision Statement says: "county-wide culture of avoiding, recycling, or composting waste, where emissions associated with landfills have been eliminated, and people have equitable access to recycling and compost facilities, opportunities for economic development, and are encouraged to reuse and share materials."

The CAP contains another good provision that the Sierra Club supports: "Conduct a feasibility study by 2027 and implement a landfill gas system pilot project at privately managed landfills by 2030 to exceed State requirements by 10% by 2045 in the incorporated area. SW-4.1a Incentivize the development of new composting/anaerobic digestion facilities and on-farm digesters to divert compostable waste from landfills in the unincorporated area." Sierra Club is highly supportive of these goals; the only caveat is that the Sierra Club would like to achieve these goals substantially earlier than 2045. Perhaps a revised CAP could revisit and accelerate these goals particularly since the CAP states that we are indeed in a "climate emergency."

O4-16 cont.

9. **Prohibit all gas-powered leaf blowers.** Consistent with the Sierra Club ninth term, the CAP states that the County will: "Amend Board policy to require 100% of landscaping equipment used on County property to be zero-emissions by 2030."

   The need for this measure in provide in the CAP. "Emissions from smaller gas and diesel-powered landscaping and off-road equipment, such as leaf blowers, lawnmowers, and other handheld equipment and vehicles used for construction and recreation (e.g., all-terrain vehicles, small boats, motorbikes), accounted for two percent of emissions in the unincorporated area in 2019. Using incentive programs and new policy, this measure will accelerate adoption of alternative fuel and zero emission options for landscaping and off-road construction equipment for both household and professional use." Sierra Club is supportive of these goals and looks forward to specific policy details from the Board of Supervisors. We take it that these plans include off-road equipment that is used by the County.

   Additionally, the CAP plans to: "Develop a program by 2026 to provide residents and businesses incentives to purchase alternative fuel and/or zero-emission construction and landscaping equipment to reduce emissions 3% by 2030. T-2.2 Develop and adopt a landscaping equipment ordinance to require the use of zero emission landscaping equipment by 2030 and zero emission construction equipment by 2045 in the unincorporated area." This plan is consistent with the Sierra Club Zero Waste policies and is an exemplary provision.

O4-17

10. **Plant and maintain trees.** Sierra Club's tenth term encourages and the CAP proposes to plant more trees: The CAP states: "The County's Department of Parks and Recreation (DPR) initiated its Tree Planting Program for the unincorporated area to plant a minimum of 3,500 trees annually starting in 2017 at County parks and open space preserves. Through 2022, 30,029 trees have been planted." Sierra club supports the County's existing tree planting initiative and implementation of an Equity Driven Tree Planting Program to plant 70,560 trees by 2030 and 6,650 trees per year thereafter on County property and in the unincorporated area. DPR, PDS (DPW, DGS) 70,560 trees 103,810 trees 137,060 trees 170,310 trees 2,498 MTCO2e 3,675 MTCO2e 4,852 MTCO2e 6,029 MTCO2e A-2.1a Develop a program to preserve native trees in the unincorporated area. DPR (PDS) Program developed and implemented GHG reductions not quantified for "Path to Net Zero" actions A-2.1b Educate the public on the benefits and maintenance of native, fire resistant, and drought-tolerant tree plantings. PDS Educational programs implemented GHG reductions not quantified for "Path to Net Zero" actions A-2.2 Implement the County's Landscaping Ordinance to require tree planting in new single family residential development in the unincorporated area. O4-18

Additionally, the CAP proposes that: "Trees can be significant sources of carbon capture and storage due to their size and longevity. From 2015 to 2022, the Tree Planting Program at County Parks has planted 30,029 trees. This measure expands this effort to comprehensively focus on the preservation and expansion of tree canopy in the unincorporated area through the implementation of an Equity Driven Tree Planting Program to improve air and water quality, and community health. Tree planting also enriches local ecosystems, supports biodiversity, provides shade, prevents soil erosion, and buffers against wind and noise." Sierra Club concurs with this analysis.

Specifically, the CAP plans to: Expand the County's existing tree planting initiative and implement an Equity Driven Tree Planting Program to plant 70,560 trees by 2030 and 6,650 trees per year thereafter on County property and in the unincorporated area. A-2.1a Develop a program to preserve native trees in the unincorporated area. A-2.1b Educate the public on the benefits and maintenance of native, fire-resistant, and drought tolerant tree plantings. A-2.2 Implement the County's Landscaping Ordinance to require tree planting in new single family residential development in the unincorporated area.

Additionally, the CAP includes the following provisions which are supported by the Sierra Club.

a. Expand the County's existing tree planting initiative and implement an Equity Driven Tree Planting Program to plant 70,560 trees by 2030 and 6,650 trees per year thereafter on County property and in the unincorporated area.

b. Develop a program to preserve native trees in the unincorporated area.

c. Educate the public on the benefits and maintenance of native, fire-resistant, and drought tolerant trees.

d. Implement the County's Landscaping Ordinance to require tree planting in new single family residential development in the unincorporated area.

O4-18 cont.

11. **Collaborate with SANDAG to support and implement the Five Big Moves.** Sierra Club's eleventh term requests that the County CAP to support an expanded county transportation system that extends practical, user-friendly transit into the unincorporated county. Sierra Club is disappointed that there is **no** mention of SANDAG "Five Big Moves" in the CAP of the EIR. However, also see the related term 12 below.

12. **Support short term extension of mass transit prior to implementation of SANDAG's "Five Big Moves.**" The Sierra Club is very disappointed that the CAP provides virtually no plans for extension of mass transit into the county. All that is provided in the CAP is an equivocal plan to "(e)valuate options for increasing transit service to unincorporated communities." Evaluating is not exactly a viable plan. The largest share of GHG comes from transportation. No CAP is viable if it fails to provide a transit plan that reduced driving and increase mass transit. Sierra Club respectfully requests that some real, concrete plans be provided in a revised CAP.

    The CAP establishes that "few areas served by public transportation particularly in semi-rural and rural communities." So, the need for viable public transportation in the unincorporated area is established.

O4-19

13. **<u>Support construction of bicycle trails and protected lanes for bikes and scooters.</u>** The CAP incorporates a general vision that includes provisions for: "Complete communities that leverage the unique characteristics of the unincorporated area, support critical services and amenities such as local businesses, parks, and libraries, include accessible options such as sidewalks and bike lanes, and where infrastructure to support public transportation and zero-emission vehicles is widely available."

O4-20

More specifically, the CAP seeks to: "Implement the County's Active Transportation Plan to install 345 miles of sidewalk and 315 miles of bikeways by 2030 to encourage alternative modes of transportation in the unincorporated area." Sierra Club contends that this increase of sidewalks and bikeways is extremely inadequate across the entire county! These measures should be expanded in a revised CAP if the County is serious about people using bicycles for transportation.

Sierra Club does support the CAP provision to: "Provide educational programs and campaigns to encourage County staff to walk, bike, and take transit."

O4-20 cont.

14. **Support installation of public electrical vehicle charging stations.** The CAP is supportive of this term and states: "In conformance with state law, the County's EV charger installation permitting system is streamlined to help unincorporated residents apply online and receive same day permits for residential EV charging stations."

Likewise, we support the CAP provision: "To reduce GHG emissions and air pollution from fossil fuel powered internal combustion engine vehicles, the County will facilitate a transition to zero emission vehicles (ZEVs) by helping to overcome drivers' concerns about up-front ZEV purchase price and a lack of access to charging stations. Through 2022, the County has planned or installed 56 public electric vehicle chargers. This measure will continue to expand access to charging stations and increase the number of ZEVs on the road through policy changes, ZEV infrastructure improvements, and incentive programming that increases access to ZEVs for priority populations."

Sierra Club also supports the CAP provision to: "Increase the use of electric and other zero-emission vehicles in the unincorporated area by: - Installing 2,040 publicly available electric vehicle charging stations by 2028. - Requiring the electrification of loading docks and idling reduction in new commercial and industrial development by 2030. - Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar electric vehicle charging infrastructure installations and preferential parking for ZEVs for new multi-family residential and non-residential construction. - Developing a program by 2026 to incentivize EV purchases and school bus electrification."

"Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CalGreen or similar electric vehicle charging infrastructure installations and preferential parking for ZEVs for new multi-family residential and non-residential construction. Sierra Club supports preferred parking for ZEVs and would like it extended to all locations in the county."

O4-21

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15. **Support construction of pedestrian overpasses and other pedestrian infrastructure.**

    The CAP does not refer to bridges or overpasses but it does offer the following which may be consistent with the Sierra Club Term: "The Active Transportation Plan improves pedestrian and bicycle safety and identifies opportunities to create a network of interconnected sidewalks." Likewise, the CAP says they plan to "(I)implement the County's Active Transportation Plan to install 345 miles of sidewalks." Sierra Club strongly recommends that the sidewalk expansion plan be dramatically increased in a revised CAP.

O4-22

16. **Support establishment of a local natural habitat lands GHG mitigation bank.** Sierra Club's sixteenth term provides for a local natural habitat lands GHG mitigation bank with avoided conversion to development and conservation management in perpetuity of habitat land inside or bordering existing or planned regional multiple species conservation plan preserves (e.g. City of San Diego Multiple Habitats Planning Area or County of San Diego Pre-Approved Mitigation Area) or the Cleveland National Forest inholdings.

    For many years Sierra Club has advocated for a mitigation bank within the County of San Diego and discussed it in many interactions with the County. Sierra Club is disappointed that there is no provision for a within-county mitigation bank in the CAP or SEIR. Nonetheless, plans for expanding MSCP land is related. Please see subsequent detailed discussion of MSCP discussion in a later part of this letter.

O4-23

17. **Support establishment of a local disadvantaged communities GHG mitigation bank.** Sierra Club's seventeenth term provides for establishment of a local disadvantaged communities GHG mitigation bank with replacement of commercial or personal GHG-emitting vehicles and equipment with electric vehicles and equipment, commercial or residential electrification, and other energy efficiency improvements to businesses or residences.

    Sierra Club find no provision in the cap for a mitigation bank. A private mitigation ban is already being established at the San Diego Foundation. Under this plan, GHG from construction projects that cannot mitigated on-site, would be mitigated through contributions to the San Diego Foundation mitigation bank. Funds from the mitigation bank would be used for projects to reduce GHG. Sierra Club strongly recommends including such a public or private mitigation bank in revised CAP.

C. Additional Sierra Club 2021 terms for businesses and residents.

Sierra Club provided a set of measures in our 2021 term sheet for existing businesses and residences: **The County should provide incentives and subsidies to existing businesses and residences for the following measures to achieve net negative 100% GHG emissions by 2035**:

1. **Conversion of natural gas or propane utilities to electric.** Residential power use constitutes the second largest share of GHG in San Diego County. The CAP does provide some measures to deal with this source of GHG.

   The CAP does include a provision that Sierra Club generally supports to: "Increase energy efficiency and reach 30% electrification in residential and 17% electrification in non-residential existing development in the unincorporated area by 2030 by: - Amending the County's Code of Regulatory Ordinances to require (Tier 2) CALGreen or similar energy efficiency requirements for existing development projects with qualifying improvements. - Adopting a Building Energy Performance Standard by 2026 for commercial and multi-family residential properties. - Developing a program by 2026 to incentivize building electrification and energy efficiency." Sierra Club is generally supportive of this provision in the CAP and will await the details of the program.

   One proposal in the CAP is to "Develop a program to phase out propane use for existing buildings." Sierra Club supports this goal.

   However, and most importantly, these plans need to be reconciled with the County's plan provided in the SEIR to provide "100 percent renewable electricity by 2030" which appears to contradict this provision. In a revised CAP and a revised EIR these plans need to be consistent to provide a coherent roadmap for the County's Climate Action Plan. We recommend the staff working on the CAP and other staff members working on the EIR collaborate to resolve these seemingly inconsistent provisions in the CAP and the SEIR.

O4-24

2. **Installation of photovoltaic solar panels and/or other onsite renewable energy and batteries.** Sierra Club strongly supports the CAP provision for "(t)transitioning away from fossil fuels and towards clean and renewable energy sources, such as solar photovoltaics and wind generated power, is essential to reducing the unincorporated area's GHG emissions and supporting a more sustainable future."

   The CAP points to considerable progress in permitting solar in the county. "The County has permitted residential solar power equivalent of nearly 81,000 homes through 2022. Over 90% were permitted through the County's Online Permits platform." It would be interesting to know what percentage of homes in the county

O4-25

have implemented Solar power as well as plans to provide regulations or incentives to increase the penetration of solar across the county.

The CAP acknowledges the need for more wind and solar power "(t)ransitioning away from fossil fuels and towards clean and renewable energy sources, such as solar photovoltaics and wind generated power, is essential to reducing the unincorporated area's GHG emissions and supporting a more sustainable future." What needs to be included in a revised CAP are estimates of how much GHG will be avoided through the use of these alternative energy sources. Moreover, Sierra Club would like to see a provision by the County for require solar in all new construction.

The CAP makes several proposals for the implementation of increased solar in the unincorporated county. The CAP proposes to: "E-3.2 Expand and implement the County's streamlined solar permitting process to install 5,002 kW of renewable energy on existing development by 2030 and 12,505 kW by 2045." Sierra Club supports any proposal in the CAP to maximize solar implementation in the county. It is unclear, however, if this is an annual kW production of renewable energy; this should be clarified in a revised cap.

O4-25 cont.

The CAP plans to: "E-3.2a Develop a program to incentivize renewable energy on low-income homes." Sierra Club believes this is an excellent goal but, greater details on these incentive programs need to be provided. Sierra Club favors subsidies to residents of low-income homes from a mitigation fund or from general revenues to create more renewable energy in low-income homes and communities.

Additionally, the CAP proposes to: "E-3.2b Work with partners to promote and support on-site renewable (wind and solar) energy generation and storage (microgrids, Site-specific and/or community scale) to increase renewable energy generation and use in the unincorporated area." Sierra Club strongly supports the CAP proposal to support renewable energy generation and storage and will await specific plans for the implementation of this measure in a revision CAP or other measures passed by the County.

Also, the CAP will: "E-3.2c Support local job training program for solar installation to support green economy workforce development." Again, the Sierra Club supports job training and retraining for the green economy and looks forward to specific plans to realize this goal.

Finally, the CAP seeks to: "E-3.3 Develop a program to provide 100% renewable energy to residents and businesses participating in San Diego Community Power by

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2030 in the unincorporated area." Sierra Club strongly supports this goal but needs detail on how it will be developed and implemented.

O4-25 cont.

3. **Installation of electric heat pumps to provide air and water heating and cooling.** Sierra Club can find nothing in the CAP that calls for installation of electric heat pumps to provide air and water heating and cooling is existing businesses or residences. This constitutes a major oversight that should be corrected in a revised CAP.

   Other water programs are proposed in the CAP. "Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements for existing development projects with qualifying improvements." Additionally, the CAP proposes to "(u)pdate the Green Building Incentive program by 2026 to include incentives for water efficiency, conservation, and reuse improvements for new and existing development to reduce potable water consumption in the unincorporated area." These are good plans but they are incomplete, aspirational, and abstract. Moreover, they fail to address efficient building electrification.

O4-26

4. **Installation of improved weatherization and insulation.** There is no specific mention of weatherization or insulation in the CAP. Specific recommendations and plans for increasing weatherization and insulation in existing businesses and residences should be included in a revised CAP.

   "Supporting the transition to efficient, renewable energy powered homes and businesses creates additional co-benefits, such as improved public health,"

   Increase energy efficiency and reach 30% electrification in residential and 17% electrification in non-residential existing development in the unincorporated area by 2030 by: - Amending the County's Code of Regulatory Ordinances to require (Tier 2) CALGreen or similar energy efficiency requirements for existing development projects with qualifying improvements. - Adopting a Building Energy Performance Standard by 2026 for commercial and multi-family residential properties. - Developing a program by 2026 to incentivize building electrification and energy efficiency.

   Develop a voluntary energy assessment/benchmarking program for existing development to identify opportunities for energy efficiency improvements.

5. **Installation of graywater systems.**

There are a couple of relevant provisions on graywater in the CAP. First, "Update the Green Building Incentive program by 2026 to include incentives for water efficiency, conservation, and reuse improvements for new and existing development to reduce potable water consumption in the unincorporated area." And more specifically, the CAP recommends that the County needs to: "Collaborate across County departments to streamline and simplify graywater capture permitting process to reduce potable water use in the unincorporated area. DEHQ (PDS) Permitting processes streamlined GHG reductions not quantified for "Path to Net Zero" actions." Sierra Club also supports the CAP provision to "(d)evelop and distribute materials to assist renters with implementing water efficiency and conservation improvements." As in other sections of the CAP, this plan is overly aspirational and fails to provide for its implementation and funding. O4-27

6. **Planting and maintaining trees.**

See previous detailed Sierra Club response on trees (*infra* paragraph 10). The County's Multiple Species Conservation Program (MSCP) and Tree Planting Program help preserve and strategically grow the county's unique, native habitats and tree canopy and ensure development happens in the right areas. Sierra Club supports an expanded tree planting program. O4-28

7. **Free mass transit passes to students and residents of disadvantaged communities.**
There are relevant proposal for this term in the CAP. "Prioritize distribution of transit passes to frontline communities." And "create incentive programs that expand transit access and affordability for children, seniors, and low-income families." And "Develop a program to provide free transit passes and/or free trips in the unincorporated area to reduce vehicle miles traveled in the unincorporated area by 1.2% by 2030." These are excellent provisions that Sierra Club support that will reduce VMT and GHG as well as providing co-benefits to the residents. Sierra Club recommends that in the revised CAP a more aggressive free transportation program be provided that reduces VMT by more than 1.2%. Transportation is the only area of government that expects it to pay for itself: It is never asked of schools, fire protection, or police. Sierra Club recommends free transit passes be provided to all county residents. O4-29

Another vague, but related, measure in the CAP the Sierra Club supports, recommends that the County can partner with the region's transit agencies (e.g., San Diego Metropolitan Transit System, North County Transit District) to support transit ridership for unincorporated area residents.

There is another related provision in the CAP. EV purchases and schools bus electrification incentives are developed first and/or are bigger for frontline communities. The County appears to be complying with this Sierra Club term. O4-29 cont.

8. **Carpooling.**

The CAP seeks to "remove obstacles to individuals using public transit and ridesharing for trips in the unincorporated area." Again, because this is vague and aspirational without specific plans, the Sierra Club requests more specific plans for ridesharing. O4-30

9. The ninth Term for existing businesses and residents advocated: **Purchase of electric vehicles.** The CAP contains the following provision which is somewhat responsive to this Sierra Club term. The County will prioritize clean transportation by supporting and incentivizing access to electric vehicles and charging infrastructure, particularly in frontline communities." While this is an excellent goal, Sierra Club recommends that the revised CAP provide the specific regulations, subsidies, and incentives to achieve this goal.

Similarly, Sierra Club supports the CAP's provision to provide that: "EV charging installations prioritized in frontline communities. EV purchases and schools bus electrification incentives are developed first and/or are bigger for frontline communities. Reduced medium- and heavy-duty vehicles' contribution to air pollution burdens (e.g., carbon monoxide, carbon dioxide, particulate matter, and high asthma rates) faced by frontline communities. O4-31

10. **Free parking for electric vehicles.** The CAP contains no measure for providing free parking for electric vehicles. The CAP does recommend: "(a)mending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CalGreen or similar electric vehicle charging infrastructure installations and preferential parking for ZEVs for new multi-family residential and non-residential construction." This is a good proposal that should be extended to all business and residential areas of the county.

11. **Capture methane from agricultural facilities.** The CAP contains the following provisions: "Agriculture and Conservation: Increased preservation and restoration of natural and working lands and transitions to efficient and zero-emission agricultural equipment." O4-32

"Natural and agricultural lands are preserved, invested in, and optimally managed to capture carbon, support the local food and farming community, maintain biodiversity, and provide access to healthy outdoor spaces."

"Emissions associated with this sector accounted for four percent of the total emissions in 2019. Natural and working lands are uniquely positioned to capture and store carbon in soil, plants, and crops. Total carbon stock in the unincorporated area was approximately 178 million metric tons of carbon dioxide equivalent as of 2016. Evaluating the carbon storage potential in the carbon stock estimates (Appendix 6) helped identify and calculate how improved agricultural practices and land management strategies within the County's jurisdiction can increase the amount of carbon captured on these lands to help the County meet its net zero emission goals."

"Support Climate-Friendly Farming Practices and Preserve Agricultural Land."

"Incentivize the development of new composting/anaerobic digestion facilities and on-farm digesters to divert compostable waste from landfills in the unincorporated area."

"A-4: Incentivize carbon farming to expand carbon storage capacity on agricultural land and support climate-friendly farming practices in the unincorporated area."

O4-32 cont.

"Evaluate options to incentivize voluntary alternative manure management and livestock feed projects to reduce manure management and enteric fermentation emissions in the unincorporated area."

"Develop a Carbon Farming Program by 2026 to increase carbon sequestration on 3,000 acres by 2030 and 36,214 acres by 2045."

Sierra Club requests that the CAP include incentives to use animals rather than off road vehicles to clear grass and brush.

However, Sierra Club supports these measure which are consistent with term 11.

12. **Avoided conversion to development of agricultural cropland.** Avoided conversion is not mentioned per se. However, the below terms speak to the preservation of agricultural land which Sierra Club supports.

"Implement the Purchase of Agricultural Conservation Easement (PACE) Program to preserve 6,058 acres of agricultural land by 2030 and 400 acres per year thereafter."

"To maintain the County's agricultural landscape, economy, and food source for years to come, the County will implement the Purchase of Agricultural Conservation Easements (PACE) Program, which compensates willing property owners for placing

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a perpetual easement on their property to limit its use to agriculture. This program preserves agricultural land by eliminating future development potential and making continued agricultural use more viable. Between 2015-2022, the PACE Program has preserved 2,135 acres."

"VISION STATEMENT: Natural and agricultural lands are preserved, invested in, and optimally managed to capture carbon, support the local food and farming community, maintain biodiversity, and provide access to healthy outdoor spaces."

O4-32 cont.

"The preservation and long-term viability of agricultural working lands in the unincorporated area is critical. Climate change is threatening the ability of farmers to grow food."

"The County will preserve natural and agricultural lands, incentivize climate-friendly farming practices, and expand tree planting across our unincorporated communities."

13. **Production and distribution of locally grown produce and foods.** These provisions in the CAP is consistent with this Sierra Club term. "Support the local food system through development of a food sourcing policy that prioritizes contracts with local, equitable, and sustainable food suppliers in County operations."

    "Natural and agricultural lands are preserved, invested in, and optimally managed to capture carbon, support the local food and farming community, maintain biodiversity, and provide access to healthy outdoor spaces."

    "The County's Regional Decarbonization Framework Technical Report a science-based analysis of decarbonization pathways, and the Let's Get There Playbook, a resource guide created to support the Regional Decarbonization Framework, consider how Food Systems, or all aspects of food production, use, and disposal, can support GHG reductions by using cleaner fuels and sustainable agricultural practices (e.g., agriculture easements, carbon- farming, urban gardens)." Sierra Club supports a regional decarbonization framework and looks forward weighing in on that plan.

    The CAP also recommends to: "Develop a Carbon Farming Program by 2026 to increase carbon sequestration on 3,000 acres by 2030 and 36,214 acres by 2045." Sierra Club is in support of a carbon farming program.

    The CAP also references the fact that: "On June 8, 2021, the Board of Supervisors approved the use of $7 million in American Rescue Plan Act funding to support the

development of community food production projects in communities disproportionately impacted by COVID-19. The $7 million is part of $20 million in total funding allocated to strengthening access to fresh, healthy food in the region."

O4-32 cont.

D. <u>Additional Sierra Club 2021 terms for</u> future public and private commercial development

Finally, in our January 2021 Term Sheet for the County CAP, Sierra Club Proposed a set of terms to minimize GHC emissions in **future** public and private commercial development. We proposed the following terms in new construction to: Minimization of GHG Emissions – Public projects and private commercial developments shall minimize onsite GHG emissions by incorporating climate-friendly and environmental design to the maximum extent feasible with the minimum following conditions:

1. **<u>Developments shall be electric and prohibit plumbing for natural gas.</u>** The CAP proposes that in all residential, commercial, or industrial new construction to: "Amend the County's Code of Regulatory Ordinances by 2026 to require all-electric equipment in new residential, commercial, and industrial construction to reduce energy emissions from new development in the unincorporated area." This provision is consistent with term 1 and Sierra Club is extremely supportive of this provision in the CAP to require all new development to be electric.

2. **<u>Developments shall include photovoltaic solar panels and/or other onsite renewable energy and onsite batteries to provide 100 percent of any project's annual electricity needs.</u>** The CAP included the following provision: "E-3.1 Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar renewable energy requirements for new residential and non-residential construction to increase renewable energy generation in new development." Sierra Club supports this amendment but suggests it be strengthened to require that all new development use 100% renewable energy.

   "Expand and implement the County's streamlined solar permitting process to install 5,002 kW of renewable energy on existing development by 2030 and 12,505 kW by 2045." Sierra Club is generally supportive of this measure and want the County to take steps to maximize solar energy production in the county.

   Sierra Club largely supports this measure and calls for increased electrification beyond these goals. "Increase energy efficiency and reach 30% electrification in residential and 17% electrification in nonresidential existing development in the unincorporated area by 2030 by: Amending the County's Code of Regulatory

O4-33

Ordinances by 2026 to require (Tier 2) CALGreen or similar energy efficiency requirements for existing development projects with qualifying improvements. - Adopting a Building Energy Performance Standard by 2026 for commercial and multi-family residential properties. - Developing a program by 2026 to incentivize building electrification and energy efficiency."

"Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar renewable energy requirements for new residential and non-residential construction to increase renewable energy generation in new development. PDS 43,000 kW installed 97,000 kW installed 146,000 kW installed 198,000 kW installed 252 MTCO2e 69 MTCO2e 28 MTCO2e 0 MTCO2e E-3.2 Expand and implement the County's streamlined solar permitting process to install 5,002 kW of renewable energy."

3. **Developments shall include electric vehicle charging stations to serve all projected project-related vehicles.** Sierra Club is in support of these measures that are consistent with our third term: "T-3: Install electric vehicle charging stations and provide incentives for zero-emissions vehicles in the unincorporated area."

O4-33 cont.

"Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CalGreen or similar electric vehicle charging infrastructure installations and preferential parking for ZEVs for new multi-family residential and non-residential construction."

"Switching from fossil-fuel based on-road and offroad vehicles and equipment to those that are zero emission or use cleaner fuels is key to reducing GHG emissions from this sector. The County will prioritize clean transportation by supporting and incentivizing access to electric vehicles and charging infrastructure, particularly in frontline communities, converting the County fleet to electric."

4. **Developments shall include electric heat pumps to provide one hundred percent of air and water heating and cooling.** While the CAP discussed increased energy efficiency at a number of points, there is nothing in the CAP specifically regarding heat pumps.

5. **Developments shall prohibit vehicle idling.** The CAP contains several measure that the Sierra Club supports: "Adopt a County Operations anti-idling policy to reduce emissions from vehicle idling."

   "Requiring the electrification of loading docks and idling reduction in new commercial and industrial development by 2030."

6. **Developments shall include graywater systems.** Sierra Club support the CAP provision to "(a)mend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements and reduced outdoor water use for landscaping requirements for new development to reduce potable water consumption from new development by 17% in the unincorporated area."

7. **Developments shall minimize water consumption.** Happily, the CAP proposes plans to reduce water consumption in new construction. "Update the Green Building Incentive program by 2026 to include incentives for water efficiency, conservation, and reuse improvements for new and existing development to reduce potable water consumption in the unincorporated area." Sierra Club looks forward to working with the County on strategies to minimize water consumption.

8. **Developments shall include shade trees**. The CAP proposed to implement this Sierra Club term. The CAP proposes to "(i)mplement the County's Landscaping Ordinance to require tree planting in new single family residential development in the unincorporated area.

9. **Developments shall provide transit passes to residents**. The Sierra supports the following provisions in the CAP but calls for a substantial expansion of these two provisions.

   "Develop a program to provide free transit passes and/or free trips in the unincorporated area to reduce vehicle miles traveled in the unincorporated area by 1.2% by 2030."

   "Prioritize distribution of transit passes to frontline communities."

O4-33 cont.

E. Mitigation and Offsets in the SEIR

Sierra Club is grateful that the new County CAP removed the out-of-county offset mitigation measure (M-GHG-1) that was declared illegal by both the San Diego Superior Court and the California Court of Appeals. However, Sierra Club objects to the CAP's encouragement of the use of offsets for General Plan Amendment (GPA) projects, without any direction on adequate protocols, as detailed in the letter by Chatten-Brown Law Group. (Supplemental EIR, p. 5-7.)

First and foremost, Sierra Club advocates for transit-oriented development, and opposes GPA projects that increase development in high VMT, high fire severity areas, and result in significant GHG impacts.

O4-34

But, if the County does proceed with a GPA project, it must ensure the Project is net negative 100%, or at least carbon neutral, so it will not impede the County's ability to achieve the CAP's GHG reduction targets. In these instances, Sierra Club advocates for an in-county mitigation program established by a third-party administrator, such as the San Diego Foundation. The in-county program should ensure rigorous and effective protocols, in compliance with *Golden Door* and the below outlined terms.

Mitigation of GHG Emissions – To the extent that onsite minimization of any public or private commercial development project's GHG emissions to net negative 100% is not feasible, offsite GHG mitigation shall be provided to achieve net negative 100% GHG emissions that is in addition to any existing laws, regulations, or plans already compelling reductions in GHG emissions. The Sierra Club term requested that new:

1. **Developments' GHG offsite mitigation shall be entirely within San Diego County and within the same disadvantaged communities as emissions.** During numerous CAP workshops conducted by the County, Sierra Club has advocated for a within-county mitigation bank.

   Sierra Club is disappointed the CAP specifies that offsets can still be used for GPA projects, without providing any **legally binding** requirements or protocols to ensure compliance with *Golden Door* and in-County off-site mitigation. [1] If the CAP is going to still allow for the use of offsets for GPA projects, Sierra Club urges the revised CAP to explicitly require within-county GHG mitigation.

2. Sierra Club recommended that: **Offsite GHG mitigation may include any of the following:**

   a) Preservation of natural habitat land inside or bordering existing or planned regional multiple species conservation plan preserves (e.g. City of San Diego Multiple Habitats Planning Area or County of San Diego Pre-Approved Mitigation Area) or private holdings within Cleveland National Forest. Preservation of natural habitat land as GHG mitigation shall include private property acquisition and conservation stewardship management in perpetuity. The amount of GHG mitigation provided by preservation of natural habitat land shall be determined

O4-34 cont.

[1] The CAP does contain the following provision: "Because of the limited scope of the CAP tool, the County is also simultaneously working on a range of other programs to address climate change: a Sustainable Land Use Framework to address potential land use changes; a Regional Decarbonization Framework to provide a voluntary regional framework for governments and private entities to reduce carbon emissions; and a Transportation Program that will address VMT mitigation measures for development within the unincorporated county." We are similarly disappointed that a Sustainable Land Use Framework to address potential land use changes and a Regional Decarbonization Framework to provide a voluntary regional framework for governments and private entities to reduce carbon emissions is not incorporated in the CAP.

by calculating reduced GHG emissions on the property over one hundred years resulting from avoided conversion to development of the number of existing legally entitled or zoned units and/or square feet on the preserved property.

b) Direct replacement of GHG-emitting vehicles and equipment (e.g. diesel generators) with electric vehicles and electric equipment including at any site under the jurisdictional authority of the Port of San Diego (including cargo and cruise ship terminals), of the Metropolitan Transit System, of the North County Transit District, and of the San Diego Airport Authority.

c) Create environmental justice grant programs in disadvantaged communities for direct replacement of commercial or personal GHG-emitting vehicles and equipment with electric vehicles and equipment, commercial or residential electrification, and other energy efficiency improvements to businesses or residences.

O4-34 cont.

As noted earlier, it appears the Draft SEIR provides that General Plan Amendment projects could use mitigation measures or offsets. As stated in the CAP: "The CAP Update does not prohibit the use of carbon offsets where appropriate to address the GHG emissions of projects that would require amendments to the General Plan and that would not rely on the CAP Update for GHG reductions (i.e., projects that would be outside of the scope of the General Plan and would conduct project-level GHG emissions modeling and recommend project-specific mitigation, and would not attempt to streamline evaluation of GHG emissions using the tiering and streamlining provisions of State CEQA Guidelines Section 15183.5). CEQA Guidelines Section 15126.4(c)(3) allows mitigation through "off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions."

If GPAs are allowed to utilize offsets, the offsets must be in-County, and compliant with *Golden Door*. The best approach to ensure this is for the County to establish an in-County GHG mitigation program.

Sierra Club respectfully requests that a revised CAP specify that any off-site GHG mitigation for GPA developments occur solely within San Diego County.

F. Smart Growth Alternatives

In accordance with our Golden Door victory, the SEIR was required to consider Smart Growth Alternatives that would additionally reduce GHG. These are discussed in detail in: Chapter 5, "Alternatives," of this SEIR includes an analysis of four smart growth alternatives to the project: a Fire Safe and VMT Efficient Alternative, a Village Support Areas Alternative, an alternative consistent with the RTP/SCS, and an alternative that includes potential amendments to General

O4-35

Plan goals and policies. These alternatives were crafted based on their ability to reduce VMT and on extensive stakeholder engagement.

"This draft SEIR also includes consideration of smart growth alternatives that are intended to significantly reduce VMT as required by the Court of Appeal for Division One of the Fourth Appellate District (Appellate Court) in *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467. The smart growth alternatives discussed below propose actions that, if adopted in addition to the CAP update measures and actions, are intended to further reduce GHG emissions by reducing VMT through changes in development patterns. Note, however, that the efficacy of alternatives focused on incentives and disincentives for future development is limited because most forecast VMT in the unincorporated county is associated with existing development." Sierra Club and the requirements for smart growth are for future avoided development and corresponding future VMT that should be prevented if the County is to reach its goals for GHG reduction.

O4-35 cont.

Appendix C of the DEIR provides for an analysis of Smart Growth Alternatives and the impact on VMT authored by Fehr and Peers. Four alternatives were considered.

1. **Project scenario – SANDAG Regional Plan EIR Alternative 2 land uses and transportation network.**

This is the County's primary recommendation in the EIR. For this scenario data used the "SANDAG Regional Plan EIR Alternative 2 (Data Set 39) that projects relative to the year 2016, growth in the unincorporated county of 14,706 new households by 2035 and 18,707 by 2050." Sierra Club does not support this smart growth alternative for several reasons:

a) Such a plan would produce considerably more GHG than alternatives that authorize fewer new households.
b) This plan would result in more development in previously undisturbed land that would both reduce the carbon sink of native vegetation and would continue to threaten protected species.
c) Such a plan would substantially increase the chance of fire; fires contribute huge amounts of GHG.
d) Such a plan would necessarily exacerbate evacuation during wildfire. Many areas of the unincorporated county are already among the most difficult areas to evacuate in California. This plan would worsen residents' ability to evacuate.

The land use assumptions contained in Data Set 39 are consistent with historical growth patterns in the unincorporated county and reflect expected growth consistent with the General Plan for the County.

Sierra Club believes that the County CAP should NOT be consistent with a 2011 general plan when climate change was not a primary concern. Allowing this much growth will increase VMT

and GHG, create greater fire risk and evacuation problems in the county, destroy vital conservation areas and increase traffic. O4-35 cont.

2. One alternative Smart Growth plan is the: **2021 Regional Plan Sustainable Communities Strategy (SCS) Alternative – SANDAG 2021 Regional Plan land uses and transportation network.**

The model used the road user charge proposed by SANDAG. "The adopted SANDAG 2021 Regional Plan assumes 9,902 new households in the unincorporated County between the base year and 2050 (with almost all of the growth occurring between the base year and 2035). Additionally, the 2021 Regional Plan/SCS version of the model includes the Road User Charge as a funding source for the Regional Plan."

However, the SANDAG Board voted on September 22, 2023, against including the "Road User Charge" in the 2025 Regional Plan. So, this alternative is either gone or unlikely to progress.

This alternative would result in the least VMT but is dependent on a road use charge that is unlikely to be adopted. Moreover, the widely unpopular road use tax may cause poor publicity for Sierra Club if we advocate for it. Moreover, nobody would have any idea how much VMT would be reduced without the road use tax.

SANDAG did a new analysis that Sierra Club provides: "The amendment removes the regional RUC (road use tax) of 3.3 cents per mile starting in 2030. The resulting decrease in the cost to operate an automobile, results in an increase in single occupancy drivers that would cause an increase in vehicle miles traveled (VMT) and an increase in GHG emissions and air pollutants from tailpipe emissions compared to the 2021 Regional Plan. The amendment results in an increase of 1.3 million VMT per day in 2035. This results in a 18.6% per capita reduction in GHG emissions in 2035 relative to 2005 levels." Thus, this plan would not achieve the desired reductions in VMT and GHG outlined in the SEIR. O4-36

3. **SEIR's "Sustainable Communities Strategy Alternative"**

"The Regional Plan incorporates smart growth planning concepts into a regional growth pattern focused around "Mobility Hubs." Mobility Hubs are envisioned as places of activity where capital transportation investment will support future housing and jobs and encompass areas that are both within incorporated city boundaries and within the unincorporated county."

The adopted SANDAG 2021 Regional Plan assumes 9,902 new households in the unincorporated county between the base year (2016) and 2050 (with almost all of the growth occurring between the base year and 2035). Additionally, implementation of the Road User Charge is assumed in the transportation modeling currently available from SANDAG and was captured in this analysis because the 2021 Regional Plan version of the model includes the Road User Charge as a funding source for the Regional Plan.

However, the SANDAG Board voted on September 22, 2023, against including the Road User Charge in the 2025 Regional Plan. On September 23, 2022, the SANDAG Board directed SANDAG staff to prepare an amendment to the 2021 Regional Plan without the Chapter 5 Alternatives County of San Diego CAP Update Page 5-30 October 2023 Road User Charge.

This alternative would not affect implementation of the CAP Update measures and actions, the effects of implementing the CAP update relative to the topics addressed in Sections 2.1 through 2.15 of this draft SEIR would not be affected by implementation of this smart growth alternative, and the analysis of this alternative is focused on transportation (VMT) and GHG impacts.

O4-36 cont.

4. Among the alternatives provided in the SEIR Sierra Club supports the: "**Fire Safe and VMT Efficient Alternative – Project scenario cumulative land use totals and transportation network. Moves half of unincorporated county household growth to unincorporated VMT efficient areas that are considered fire safe.**"

Sierra Club supports this alternative. Under this alternative, growth of household in the unincorporated county above 2016 would be 8445 by 2035 and 9902 by 2050. Among the alternatives in the DEIR, Sierra Club should support this alternative for conservation, and wildfire, evacuation, VMT and GHG.

Under this scenario, compared to the Project Alternative:

- Half of all unincorporated county growth outside fire safe and VMT efficient master geographic reference areas (MGRAs) was moved to those MGRAs (MGRAs within VMT efficient TAZs and outside high and very high fire hazard areas). The other half of unincorporated county growth was not moved.
- No growth was moved from unincorporated MGRAs that are over 90% tribal, military, federal, or state land (not under County control) with growth greater than 10 households.
- All growth moved to VMT efficient MGRAs was distributed proportionally based on land area of the MGRAs (uniformly increasing the density of the MGRAs).
- Under this alternative, future land development that is consistent with the General Plan and an accompanying proposed Smart Growth Overlay would be focused in currently urbanized areas that are identified as VMT efficient outside of High and Very High Fire Hazard Zones.

O4-37

The DEIR provided an analysis of the Fire Safe and VMT Efficient Alternative. "The Fire Safe and VMT Efficient Alternative is a smart growth alternative that the County developed through stakeholder outreach. The smart growth geographies were defined as areas that are both outside of areas mapped by the California Department of Forestry as areas with High or Very High fire risk and within areas mapped by the County as at least 15 percent below the regional average for residential VMT."

The SEIR goes on to say: "Because this alternative would not affect implementation of the CAP Update measures and actions, the effects of implementing the CAP Update relative to the topics addressed in Sections 2.1 through 2.15 of this draft SEIR would not be affected by implementation of this smart growth alternative, and the analysis of this alternative is focused on transportation (VMT), wildfire hazards, and GHG impacts."

"If implemented, this alternative is anticipated to reduce VMT for new development by 6.6 percent in 2035 and 3.0 percent in 2050. However, when viewed in conjunction with existing development, the magnitude of overall VMT reduction is relatively small because the vast majority of unincorporated county VMT under future year alternatives can be attributed to existing land uses." Sierra Club supports this alternative in the CAP because it results in the biggest decreases in VMT and GHG.

O4-37 cont.

5. **Village Support Areas Alternative** – Project scenario cumulative land use totals and transportation network. Moves all unincorporated county household growth to designated unincorporated villages or unincorporated areas within a half-mile of those villages.

The DEIR provided analysis of the Village Support Areas Alternative. "This alternative builds on the Villages established in the adopted General Plan. The Village regional category, which allows the most intensive land uses in the unincorporated county under the adopted General Plan, facilitates the use of compact development patterns. Villages that contain a mix of land uses encourage strong neighborhoods and contribute to meeting a community's daily commercial, civic, and social needs."

"To spur redevelopment in the Villages and create a synergy for smart growth, this alternative would establish 0.5-mile buffers around the established Villages, referred to as Village Support Areas, wherein housing development and services to support development in the Villages would be encouraged."

O4-38

The SEIR also states: "As with the other smart growth alternatives discussed in this SEIR, this alternative would be implemented through a zoning overlay and development incentives. Supporting efforts are also assumed to include transit and connectivity improvements between the Villages and Village Support Areas. Further, it is assumed that all measures and actions in the CAP update would be implemented as proposed."

"Because this alternative would not affect implementation of the CAP Update measures and actions, the effects of implementing the CAP Update relative to the topics addressed in Sections 2.1 through 2.15 of this draft SEIR would not be affected by implementation of this smart growth alternative, and the analysis of this alternative is focused on transportation (VMT) and GHG impacts."

Based on this modeling, the Village Support Areas Alternative is anticipated to reduce VMT for new development by 1.0 percent in 2035 and 0.3 percent in 2050. If the modeling were

refined to assign growth into specific Village Support Areas closer to incorporated cities, greater VMT reductions would be anticipated.

This plan is not the preferred plan of Sierra Club. It will create a fair amount of growth among existing villages ranging from 4486 by 2035 and 5704 by 2050. A disadvantage is that in most of these additional village residents would actually do long high VMT commutes to metro San Diego increasing traffic, VMT, and GHG. Many residents of the village work, shop, and recreate in the urbanized portions of San Diego.

O4-38 cont.

G. General Plan Goal and Policy Edits: In this section other additional alternatives to replace or pair with Smart Growth Alternative are discussed in this section.

"In addition to, or in lieu of, any of the alternatives described above, County staff have identified potential amendments to General Plan goals and policies from the Land Use, Conservation and Open Space, Mobility, and Safety Elements of the adopted General Plan that would further enhance the smart growth principles described above and embodied in the General Plan. The Board may choose some or all of these additional policy amendments and pair them with the proposed CAP Update or an alternative."

These alternatives discussed in section 5.6 are all plans from the 2011 GPU PEIR and would require some modification of the 2011 plans. Some of the other alternatives could be combinations of other plans-the SEIR maintains that each of the other alternatives would require substantial planning. Climate change was much less of a salient issue back in 2011 than it is today. In reading this, the urgency of VMT and climate change seems to be missing.

O4-39

Here are some of the alternatives that the SEIR examined:

1. **Hybrid Map Alternative**. "The Hybrid Map Alternative would decrease the countywide acreage of the following land uses, as compared to the proposed project: village residential (-487 acres); semi-rural residential (-11,717 acres); specific plan area (-683 acres); commercial (-325 acres); and industrial (-189 acres). When compared to the adopted General Plan, the Hybrid Map Alternative would increase the acreage of the rural land use designations (+13,672). The Hybrid Map Alternative would result in significantly less acres of semirural residential land uses and significantly more acres designated for rural lands than the adopted General Plan." Although this is not a primary alternative, Sierra Club could find this alternative acceptable.

2. **Draft Land Use Map Alternative** "This alternative would decrease the acreage of the following land uses, as compared to the adopted General Plan: village residential (-514 acres); semi-rural residential (-15,313 acres); specific plan area (-683 acres); commercial (-344 acres); industrial (-266 acres); and village core mixed use (-12 acres). When compared to the proposed project, the Draft Land Use Map Alternative would increase the acreage of the following land use designations: rural lands (+17,198) and office

professional (+18 acres).” Again, though not a primary alternative, Sierra Club could work with this alternative.

3. **Environmentally Superior Map Alternative** “reflects a more stringent application of the planning concepts that take into account environmental considerations and constraints and is more aggressive in restricting growth in portions of the semi-rural residential and the rural lands designations. The Environmentally Superior Map Alternative was developed in response to the areas of significant impacts that were identified for the adopted General Plan, where changes in land use designations would have the potential to reduce or alleviate the impact. The Environmentally Superior Map Alternative would result in significantly less acres of semirural residential land uses and significantly more acres of rural lands than the proposed project. the environmental impacts under the Environmentally Superior Map Alternative would be less than Hybrid Map Alternative. The Environmentally Superior Map Alternative would accommodate less growth and development in the unincorporated county, which would translate to less GHG emissions from community and government operations. Additionally, the Environmentally Superior Map Alternative would result in less VMT than the adopted General Plan, which would translate to less GHG emissions from transportation.” The Environmentally Superior Map Alternative is a plan that Sierra Club likes but it is not among the ones that are considered. Again, we would be happy to work with the County on this alterative if it becomes one of the proposed alternatives. O4-39 cont.

4. **Comparison of Alternatives.** “Of the smart growth alternatives, the Fire Safe and VMT Efficient Alternative, Village Support Areas Alternative, and General Plan Policy Edits Alternative would not reduce the impacts of CAP Update implementation; as such they are not considered environmentally superior to the CAP Update.” Sierra Club disputes this conclusion. Sierra Club believes that the “Fire Safe and VMT Efficient Alternative” is environmentally superior. O4-40

5. **Environmental Justice.** Section 2.7, “Environmental Justice, has been included in the SEIR to address the potential for disproportionate effects of CAP Update implementation on EJ communities.” Sierra Club supports measures to create increased environmental justice. O4-41

6. **Cumulative Impacts.** “This SEIR includes a discrete evaluation of the effect of all known, in-process GPAs on cumulative conditions in the unincorporated county. The discussion includes quantification of GHG emissions from the identified GPAs. See Chapter 4, Other CEQA Sections. O4-42

7. **GHG Inventory and Monitoring.** The CAP states: “The inventory has again been updated using a base year of 2019 to reflect current conditions in the unincorporated county. O4-43

The 2019 inventory represents the most complete data available that are unaffected by COVID-19 impacts (e.g., reduced traffic patterns) and was used as the baseline for the CAP Update. The CAP Update 2019 inventory is discussed in Section 1.4.1.1." There is not a good argument for using a baseline of 2019. The goal of the State and County is to reduce emissions back to below 1990 levels. Indeed, in 2021 the Board of Supervisors approved a framework using 1990 levels as the basis for reducing GHG. As state in the SEIR: "On January 13, 2021, the Board of Supervisors approved the Framework for the Future, "Actions to Achieve Bold Climate Action at the County of San Diego", which created policy recommendations for the CAP Update that include achieving at a minimum Senate Bill 32 GHG emissions reductions of 40 percent below 1990 levels by 2030 and establishing actions to meet a goal of net zero carbon emission by 2035-2045." Sierra Club supports monitoring but also needs specific provisions to reduce emissions to 40% below 1990 levels."

According to the SEIR CEQA requires an agency to conduct regular monitoring. "Regular monitoring and performance measuring of CAP Update activities would allow the County to make timely adjustments to existing measures; replace ineffective or obsolete actions; or add new measures as technology, federal and state programs, and circumstances change." Sierra Club would like to see specific procedures for inventory updates and monitoring.

O4-43 cont.

The CAP also call for: "Annual Monitoring Report Staff prepares and publishes an annual monitoring report, assessing CAP annual performance in measure implementation 2026 GHG Emissions Inventory Update Staff conducts an update to the emissions inventory at least every two years. 2030 CAP Update Based on the findings from the annual monitoring reports and inventory updates, staff prepares a CAP Update at least every five years." These are all good proposals but a revised CAP need more specific details on monitoring including the method and the targets for monitoring.

The CAP states: "PDS would coordinate with other County departments to facilitate and oversee implementation, including tracking and reporting on the progress of each measure." This is a good provision but excessively general and vague. Sierra Club requests more detail in the revised CAP.

8. **<u>County Conservation and MSCP.</u>** The Sierra Club beliefs that the Multiple Species Conservation Program is the cornerstone of County conservation efforts. The County Conservation section of the CAP has sections on the East County, North County, and South County MSCP. Sierra Club strongly endorses the acquisition of more MSCP land. As the CAP notes: "Acquisition of land by the County under the MSCP would reduce GHG emissions through preservation of land which can otherwise be developed. GHG emissions reductions are realized from reductions in transportation, energy use, waste, and water consumption."

O4-44

Regrettably, the East County MSCP has failed to get off the ground. As stated in the CAP: "Unfortunately, County budget constraints and staffing reductions have caused progress of the East County Plan to slow significantly. Once the budget and staffing constraints are resolved, plan development is intended to resume." Sierra Club urges the County to appropriate additional money and hire additional staff to move forward quickly with the East County MSCP.

Similarly, the Sierra Club is dissatisfied with the North County MSCP which staff has been directed to develop in much greater detail. We applaud to goal of creating an MSCP "to achieve many of the same environmental and economic benefits realized through the adopted South County Subarea Plan." But progress on the North County MSCP has been painfully slow and we hope the County and various municipalities will move quickly on a strong and sustainable MSCP.

The South County MSCP that was established in 1997 is the most developed of the MSCP plans. Its goal is to protect or acquire nearly 100,000 acres. The Sierra Club urges the County to protect even more land both to conserve species and to sequester additional GHG.

The SEIR states: "The County would also acquire conservation land and develop a framework for restoring these lands to their natural state. Acquisition of conservation land reduces emissions that would have occurred if the land were developed (as assumed in the 2011 GPU PEIR) and prevents loss of the region's unique, native habitats and wildlife biodiversity. Sierra Club supports and applauds the acquisition of more conservation land including both coastal sage scrub and chapparal that would both conserve species and provide additional absorption of carbon.

O4-44 cont.

9. **CAP Targets.** The SEIR stathe that "the CAP Update's target is aligned with AB 1279, which requires that the State's target of net zero emissions by 2045 include reducing statewide anthropogenic emissions by at minimum 85 percent below 1990 levels by 2045." Given the accelerating pace of climate change, Sierra Club believes that Net Zero by 2045 is too long a timeline. Sierra Club continues to recommend much faster progress. In our legal negotiations on our successful CAP lawsuits, we provided a 2021 term sheer that recommends that: The Sierra Club urges the County to achieve net negative one hundred percent (100%) GHG emissions by 2035.

O4-45

10. **County GHG emissions.** Sierra Club appreciates that the County inventories and discussed various sources of GHG.
    a. On-Road Transportation: On-road transportation emissions associated with gasoline and diesel consumption from driving that occurs on roadways, in addition to emissions from County fleet operations and employee commute.
    b. Implement the County's 2019 Electric Vehicle Roadmap and 2023 Green Fleet Action Plan to reduce fleet emissions 35% by 2030 and 100% by 2045.

O4-46

c. Electricity Use: Emissions associated with electricity generation because of electricity consumption in residential, commercial, industrial, and agricultural facilities. This includes electricity consumption at local government facilities such as County buildings, streetlights, and stormwater pumps.
d. Natural Gas Use: Emissions associated with natural gas consumption in residential, commercial, industrial, and agricultural facilities. This includes natural gas use at County facilities located outside the unincorporated areas.
e. Solid Waste: Waste emissions associated with landfills in the county (including County operated closed landfills) and waste generated by the unincorporated county, discounting any overlap. Solid waste generated by local government facilities is also included in this category. Project Description Page 1-14 County of San Diego CAP Update October 2023 Draft SEIR. The SEIR however maintains that: "Although the County does not collect solid waste from the community, it influences and supports waste diversion through solid waste management agreements with waste collectors, zero waste policies and programs for County operations and the community, and ordinances that direct material separation and diversion."
f. Agriculture: Agricultural emissions associated with livestock, fertilizer use, soil management, and agricultural equipment. No agricultural emissions are attributed to local government operations.
g. Propane Use: Emissions associated with propane consumption in residential, commercial, industrial, and agricultural facilities. This includes propane use at County facilities located outside the unincorporated areas.
h. Off-Road Transportation: Off-road vehicle and equipment emissions associated with gasoline and diesel consumption in the unincorporated areas. This includes County government operations off-road vehicle use.
i. Water: Water-related emissions associated with energy and fuel used to convey, extract, treat, and distribute water used in the unincorporated areas for domestic, irrigation, and industrial purposes. This includes a small amount of water use at County facilities located outside the unincorporated areas.
j. Wastewater: Wastewater treatment emissions associated with the energy consumed and emissions produced to process domestic sewage and industrial wastewater either at on-site septic systems or centralized wastewater treatment plants. This includes a small amount of wastewater generation at County facilities located outside the unincorporated county.

It concludes with the following percentages of GHG production. a) On-road transportation (45%) b) Electricity (20%) c) Natural gas (16%) d) Solid waste (6%) e) Agriculture (4%) f) Propane (4%) g) Off-road transportation (2%) h) Water (1%) i) Wastewater (1%)

O4-46 cont.

The CAP states "To reach the 2030 and 2045 targets, the CAP establishes nine strategies, and 70 actions that the County must take to reduce GHG emissions from five emissions reduction sectors." These are 70 actions that the County must take to reduce GHG emissions from five emissions reduction sectors."

O4-46 cont.

11. **Construction.** The Sierra Club recognizes the need for greater housing in the county and has supported numerous housing projects of the right type in the right location.

    Sierra Club is in strong support of the County's goal to: "Amend the County's Code of Regulatory Ordinances by 2026 to require all-electric equipment in new residential, commercial, and industrial construction to reduce energy emissions from new development in the unincorporated area."

    Similarly, Sierra Club support this measure: "Use alternative fuel and/or zero-emission construction equipment in county projects to reduce emissions from medium- and heavy-duty vehicles and equipment."

O4-47

12. **Energy.** The CAP says, "the County will ensure all County facilities are reducing emissions through Zero Net Energy construction, building electrification, and on-site renewable generation; and develop policies and programs for new and existing development to transition to renewable energy powered buildings." Sierra Club is in support of such a measure.

    The SEIR states: "County facilities would reduce emissions through zero net energy construction, building electrification, and on-site renewable energy generation. For new and existing development, the County would develop policies and programs to transition to renewable energy powered buildings and electrification."

    These are good general measures that are supported by Sierra Club but more detail and metrics are needed.

    "Implement the County Facilities Zero Carbon Portfolio Plan to achieve 90% reduction in operational carbon emissions by 2030 through building electrification and zero net energy construction, energy efficiency, energy management, and renewable energy use and generation."

    Sierra Club supports "Increased energy efficiency and reach 30% electrification in residential and 17% electrification in non-residential existing development in the unincorporated area by 2030 by: - Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar energy efficiency requirements for existing development projects with qualifying improvements. - Adopting a Building Energy Performance Standard by 2026 for commercial and multi-family residential properties. - Developing a program by 2026 to incentivize building electrification and energy efficiency."

O4-48

"Develop a program to phase out propane use for existing buildings."

"Develop a program to increase energy resiliency in the unincorporated area to ensure continued access to electricity and services during extreme weather events." Sierra club would like a mandate for burying all utility lines in the county.

These are good programs for which the Sierra Club has general support.

"Expand and implement the County's streamlined solar permitting process to install 5,002 kW of renewable energy on existing development by 2030 and 12,505 kW by 2045."

"Develop a program to incentivize renewable energy on low-income homes."

"Work with partners to promote and support on-site renewable energy generation and storage to increase renewable energy generation and use in the unincorporated area."

"Develop a program to provide 100% renewable energy to residents and businesses participating in San Diego Community Power by 2030 in the unincorporated area. Construction and operation of large-scale renewable energy projects."

O4-48 cont.

The overall conclusion in the SEIR is that the CAP could exacerbate wildfire risk but not after appropriate mitigation. The County admits that their analysis is potentially problematic and hypothetical. "Therefore, the project would not result in a substantial incremental effect that would result in a new significant impact related to the exacerbation of wildfire risk. The impact would be less than significant. Implementation of the CAP Update would not result in new or more severe impacts than disclosed in the 2011 GPU PEIR."

O4-49

13. **Water and Wastewater** This goal will be achieved by the County "installing water efficiency and water reuse systems wherever feasible; new development meets certain water efficiency standards and explores reuse opportunities; existing development is mandated and/or incentivized to increase water efficiency and reuse (through building permits)."

    However, Sierra Club finds: No statement about where new development will occur. And Sierra Would like to know will they do reuse from septic systems that are prevalent in the county.

O4-50

14. **Wildfire**. The SEIR examines if the CAP would increase the risk of wildfire in section 2.15. "This section describes the existing conditions for wildfire in the unincorporated county and evaluates the potential effects that implementation of the project may have on wildfire. Specifically, this section evaluates the potential for the CAP Update to result in impacts regarding the project's potential to interfere with emergency response/evacuation, exacerbate wildfire risks, or expose people or structures to postfire risks."

O4-51

"This section incorporates by reference the wildfire setting and impact analysis from the 2011 GPU PEIR as it applies to the CAP Update and supplements with relevant setting conditions that have changed since certification of the 2011 GPU." The Sierra Club believes that any wildfire analysis from 2011 is hopelessly obsolete. The unincorporated county is much hotter and drier than it was 12 or 13 years ago. More recent wildfire analysis should be provided in a revised EIR.

"Table 2.15-1 summarizes the wildfire impact conclusions reached in the 2011 GPU PEIR and identifies if a new or more severe significant impact would occur with implementation of the proposed project." Again, Sierra does not put any trust in a decade-old wildfire analysis.

Indeed, the County contradicts these estimates when they say: "Because of the County's changing climatic, geological, and topographical conditions, the County Fire Code is amended every 3 years when the State of California repeals, revises, and republishes the California Building Standards Code." Then they contradict themselves again in the DEIR when they state: "No substantial changes have occurred to the existing conditions described in the 2011 GPU PEIR. Therefore, the existing conditions in the 2011 GPU PEIR remain applicable."

O4-51 cont.

The Sierra Club appreciates the opportunity to review the latest County CAP and SEIR. The Sierra Club hope that with sufficient revision we can support the new CAP and the SEIR.

O4-52

Respectfully Yours,



Dr. Peter Andersen, Vice Chair
Conservation Committee
Sierra Club San Diego

Dr. Lisa Ross, Chairperson
Executive Committee
Sierra Club San Diego

Alan Geraci, Member
Executive Committee
Sierra Club San Diego

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Letter O4 Sierra Club San Diego

Dr. Peter Andersen, Vice Chair Conservation Committee
Dr. Lisa Ross, Chairperson, Executive Committee
Alan Geraci, Member, Executive Committee
December 29, 2023

Comment O4-1
The comment expresses support for the underlaying CAP Update goal to reduce GHG emissions. However, the comment states that it is not sufficient to merely reduce GHG emissions; the CAP Update must provide reduction of GHG emissions to 1990 levels and below.

Response O4-1
The County appreciates Sierra Club's support for the CAP Update goal to reduce GHG emissions. The objectives of the project are described in Section 1.2, "Project Objectives," of the Draft SEIR. GHG emissions reductions targets are discussed on pages 1-15 through 1-18 of the Draft SEIR. As described on page 1-17, the adjusted reduction targets for the CAP Update are 43.6 percent below 2019 levels by 2030 and 85.4 percent below 2019 levels by 2045. Data for 2019 is used as baseline because 1990 emissions data are not available for the unincorporated county and because 2019 is the baseline year of the GHG emissions inventory prepared for the CAP Update. The CAP Update also includes an aspirational goal to achieve net zero carbon emissions by 2025. This goal is in addition to the 2045 target aligned with reducing anthropogenic emission to 85 percent below 1990 levels by 2045. See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," regarding the legal and regulatory framework for the GHG reduction targets and approach set forth in the CAP Update.

Comment O4-2
The comment indicates that there is no detailed analysis provided to show how the CAP Update measures would result in the desired reduction in GHG emissions to below 1990 levels.

Response O4-2
See Response O4-1, regarding the target of 1990 GHG levels, and refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used in the CAP Update to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets. The calculations performed to estimate the GHG reduction potential of the CAP Update's 35 quantified implementing actions are provided in CAP Update Appendix 7.

Comment O4-3
The comment refers to the CAP Update as, "almost entirely goal oriented and therefore only aspirational in context" and in need of "upgrading…to a free-standing legal document." The comment also asserts that the "enforceability of the CAP needs to be clearly articulated" and comments that the CAP appears to amend the General Plan.

Response O4-3
The CAP Update is a free-standing document prepared as required by 2011 GPU PEIR Mitigation Measure CC-1.2 and consistent with state legislative requirements. Refer to Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," regarding the relationship of the CAP Update to the 2011 GPU PEIR. Refer also to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used in the CAP Update to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets. This Master Response also explains that the CAP Update identifies the implementation enforcement mechanism for each action.

Comment O4-4
The comment provides an introduction for the "Terms Document" and the comments provided below.

Response O4-4
The comment references a January 2021 "Terms Document" that the San Diego Chapter of Sierra Club submitted in response to the County's NOP for the SEIR (see Appendix A to the Draft SEIR). The purpose of the NOP and early public consultation is primarily to identify a range of actions, alternatives, mitigation measures, and significant effects that should be analyzed in detail in the EIR (see State CEQA Guidelines Sections 15082 and 15083).

The County acknowledges the comments provided for the CAP Update with respect to the "Terms Document." Comments related to the environmental review of the proposed CAP Update were considered during preparation of the Draft SEIR. See specific Responses O4-5 through O4-33.

Comment O4-5
The comment asserts that the CAP Update lacks details on how the goal of 100 percent clean energy by 2030 will be achieved.

Response O4-5
The CAP Update includes Action E-3.1, under which the County would develop a program to provide 100 percent renewable energy to residents and businesses participating in San Diego Community Power by 2030 in the unincorporated area. Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," describes, among other things, the analytical basis of the reduction calculations and implementation details for the 35 quantified implementing actions that are included in the CAP Update, which includes Action E-3.1. These include the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. The CAP Update also identifies the following details for each action, including E-3.1, as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation. The calculations performed to estimate

the GHG reduction potential of the CAP Update's 35 quantified implementing actions are provided in CAP Update Appendix 7.

Comment O4-6
The comment expresses disappointment that neither the CAP Update nor the SEIR propose downzoning of lands in high fire risk areas and highest VMT areas of the county. The comment cites three perceived advantages of such a measure over the other smart growth alternatives analyzed in the SEIR: "permitting more building in the highest fire zones of California defies logic and common sense"; reductions in VMT and GHG; and preservation of coastal sage scrub and chaparral.

Response O4-6
The comment notes that Sierra Club's scoping comment requested that the project include a CAP measure that would downzone land with high fire risk and with the highest VMT. No such measure is included in the CAP Update. Refer to Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for further discussion of the relationship between the CAP Update and land use planning. The CAP Update demonstrates the County's ability to achieve all established targets without changes in land use.

As noted in the comment, the Draft SEIR includes evaluation of the Fire Safe and VMT Efficient Alternative. As described in the Draft SEIR (page 5-25), this alternative would encourage future growth to be "focused in currently urbanized areas that are identified as VMT efficient outside of High and Very High Fire Hazard Zones" through a Smart Growth Overlay. As further explained in the Draft SEIR, "the County would not prohibit development of properties outside of the fire safe and VMT efficient overlay" because the Smart Growth Overlay would apply to a relatively limited geography. This is the basis for the 50 percent transfer of development used in the analysis. The opinion provided in the comment related to the merits of permitting additional growth outside the Smart Growth Overlay identified under this alternative are noted and will be provided to decision-makers for consideration.

Contrary to the statement made in the comment, the analysis of VMT and GHG emissions conducted for the Draft SEIR indicates that the Sustainable Communities Strategy Alternative, not the Fire Safe and VMT Efficient Alternative, would reduce the most VMT and associated GHG emissions (see Draft SEIR Appendix C). (Although it is noted that the analysis of the Sustainable Communities Strategy Alternative assumes application of the Road User Charge, which has been removed from the plan.) Furthermore, the standards established for a qualified CAP do not support the claim that a viable CAP must reduce GHG emissions "as much as possible" and in exceedance of established reduction targets. Refer to Response A3-2 for further discussion of the requirements for a GHG reduction plan pursuant to Section 15183.5 of the State CEQA Guidelines.

Finally, the CAP Update does quantify the GHG emissions reduction potential of preserving natural lands and agricultural lands and recommends the following measures to achieve such reductions: Measure A-1: Acquire and manage conservation lands to preserve natural lands and maximize carbon storage potential in the unincorporated area

(page 101); Measure A-3: Preserve agricultural lands to prioritize carbon storage and balance economic and development goals (page 104); and Measure A-4, Incentive carbon farming to expand carbon storage capacity on agricultural land and support climate-friendly farming practices in the unincorporated area (CAP Update Chapter 4, page 105). Quantified GHG emissions reductions potential of actions underneath these measures are presented in CAP Update Chapter 4 in Table 11 (pages 107–112).

The Draft SEIR analyzes the impacts of implementation of these measures and actions and provides a comparative analysis of the impacts of alternatives, including the Fire Safe and VMT Efficient Alternative, relative to the proposed project. The function of the requested analysis of "how much carbon storage will be lost in the various Smart Growth alternatives" is unclear. Any alternative that reduces the potential for development of natural and agricultural lands relative to the assumptions used in the CAP Update for reasonably foreseeable growth under the County's adopted General Plan would be assumed to result in a commensurate increase in potential for carbon sequestration.

Refer also to Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," for further discussion of the County's obligation to evaluate alternatives to the project.

Comment O4-7

The comment requests that land use change should be a central part of the CAP Update and should be analyzed in the Draft SEIR. The commenter also states that the Fire Safe and Efficient VMT Alternative that would bar developments from High and Very High Fire areas should be the preferred plan.

Response O4-7

See Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for a discussion about the CAP Update and land use change and Response O4-6, regarding the Fire Safe and Efficient VMT Alternative.

Comment O4-8

The comment expresses support for land conservation measures in the CAP Update and requests "metrics that estimate how much GHG would be avoided" through habitat preservation.

Response O4-8

The County appreciates the support for the land conservation measures included in the CAP Update. Table 13 of the CAP Update (Chapter 5) identifies the quantified GHG reduction potential and performance metrics for each measure and action in the agriculture and conservation sector, including Measure A-1 and Actions A-1.1 and A-1.2, which call for the preservation and restoration of natural lands and habitat. Additional GHG reduction quantification information can be found in CAP Update Appendix 7. Please also refer to the Response O4-6.

Comment O4-9
The comment expresses support for the CAP Update measures related to avoiding, recycling, and composting waste and requests quantifying the GHG emissions reduction associated with the solid waste measures. The comment also supports the goal to continue the Strategic Plan to Reduce Waste program.

Response O4-9
The County appreciates the support for the CAP Update solid waste measures and actions and notes the commenter's support for the Strategic Plan to Reduce Waste program. Chapter 5 of the CAP Update identifies the quantified GHG reduction potential and performance metrics for each measure and action included in the CAP Update, including those related to waste reduction. Additional GHG reduction quantification information can be found in CAP Update Appendix 7. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation.

Please also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical basis of the reduction calculations and implementation details for quantified implementing actions that are included in the CAP Update. These include the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045.

Comment O4-10
The comment expresses support for electrification of County facilities but claims no specific action and metrics are provided.

Response O4-10
Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets. This Master Response also describes the implementation details included for measures and actions in the CAP Update, which include GHG reduction potential and measure performance outcomes for 2030, 2035, 2040, and 2045. With respect to electrification of County facilities, the CAP Update presents quantified GHG reduction potential and performance outcomes for Action E-1.1 in Table 8 (pages 71–72) and additional GHG quantification information in CAP Update Appendix 7.

Comment O4-11
The comment expresses support for renewable energy development but requests that the County provide specific plans for renewable energy sources.

Response O4-11
The CAP Update is a multi-objective plan that sets policy and programmatic commitments to reduce GHG emissions through the implementation of measures and actions to reach net zero carbon emissions in the unincorporated county and in County operations. It does not include specific proposals for renewable energy development. Thus, as noted in Response O3-9, the Draft SEIR does not proport to cover the entirety of the impacts from individual renewable projects, which would be designed and proposed by others as separate projects, subject to separate discretionary actions. The purpose of the discussion in the Draft SEIR is to disclose the potential for indirect impacts due to growing demand.

Renewable energy would be obtained through the *County of San Diego: Zero Carbon Portfolio Plan* (San Diego County n.d.), which is a programmatic plan that includes timelines and details regarding the installation of renewable energy infrastructure on County facilities (see Measure M6). The purpose of this plan is to clearly articulate a path to take bold action on cutting County carbon emissions. This plan articulates clear steps, including costs, to reach as far as possible by 2030 to align with the Regional Decarbonization Framework. By testing these actions on County facilities and operations, the region will benefit from lessons learned about the implementation processes, strengthening the County of San Diego's leadership position. The measures identified in the plan will result in a 90 percent reduction in operation emissions from County occupied facilities.

Comment O4-12
The comment states that the energy efficiency measures identified in the CAP Update are too generalized and requests that County provide specific plans for recommended measures (e.g., electric heat pumps, insulation, and weatherization).

Response O4-12
The request to provide more specific measures (e.g., electric heat pumps, insulation, and weatherization) to reduce County facilities' energy use intensity is noted. The CAP Update has been revised to include heat pumps and weatherization as examples of implementation pathways. The County would reduce County facilities' energy use intensity through implementation of CAP Update Measure E-1, which would result in policies and programs to increase energy efficiency, renewable energy use, and electrification in County operations. Refer to Response O4-5 for discussion of analytical basis of the reduction calculations and implementation details for quantified implementing actions that are included in the CAP Update. Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions."

Comment O4-13
The comment states that Sierra Club supports the wastewater measures if the measures will result in installation of graywater systems at County facilities.

Response O4-13
This comment expressing support for measures and actions in the water and wastewater sector that result in installation of graywater systems at County facilities is noted. As noted

in the comment, the CAP Update does include measures and actions to reduce potable water use, including through the installation of graywater systems, in line with the commenter's term.

Comment O4-14
The comment expresses support for the CAP Update's actions related to transitioning County vehicle fleets to zero emission options or cleaner fuel and prioritizing clean transportation in frontline communities. The comment also asks the County to provide specific details and timelines regarding how these actions would be implemented.

Response O4-14
The CAP Update includes substantial evidence of the GHG reduction potential of each recommended measure and action in several sections of the document. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical basis of the reduction calculations and implementation details for quantified implementing actions that are included in the CAP Update, including the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program: the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation.

Comment O4-15
The comment requests that the County include a dividend account parking measure in the CAP Update.

Response O4-15
This measure was evaluated as part of the CAP Update and was not included for the reason cited below. Upon careful consideration and evaluation, the County determined that a dividend account parking system, as recommended in this comment, would be infeasible as a GHG reduction measure in the CAP Update at this time. County employees work in widely varying roles and in diverse locations where parking is either free and plentiful or expensive and scarce. The dividend account parking system would require calculating a fair parking charge and transportation stipend applicable to all County employees, which would be virtually impossible under these varied conditions. Even if calculating a fair parking charge and transportation stipend was possible, free or subsidized parking is currently a benefit provided to all County employees; therefore, to institute a dividend parking policy would affect County Employee's Terms and Conditions of Employment, which would require negotiation and agreement from each of the County's 13 labor unions, something that cannot be guaranteed at this time. Charging for parking would require both the elimination of subsidies paid to some classes of employees who park in paid lots and charging employees who park for free in lots owned by the County. This would potentially affect employee income. As discussed, the County cannot propose changes to staff income without further negotiation of collective bargaining agreements with County employees.

The bargaining agreements for each of the labor unions would need to be negotiated when they come up for review (every 3 years), and the outcome of each of the agreements is not pre-determined. Because the result of further negotiations is speculative and contingent on future negotiations with a third party, the dividend account parking system is infeasible. State CEQA Guidelines define feasible as, "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors" (State CEQA Guidelines Section 15364). In order for actions to be included for GHG reductions, they must be in the jurisdiction of the County to control. The results of negotiations toward a dividend account parking system are too uncertain to support with evidence reductions to GHG emissions. It is uncertain that negotiations could be accomplished in a successful manner within a reasonable period of time.

In addition, the proposed dividend account parking system may have a disproportionate impact on employees who work at facilities in more rural areas of the County, where there is no or limited public transportation alternatives available. It would be costly and, in many locations, be the responsibility of other public agencies to build transportation infrastructure to reach each County facility. In sum, due to the practical difficulties with calculating a fair parking charge in the context of widely varied County facility locations; the time, cost, and resources required for labor negotiations; and the lack of viable alternative transportation options for many County employees, a dividend account parking system was not ultimately included as a GHG reduction measure in the CAP Update. However, this does not preclude the ability of the County to consider the dividend account parking in the future.

A dividend accounting measure would not result in significant GHG reduction benefits due to employee commute patterns (particularly since the COVID-19 pandemic) and would be difficult to implement because of labor agreements. CAP Update Measure T-4 would reduce GHG emissions from County employee commutes using other methods that have proven success. As noted in the description of this measure in the CAP Update, the County has reduced employee commute VMT by 26 percent (through 2022) relative to 2014 levels through teleworking and alternative work schedules. Therefore, the CAP Update includes measures and actions, with demonstrated effectiveness, to reduce County employee VMT. Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update adequately identifies a set of measures and actions to reduce GHG emissions to levels that achieve the County's GHG reduction targets for 2030 and 2045 and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Comment O4-16

The comment expresses support for solid waste reduction measures in the CAP Update and requests that County accelerate the timeline to implement these measures.

Response O4-16

As noted in the comment, the CAP Update includes measures and actions to increase solid waste diversion in the unincorporated county. The County appreciates the commenter's support for these measures and actions. Refer to Section 9.1.1.3, "Master

Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update adequately identifies a set of measures and actions to reduce GHG emissions to levels that achieve the County's GHG reduction targets for 2030 and 2045 and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Comment O4-17
The comment expresses support for the CAP Update Actions T-1.2, T-2.1, and T-2.2.

Response O4-17
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-18
The comment expresses support for the CAP Update Actions A-2.1, A-2.1.a, A-2.1.b, and A-2.2.

Response O4-18
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-19
The comment states that SANDAG's Five Big Moves is not included in the CAP Update and claims that the CAP Update is not viable without a transit plan.

Response O4-19
The SANDAG's 5 Big Moves is included in the discussion of the San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) on page 2.13-10 of the Draft SEIR. The 2021 Regional Plan combines the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan. The 2021 Regional Plan strategies are organized around the 5 Big Moves. As discussed in Section 2.13.3.3, "Issue 1: Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System," of the Draft SEIR, implementation of the CAP Update would be consistent with the 2021 Regional Plan, including the strategies associated with the 5 Big Moves. In addition, the CAP Update includes measures and actions in support of promoting transit use in the unincorporated county, including Action T-6.2.b, which would evaluate options for increasing transit service to unincorporated communities, and Action T-6.1, which would develop a program to provide free transit passes or free trips in the unincorporated area. While the County does not have control over the capital (SANDAG) or operations (MTS, NCTD) of the transit strategies identified in SANDAG's plan, the County will continue to explore and collaborate with SANDAG on options to expand alternative modes in the unincorporated area.

Comment O4-20
The comment expresses support for the CAP Update Action T-4.1.a but suggests the implementation of Action T-5.1 is not adequate across the entire county.

Response O4-20
The County appreciates the support for the CAP Update Action T-4.1.a. Sierra Club is correct that Action T-5.1 would implement the Active Transportation Plan to install 345 miles of sidewalk and 315 miles of bikeways by 2030. As shown in Table 7 of the CAP Update, the County would install sidewalks and bikeways under this action through 2045. The CAP Update establishes the following performance outcomes for this action: install an additional 345, 360, 375, and 390 miles of sidewalks and 315, 472, 629, and 786 miles of bikeways by 2030, 2035, 2040, and 2045, respectively. Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update adequately identifies a set of measures and actions to reduce GHG emissions to levels that achieve its GHG reduction targets for 2030 and 2045 and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Comment O4-21
The comment expresses support for the CAP Update Measure T-3 and Action T-3.1.

Response O4-21
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-22
The comment advises the County to increase the sidewalk expansion plan.

Response O4-22
With regards to installation of sidewalks under the CAP Update, please see Response O4-20.

Comment O4-23
The comment recommends that that County include a local natural habitat lands GHG mitigation bank and/or a local disadvantaged communities GHG mitigation bank in the CAP Update.

Response O4-23
The County acknowledges the commenter's suggestion for how to further reduce GHG emissions. The County would acquire and manage conservation lands to preserve natural lands and reduce GHG emissions through implementation of CAP Update Measure A-1 and Actions A-1.1 and A-1.2. Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update adequately identifies a set of measures and actions to reduce GHG emissions to levels that achieve the County's GHG reduction targets for 2030 and 2045 and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Comment O4-24
The comment advises the County to provide incentives and subsidies to existing businesses and residences to convert natural gas or propane utilities to electric.

Response O4-24
The County acknowledges the suggestion for how to further reduce GHG emissions. The CAP Update includes Measures E-1 and E-2 to develop policies and programs to increase energy efficiency, renewable energy use, and electrification in County operations and in the unincorporated area. Specifically, CAP Update Action E-2.2.c would develop a program to phase out propane uses for existing buildings. Refer also to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update adequately identifies a set of measures and actions to reduce GHG emissions to levels that achieve its GHG reduction targets for 2030 and 2045 and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Comment O4-25
The comment requests details about GHG emission reduction quantification of renewable energy measures identified in the CAP Update.

Response O4-25
The CAP Update includes sufficient detail regarding the implementation and GHG reduction potential of each recommended measure and action. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical basis of the reduction calculations and implementation details for quantified implementing actions that are included in the CAP Update, including the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation.

Comment O4-26
The comment requests that the County include additional energy efficiency measures (e.g., installation of electric heat pumps) for existing buildings.

Response O4-26
The County acknowledges the commenter's suggestion for how to further reduce GHG emissions. The CAP Update includes Measures E-1 and E-2 to develop policies and programs to increase energy efficiency, renewable energy use, and electrification in County operations and in the unincorporated area. Implementation of CAP Update Actions E-1.1 and E-2.2 would result in building electrification in County operations and in the unincorporated area, respectively. Refer also to Response O4-5 for a discussion of the analytical and implementation details for measures and actions that are included in the CAP Update. Also refer Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions."

Comment O4-27
The comment states that CAP Update Actions W-2.3, W-2.3.a, and W-2.3.b and the "Path to Net Zero" actions are overly aspirational and lack specific details related to implementation and funding.

Response O4-27
The CAP Update includes substantial evidence of the GHG reduction potential of each recommended measure and action in several sections of the document. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical basis of the reduction calculations and implementation details for quantified implementing actions that are included in the CAP Update, including the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. As explained in the Master Response, the CAP Update also contains 35 "Path to Net Zero" actions that establish steps the County will take to meet the 2045 net zero emissions goal. Although the CAP Update does not identify quantified GHG emissions reductions for "Path to Net Zero" actions, their implementation could result in quantified reductions in the future with additional data and monitoring. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation."

Comment O4-28
The comment expresses support for an expanded tree-planting program.

Response O4-28
The County appreciates the support for the tree-planting program. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-29
The comment expresses support for the CAP Update Measure T-6 and suggests free transit passes be provided to all County residents.

Response O4-29
The County appreciates the support for the CAP Update Measure T-6. The County will develop a program to provide free transit passes or free trips in the unincorporated county through implementation of CAP Update Action T-6.1. The comment does not raise significant environmental issues related to the Draft SEIR, and no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-30
The comment references a statement in the CAP Update regarding removal of obstacles to using public transit and ridesharing and requests more specific plans be provided for ridesharing.

Response O4-30
Regarding public transit and ridesharing, in the built environment and transportation sector, the CAP Update includes Measure T-4: Reduce emissions from County employee commutes; Measure T-5: Improve County roadways to encourage walking, biking, rolling to/from transit and destinations and increase transportation efficiency; and Measure T-6: Support transit and transportation demand management to reduce single occupancy vehicle trips in the unincorporated area. These measures include actions to decrease vehicle miles traveled by increasing use of public transit and decreasing single occupancy vehicle trips, for example through increased ride sharing. Also refer to Response O4-5 for discussion of the analytical and implementation details for measures and actions that are included in the CAP Update and refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions."

Comment O4-31
The comment expresses support for the CAP Update Measure T-3 and Action T-3.1. The comment also recommends that the County provide the specific regulations, subsidies, and incentives to achieve Measure T-3 and to extend the requirements of electric vehicle charging infrastructure to all business and residential areas.

Response O4-31
The County appreciates the support for the CAP Update Measure T-3 and Action T-3.1.

The CAP Update includes substantial evidence of the GHG reduction potential of each recommended measure and action in several sections of the document. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical basis of the reduction calculations and implementation details for quantified implementing actions that are included in the CAP Update, including the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation.

Comment O4-32
The comment expresses support for the vision statement, strategy, and net zero emissions vision for agriculture and conversion; Measures A-3 and A-4; and Actions A-3.1, A-4.1, A-4.1.a, A-4.1.c, and SW-4.1.a. The comment also requests that the CAP Update include incentives to use animals rather than off-road vehicles to clear grass and brush.

Response O4-32
The County appreciates the support for the CAP Update vision statement, strategy, and various measures and actions. The recommendation to incentivize use of animals for brush clearing could be considered as part of implementing the CAP Update strategy to decarbonize off-road vehicles in the future. It has not been included at this time due to lack of data on overall effectiveness of such a program in reducing GHG emissions. Refer

to Section 9.1.1.3, “Master Response: CAP Update GHG Reduction Targets, Measures, and Actions,” which explains that the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Comment O4-33
The comment expresses general support for the CAP Update energy, built environment and transportation, solid waste, water and wastewater, and agriculture and conservation measures. The comment advises the County to require that all new developments use 100 percent renewable energy, to take steps to maximize solar energy production in the county, and to include electric heat pumps.

Response O4-33
The County appreciates the general support for the CAP Update measures. The County acknowledges the commenter’s suggestion for how to further reduce GHG emissions. The CAP Update Actions E-3.2, E-3.2.a, E-3.2.b, and E-3.3 would result in increased renewable energy use, generation, and storage in the unincorporated area. Implementation of CAP Update Actions E-1.1 and E-2.2 would result in building electrification within County operations and in the unincorporated area, respectively.

Please also refer to Section 9.1.1.3, “Master Response: CAP Update GHG Reduction Targets, Measures, and Actions,” which describes how the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Comment O4-34
The comment states that the Draft SEIR encourages use of offsets for General Plan Amendment (GPA) projects. The comment suggests that offsets must be in-county and an in-county GHG mitigation program should be prepared.

Response O4-34
The comment incorrectly identifies Mitigation Measure M-GHG-1 from the 2018 CAP as part of the CAP Update. As described in Table 1-1, “Summary of SEIR Response to 2020 Appellate Court Ruling,” in the Draft SEIR:

> M-GHG-1 is a mitigation measure that was included in the 2018 SEIR. It provided two options for in-process and future GPAs to “ensure that CAP emission forecasts are not substantially altered such that attainment of GHG reduction targets could not be achieved”: a “No Net Increase” option and a “Net Zero” option. These options included the potential to purchase carbon offset credits after all feasible on-site design features and mitigation measures had been incorporated. No equivalent mitigation is proposed in this SEIR for in-process or future GPAs, and the CAP Update and this SEIR do not provide a pathway for GPAs to comply with the CAP Update. In-process and future GPAs will have to conduct their own GHG analysis. See Chapter 4, “Other CEQA Sections.”

The CAP Update does not, as the comment asserts, specify that offsets can be used for GPAs. The comment does not provide evidence to support the claim that the CAP encourages the use of offsets for GPAs other than a reference to page 5-7 of the Draft SEIR. On this page of Chapter 5, "Alternatives," the County explains the reasons for rejecting the Carbon Offset Alternative from detailed analysis in the Draft SEIR. In this discussion, the County does acknowledge that the CAP Update does not prohibit use of carbon offsets for projects that are outside the scope of the General Plan and the CAP Update, for which project-level analysis and mitigation would be required. The Draft SEIR accurately summarizes State CEQA Guidelines Section 15126.4(c)(3), which allows mitigation through "off-site measures, including offsets that are not otherwise required."

The comment proceeds to set forth detailed requirements that the County could impose upon future GPA projects, if and when they are proposed, to ensure that any such projects achieve net negative GHG emissions. The County appreciates this feedback. As articulated throughout the Draft SEIR, GPA projects are outside the scope of the CAP Update and would require their own environmental analysis, including appropriate mitigation for any significant environmental impacts, at the time of discretionary review by the County. Preparation of an off-site GHG mitigation program outlined in the comment would require direction by the Board to initiate, technical analysis for feasibility and the funding requirements of the program, public engagement, and separate evaluation and consideration by decision-makers and, therefore, cannot appropriately be added to the CAP Update. Furthermore, the development of a mitigation program for private development would not be consistent with the CAP Update's Project Objectives. In addition, setting up an off-site GHG mitigation program as requested for GPA projects would only serve to provide a pathway for GPA projects, which this CAP Update does not propose.

Although not a component of the proposed CAP required to meet state targets, the County may consider a carbon offset program in the future. At this time, the County does not have evidence that it is feasible to establish a carbon offset program that meets established protocols. Recent academic studies have concluded that there are limited opportunities for offset credit projects using existing protocols in the San Diego region. Limitations are due in part to California's comprehensive regulations related to GHG emissions, the number of protocols that include activities applicable to the San Diego region, and the scale of activities related to eligible project types under relevant protocols (EPIC 2021).

Similarly, the comment expresses disappointment that other County programs (e.g., Sustainable Land Use Framework to address potential land use changes and a Regional Decarbonization Framework to provide a regional framework for governments and private entities to reduce carbon emissions) were not included in the CAP Update. This is not to diminish the importance of these separate policy ideas, but to allow for independent utility of the CAP Update as a program to mitigate reasonably foreseeable growth under the adopted General Plan. The CAP Update identifies a GHG reduction program and demonstrates that the County can achieve its reduction targets. If these separate County programs are adopted, they could result in greater GHG reductions than identified in the CAP Update.

Comment O4-35
The comment states that the Draft SEIR is required to consider smart growth alternatives per the Appellate Decision and that the requirements for smart growth are for future avoided development and the prevention of corresponding future VMT to reach GHG emissions reduction goals. The comment asserts that the County CAP Update should not be consistent with the 2011 General Plan because it was adopted when climate change was not a primary concern.

Response O4-35
Please see Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," regarding the purpose of the CAP Update and its relationship with the 2011 GPU PEIR, and 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR."

The comment that the CAP Update should not be consistent with the 2011 GPU PEIR because it was adopted when climate change was not a primary concern is incorrect. Please see General Plan Chapters 1, 5, and 7, which address climate change. Table I-1 of the General Plan lists the policies with strategies to reduce GHG emissions and help prevent impacts from climate change. These policies include COS-20.1, Climate Change Action Plan. See also, Chapter 2.17, "Global Climate Change," of the 2011 GPU PEIR for analysis, existing and regulatory setting, impact conclusions, and mitigation. The County conducted a GHG inventory as part of the 2011 GPU PEIR and developed mitigation to require a climate action plan (Mitigation Measure CC-1.2).

Comment O4-36
The comment summarizes the Draft SEIR analysis of the Sustainable Communities Strategy Alternative and states that this alternative is either gone or unlikely to progress because the SANDAG Board has voted against including the Road User Charge in the 2025 Regional Plan. The comment contains an excerpt of analysis Sierra Club provided to SANDAG and concludes that the plan would not achieve the desired reductions in VMT and GHG outlined in the SEIR.

Response O4-36
Section 5.5.3.3, "Sustainable Communities Strategy Alternative," of the Draft SEIR (pages 5-29 through 5-31) acknowledges that the Road User Charge has been voted against by the SANDAG Board and therefore states that "this scenario does not represent reasonably foreseeable land use, transportation policy/network, and VMT under the County's adopted General Plan." In addition, the Draft SEIR acknowledges that this alternative may result in less VMT reductions than anticipated:

> "As noted above, this alternative is assumed to substantially reduce GHG emissions associated with VMT in the unincorporated county compared to the General Plan. However, as discussed above, the total VMT reductions are based on the Regional Plan's premise of a distribution of growth within Mobility Hubs that encompass areas outside of the unincorporated county, which are outside the County's control. Furthermore, the Road User Charge, which results in lower VMT forecasts in the Regional Plan than scenarios without the Road User Charge, has

> been removed from the Regional Plan. Therefore, the actual VMT reductions achieved under this alternative may be less than modeled for the purposes of this analysis."

This alternative is one of the smart growth alternatives discussed in the Draft SEIR and was selected for detailed analysis based on stakeholder input. Please refer to Section 91.1.2. "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," for a discussion about the Sustainable Community Strategy Alternative in the SEIR.

Comment O4-37
The comment summarizes the Draft SEIR analysis of the Fire Safe and VMT Efficient Alternative and expresses support for this alternative.

Response O4-37
The County acknowledges the support for the Fire Safe and VMT Efficient Alternative. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-38
The comment summarizes the Draft SEIR analysis of Village Support Areas Alternative and states that this alternative is not the preferred alternative of Sierra Club.

Response O4-38
The County acknowledges that the Village Support Areas Alternative is not Sierra Club's preferred alternative. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-39
The comment summarizes both the General Plan Goal and Policy Edits Alternative and 2011 GPU PEIR alternatives and expresses general support for these alternatives.

Response O4-39
The County acknowledges Serra Club's general support for the General Plan Goal and Policy Edits Alternative and 2011 General Plan EIR alternatives. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-40
The comment disputes the conclusion in the Draft SEIR that Fire Safe and VMT Efficient Alternative, Village Support Areas Alternative, and General Plan Policy Edits Alternative would not reduce the impacts of CAP Update implementation and expresses a belief that the Fire Safe and VMT Efficient Alternative is environmentally superior.

Response O4-40
Although the comment states that Sierra Club disputes the conclusions of the Draft SEIR, the comment provides no evidence to support the dispute. The Draft SEIR includes

substantial evidence, including VMT modeling and GHG emissions calculations, in its analysis of the impacts of the alternatives as compared to those of the proposed project. The County acknowledges that the Fire Safe and VMT Efficient Alternative is Sierra Club's preferred alternative. Refer to Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," and Response O3-3 for further discussion.

Comment O4-41
The comment expresses support for measures to create increased environmental justice.

Response O4-41
The County appreciates the support for environmental justice measures. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-42
The comment acknowledges that the SEIR includes a discrete evaluation of the effect of in-progress GPA projects on cumulative conditions and includes a quantification of GHG emissions from in-process GPA projects.

Response O4-42
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-43
The comment expresses support for GHG emissions monitoring but requests specific provisions to reduce emissions to 40 percent below 1990 levels. The comment also states that the use of the 2019 baseline is not fully justified in the Draft SEIR.

Response O4-43
The County appreciates the support for GHG emissions monitoring. The CAP Update includes substantial evidence of the GHG reduction potential of each recommended measure and action to achieve its GHG reduction targets for 2030 and 2045. As explained in the CAP Update and Draft SEIR, AB 1279 established a policy for the State to achieve net zero emissions as soon as possible and ensure anthropogenic emissions are reduced to at least 85 percent below 1990 levels by 2045. The County's emissions reduction target for 2045 is aligned with this legislation. The CAP Update also establishes a goal to reach net zero emissions by 2045 and outlines actions the County will take to reach this long-term goal.

See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," for detailed discussion related to GHG emissions targets and justification for use of the 2019 baseline included in the CAP Update.

Comment O4-44
The comment expresses support for the acquisition of conservation lands. The comment also urges the County to move forward with the East County and North County MSCPs and acquire more land in the South County MSCP.

Response O4-44
The County appreciates the commenter's support for the acquisition of conservation lands. The CAP Update includes Action A-1.1 regarding acquisition of conservation lands to preserve natural lands and maximize carbon potential in the unincorporated area. The commentary regarding the East County, North County, and South County MSCP is noted.

Comment O4-45
The comment requests that the County achieve net negative 100 percent GHG emissions by 2035.

Response O4-45
Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used in the CAP Update to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets.

Comment O4-46
The comment expresses appreciation for the inclusion of a GHG emissions inventory in the CAP Update and then offers a summary of the emissions sources included in the inventory.

Response O4-46
Sierra Club's appreciation for the GHG emissions inventory is noted. The CAP Update summarizes the GHG emissions inventory in Part 2, and the complete inventory is provided in CAP Update Appendix 3.

Comment O4-47
The comment expresses support for two CAP actions to reduce GHG emissions.

Response O4-47
Sierra Club's support for these actions is noted. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O4-48
The comment expresses support for specified energy measures and actions of the CAP Update and comments that more detail and metrics are needed.

Response O4-48
The CAP Update includes substantial evidence of the GHG reduction potential of each recommended measure and action in several sections of the document. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and

Actions," which describes the analytical basis of the reduction calculations and implementation details for quantified implementing actions that are included in the CAP Update, including the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation."

Comment O4-49
The comment quotes the cumulative wildfire impact conclusion for Issue 1 (Exacerbate Wildfire Risks) in Section 2.15.3.6, "Cumulative Impact Analysis," of the Draft SEIR. The comment also states that the County admits the analysis is potentially problematic.

Response O4-49
The County has not provided any statement on potentially problematic wildfire analysis. See Response O4-51 for a discussion of the wildfire analysis included in the SEIR.

Comment O4-50
The comment cites text from a CAP Update description of implementation measures for the water and wastewater sector and remarks that the quoted text does not include a "statement about where new development will occur." Sierra Club then states that it "would like to know will they do reuse from septic systems that are prevalent in the County."

Response O4-50
Regarding the location of new development, refer to Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," which explains that the CAP Update has been prepared to mitigate GHG emissions generated by new development under the County's General Plan, including GHG emissions associated with water and wastewater, and does not prescribe land use changes.

Regarding septic systems, the CAP update includes the following action to reduce GHG emissions:

> W-3.1a Evaluate Waterscape Rebate Program septic system improvements for opportunities to reduce wastewater emissions in the unincorporated area.

Comment O4-51
The comment states that the County provided contradictory arguments in the wildfire analysis and requests that more recent wildfire setting and analysis should be provided in the SEIR.

Response O4-51
In 2018, Appendix G of the State CEQA Guidelines was updated to include a separate section with new questions associated with evaluating a project's potential impact related to wildfire. The 2011 GPU PEIR was certified before the 2018 CEQA Guidelines update.

Therefore, the 2011 GPU PEIR did not include a separate section for wildfire analysis. Rather, wildland fire hazards and emergency evacuation and response plans are discussed in Section 2.7, "Hazards and Hazardous Materials," of the 2011 GPU PEIR. Table 2.15-1 of the Draft SEIR summarizes the wildfire-related impacts and states that wildfire issues (exacerbate wildfire risks, install infrastructure that exacerbates fire risk, and expose people or structures to post-fire risks) were not evaluated in the 2011 GPU PEIR.

As discussed in Section 2.15, "Wildfire," the Draft SEIR incorporates by reference the wildfire setting and impact analysis from the 2011 GPU PEIR only as it applies to the CAP Update and supplements with updated setting conditions that have changed since certification of the 2011 GPU PEIR. The only wildfire existing condition included in the 2011 GPU PEIR is the description of the amount of land in the unincorporated county that is within a State Responsible Area (SRA), as identified by the California Department of Forestry and Fire Protection (CAL FIRE). The County reviewed the 2007 and 2022 fire hazard severity zones maps within SRAs prepared by CAL FIRE and concluded that the wildfire existing condition identified in the 2011 GPU PEIR is still applicable to the wildfire analysis. Although the 2022 CAL FIRE maps have yet to be adopted and the 2007 maps remain the most current adopted maps at the time of preparing the Draft SEIR, the SEIR includes the 2022 maps as the most up-to-date information. Furthermore, the County provides relevant and recent fire incidents in the county in Section 2.15.1, "Existing Conditions," which are conditions that have changed since certification of the 2011 GPU PEIR.

In Section 2.15.2, "Regulatory Framework," the County provides a summary of the regulatory setting that is included in the 2011 GPU PEIR and is still applicable to the CAP Update. In the same section, the County provides additional recent regulations that are not included in the 2011 GPU PEIR but are applicable to the CAP Update. Therefore, the Draft SEIR incorporates by reference the wildfire setting from the 2011 GPU PEIR only as it applies to the CAP Update and supplements with relevant and recent setting conditions.

For these reasons, the existing conditions related to wildfire that are represented in the SEIR are current; and the analysis of impacts is based on the most current regulatory requirements. The wildfire analysis is current, and no contradictory arguments are made in the Draft SEIR.

Comment O4-52
The comment suggests that with sufficient revision Sierra Club can support the CAP Update and the SEIR.

Response O4-52
See Responses O4-1 through O4-51 regarding responses to suggested revisions for the CAP Update and Draft SEIR.

Letter O5

From: Kelly, Meghan
To: Spoon, Steven (Chad)
Subject: Fwd: Peppetree Park Villages 7 and 8 (and 9 &10)
Date: Friday, December 29, 2023 11:27:13 AM
Attachments: 231227 Comment to County"s CAP.pdf

Please save

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From: Howard Justus <hjustus@Justusenterprise.com>
Sent: Friday, December 29, 2023 10:54:35 AM
To: Kelly, Meghan <Meghan.Kelly@sdcounty.ca.gov>
Subject: [External] FW: Peppetree Park Villages 7 and 8 (and 9 &10)

Dear Ms. Kelly:

Attached is Peppertree Park Villages 7-10's comments to the County's Climate Action Plan. O5-1

Please feel free to give me a call if you have any questions or comments.

Howard Justus
Justus Enterprises, LLC
PO Box 60094
San Diego, CA 92166
(619) 405-3585

PEPPERTREE PARK VILLAGES 7-10
PO Box 60094
San Diego, CA 92166
(619) 405-3585

December 27, 2023

Ms. Meghan Kelly
County of San Diego, Planning and Development Services
5510 Overland Ave., Suite 310
San Diego, CA 92123
Via email to meghan.kelly@sdcountyca.gov

Dear Megan:

My name is Howard Justus. I am the owner/representative of the Peppertree Park Villages 7, 8, 9 and 10 properties in the Fallbrook Community Plan Area. The Peppertree Park Project is a Specific Plan, approved in 1991, that provided for the development of up to 274 residential units and ancillary improvements including parks and open space, roadways, utilities, etc. Since the initial approval, subsequent tentative and final maps have been processed on the areas now referred to as Villages or Units 1, 2, 3, 4, 5 and 6, and 217 homes have been constructed. The final four units remain undeveloped; however, they are all in process with PDS.

I noticed in my review of the Climate Action Plan that Appendix B-2 describes the Peppertree Park project as an "In-Process General Plan Amendment". This is at the very least, an inappropriate description for Villages 7 and 8. These projects are consistent with the density and intensity of development contemplated in the Peppertree Specific Plan, which is part of the County's General Plan. This project may propose minor changes to the Specific Plan, these certainly should not rise to the level of a "General Plan Amendment". In fact, the very nature of designating properties with long build-out horizons and providing for their orderly development through a Specific Plan is to refrain from bringing forward continual General Plan Amendments and Rezones.

Relative to Village 9, the proposal thereon is to increase the intensity of development from 1.65 to 2.24 dwelling units per acre. This proposal is consistent with the trend towards producing more housing, especially in places that are semi-rural and in or adjacent to more VMT efficient areas such as the Fallbrook Village. Relative to Village 10, the proposal is to change the zoning from Office/Professional to General Commercial.

Since 2003, the development of the Peppertree Villages has been designated by the General Plan as being governed by the Peppertree Park Specific Plan. That will not change with the approval of the current development applications.

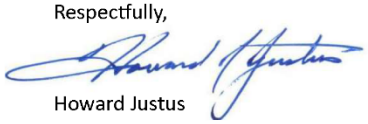
The County's Climate Action Plan has a history of drawing criticism, in particular regarding the treatment of General Plan Amendment projects identified in the CAP. Often, these have been significant projects proposing major upzoning in rural areas. Those projects have faced severe scrutiny and a higher threshold for review and approval. While amendments to the General Plan should be thoroughly reviewed and scrutinized, implementation of the Peppertree Park Specific Plan is not such an amendment to the General Plan and should not be characterized as such.

5-2

Therefore, I am requesting that the County revise Appendix B-2 to remove the reference to Peppertree Park as an In Process GPA and delete it from the analysis contained therein. At the very least, the County should clarify which project within the greater specific plan is a General Plan Amendment.

5-2 cont.

Respectfully,



Howard Justus

cc: Chelsea Ohanesian

Letter O5 Peppertree Park Villages 7-10

Howard Justus
December 29, 2023

Comment O5-1
The comment is an introductory statement.

Response O5-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O5-2
The comment provides a description of Peppertree Park Project Specific Plan and current development status. The comment states that the Peppertree Park Project is mischaracterized as an in-process GPA in Appendix B-2 ("VMT Assessment") and requests its removal.

Response O5-2
Peppertree Park is a large project that includes several villages. Some of these units have been built and are accounted for in the CAP Update. Others are the subject of in-process amendments to the General Plan (through specific plan amendments) to change adopted land use densities and increase the number of potential dwelling units. Because the General Plan must be amended to incorporate amendments to a specific plan, specific plan amendments, including those proposed to the Peppertree Park Project Specific Plan, are considered General Plan Amendments.

Draft SEIR Appendix B ("In-Process General Plan Amendment Project VMT and GHG Emissions Forecasts") lists Peppertree Park as an in-process GPA with potential to add 685 residential units above the growth accounted for in the baseline or forecast to occur without amendment to the General Plan. This accounts for the portions of the larger Peppertree Park Project that were not approved as of December 10, 2020.

The commenter states that Villages 7 and 8 (also described as Units 7 and 8) should not be included because these areas are consistent with the density and intensity of development contemplated in the Peppertree Specific Plan, which is part of the County's General Plan. The commenter states, "This project may propose minor changes to the Specific Plan, these certainly should not rise to the level of a 'General Plan Amendment.'" The County agrees with removal of Villages 7 and 8 from the list of in-process GPAs as the Specific Plan amendment will not affect density or intensity, nor will it change uses contemplated in the Specific Plan inconsistent with density or intensity. The Final SEIR has been modified to remove Peppertree Park SPA Units 7 and 8 from Table 4-1, "In-Process Projects that include General Plan Amendments," and the text on page 4-35 has been modified to reflect this change.

The commenter states, "Relative to Village 9, the proposal thereon is to increase the intensity of development from 1.65 to 2.24 dwelling units per acre…[R]elative to Village

10, the proposal is to change the zoning from Office/Professional to General Commercial." These changes in density/intensity and changes of use require a GPA. In addition, the applicant for Peppertree Park Units 9 and 10 has an in-process GPA application number PDS2003-3800-03-XX on file with Planning & Development Services (PDS). Therefore, based on the information available to PDS, Villages 9 and 10 are defined as in-process GPAs.

There is no pathway for GPAs in the CAP Update and Villages 9 and 10 will be required to analyze their GHG impacts within their CEQA documents and provide substantial evidence to support impact conclusions. If Units 9 and 10 require mitigation, then they must provide all feasible mitigation to reduce GHG impacts. Units 9 and 10 cannot streamline their GHG analysis using the CAP Update and CAP Update Consistency Review Checklist if they are increasing density or intensity above what is allowed in the Specific Plan.

Although Units 7 and 8 are removed from the Final SEIR, Appendix B, In-Process General Plan Amendment Project VMT and GHG Emission Forecast, remains unchanged. Because Units 7 and 8 are no longer listed as in-process GPAs, Appendix B overcounts the impacts of in-process GPAs and presents a conservative assessment of impacts.

Letter O6

From: Ron Askeland <ron.askeland@gmail.com>
Sent: Friday, December 29, 2023 11:34 AM
To: Lynch, Dahvia <Dahvia.Lynch@sdcounty.ca.gov>
Subject: [External] SD County CAP comments

Dear Dahvia,
I'm Ron Askeland, coleader of
SD-SEQUEL (San Diegans for Sustainable, Equitable, & Quiet Equipment in Landscaping). Our coalition's goal is to protect worker health and the environment by advocating for the enactment of an equitable ban on gas-powered leaf blowers in all jurisdictions of San Diego County. SD-SEQUEL is committed to securing a trade-in or buyback program before the ban takes effect to ensure an equitable transition from gas to electric landscaping equipment (https://sd-sequel.org/). O6-1

I've submitted online comments on San Diego County's Draft Climate Action Plan, but also wanted to contact you directly.

We are very pleased that landscaping equipment was included in the Draft CAP and suggest an accelerated schedule as follows:

T-1.2 - Please accelerate the timeline to 100% of handheld, 2-stroke engine, landscaping equipment used on County property to be zero emissions by 2026 and 100% of ALL landscaping equipment used on County property to be zero emissions by 2028

T-2.1 - Please develop a program by 2025 to provide residents and businesses incentives to purchase zero emissions landscaping equipment

T-2.2 - Please develop and adopt an ordinance to require the use of zero emission handheld, 2-stroke engine, landscaping equipment by 2028 in the unincorporated area and a second ordinance to require the use of zero emission for ALL landscaping equipment by 2030 in the unincorporated area.

O6-1 cont.

On a related note, the Draft CAP doesn't mention synthetic turf. As you may know, synthetic turf contributes to climate change, contains environmentally hazardous substances and is harmful to human health. More information can be found at https://www.safehealthyplayingfields.org

The County CAP should include:

1. No installation of synthetic turf on County properties.
2. A ban on synthetic turf installations in the unincorporated areas.

O6-2

Thanks,
Ron Askeland
SD-SEQUEL coleader
San Diegans for Sustainable, Equitable, & Quiet Equipment in Landscaping
https://sd-sequel.org/



Letter O6 San Diegans for Sustainable, Equitable & Quiet Equipment in Landscaping

Ron Askeland, Coleader
December 29, 2023

Comment O6-1
The comment describes San Diegans for Sustainable, Equitable & Quiet Equipment in Landscaping's (SD-SEQUEL's) goal and efforts to ban gas-powered leaf blowers and suggests an accelerated schedule for the following CAP Update actions T-1.2, requiring use of zero-emission landscaping equipment on County property; T-2.1, regarding an incentive program for alternative fuel and/or zero-emission construction and landscaping equipment; and T-2.2, regarding an ordinance to require zero-emission landscaping and construction equipment.

Response O6-1
The measures and actions in the CAP Update adequately address GHG emissions and would achieve established GHG reduction targets as written. Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions." The commenter's suggestions to implement the specified actions earlier than identified in the CAP Update are noted and will be provided to County decision-makers for their consideration during the adoption hearings for a Final CAP Update.

Comment O6-2
The comment requests a ban on synthetic turf on County properties and in the unincorporated county.

Response O6-2
The commenter's opposition to installations of synthetic turf on County property and in the unincorporated areas is noted. The CAP Update includes the following action to reduce GHG emissions by reducing outdoor water consumption through implementation of the County's Waterscape Rebate Program; note that artificial turf is not permitted in this rebate program.

> W-2.4 Implement the Waterscape Rebate Program to incentivize water efficiency and conservation to reduce outdoor water consumption in the unincorporated area.

Letter O7

From: Dan Silver
To: CAP
Cc: Kelly, Meghan; Darin Neufeld; Farmer, Tyler; Talleh, Rami; Lynch, Dahvia; Michael Beck
Subject: [External] SEIR Public Comment
Date: Wednesday, January 3, 2024 11:30:48 AM
Attachments: EHL-CAP comments-1.3.24.pdf
Safety and Land Use Elements motion.pdf

Dear Meghan:

Please find comments from Endangered Habitats League on the draft SEIR for the Climate Action Plan. We appreciate the opportunity to participate and would welcome a chance to discuss our views and suggestions. O7-1

If you would confirm receipt, it would also be appreciated.

With best wishes for the New Year,
Dan

Dan Silver, Executive Director
Endangered Habitats League
8424 Santa Monica Blvd., Suite A 592
Los Angeles, CA 90069-4267

213-804-2750
dsilverla@me.com
https://ehleague.org

ENDANGERED HABITATS LEAGUE
DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE



January 3, 2023

Meghan Kelly
County of San Diego PDS
5510 Overland Ave., Suite 310
San Diego, CA 92123
CAP@sdcounty.ca.gov

RE: Draft Climate Action Plan (CAP) Update and Draft SEIR

Dear Ms. Kelly:

Endangered Habitats League (EHL) appreciates the opportunity to comment on the CAP. EHL is a longstanding participant in the process. We recognize the progress made in this new iteration, including the elimination of unreliable carbon offsets and of the associated streamlined path to GPAs. Our comments will focus on the alternatives analysis. O7-2

Alternatives

The DSEIR discusses rejected alternatives, several Smart Growth Alternatives, planning mechanisms, and options for new General Plan policies. EHL does not have the expertise to evaluate the Distributed Energy Only Alternative, which the DSEIR concludes is the Environmentally Superior Alternative.

The DSEIR finds serious barriers to the great majority of alternatives. The Enhanced Biological Preserve Alternative was rejected because TDR is not deemed practical. For the Smart Growth Alternatives that require major land use changes, the DSEIR repeatedly stresses that many additional actions, potentially years of public outreach, and major environmental review would be necessary to implementation. The Sustainable Communities Strategy Alternative, while using SANDAG Series 9 forecasts (9,902 units until 2050) and significantly reducing VMT, would , according to the analysis, require transportation and land use actions outside of the County's control. The Village Support Areas Alternative is based on unsubstantiated premises regarding future Village development. It also not a true Smart Growth Alternative, and would destroy the decade of work and community outreach that went into General Plan and its foundational Village/Semirural/Rural components. O7-3

Unlike the other Smart Growth Alternatives, the Fire Safe and VMT Efficient Alternative has the distinct advantage that it could be implemented quickly through overlays and incentives, and not take additional years of work. Coupled with effective

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changes in General Plan policies, it could bridge the gap between the CAP and the more comprehensive land use changes anticipated by the Sustainable Land Use Framework (SLUF). While the alternative would continue to allow development in high VMT and high fire risk locations, these trends could be tempered by a package of incentives, streamlining benefits, disincentives, and new policies. Indeed, work on this alternative has already begun with the feasibility analysis for VMT efficient and infill development for the four communities of Buena Creek, Casa de Oro, Spring Valley, and North El Cajon/Lakeside. The Fire Safe and VMT Efficient Alternative would also take advantage of work already in progress for SB 743 implementation, whose mitigation program will offer incentives and disincentives. Complementary parameters for the SLUF could also be adopted in conjunction with the CAP.

O7-3 cont.

In light of these factors, we recommend adopting the Fire Safe and VMT Efficient Alternative. Such adoption will:

1) Get the County *on the right track* for addressing climate through land use and transportation;
2) Require only overlays and incentives instead of time-consuming major land use changes;
3) Complement ongoing housing feasibility initiatives and SB 743 implementation: and
4) Act synergistically with new General Plan policies.

In regard to complementary actions for the SLUF, direction should also be given to employ the SANDAG Series 9 forecast in the SLUF. The analysis in the DSEIR demonstrates major VMT and GHG reductions with this land use scenario.[1]

General Plan Goal and Policy Edits

We strongly recommend adoption of many of the General Plan and Policy Edits and suggest modification for others. These changes would have important immediate benefits and would require minimal additional environmental review. Specific recommendations are discussed below.

O7-4

Policy LU-1.2 Leapfrog Development

Strongly *support* this change. It is extremely important to update the leapfrog policy to include today's GHG and climate change considerations that were not prominent in 2011.

[1] The Alternatives Evaluated in the 2011 GPU EIR, incorporated by reference into the CAP, would also be helpful to the SLUF. These land use scenarios improve upon the 2011 General Plan in directing growth out of high fire risk and high VMT locations. Their use would allow the County to merge prior planning with newer considerations of climate change, VMT, and fire risk, all of which were not as prominent issues in 2011 as they are today.

2

Policy LU-1.4 Village Expansion.

Strongly *support* this change but a more appropriate level of tolerable risk should be substituted. Again, it is vital to update village expansion policies to include today's GHG and climate change considerations that were not prominent in 2011.

> Any expansion within a Very High Fire Hazard Severity Zone would not subject future residents, occupants, and structures to ~~high levels~~ more than a low level of risk of loss of life or loss of structures

Policy LU-1.5 Relationship of County Land Use Designations with Adjoining Jurisdictions

Strongly *oppose* this change. The purpose of this policy is to respect urban-rural boundaries established for important purposes, such as protecting habitat, farmland, and limiting sprawl. Adding the clause, "except where such adjustments would result in land use patterns consistent with the County's climate policies implementing General Plan Goals LU-5 (Climate Change and Land Use) and LU-6 (Sustainable Development-Environmental Balance)" would eviscerate this important planning goal by allowing a wide range of secondary considerations to *override* the essential purpose of the policy.

GOAL LU-4. Inter-jurisdictional Coordination

O7-4 cont.

Support

Policy LU-4.1 Regional Planning

Support

Policy LU-4.6 Planning for Adequate Energy Facilities

Support

Policy LU-5.1 Reduction of Greenhouse Gas Emissions from Vehicle Trips within Communities. and Vehicle Miles Traveled from New and Existing Development

Support with changes. The last sentence should be removed as it is unnecessary and largely redundant.

With the exception of "maximizing to the extent feasible the use of electric vehicles," the text preceding this sentence captures all the relevant actions to address vehicle trips. These actions are *broadly applicable* to any location, whether relatively low or high VMT. Second, it undermines the goal of focusing development in lower VMT locations by implying that electric vehicle use could serve as a *rationale* to sprawl into remote areas. Rather, gas-power will dominate vehicle use for decades to come. The best solution is to substitute "enhanced electric vehicle recharging infrastructure"

3

with "maximized use of electric vehicles and required construction of electric vehicle recharging infrastructure."

> **Policy LU-5.1 Reduction of Greenhouse Gas Emissions from Vehicle Trips within Communities. and Vehicle Miles Traveled from New and Existing Development.** Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that supports multi-modal transportation, including walking, bicycling, and the use of public transit, when appropriate, and the use of electric vehicles. Develop and implement strategies to avoid, minimize, reduce, and/or compensate for the greenhouse gas emissions associated with vehicle miles traveled from new development, including compensatory strategies that would fund reductions in greenhouse gas emissions from existing development and existing economic activities. Include *in-County* compensatory strategies such as improved energy and water conservation, increased reliance on large- and small-scale renewable energy, ~~enhanced electric vehicle recharging infrastructure,~~ maximized use of electric vehicles and required construction of electric vehicle recharging infrastructure, reductions in propane usage in rural areas, replacement of diesel- and gasoline-powered equipment and vehicles, landscape restoration and enhancement (e.g., tree-planting), preservation and enhancement of open space and rural lands to maintain or increase carbon sequestration, and other outcomes that reduce fossil fuel usage, reduce biomass combustion, and/or sequester carbon. ~~In unincorporated areas where new development would lead to comparatively high per capita vehicle miles traveled, maximize to the extent feasible the use of electric vehicles and require construction of electric vehicle recharging infrastructure.~~

O7-4 cont.

Policy LU-5.2 Sustainable Planning and Design

> *Support*

Policy LU-5.3 Rural Land Preservation

> *Oppose unless modified.*

The actual measures that would be taken to reduce wildfire risk are not specified. Unfortunately, counterproductive landscape-level vegetation treatments are common. These convert chaparral and coastal sage scrub to flammable non-native grasses, and actually increase fire danger.[2] Given this state of affairs, the proposed language would be

[2] See "1757 Expert Advisory Committee (EAC) Recommendations for Implementation Targets for Natural and Working Lands (NWL) Sector Climate Actions," November 2023, Shublands, page 39ff. < https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Expanding-Nature-Based-Solutions/1757_EAC_Recommendations_Implementation_Targets_for_NWL.pdf> Also see Syphard, A., et al, "Fire-driven vegetation type conversion in Southern California," *Ecological Applications*, 2022, and Syphard, A., et al, "Extent and drivers of vegetation type conversion in Southern California chaparral, Ecosphere, 2019.

counterproductive. An alternative is to modify the policy so as avoid type conversion. Otherwise, this new policy will do more harm than good.

> Encourage and support the management of public and private open space and rural lands so as to reduce the risk of uncontrolled wildfires with the potential to r elease large amounts of greenhouse gases with methods that do not result in the type-conversion of native habitat.

Policy LU-5.4 Planning Support.

Support

Policy LU-5.6 Develop Mechanisms for Avoiding Potential Regulatory Takings Where Development is Restricted to Achieve Greenhouse Gas Emissions Targets.

Oppose unless substantially modified.

As written, this policy would willfully undermine the County's basic police power of land use. The most problematic part regards downplannng, which does *not* require compensation unless no economic use remains. The policy would reverse the County's proper and legally-correct position used throughout the 2011 Update, that standard downplannings are *not* regulatory takings. It would chill future downplanning in the public interest and create huge financial liability. The policy could be completely re-written to remove a misplaced focus on "regulatory takings" and instead focus on *positive* steps to facilitate emissions reduction.

O7-4 cont.

> **Policy LU-5.6 Develop Planning Mechanisms ~~for Avoiding Potential Regulatory Takings Where Development is Restricted~~ to Facilitate Achieving Greenhouse Gas Emissions Targets.** ~~In consultation with SANDAG, cities within the County, the public at large, and key stakeholders such as business leaders, land developers, rural property owners, environmental organizations, and environmental justice advocates, develop and implement strategies for providing economic compensation to private landowners where the County restricts or limits the amount of development pursuant to their existing General Plan and zoning designation in order toto achieve greenhouse gas emissions reductions consistent with State law and County General Plan policy. Explore the use of compensation mechanisms such as transferrable development rights, density transfers, density bonuses beyond those already permitted under State law, property tax reductions, compensated down-zonings, and subsidized permanent land conservation for carbon sequestration purposes.~~ In order to achieve greenhouse gas emissions reductions consistent with State law and County General Plan policy, explore and develop land use mechanisms to help reduce GHG emissions, such as transferrable development rights, density transfers, density bonuses beyond those already permitted under State law, property tax reductions, and easement purchase for permanent land conservation for carbon sequestration purposes.

5

GOAL LU-6. Sustainable Development-Environmental Balance

Support

Policy LU-6.1 Environmental Sustainability.

Support

Policy LU-6.2 Reducing Development Pressures

Support with changes. Just "considering" strategies would accomplish little. Also, the scope of the policy should include HFHSZs. Recommend the edits below.

> **Policy LU-6.2 Reducing Development Pressures.** Assign lowest-density or lowest-intensity land use designations to areas with sensitive natural resources.; ~~consider~~ develop strategies to reduce planned density in areas in which new development would lead to comparatively high per capita vehicle miles traveled, and in High and Very High Fire Hazard Severity Zones.

Policy LU-6.3 Conservation-Oriented Project Design.

Support though the policy should include the existing Conservation Subdivision Program, which accomplishes exactly these goals.

O7-4 cont.

Policy LU-6.4 Sustainable Subdivision Design

Support

Policy LU-6.11 Protection from Wildfires and Unmitigable Hazards

Support

Policy LU-8.1 Density Relationship to Groundwater Sustainability

Support

Policy LU-8.2 Groundwater Resources

Support

Policy LU-11.6 Office Development

Support

Policy LU-11.6 Office Development

6

Support

Policy LU-11.8 Permitted Secondary Uses

Support

Policy LU-11.12 Plan for Mixed Uses

Support if modified. Not all locations are appropriate for new residential development, and market forces should not be the sole reason for changing a land use.

> **Policy LU-11.12 Plan for Mixed Uses.** Within Villages, consider land use designations and zoning standards that allow for the conversion from office and commercial uses to residential uses where office or commercial space ~~has become uncompetitive due to market conditions or other factors~~ is no longer needed and where residential uses would be both compatible with surrounding land uses and consistent with the County's climate policies implementing General Plan Goals LU-5 (Climate Change and Land Use) and LU-6 (Sustainable Development-Environmental Balance).

GOAL LU-12. Infrastructure and Services Supporting Development.

O7-4 cont.

Support

Policy LU-12.1 Concurrency of Infrastructure and Services with Development

Support

GOAL LU-19.

Strongly *oppose.* This policy is not necessary and is redundant. It also provides an unwarranted "greenlight" to GPAs. Yes, the County must meet its RHNA requirements. But given the enormous overcapacity in the current General Plan (60,000 unit capacity vs 9,000 units in Series 9), the task before the County is not up-planning but down-planning. But if a GPA is truly needed to meet RHNA or Housing Element requirements, there are ample new policies being proposed that would address the goal of limiting GHG impacts.

> ~~Limit the environmental impacts, including greenhouse gas emissions, resulting from General Plan Amendments that would either allow development where it is currently disallowed or increase the density or intensity of use beyond currently planned levels, while ensuring that the County can meet its share of the housing needed on a regional basis, as determined through the Regional Housing Needs Assessment process overseen by the San Diego Association of Governments (SANDAG)~~.

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Policy LU-19.1 Environmental Review

Support with modification. These are important factors for environmental review for any GPA proposed outside of "smart growth" locations. However, if the Board has not yet designated such locations, then the policy becomes problematic. Thus, the text should be modified as follows:

> ~~outside~~ not within a Board-designated "smart growth" area~~s designated by the Board~~

The text of the policy should clarify that out-of-county carbon offsets are an excluded mechanism for carbon neutrality. Also, for reasons described above, the reference to "compensated down-zonings" should be deleted. Finally, we note that the merits of this policy, particularly (viii), hinge on whether changes are made to LU-19.2.

Policy LU-19.2 Criteria for Approval.

Support if modified. This is an extremely important new policy. EHL strongly supports the "findings" approach to proposed GPAs. It is essential that a GPA reinforce and not undermine climate goals. *However, to be effective, the policy must also address the essential locational factors that determine the merits of a GPA.*

O7-4 cont.

Preliminary comments are as follows:

- Modify the introductory text as in LU-19.1:

  > ~~outside~~ not within a Board-designated "smart growth" area~~s designated by the Board~~

- Change the standard for findings to reflect contrary evidence that may be brought to the Board's attention:

  > which must each be supported by ~~substantial~~ a preponderance of the evidence before the Board:

Regarding the substance of the findings themselves, we *concur* with finding (i) concerning carbon neutrality and with the multiple findings (iii – viii) to ensure "no significant, unavoidable effects" occur on natural resources and public safety. However, significant improvement is critical for the housing finding (ii).

For the housing finding, we agree with using "smart growth" areas as the threshold, as these locations already meet high sustainability standards. These smart growth areas should be low VMT, low fire risk, *and within Villages*. Village designations are important to recognize as they are the *fundamental planning principal* of the General Plan, separating locations where more housing will be appropriate from rural, habitat, and agricultural lands where it is *not* appropriate. However, Village development

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does not necessarily reduce VMT and GHG emissions, as some are remote. For this reason, the policy is correct in using the threshold of "smart growth" areas for when findings are needed.

The crux of the problem with (ii)(A) as currently written is that the wrong question is asked. *A proposed up-planning will always increase overall housing stock; the proposed finding is therefore meaningless as it will always be successfully made. The right question is whether the up-planning is needed in the first place*, especially given the gross overcapacity in the General Plan. To answer this question, Village designations must be incorporated into the findings.

To accommodate all these considerations, we recommend introducing the concept of *necessity* into the housing findings. *A GPA is justified if it responds to a lack of housing capacity*. If so, a tiered approach should be used, which first prioritizes smart growth areas and then locations within existing Villages. We recommend the following changes:

> (ii) Compared with a scenario in which the proposed project would be disapproved (i.e., the CEQA No Project Alternative), the proposed project will contribute positively to meeting the County's housing needs by:
>
> (A) Demonstrating under-capacity in the General Plan such that, absent the project, the County will not meet its fair share of the housing needed on a regional basis, as determined through the Regional Housing Needs Assessment process overseen by SANDAG;
>
> (B) Demonstrating that if the proposed GPA is outside of Villages there is no land available land within Villages where the housing need can be feasibly accommodated, including by re-designating residential or commercial land within Villages;
>
> (C) Demonstrating that land utilized outside Villages is the minimum amount necessary to accommodate the housing need after utilizing land within Villages, is adjacent to Villages consistent with the Community Development Model, and utilizes Semi-Rural rather than Rural land to the maximum extent possible.
>
> (D) Appreciably increasing the overall housing stock in the unincorporated County, consistent with the County's fair share of the housing needed on a regional basis, as determined through the Regional Housing Needs Assessment process overseen by SANDAG by either providing a component of deed-restricted housing affordable to very low-income, low-income, or moderate-income households for 30 years or, for projects that do not include housing, creating job opportunities near existing residential areas and/ or transit.

O7-4 cont.

Policy COS-15.7 through Policy M-9.5

9

Support

GOAL S-3. Minimized Fire Hazards

Support if modified. Why not also in High Fire Severity Zones?

Minimize injury, loss of life, and damage to property resulting from structural or wildland fire hazards, particularly in High and Very High Fire Hazard Severity Zones, consistent with the Safety Element.

Policy S-3.1 Defensible Development

Support if modified. Why not also in High Fire Severity Zones?

Require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildland fires. Require new development in High and Very High Fire Hazard Severity Zones to employ construction practices (e.g., "hardened homes") and landscaping strategies that minimize the possibility of loss of life and structures from wildfires.

Policy S-3.8 Discourage New Subdivisions in Very High Fire Hazard Severity Zones.

O7-4 cont.

Support if modified. First, it is unclear if this policy is intended to address subdivisions under existing zoning, GPAs, or both. *Please clarify.* However, new polices should address both circumstances in relation to fire hazard.

As a guiding principle, if there is an *unavoidable* need to increase density in high fire locations, it should absolutely *not* further expand the wildland-urban interface (WUI). WUI expansion leads to *additional* areas where human-caused ignitions will start wildfires and *additional* locations that firefighters must defend in a widespread conflagration. *WUI expansion is identified by fire ecologists as the underlying cause of today's fire crisis.*[3] If new development is within a Village, even if in a high fire severity zone, at least it will not expand the WUI and is surrounded by other development that is already being defended.

EHL generally supports the approach of Los Angeles County, which *prohibits* new subdivisions outside of existing communities in VHFHSZs, and discourages subdivisions in other FHSZs. This use of existing communities is a middle ground that allows some ongoing subdivision in VHFHSZs. Importantly, Los Angeles County goes on to prohibit GPAs in all fire hazard areas unless within an existing community. (See Motion enclosed.) San Diego County's equivalent to "existing communities" is Villages.

[3] Radeloff, V. et al, "Rapid growth of the US wildland-urban interface raises wildfire risk." PNAS, 2028 https://www.pnas.org/doi/full/10.1073/pnas.1718850115.

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EHL recommends policies along these lines, recognizing that the prohibition against GPAs (as opposed to subdivisions) is the priority.

A major flaw in the current policy is use of the concept of "sufficient" land. This is an oversimplification that does not take into account potential up-planning to increase density in less hazardous locations. However, it is probably unreasonable for a proposed subdivision (absent a GPA) to undertake a complete analysis of land sufficiency.

Based on all these considerations, we recommend the following:

Unless within Villages and providing safe emergency egress and safe access for emergency responders as determined by the County, prohibit ~~Discourage~~ new residential subdivisions in Very High Fire Hazard Severity Zones, except as necessary to avoid regulatory takings and/or to maintain sufficient land to meet the County's fair share of the housing needed on a regional basis, as determined through the Regional Housing Needs Assessment process overseen by SANDAG. Discourage new residential subdivisions in ~~Very~~ High Fire Hazard Severity Zones, except as necessary to avoid regulatory takings and/or to maintain sufficient land to meet the County's fair share of the housing needed on a regional basis, as determined through the Regional Housing Needs Assessment process overseen by SANDAG, but if they occur, provide safe emergency egress and safe access for emergency responders as determined by the County.

O7-4 cont.

Outside of currently designated Villages, privately-initiated development projects proposing a general plan amendment (GPA) that would either allow development where it is currently disallowed or increase the density or intensity of use beyond currently allowed levels within High and Very High Fire Hazard Severity Zones are prohibited.

Policy S-4.3 Forest Health.

Support if modified. As this policy does, it is important to differentiate forests from shrublands (coastal sage scrub and chaparral) which are managed completely differently. However, fuel management techniques even within conifer forests are controversial in Southern California. Specific methods should not be listed as "appropriate" unless the County first confers with expert fire ecologists.

Encourage and support the protection and management of woodlands, forests, and tree resources on public and private lands and limit fire threat through scientifically appropriate fuel management. ~~such as prescribed burns, herbivory, and the removal of dead, dying, and diseased trees and excessive flammable underbrush.~~

Thank you for considering our views and we hope to work with you on a successful Climate Action Plan.

11

Yours truly,



Dan Silver
Executive Director

Enclosure

Los Angeles County Safety and Land Use Elements motion

12

AGN. NO.

MOTION BY SUPERVISOR KATHRYN BARGER April 5, 2022

Update to the County's Safety Element

The Safety Element is just one component of the County's overall General Plan. The Safety Element Update factually focuses on the full range of potential hazards, with the goal of reducing the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fire, flood, droughts, earthquakes, landslides, and climate change in the County's unincorporated areas.

The Safety Element is required to be updated for two reasons. First, the State of California recently passed legislation requiring the Safety Element to address climate change and hazard risk reduction. The second reason is to integrate safety planning with our policies dealing with growth and future housing production. Recently enacted legislation (Senate Bill 1035) requires the Housing Element and Safety Element to be updated at the same time to ensure that we are not planning for new growth in hazard areas, particularly fire hazard zones. Additionally, Senate Bill 1241, enacted in 2012, requires development in fire hazard areas to have additional wildfire protections.

The Safety Element also recognizes that disadvantaged communities are uniquely vulnerable to climate-related hazards. This policy emphasis is appropriately reflected in a concerted effort to enhance the safety of existing at-risk communities through Resilience Hubs, Microgrids, Cooling Centers, and Community Wildfire Protection Plans.

Although fires are a natural part of the wildland ecosystem, development in wildland areas can potentially increase the danger of wildfires to residents, property, and the environment, which are increasing, again, in part due to climate change.

The Safety Element acknowledges the need to limit further development into the wildland-urban-interface. This acknowledgment is critical to reduce fire frequency, protect life and property, and reduce future fire-related costs to the taxpayer.

-- MORE --

MOTION

SOLIS _____

KUEHL _____

HAHN _____

BARGER _____

MITCHELL _____

MOTION BY SUPERVISOR KATHRYN BARGER
April 5, 2022
Page 2

However, the Safety Element, in a nod to the ongoing housing and homeless crises, achieves the necessary balance with mitigating environmental hazards, while also recognizing areas that are suitable for and already committed to development. New subdivisions or general assembly uses that are generally surrounded by existing or planned development and address the need for evacuation and emergency response, can continue to be developed.

Accordingly, to meet these goals, the County should make slight revisions to Policies S4.1, S4.20, and L1.10 as identified in redline below:

> Policy S 4.1: Prohibit new subdivisions in VHFHSZs unless: (1) the new subdivision is generally surrounded by existing or entitled development or is located in an existing approved specific plan or is within the boundaries of a communities facility district adopted by the County prior to January 1, 2022, including any improvement areas and future annexation areas identified in the County resolution approving such district; (2) the County determines there is sufficient secondary egress; and (3) the County determines the adjoining major highways and street networks are sufficient for evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new subdivisions in all other FHSZs.
>
> Policy S 4.20: Prohibit new and intensification of existing general assembly uses in VHFHSZs unless: (1)the use is located in an existing approved specific plan or (2) the County determines there is sufficient secondary egress and the County determines the adjoining major highways and street networks are sufficient for evacuation, as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new general assembly uses in all other FHSZs
>
> Policy L 1.10: Prohibit plan amendments that increase density of residential land uses within mapped fire and flood hazard areas unless generally surrounded by existing built development and the County determines the adjoining major highways and street networks can accommodate evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County.

Understanding the need to balance environmental protection, limiting extreme hazards, and supporting the protection of existing or planned development:

-- MORE --

MOTION BY SUPERVISOR KATHRYN BARGER
April 5, 2022
Page 3

I, **THEREFORE, MOVE** that the Board of Supervisors:

1. Indicate your intent to adopt the Negative Declaration associated with Environmental Assessment No. RPPL2021005522, finding that there is no substantial evidence that the project will have a significant effect on the environment;

2. Indicate your intent to approve the Project (Plan Amendment No. RPPL2021011001) with slight revisions to Policies S 4.1, S 4.20, and L 1.10 ;

3. Find that the Project, with these revisions, is consistent with the goals, policies, and principles of the General Plan; In the interest of public health, safety, and general welfare and in conformity with good zoning practice, and consistent with other provisions of Title 22 of the Los Angeles County Code (County Code); and

4. Instruct County Counsel to prepare the final documents for the Project and bring them back to the Board for their consideration.

# # #

SUP:KB:ast

Letter O7 Endangered Habitats League

Dan Silver, Executive Director
January 3, 2024

Comment O7-1
The comment is an introductory statement.

Response O7-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O7-2
The comment states that the detailed comments provided below will focus on the alternatives analysis.

Response O7-2
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O7-3
The comment provides a summary of the alternatives analysis in the Draft SEIR. The comment asserts that "the Fire Safe and VMT Efficient Alternative has the distinct advantage that it could be implemented quickly through overlays and incentives, and not take additional years of work." The comment recommends adoption of the Fire Safe and VMT Efficient Alternative because such adoption would "get the County on the right track through land use and transportation," via "overlays and incentives instead of time-consuming major land use changes," and would complement housing feasibility initiatives, SB 743, and new General Plan policies. The comment also offers suggestions related to the SLUF.

Response O7-3
The Endangered Habitats League's support for the Fire Safe and VMT Efficient Alternative is noted for the record and will be provided to the Board for consideration. Refer to Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," for further discussion of smart growth development and implementation. The County agrees that through overlays and incentives, some of the smart growth alternatives could be implemented in a relatively short time frame, should the Board select an alternative.

As directed by the Board on February 9, 2022, County staff have embarked on a two-phased approach to identify policies to reduce VMT in the unincorporated county through the implementation of SB 743 (see https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743). The SLUF will identify how and if the County should reconsider the existing 2011 General Plan principles and vision, and whether a new or revised vision should guide future land

use decisions. Comments on the County's evaluation of the separate SLUF program are acknowledged.

Comment O7-4
The comment expresses support, suggests modifications, and expresses opposition to various policies in the General Plan Goal and Policy Edits Alternative.

Response O7-4
The County appreciates and acknowledges the support, input, and refinements provided in the comment. Adoption of any part of the General Plan Goal and Policy Edits Alternative, as presented in the Draft EIR or as subsequently revised, is a question of County policy. These suggestions will be presented to the Board, which has the discretion to direct implementation of the suggested refinements as part of the alternative.

Letter O8

From: Suzanne Hume
To: CAP
Subject: [External] Comments for Draft 2024 Climate Action Plan
Date: Thursday, January 4, 2024 11:18:40 AM
Attachments: County San Diego CAP Letter Jan 2024 CleanEarth4kids.pdf

Attached is our comments for the County Draft 2024 CAP. O8-1

Wishing you a great day!

Suzanne

Suzanne M. Hume
(760)518-2776
S@CleanEarth4Kids.org
CleanEarth4Kids.org

Our Children's Health and Future Depend on the Actions We Take Today!

CleanEarth4Kids.org

January 4, 2024

CleanEarth4Kids.org thanks the County of San Diego staff for all the work that has gone into the Climate Action Plan (CAP).

Implementing a strong and comprehensive CAP will help protect the people of San Diego from air pollution and the impacts of climate change for a better future.

The proposed CAP is very goal-oriented and would require legislation and actions to be implemented. We ask the County to make the CAP a free-standing document that can be quickly implemented, clearly enforceable and tightly related to the General Plan. The CAP must be integral in County decision-making.

CleanEarth4Kids.org also asks the County to provide an analysis in the CAP of the proposed greenhouse gases (GHG) reduction plans with detailed action metrics, targets and dates including the measurement methodology to be used.

Our other comments and suggestions are:

1. Climate-Safe Investments
2. 100% Building Electrification for New Construction with No Exceptions
3. Clean, Renewable Energy and Electrify/Renovate Existing Buildings
4. Solar, EV Charging Stations, Microgrids and Virtual Power Plants (VPP)
5. Community and Environmental Dashboard
6. Add a Clean Air Section to the CAP
    a. Ban Leaf Blowers
    b. No Idling
    c. Stop Wood Burning
    d. Stop Smoking
    e. Stop Leaded Aviation Gas (AVGAS)
7. Protect and Conserve Water
8. Transportation
9. No False Solutions
10. Stop Toxic Synthetic Pesticides
11. Community Gardens
12. Create Pocket Forests
13. Protect Natural Habitat, Wetlands, Lagoons and Waterways
14. Ban Synthetic Grass/Artificial Turf
15. Zero Waste and Ban Single-Use Plastics

O8-1 cont.

1. Climate-Safe Investments

1

- Divest any investments, bank accounts, etc. that support fossil fuels. Only invest in funds, stocks, bonds, etc. that guarantee they will not invest in fossil fuels.
- Include eco-friendly choices for employee retirement fund investment options.
- Use an eco-friendly bank, preferably a B-Corp, for all County cash accounts. Do NOT support banks that invest in fossil fuel projects.
- Provide informational sessions and support for builders and property owners to obtain grants and other funding for energy efficiency and renewable energy improvements. For example, work with eco-friendly banks to provide Property Assessed Clean Energy (PACE) loans and financing.

2. 100% Building Electrification for New Construction with No Exceptions

The County must prioritize building electrification with high-efficiency appliances and insulation to move away from fossil fuels and improve air quality to protect health and the environment. Over 60 cities in California have already passed electrification ordinances and others are underway.[1]

Natural gas is a marketing term for methane, a hazardous indoor air pollutant and a major contributor to climate change.[2,3] The use of gas stoves in the home increases the risk of asthma and other respiratory diseases.[4] And gas stoves leak methane even when turned off.[5] We must completely end the use of "natural gas".

O8-1 cont.

This important action will encourage green buildings, reduce carbon emissions and air pollution, and help protect the health of children and future generations.

Burning methane creates outdoor and indoor air pollution. Around 17% of greenhouse gasses (GHGs) in Oceanside come from the burning of methane, mainly for heat and hot water. Studies of human exposure to air pollutants show that "indoor levels of pollutants may be two to five times, and occasionally more than 100 times, higher than outdoor levels," and a major source of indoor air pollution is gas stoves.[6] Here is a link to our *Dangers of Natural Gas* video.[7] Please go to our Team 3: Clean Air Saves Lives page for more information.[8]

3. Clean, Renewable Energy and Electrify/Renovate Existing Buildings

The CAP currently needs more details on the stated goal of 100% clean energy by 2030. There must be a clear roadmap with metrics and dates and we ask the County to set the goal of 100% renewable energy to 2025.

[1] https://www.sandiegouniontribune.com/communities/del-mar-to-consider-building-electrification-ordinance
[2] https://www.vox.com/2022/1/27/22902490/gas-stoves-methane-climate-pollution-health-off
[3] http://www.eeb.cornell.edu/howarth/documents/Howarth_2021_Methane_and_Climate.pdf
[4] https://www.sciencetimes.com/gas-stoves-making-people-sicker-exposing-children-higher-risk-asthma.htm
[5] https://news.stanford.edu/2022/01/27/rethinking-cooking-gas/
[6] https://www.epa.gov/iaq-schools/why-indoor-air-quality-important-schools
[7] https://vimeo.com/704755689
[8] https://cleanearth4kids.org/clean-air#gas

With residential power as the2nd largest GHG in San Diego County, the CAP must provide incentives and subsidies to encourage owners of existing buildings to electrify.[9] The County must provide funding and assistance for owners and contractors to obtain state and federal grants to replace gas equipment as quickly as possible: installing electric heat pumps, water heaters, induction cooktops, etc. while providing energy efficiency improvements like insulated windows and LED lighting.

We ask the CAP to include all properties owned by the County, including leased, in the plans for zero emissions. We also ask all county housing policies, funding, contracts and leases to require all-electric buildings.

The CAP must also provide incentives toreduce embedded carbonin construction including the use of EV vehicles for construction projects.[10]

4. Solar, EV Charging Stations, Microgrids and Virtual Power Plants (VPP)

To maximize clean, local energy generation and grid reliability, coordinate with San Diego Community Power (SDCP) to install solar panels and wind turbines on all county-owned parking lots and buildings while integrating microgrids and VPP into the power grid. Also, greatly increase EV charging stations, especially for multi-unit housing. Engage with school districts throughout the county to do the same for all school buildings. Each city and school building will provide local power generation and fault tolerance while serving as a resilience center in case of fire, earthquake or heat wave.

The CAP must incentivize local, clean energy through microgrids for renters and subsidized housing throughout the county.

The County has to lead by upgrading all County facilities to be all-electric and use 100% clean/renewable energy including converting all County vehicles to electric. Timelines and metrics must be provided in the CAP. O8-1 cont.

5. Community and Environmental Dashboard

Create a Climate & Environmental Dashboard to increase citizen awareness, knowledge, and participation on issues such as air pollution and energy utilization. Resources like ClimateTrace.orgcan be used to identify major emitters of GHG in the County and publicize who they are on the dashboard.

These dashboards should be located in libraries, schools and businesses throughout San Diego.

6. Add a Clean Air Section to the CAP

The burning of fossil fuels does much more than just release GHGs. It also dumps toxic air pollution that harms everyone's health and the environment. We ask the County to include a Clean Air section in the CAP like theCity of San Diegowith clean air goals and yearly targets

[9] https://www.sandiegocounty.gov/content/sdc/sustainability/regional-decarbonization/rdfsummary.html
[10] https://rmi.org/embodied-carbon-101/

to reduce air pollution.[11]

- Take Climate Action and Protect Our Air: Stop Burning Fossil Fuels

Air pollution from fossil fuels and petrochemicals has a significant detrimental impact on human health,[12] particularly on the brain and the cognitive abilities of children.[13] Exposure to ambient air pollutants like PM2.5, NO2 and ozone and heavy metals like lead, arsenic and mercury have been associated with lower academic performance;[14] attention deficit hyperactivity disorder (ADHD) symptoms;[15] behavioral problems and autism spectrum disorders in children.[16] Air pollution increases the risk of neurological disorders and accelerated cognitive decline in children by causing neuroinflammation and neurodegeneration.[17] These pollutants have also been associated with several other indicators of poor health, including asthma and infant mortality.[18] Recent findings indicate that air pollution is linked to cognitive impairment through various biological processes, such as oxidative stress and inflammation, endocrine disruption, epigenetic modifications, and changes in brain structure.[19] Exposure to fine particulate matter is correlated with reduced cortical thickness and thinner gray matter,[20] which may impact learning, memory, and information processing.[21]

O8-1 cont.

Also causing significant harm to the brain, lowering cognitive abilities and reading and math scores are heavy metals including mercury, lead, manganese, and their compounds, and petrochemicals such as isoamyl alcohol, methanol, xylene, toluene, styrene, *n*-hexane, and ethylbenzene.[22]

- Fossil Fuel Air Pollution Harms Public Health

Fossil fuel combustion is a leading cause of deadly PM2.5 exposure.[23] Extended exposure to PM2.5 is responsible for 62% of all deaths from air pollution in 2019.[24] PM 2.5 is especially deadly because its small size allows it to enter deep into the lungs and pass into the bloodstream, making it a significant contributor to cardiovascular disease and mortality.[25,26,27] PM2.5 also increases heart disease, lung cancer, COPD (chronic obstructive pulmonary disease), lower-respiratory infections, pneumonia, stroke, type 2 diabetes, and other serious conditions including gastrointestinal illness.[28,29] People with tuberculosis

[11] https://www.sandiego.gov/sites/default/files/san_diegos_2022_climate_action_plan_0.pdf
[12] https://www.niehs.nih.gov/health/topics/agents/air-pollution/index.cfm
[13] https://journals.lww.com/The_Relationship_Between_Air_Pollution_and.1.aspx?context=LatestArticles
[14] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8663889/
[15] https://pubmed.ncbi.nlm.nih.gov/30909100/
[16] https://onlinelibrary.wiley.com/doi/10.1111/dmcn.14758
[17] https://www.sciencedirect.com/science/article/abs/pii/S0278262608001747
[18] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2727943/
[19] https://www.science.org/doi/10.1126/sciadv.add0285
[20] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6132565/
[21] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6908886/
[22] https://www.science.org/doi/10.1126/sciadv.add0285
[23] https://www.nature.com/articles/s41467-021-23853-y
[24] https://www.stateofglobalair.org/health/pm#major-impacts
[25] https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm
[26] https://www.ahajournals.org/doi/10.1161/JAHA.120.016890
[27] https://www.lung.org/clean-air/outdoors/what-makes-air-unhealthy/particle-pollution
[28] https://www.stateofglobalair.org/health/pm
[29] https://www.sciencedirect.com/science/article/pii/S0147651323002063

exposed to PM2.5 had increased replication of the disease.[30] PM2.5 impacts our most vulnerable populations, including minorities,[31] the elderly,[32] pregnant women,[33] and children.[34] Increased Particulate Matter reduced the health-related quality of life among the elderly, increasing pain and discomfort, anxiety, and depression.[35]

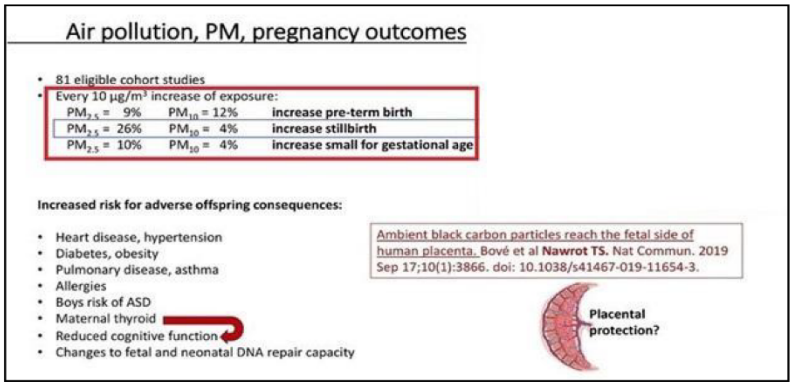
Childhood exposure to PM2.5 is linked to asthma,[36] which is the leading cause of school absences[37] and the third leading cause of hospitalizations among children under 15.[38] Poor air quality increases the likelihood of asthma attacks, breathing difficulty,[39] increased emergency room visits,[40] and hospitalization.[41] Air pollution can also inflame the brain, central nervous system, and hearts in children.[42,43]

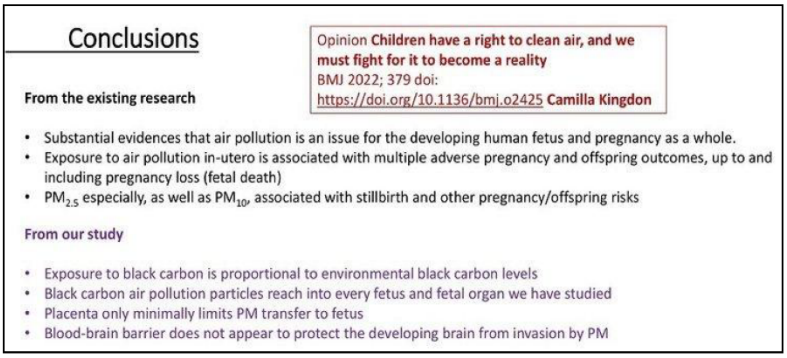
The health effects of air pollution start before a child is even born.[44] Pollutants can harm a fetus's brain, liver, lungs, and other organs because pollutants can travel to the tissues and organs of fetuses after being inhaled by pregnant women.[45,46] For example, black carbon[47] can enter the placenta, circulation system, and the organs[48] of the fetus via the mother's blood, which can affect the fetus's liver, lungs, and brain.[49] Exposure to air pollution during pregnancy and infancy[50] is linked to increased rates of stillbirth,[51] preterm birth,[52] low birth weight,[53] SIDS[54] (Sudden Infant Death Syndrome) and decreased development of the brain, among other serious long-term effects.[55] Exposure to air pollution, even at relatively low levels during pregnancy and childhood significantly harms children's health.[56] O8-1 cont.

Below are two slides from Dr. Paul Fowler's extensive research and informative webinar[57] and presentation showing a 26% increase in stillbirths when air pollution is increased by 10 µg/m3.[58] The harm done by air pollution to unborn babies is clear.[59] We must reduce air pollution to protect children's health, development, growth, learning, communication abilities, and future.

[30] https://www.sciencedirect.com/science/article/pii/S0013935123004875
[31] https://www.hsph.harvard.edu/news/racial-ethnic-minorities-low-income-groups-u-s-air-pollution/
[32] https://www.sciencedirect.com/science/article/pii/S0147651323002944
[33] https://www.sciencedirect.com/science/article/abs/pii/S0013935122003930
[34] https://parentingscience.com/the-effects-of-air-pollution-on-children
[35] https://www.sciencedirect.com/science/article/pii/S0147651323002944
[36] https://www.sciencedirect.com/science/article/pii/S0160412022002240
[37] https://aafa.org/asthma/asthma-facts
[38] https://www.epa.gov/children/childrens-environmental-health-facts
[39] https://resphealth.org/clean-air/understanding-air-pollution/
[40] https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2801735?resultClick=3
[41] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6546668/
[42] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7352229
[43] https://pubmed.ncbi.nlm.nih.gov/35921508
[44] https://www.jpedhc.org/article/S0891-5245(21)00189-9/fulltext
[45] https://www.theguardian.com/environment/2022/oct/05/toxic-air-pollution-particles-found-in-lungs
[46] https://pubmed.ncbi.nlm.nih.gov/32556259
[47] https://www.livescience.com/black-carbon-reaches-placenta.html
[48] https://pubmed.ncbi.nlm.nih.gov/36719212/
[49] https://www.thelancet.com/journals/lanplh/article/PIIS2542-5196(22)00200-5/fulltext
[50] https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2767260
[51] https://www.sciencedirect.com/science/article/abs/pii/S0269749121003328
[52] https://med.nyu.edu/pediatrics/divisions/environmental-pediatrics/air-pollution-preterm-births
[53] https://pubmed.ncbi.nlm.nih.gov/22726801/
[54] https://www.sciencedirect.com/science/article/abs/pii/S0045653520337139
[55] https://www.washington.edu/news/uw-link-between-air-pollution-and-child-brain-development/
[56] https://www.lung.org/clean-air/outdoors/who-is-at-risk/children-and-air-pollution
[57] https://youtu.be/40Ga9_StJQ0
[58] https://www.healthandenvironment.org/assets/images/CHE%20Jan%202023%20Fowler.pdf
[59] https://pubmed.ncbi.nlm.nih.gov/36208643/

5





O8-1 cont.

- Air Pollution is A Racial, Social, Environmental, and Climate Justice Issue

Air pollution from the burning of fossil fuels harms people of color disproportionately.[60] Due to Social Determinants of Health (SDoH) factors, Black and low-income communities are disproportionately affected by air pollution in the United States.[61] Annually, fossil fuel industries in the US release about 9 million tons of methane gas and other toxic chemicals into the atmosphere.[62] Black and low-income communities are disproportionately affected by air pollution in the United States.[63] Exposure to poor air quality can cause numerous health problems such as emphysema and asthma[64]. Increased rates of asthma can lead to significant health disparities and reduced quality of life.[65] Approximately 13.4% of Black children suffer from asthma as compared to only 7.3% of White children.[53]

In total, African Americans are 75% more likely than White people to live in "fence-line" communities (areas near commercial facilities that produce noise, odor, traffic, or emissions that directly affect the population).[49]

6a. Ban Leaf Blowers

[60] https://psci.princeton.edu/tips/2020/8/15/racial-disparities-and-climate-change
[61] https://www.lung.org/clean-air/outdoors/who-is-at-risk/disparities
[62] https://psci.princeton.edu/tips/2020/8/15/racial-disparities-and-climate-change
[63] https://www.lung.org/clean-air/outdoors/who-is-at-risk/disparities
[64] https://www.catf.us/2017/11/study-african-american-health-impacts-oil-gas-pollution/
[65] https://aafa.org/asthma-allergy-research/our-research/asthma-disparities-burden-on-minorities/

6

Most gas-powered leaf blowers are 2 stroke engines that burn a mix of oil and gas. These engines not only put out a massive amount of pollution, but they also do not have a filter. The pollutants[66] from a single gas-powered leaf-blower are 300x more than a pickup truck with gas-powered lawn equipment using an estimated 800 million gallons of gasoline. This contributes to more air pollution in our air, and damaging ozone as these nitrous oxides contribute to the damage that occurs.

With and without a filter, the dangers of gas-powered leaf blowers are immense. Gas-powered leaf-blowers emit carbon monoxide, nitrous oxides, hydrocarbons and other pollutants[67] such as formaldehyde, benzine, fine particulate matter, and smog-forming chemicals. These pollutants are known to cause diseases that affect the heart and lungs, as well as cancer, dementia, and headaches[68]. The health effects[69] linked to gas-powered leaf blowers are asthma, cardiovascular disease, lung cancer, respiratory disease, and central nervous system disorders.

6b. No Idling

Car exhaust is full of toxic chemicals like benzene and carbon monoxide. 1 minute of idling puts more carbon monoxide into the air than smoking 3 packs of cigarettes.[70] Please take action to reduce idling by parked vehicles, including purchasing only zero-emission vehicles for the city fleet. Idling burns over 3.8 million gallons of fuel every day in the US, adding 30 million tons of CO2 to the atmosphere![71] Link for more information on idling.[72]

The CAP must adopt a no-idling policy along with requiring the electrification of loading docks and other facilities and eliminate vehicle idling. Also provide education through signs, social media and radio to bring awareness.

6c. Stop Wood Burning

O8-1 cont.

We ask the County of San Diego to take action to stop wood smoke.

a. Work with the SD APCD (San Diego Air Pollution Control District) and surrounding cities to stop wood-burning fireplaces and stoves in new construction and renovations like the City of London.[73]
b. Implement programs and incentives to remove (not replace!) existing wood-burning fireplaces and stoves.
c. Work with SD APCD and all city, county, and state governments and agencies to stop recreational wood fires on all public lands like beaches and parks to protect clean air and our health.
d. Fund radio, print, TV and social media ads about the harms of wood smoke. Please see the CleanEarth4Kids.org Stop Wood Smoke video created by our youth.[74]

[66] https://sustainability.wustl.edu/rethinking-lawn-equipment-2/
[67] https://sustainability.wustl.edu/rethinking-lawn-equipment-2/
[68] https://www.quietcleanpdx.org/leaf-blowers-dangers-pollution/
[69] https://www.quietcleandc.com/two-stroke-engine-public-health-issues
[70] http://enginesoff.com/pdfs/CASEO-Background-Report.pdf
[71] https://afdc.energy.gov/files/u/publication/idling_personal_vehicles.pdf
[72] https://cleanearth4kids.org/stop-idling
[73] https://www.theguardian.com/2023/feb/08/wood-burners-in-effect-banned-new-refurbished-homes-london
[74] https://vimeo.com/762477620

Wood smoke is a complex mixture of gases and fine particles, called particulate matter. PM2.5 is especially dangerous. These particles are 2.5 microns or smaller. By comparison, the average human hair is 50 microns wide. Researchers estimate that PM2.5 is responsible for almost 48,000 premature deaths in the US every year.[75] Particulate matter irritates the lungs and increases the risk of serious health outcomes including asthma, heart attacks, strokes, cancer, and brain conditions like Alzheimer's, Parkinson's and dementia.[76] Wood smoke also contains cancer-causing pollutants like benzene, formaldehyde, acrolein and Polycyclic Aromatic Hydrocarbons or PAHs, along with carbon dioxide, carbon monoxide and methane.[77] Burning 10 lbs. of wood in 1 hour creates the same cancer-causing PAHs as 6,000 packs of cigarettes.[78] That's like smoking a pack of cigarettes a day for 16 years…just by sitting next to a wood fire. Here is a link for information about wood smoke.[79] You can also contact Doctors & Scientists Against Wood Smoke Pollution.[80]

The San Diego Air Pollution Control District (SD APCD) 2021 Annual Air Quality Report and 2022 Regional Air Quality Strategy (RAQS) show residential combustion (wood burning) is tied with construction as the main source of $PM_{2.5}$.[81,82] These reports show wood burning dumps almost 3.5 TONS of particulate matter into San Diego County air EVERY DAY. Data from the US Energy Information Administration (EIA) shows households with higher incomes are more likely to burn wood.[83] Wood burning is being done for recreation, not need. O8-1 cont.

6d. Stop Smoking

Ban public smoking like the City of Encinitas and others. Second and thirdhand smoke is toxic and emits lead.[84,85] Fund radio, print, TV and social media ads about the harms of second and thirdhand smoke. Also, ban smoking in multi-family housing.[86]

6e. Stop Leaded Aviation Gas (AVGAS)

CleanEarth4Kids.org asks the County of San Diego to stop the sale, use and storage of leaded aviation fuel at all County airports and work with local cities to do the same.

There is NO safe level of lead!

- Lead is Toxic

The WHO (World Health Organization),[87] CDC (Centers for Disease Control)[88] and the AAP (American Academy of Pediatrics)[89] have all stated there is no safe level of lead, a toxic heavy

[75] https://www.lung.org/research/sota/health-risks
[76] https://woodsmokepollution.org/references.html
[77] https://www.verywellhealth.com/the-health-hazards-of-wood-burning-stoves-914956
[78] https://www.times-standard.com/2017/08/05/burning-firewood-is-an-airborne-public-health-hazard
[79] https://cleanearth4kids.org/team-3-no-wood-smoke
[80] https://woodsmokepollution.org/index.html
[81] https://www.sdapcd.org/content/dam/sdapcd/documents/community/annual-air-quality-reports
[82] https://legistarweb-production.s3.amazonaws.com/1814058/Item_E2_AttA_2022_RAQS.pdf
[83] https://www.eia.gov/todayinenergy/detail.php?id=15431
[84] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3040625/
[85] https://thirdhandsmoke.org/thirdhand-smoke-may-bring-lead-into-homes/
[86] https://cleanearth4kids.org/nosmoking#sample
[87] https://www.who.int/news-room/fact-sheets/detail/lead-poisoning-and-health
[88] https://www.cdc.gov/nceh/lead/faqs/lead-faqs.htm
[89] https://www.aap.org/en-us/advocacy-and-policy/aap-health-initiatives/lead-exposure/Pages/default.aspx

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metal.[90] Its adverse effects are particularly severe for children and unborn babies as it damages their brains and nervous systems.[91]

Exposure to lead lowers IQ and causes behavior problems, learning disabilities, and impaired impulse control.[92] Children's exposure to lead is linked to higher rates of suspension and detention along with lower reading and math test scores.[93,94] Childhood exposure to lead is also linked to higher crime rates.[95] According to the CDC, people with prolonged exposure to lead are at higher risk of high blood pressure, heart and kidney disease, and various forms of cancer.[96]

Most health impacts from lead exposure are lifelong and irreversible.[97] Lead exposure is also hazardous to adults, with 18% of all deaths in the US linked to lead exposure and is a significant risk factor for cardiovascular disease.[98,99] Lead is the number one reason for fatal heart attacks in the US.[100] O8-1 cont.

Please see our CleanEarth4Kids.org Team 5 page #GetTheLeadOut for more information on the dangers of lead.[101]

- The Harm of Leaded Aviation Fuel on Communities

The EPA has issued its public endangerment finding on lead emissions from aircraft, stating it will "cause or contribute to lead air pollution."[102]

The impact of lead pollution is especially damaging to children living close to these airports as they are very likely to have significantly higher levels of lead in their blood.[103] In the US, over 5 million people, including over 360,000 children under the age of 5, live near at least one lead-emitting airport and face a severe risk of lead poisoning.[104] Communities of color are most likely to be close to these sources of lead, resulting in higher blood levels on average than white children.[105]

In the County of Santa Clara, children living within half a mile of their airport had lead levels nearly twice that of kids in Flint, Michigan at the height of their lead crisis.[106,107] Recognizing the danger, the County of Santa Clara has stopped the sale and storage of leaded fuel at their airport which has already significantly reduced lead emissions.[108]

[90] https://www.osha.gov/toxic-metals
[91] https://www.cdc.gov/nceh/lead/prevention/health-effects.htm
[92] https://www.luc.edu/healthyhomes/leadsafeillinois/leadfacts/rippleeffectsofchildhoodleadpoisoning/
[93] https://www.nber.org/papers/w23392
[94] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4387706/
[95] https://www.sciencedirect.com/science/article/pii/S0166046222000667
[96] https://columbiainsight.org/dealing-with-washingtons-legacy-of-pesticides/
[97] https://www.who.int/news-room/fact-sheets/detail/lead-poisoning-and-health
[98] https://www.vox.com/science-and-health/2018/3/15/17107924/lead-health-adults-heart-problems
[99] https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667(18)30025-2/fulltext
[100] https://www.vox.com/science-and-health/2018/3/15/17107924/lead-health-adults-heart-problems
[101] https://cleanearth4kids.org/team-5-get-the-lead-out
[102] https://www.epa.gov/system/files/documents/2023-10/420f23022_0.pdf
[103] https://news.sccgov.org/news-release/study-commissioned-county-santa-clara-finds-increased-lead-levels
[104] http://nepis.epa.gov/Exe/ZyPDF.cgi/P100YG4A.PDF?Dockey=P100YG4A.PDF
[105] https://news.sccgov.org/county-santa-clara-finds-increased-lead-levels-children-living-near
[106] https://news.sccgov.org/sites/g/files/exjcpb956/files/documents/RHV-Airborne-Lead-Study-Report.pdf
[107] https://www.nrdc.org/stories/flint-water-crisis-everything-you-need-know#summary
[108] https://countyairports.sccgov.org/pilots/aviation-fuel

9

- Stopping Leaded Aviation Fuel

Leaded aviation fuel is used by some piston-engine planes and helicopters in general aviation. According to the FAA (Federal Aviation Administration), an estimated 170,000 aircraft operating from over 20,000 airports across the US use leaded aviation fuel (AVGAS).[109] These aircraft are responsible for almost 70% of airborne lead pollution, putting out around 500 tons of lead each year, and are the largest source of lead in US air.[110]

Unleaded fuel is now available. The sale and use of leaded aviation fuel must stop!

7. Protect and Conserve Water

Set water use reduction goals and develop policies, guidelines and education programs to replace ornamental grass and other landscaping with native plants while transitioning to gray water reuse. The CAP must require greywater systems and stormwater capture and conservation for new residential and commercial construction.

Create bioretention swales in medians and other areas like Los Angeles to serve as micro-reservoirs for landscaping while filtering stormwater runoff.[111,112]

Establish other rainwater capture and storage infrastructure throughout the County including capture barrels at every residential property.

O8-1 cont.

Under California law, water is a basic human right. San Diego must take action to end water shutoffs and subsidize access to water for lower-income residents.

8. Transportation

The CAP must identify methods to reduce Vehicle Miles Traveled (VMT) by encouraging the use of public and active transportation.

The County's Active Transportation Plan must:

- Collaborate with SANDAG to support and implement the Five Big Moves.[113]
- Develop plans to extensively expand bike lanes and sidewalks throughout the County, create car-free areas and implement electric shuttles in high-traffic areas.
- Construct pedestrian overpasses and other safe pedestrian and active transportation infrastructure.
- Provide free mass transit passes to students, seniors and residents of disadvantaged communities.
- Create a transportation stipend program for all County employees while charging for parking.
- Establish practical and user-friendly public transportation in the unincorporated areas for semi-rural and rural communities.

[109] http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=14754
[110] https://earthjustice.org/news/press/2022/epa-proposes-endangerment-finding-of-leaded-aviation-gasoline
[111] https://nacto.org/urban-street-stormwater-guide/green-stormwater-elements/bioretention-swale/
[112] https://dpw.lacounty.gov/WMD/STWQ/EastLA.aspx
[113] https://www.sandag.org/regional-plan/5-big-moves

- Provide education and campaigns to encourage walking, biking, and taking public transit.

9. No False Solutions

The CAP must clearly state the County of San Diego will not use or invest in false climate solutions like synthetic carbon capture (CCS, CCUS), dirty hydrogen, methane or biomass/biofuels. These types of greenwashed "solutions" only delay real climate action.

10. Stop Toxic Synthetic Pesticides

We ask the County of San Diego to create and implement education programs and assistance to help farmers transition to climate-resilient farms, stopping the use of synthetic pesticides and synthetic fertilizers.

99% of synthetic pesticides and fertilizers come from fossil fuels and the continued use of these petrochemicals is a direct threat to the climate and our world.[114]

Healthy soil is important for sequestering carbon.[115] But pesticides destroy the microbes that make healthy soil. O8-1 cont.

By promoting sustainable farming practices that prioritize soil health, the City of Oceanside will contribute to the protection of human health, clean air, and water which will protect pollinators, and wildlife, preserve biodiversity and enhance our environment and climate.

- Pesticides Are Toxic

Pesticides are known to increase children's cancer risk and 95% of pesticides used miss their target.[116,117] There is a massive amount of scientific studies showing the damage done by the use of synthetic pesticides to the environment and human health.[118] Pesticides are poison, they are designed to kill. That is their purpose.

California studies show 13 agricultural pesticides elevated children's cancer up to 2.5 miles away from the application sites.[119] Only 5 are classified as Restricted Use by the EPA.[120] But 11 of the 13 are banned or not approved in other countries with 10 of them banned in at least 28 countries. The US uses toxic pesticides banned in many other countries.[121] The US only bans 21 pesticides while China bans 54 and the EU bans 195. (For a list of pesticides banned in other countries, please click here.)[122] Legal does not mean safe!

The proximity to agricultural pesticides is very important because pesticides can drift miles,

[114] https://www.ciel.org/reports/fossil-fertilizers/
[115] https://www.cdfa.ca.gov/healthysoils/
[116] https://www.sciencedirect.com/science/article/abs/pii/S1438463919306212?via%3Dihub
[117] https://www.scientificamerican.com/article/pesticide-drift/
[118] https://www.dw.com/en/pesticide-atlas-2022
[119] https://coeh.ph.ucla.edu/2021/04/05/childhood-brain-tumors-linked-to-mothers-exposure-to-pesticides/
[120] https://www.epa.gov/system/files/documents/2022-11/RUP-Report-10-31-2022.pdf
[121] https://biologicaldiversity.org/united-states-uses-85-pesticides-outlawed-in-other-countries-2019-06-06/
[122] https://pan-international.org/pan-international-consolidated-list-of-banned-pesticides/

harming children and families living near agricultural fields.[123,124] Pesticide drift settles on playgrounds, porches, laundry, toys, pools, furniture, gardens, and lawns where people and children live, learn, and play.[125] This exposes people, pollinators, and wildlife to danger from what they touch, breathe, and eat.

These toxic pesticides also contaminate our water. The National Water Quality Assessment (NWQA) shows agricultural runoff as the main cause of pollution in rivers and streams.[126,127] As pesticides travel through soil and bedrock cracks, they contaminate groundwater systems which provide 70% of the water used for public and private water supplies, irrigation, and industry.[128] Aquatic organisms also absorb pesticides through their skin, breathing, and mouths.[129] Long-term exposure has many negative consequences for aquatic life, such as mortality, reproductive failure, eggshell thinning, suppression of the immune system, and other fish health complications such as excessive slime on fish scales and gills, cancers, tumors and lesions.[130]

For more information on toxic pesticides, please see our Team 5: Stop Toxic Pesticides page.[131]

- Organic, Regenerative Farming, Permaculture and Agroecology

O8-1 cont.

Organic and regenerative farming practices do not use synthetic pesticides, fertilizers, or GMOs. Methods such as cover crops, manure, crop rotation, and natural pest controls like neem oil are used to repel pests and maintain soil health which is a natural carbon sink.[132,133] They focus on biodiversity, reduced tilling and planting a wide variety of crops to better close the carbon cycle.[134]

Permaculture and agroecology work with nature instead of against it, combining landscapes, plants, animals, and humans in a symbiotic relationship.[135][136]

For more information on regenerative farming, permaculture, organics and healthy soils, please see our Team 5: Farming page.[137]

11. Community Gardens

Please create an expansive community garden program that will decrease heat islands, and increase carbon sequestration while reducing food insecurity.

12. Create Pocket Forests

[123] https://europepmc.org/article/AGR/IND20460440
[124] https://pubmed.ncbi.nlm.nih.gov/11097803/
[125] https://www.epa.gov/reducing-pesticide-drift/introduction-pesticide-drift
[126] https://www.usgs.gov/mission-areas/water-resources/science/national-water-quality-assessment-nawqa
[127] https://www.epa.gov/nps/nonpoint-source-agriculture
[128] https://www.uky.edu/Ag/Entomology/PSEP/6environment.html
[129] https://biointerfaceresearch.com.pdf
[130] https://www.sciencedirect.com/science/article/abs/pii/S2215153222001003
[131] https://cleanearth4kids.org/stop-pesticides
[132] https://www.sare.org/resources/transitioning-to-organic-production/#:~:text=More%
[133] https://regenerationinternational.org/2017/02/24/what-is-regenerative-agriculture/
[134] https://regenerationinternational.org/2017/02/24/what-is-regenerative-agriculture/
[135] https://www.nomos.net/post/what-is-permaculture-farming-a-simplified-guide
[136] https://www.agroecologyfund.org/what-is-agroecology
[137] https://cleanearth4kids.org/farming-regenerative

Identify small areas of 6 parking spaces or more and small vacant land areas for pocket forests. Engage with school districts throughout the county to plant a pocket forest on each school's grounds.

Pocket forests are small areas of native trees and plants that restore nature to the urban environment.[138] This method was adopted by Japanese botanist Akira Miyawake, the creator of Tiny Forests.[139] The Miyawake method emulates an area's native ecosystem through a dense-planting method of only native species.[140]

These pockets forests provide vital habitats for native wildlife, attract important pollinators, provide an equitable urban landscape;[141] improve water infiltration of the soil, decrease stormwater runoff, protect against erosion,[142] provide educational opportunities to the community and absorb large amounts of carbon dioxide.[143]

13. Protect Natural Habitat, Wetlands, Lagoons and Waterways

The CAP must support the establishment of local natural habitat lands for GHG sequestration and to conserve biodiversity. CleanEarth4Kids.org supports the Habitat Restoration Resource Management Framework and asks the regional Multiple Species Conservation Plans (MSCP) to be incorporated into the CAP. O8-1 cont.

The CAP must address blue carbon storage by planting kelp and other seagrasses to sequester carbon while protecting coastal areas from pollution and sea level rise. Identify ecologically sound methods to protect beaches, cliffs, coastal roads and the LOSSAN train corridor from erosion.

14. Ban Synthetic Grass/Artificial Turf

CleanEarth4Kids.org asks the County of San Diego to ban all installations of artificial grass/synthetic turf. With the signing of SB 676 by Governor Newsom on October 8th, you have the authority to stop the use of this toxic plastic carpet.[144] The City of Millbrae has already banned it.[145]

Our youth, interns, and volunteers have worked hard to create videos and resources that can be found on our CleanEarth4Kids.org Team 5: Stop Synthetic Turf page.[146]

- Synthetic Grass/Artificial Turf is Plastic Pollution

Synthetic grass/artificial turf is plastic, made from resins like polyethylene and nylon. PFAS are used in the extrusion of plastic yarn for the "grass" blades.[147] No synthetic grass/artificial turf manufacturer can state they are free of PFAS. PFAS, PAHS, lead, and

[138] https://www.americanforests.org/article/picking-pocket-forests/
[139] https://www.pocketforests.ie/new-page
[140] https://us.iahv.org/portfolio/greenpocketforests/
[141] https://a25.asmdc.org/20221206-assemblymember-kalra-introduces-bill-promote-urban-greening
[142] https://www.americanforests.org/article/picking-pocket-forests/
[143] https://www.weforum.org/agenda/2020/07/tiny-urban-forests-miyawaki-biodiversity-carbon-capture/
[144] https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240SB676
[145] https://www.ci.millbrae.ca.us/276/Prohibition-of-Artificial-Turf-Synthetic
[146] https://cleanearth4kids.org/team-5-synthetic-turf-toxic-chemicals
[147] https://www.documentcloud.org/documents/6434596-Kulikov2005.html

other toxic chemicals have been found in synthetic grass/artificial turf.[148]

The installation and use of synthetic grass/artificial turf is the intentional installation and use of microplastics[149] which does serious harm to the environment[150] and human health.[151] Recent research[152] has found microplastics in placentas, infant feces, breastmilk, and even infant formula. Other studies have shown microplastics changing lung and liver cells.[153] Microplastics were banned in United States cosmetics[154] in 2015, but the ban on microplastics should apply to all areas of life to reduce these health risks.

Plastics don't break down in the environment, simply breaking down into microplastics. Wildlife can mistake microplastics for food and marine animals have been found to consume microplastics accidentally.[155] Microplastics attract and carry pollutants in the water and also release toxic chemicals.[156,157] Lab studies have shown that microplastics may impact the developmental stages of animals, causing reproductive issues and their ability to fight disease.[158] Furthermore, since humans consume fish and other marine animals, the impacts of microplastics are passed on to humans through the food chain.

The plastic life cycle is incredibly toxic. Research shows it causes premature birth, low birth weight, decreased fertility, asthma, childhood leukemia, lymphoma, brain cancer, breast cancer, mesothelioma, cardiovascular disease, chronic obstructive pulmonary disease, neuropathy, and lung cancer.[159] O8-1 cont.

- Synthetic Grass/Artificial Turf Hurts the Climate

Synthetic grass/artificial turf is plastic and plastic emits methane, a powerful greenhouse gas (GHG).[160] Plastics start as fossil fuels and emit greenhouse gasses in every stage of their lifecycle, from the extraction of oil/gas to the trash pile.[161] Plastics have a huge carbon imprint.[162] Research showed the emissions from plastics in 2019 were nearly 1.8 billion metric tons of greenhouse gasses, and that number is projected to continue growing.[163]

Dr. Sarah-Jeanne Royer of the Scripps Institution of Oceanography in California wrote a letter in opposition to synthetic grass/artificial turf, citing methane as a major concern.[164] Dr. Royer and her colleagues found that polyethylene, used to make synthetic turf/artificial grass, releases more methane than any other plastic.[165]

[148] https://theintercept.com/2019/10/08/pfas-chemicals-artificial-turf-soccer/
[149] https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-10/pdf/microplastics_
[150] https://www.unep.org/news-and-stories/story/plastic-planet-how-tiny-plastic-particles-are-polluting-
[151] https://www.theguardian.com/environment/2021/dec/08/microplastics-damage-human-cells-study-
[152] https://www.news-medical.net/news/20220921/Microplastics-detected-in-placentas-infant-feces-breast
[153] https://www.onegreenplanet.org/environment/microplastics-are-disrupting-metabolism-of-lung-and-liver
[154] https://www.fda.gov/cosmetics/cosmetics-laws-regulations/microbead-free-waters-act-faqs
[155] https://marinedebris.noaa.gov/what-marine-debris/microplastics
[156] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7924819
[157] https://link.springer.com/article/10.1007/s42452-019-1352-0
[158] https://www.frontiersin.org/articles/10.3389/ftox.2022.748912/full
[159] https://www.theguardian.com/environment/2023/plastics-cause-issues-from-cancer-to-birth-defects
[160] https://www.nytimes.com/2019/02/20/synthetic-turf-will-contribute-greenhouse-gas-problems/
[161] https://www.ciel.org/reports/plastic-health-the-hidden-costs-of-a-plastic-planet-may-2019/
[162] https://www.sciencedaily.com/releases/2019/04/190415144004.htm
[163] https://www.oecd.org/environment/plastics/increased-plastic-leakage-and-greenhouse-gas-emissions.htm
[164] https://drive.google.com/file/d/1O9NHwhVtY0ygHCcZDHhufkfcRdGFA35k/view
[165] https://www.bbc.com/news/science-environment-45043989

During the breakdown of polyethylene, the release of methane gas accelerates and the surface area of the plastic increases, reacting more with the sunlight and releasing more methane.[166] As synthetic grass/artificial turf is commonly made of polyethylene, these fields constantly release methane as it interacts with the sun and everyday use. Over a 20-year period, methane is 80x more potent at warming than carbon dioxide and is responsible for 25% of global warming.[167]

- Synthetic Grass/Artificial Turf is Not Recycled

Used synthetic grass/artificial turf is expected to produce 1-4 million tons of plastic waste[168] in the next ten years. The plastic carpet and rubber crumb infill from synthetic grass/artificial turf fields are often dumped illegally or sent to landfills since there are no United States recycling facilities for synthetic turf.[169,170] Reuse is not recycling![171]

- Synthetic Grass/Artificial Turf is HOT

O8-1 cont.

Synthetic grass/artificial turf is 40°-70° hotter than surrounding air temperatures and has burned hands and feet.[172] A study by Brigham Young found the surface temperature of synthetic grass/artificial turf was 37° higher than asphalt and 86.5° hotter than natural grass.[173] A study found that in 90° weather, the surface temperature of a natural grass field was about 98° while a synthetic grass/artificial turf field was over 160°.[174] Shoes have melted from the heat on synthetic grass/artificial turf with players and coaches getting blisters on the bottom of their feet through their shoes.[175] First-degree burns occur at 118° with blistering and second-degree burns at 131°.[176] Several synthetic grass/artificial turf fields in the Los Angeles Unified School District are currently closed due to high heat and melting surfaces.[177]

- Synthetic Grass/Artificial Turf is Dangerous to Athletes

Playing on synthetic grass/artificial turf can cause more injuries. According to an NFL Players Association (NFLPA) study, playing and practicing on synthetic grass/artificial turf increases the chance of a lower extremity injury with a 69% higher rate of non-contact foot/ankle injuries than on natural grass.[178] The NFLPA has called for all NFL fields to be natural grass.[179]

A study of National Collegiate Athletic Association (NCAA) athletes found playing on synthetic grass/artificial turf greatly increased the chance of knee ligament injuries while another

[166] https://www.surfrider.org/new-study-shows-plastic-as-source-of-greenhouse-gases-potentially-contribut
[167] https://ecology.wa.gov/Blog/Posts/February-2023/The-trash-climate-connection-what-you-need-to-know
[168] https://www.ydr.com/in-depth/news/2019/11/18/old-artificial-turf-fields-pose-huge-waste-problem
[169] https://www.theatlantic.com/science/artificial-turf-fields-are-piling-no-recycling-fix/603874/
[170] https://peer.org/artificial-turfs-big-lie-old-fields-not-recycled/
[171] https://peer.org/artificial-turfs-big-lie-old-fields-not-recycled/
[172] https://www.safehealthyplayingfields.org/heat-levels-synthetic-turf/
[173] https://aces.nmsu.edu/programs/turf/documents/brigham-young-study.pdf
[174] https://www.center4research.org/injuries-related-to-artificial-turf/
[175] https://ftw.usatoday.com/2015/08/its-so-hot-in-texas-turf-is-melting-cleats
[176] https://www.nist.gov/el/fire-research-division-73300/firegov-fire-service/fire-dynamics
[177] https://www.latimes.com/sports/highschool/story/2022-08-17/synthetic-l-a-unified-out-of-commission
[178] https://nflpa.com/posts/only-natural-grass-can-level-the-nfls-playing-field
[179] https://apnews.com/article/9b34d4402f2f82ae60708605f65aa560

study of high school athletes found they were 58% more likely to sustain an injury playing on synthetic grass/artificial turf than natural grass.[180,181]

The United States Men's Professional Soccer Team and other national teams only play on natural grass in the World Cup, and the United States Women's Soccer Team sued FIFA to not play on synthetic grass/artificial turf due to the increased risk of injury.[182] Soccer legend Lionel Messi will only play on real grass.[183]

- Natural Grass is Best

We ask the County of San Diego to follow organic land management practices, especially for managing playing fields. Training is available online through the University of California, Riverside and other locations.[184] High-use, organically managed, natural grass fields have been in use in many areas including Irvine, CA.[185,186]

Natural grass is the healthiest choice for playing fields and parks.[187] Natural grass fields are more cost-effective than synthetic grass/artificial turf fields which have higher maintenance and long-term costs.[188,189] Natural grass fields are also cheaper to install than synthetic grass/artificial turf.[190] With proper care and maintenance, a natural grass field can accommodate any amount of play as demonstrated by Marblehead, MA with 20 acres of organically managed fields for over 15 years.[191] O8-1 cont.

15. Zero Waste and Ban Single-Use Plastics

CleanEarth4Kids.org supports the development of composting/anaerobic digestion facilities to divert the majority of compostable waste from landfills. The CAP must also provide plans to reduce other waste and develop a circular economy by encouraging and incentivizing the elimination of single-use products while reducing, reusing and repurposing other items.

Take Climate Action NOW: There Is No Time To Waste

As shown in the United Nations Intergovernmental Panel on Climate Change (UN/IPCC) report[192] released March 20th 2023, our climate situation is at the point of no return. Even if we start today with immediate and strong action, we only have a very moderate chance of limiting global warming to the 1.5°C threshold by the world scientific community. We are in a climate emergency!

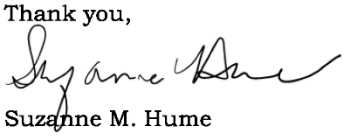
We already see the effects of climate change[193] as predicted by scientists: droughts, heat waves, extreme weather, raging wildfires, loss of sea ice, sea level rise, etc.

[180] https://pubmed.ncbi.nlm.nih.gov/30995074/
[181] https://www.uhhospitals.org/articles-and-news/articles/2019/08/artificial-turf-vs-natural-grass
[182] https://www.npr.org/353312770/soccer-players-sue-over-proposed-turf-field-for-womens-world-cup
[183] https://www.sbnation.com/soccer/lionel-messi-inter-miami-mls-turf
[184] https://cpe.rutgers.edu/landscape/natural-turf-certificate
[185] https://www.nontoxiccommunities.com/organic-athletic-fields.html
[186] https://youtu.be/o3P1T3fgy6I
[187] https://www.safehealthyplayingfields.org/health-benefits-of-natural-turf
[188] https://www.safehealthyplayingfields.org/s/Natural_Grass_Athletic_Fields_Ppoint_Final.ppt
[189] https://www.safehealthyplayingfields.org/maintenance-grass-vs-synthetic-turf
[190] https://www.safehealthyplayingfields.org/cost-grass-vs-synthetic-turf
[191] https://www.turi.org/content/NaturalGrassPlayingFieldCaseStudyMarbleheadMAJune202019.pdf
[192] https://report.ipcc.ch/ar6syr/pdf/IPCC_AR6_SYR_SPM.pdf
[193] https://climate.nasa.gov/effects/

If we do not greatly reduce greenhouse gases now, global temperature will continue to rise and these impacts will also increase and intensify. This is not a future problem, we are all being harmed right now. O8-1 cont.

The County of San Diego must implement a strong and enforceable CAP now.

Thank you,



Suzanne M. Hume
S@CleanEarth4Kids.org
(760) 650-2166
CleanEarth4Kids.org

CleanEarth4Kids.org works to protect children's health & future, public health, and the health and safety of communities, workers, and indigenous peoples globally and reminds all that clean air, water, a livable future, and access to nature are human rights. Streams, rivers, oceans, public lands, forests, trees, wildlife, ecosystems, climate, soils, and organic gardens must be protected. Access to healthy safe food, playgrounds, schools, homes, communities, cities and public lands- without toxic pesticides, chemicals, plastics, lead, heavy metals and pollution- is essential for life.

At the heart of CleanEarth4Kids.org: environmental protection, children's health and future, public health, environmental, racial, social and climate justice, education and JEDI (Justice, Equity, Diversity & Inclusion). CleanEarth4Kids.org works to stop toxic chemicals, PFAS, pesticides, lead and heavy metals, plastics and microplastics, toxic toys and products, synthetic turf, PIP (Pour In Place Playgrounds), fossil fuels, pollution, environmental destruction, degradation and injustice and works to uphold human rights and justice.

Letter O8 CleanEarth4Kids

Suzanne M. Hume
January 4, 2024

Comment O8-1
This comment letter has been revised and was resubmitted to the County on January 5, 2024.

Response O8-1
See responses to Comment Letter O14, below.

Letter O9

From: Brooke Wedner
To: CAP
Subject: [External] SanDiego350 CAP Team Comment Letter
Date: Thursday, January 4, 2024 10:09:55 PM

Hi Meghan,

Attached is the SanDiego350 comment letter for the County Climate Action Plan. Please, consider our comments. O9-1

County CAP Draft Comments

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Thank you,

Brooke Wedner
Chair, San Diego 350 Climate Action Team

SAN DIEGO 350
CLIMATE ACTION

January 4, 2024

County of San Diego PDS
5510 Overland Ave., Suite 310
San Diego, CA 92123

County of San Diego

RE: SanDiego350's CAP Team Comments on County Climate Action Plan Draft

Dear County Sustainability Planning Division Team,

SanDiego350 is an inclusive volunteer-led organization with more than 9,000 supporters in San Diego County. We're building a movement to prevent the worst impacts of climate change and climate injustice through education and outreach, public policy advocacy, and mobilizing people to take action.

The Climate Action Plan Team of SanDiego350 tracks and reviews Climate Action Plans across San Diego County providing input in the development phases and holding jurisdictions accountable in the implementation phase. The SanDiego350 CAP Team has reviewed the San Diego County Draft Climate Action Plan (CAP) and we strongly urge you to consider the following comments as you prepare the County CAP. The recommendations below are intended to support the County in achieving its climate and equity goals and preventing the worst impacts of climate change and climate injustice through implementing the plan's measures.

O9-2

Built Environment and Transportation

The following comments are from SanDiego350's Transportation Team and were also submitted separately.

While we appreciate the focus on improving access to public and active transportation to reduce single occupancy vehicle trips and improving access to EV technologies for county drivers, we would encourage you to give more attention to the reduction of sprawl, as well as the complications of hydrogen technologies.

In regards to the "Strategy: Decarbonize the On-Road and Off-Road Vehicle Fleet," reducing fleet and small equipment emissions is a good goal, especially since all-electric cars and small electric equipment are now available. Electric landscaping and off-road construction vehicles are all electric now and should replace current equipment as quickly as possible. Larger electric construction equipment does not seem to be readily available but is growing. See link: Report: Electric Construction Equipment Vital to Cleaner, Greener Construction. The availability of charging stations is a crucial incentive for people to buy electric vehicles. Charging station installations by the County would make EV owners confident in buying their cars without "range anxiety", and speed up the adoption of EVs. Adaptors for Tesla charging stations are available now which makes EVs even more attractive: Tesla Charging Adaptors.

SD350 does not support "the transition to hydrogen fuel for medium- and heavy-duty vehicles by increasing access to hydrogen fueling infrastructure through streamlined permitting processes and

O9-3

other efforts in the unincorporated area". While we recognize that hydrogen is often touted as a transitional technology, we are concerned that the many ways of obtaining or producing it also means that such commitments can have ambiguous outcomes. We oppose hydrogen that is produced from the chemical processing of fossil fuels. In particular, the language in the plan should stipulate a commitment to green hydrogen produced by renewable energy, but we also suggest that battery-electric vehicles are a better choice for medium- and heavy-duty vehicles and, thus, deserve greater incentive in the CAP.

Regarding "Strategy: Support Active Transportation and Reduce Single-Occupancy Vehicle Trips," the goal to develop a program to provide free transit passes and/or free trips in the unincorporated area to reduce vehicle miles traveled in the unincorporated area by 1.2% by 2030, is an attractive idea. We have seen that the Youth Opportunity Passes provided by MTS have been very successful in increasing ridership, and we expect that free transit in the unincorporated areas would be successful as well, especially for low-income, elderly, and disabled people living closer to cities who need to commute to jobs and services in the cities of San Diego. Data from MTS shows an increase in ridership of youth of 105% from March/April 2022 to March/April 2023.

Pre-approved development in unincorporated areas can lead to increased VMT. Therefore, SD350 urges the County to follow the Transportation Study Guide for the unincorporated county, and clearly state how any approved project would achieve VMT reduction and prevent sprawl. We particularly note that measure T-6.2a supports the use of TDM agreements as the supposed mitigation of increased VMT and GHG emissions of County land use approvals. Research has shown that TDM is not an effective or significant reducer of VMT or GHG emissions. We suggest that this measure should be removed from the final draft.

SD350 supports the goal of improving Active Transportation and Reducing Single-Occupancy Vehicle Trips. We suggest that while improving Active Transportation, all roadway improvement incorporates Vision Zero policies to improve the safety of traveling by foot, bicycle, and other small devices.

SD350 also supports increased access to first/last mile transportation services and connections (e.g., neighborhood electric vehicles, microtransit, bike/scooter-share) to reduce vehicle miles traveled by 7% within the unincorporated area by 2030.

O9-3 cont.

Energy

The following comments are from SanDiego350's Building Electrification Team and were also submitted separately.

SanDiego350 is a founding member of the San Diego Building Electrification Coalition (SDBEC). SanDiego350 signed onto the letter SDBEC recently submitted and we would like to reiterate the following comments on the Energy measures below.

O9-4

Re: Energy Sector Vision (Chapter 4, Energy Sector, page 65), many measures and actions in this sector rely on electrification as well as energy efficiency to meet the targets, yet the vision does not mention electrification. We recommend a more inclusive Vision that includes things such as efficient electric buildings.

In "Measure E-1: County Operations" (Chapter 4, Energy Sector, page 67), while the County's Zero Carbon Portfolio Plan (ZCPP) reduces GHG emissions in municipal operations, we recommend adding additional actions to the CAP, in alignment with the City of San Diego's goals in their Zero Emissions Municipal Building Operation Policy (ZEMBOP). Those additional actions include: expanding the scope beyond "owned & occupied properties" to include properties owned by the County and leased to others, requiring gas equipment to be replaced at the end of life, or sooner, with electric alternatives, and accelerating the timeline for achieving 100% renewable energy to 2025.

In "Measure E-2: Unincorporated Area" (Chapter 4, Energy Sector, page 68) the County has many policies that impact new and existing buildings, that can be updated to induce electrification.We recommend that all county housing policies, funding and contracts, and leases require all-electric buildings. We recommend that the "Equity-Based Outcomes" of "Reduced utility bills for homeowners and renters" be updated to include improved air quality. We recommend the "Community" co-benefit score be increased to reflect the public cost-savings of energy efficiency and electrification. Mass electrification will enable the decommissioning of expensive and aging gas pipelines.

Re: Action E-2.1: New Buildings (Chapter 4, Energy Sector, page 68), due to ongoing litigation against all-electric mandated ordinances, we recommend that this action be supplemented to create an ordinance to highly incentivize but not require all-electric equipment, such as the High-Performance approach suggested by the State Codes and Standards group.

In "Action E-2.2: Existing Buildings" (Chapter 4, Energy Sector, page 68) we recommend the following additions to address the urgency of electrifying existing buildings:

- Require all air conditioning units to be replaced upon burnout with heat pump appliances
- Streamline the permitting process for building electrification, especially emergency replacements
- Support residents with an Electrification Retrofit Accelerator program so that information about incentives, contractors, electric equipment, etc are easily available
- Accelerate the timeline for existing building electrification
- Commit to seeking additional policy pathways to electrify faster

In addition, details for each action including estimated costs, specific benchmarks, and implementation timelines are critical and must be transparently developed and robustly funded.

O9-4 cont.

Agriculture and Conservation

The following comments are from SanDiego350's Food & Soil Team and were also submitted separately.

We were very pleased to see that the intention is to make carbon farming a primary measure, with ambitious but potentially attainable goals in place for 2030 and 2045.We are also pleased to see the intention to reach out to disadvantaged farmers, prioritize County contracts with equitable food suppliers, reach out to tribal leaders to incorporate indigenous land management practices for habitat restoration, and evaluate opportunities to increase farmworker housing in the unincorporated area. All those items are in line with the environmental justice goals of SanDiego350, and we strongly encourage you to keep those as a prominent part of the CAP.

O9-5

Incentivizing carbon farming on conventionally farmed agricultural land and implementing these techniques in organic/regenerative operations is strongly encouraged as we see great potential in both. We also strongly support the idea of an incentive program rather than mandatory, as area farmers and ranchers are facing immense pressure.

Some questions and concerns that we have include:

- How additional sequestration attributable to carbon farming will be counted toward the overall CAP reduction target? Will the reduction be based solely on projections, such as through COMET-Planner? Or will it be necessary, in addition to doing projections, to verify how much carbon is actually sequestered, such as through the use of soil organic matter testing? Perhaps these details are still being worked out, but if the answer to this is known, it seems it would be beneficial to specify within the final CAP draft.
- We found the COMET projections on P. 483 of Appendix 1 to be very illuminating, but also they raised some questions for us. In particular, is it true that you are anticipating sequestration increases of 3.1 or 4.4 MT CO2E per acre per year as a result of compost application in different settings (cropland and rangeland, respectively)? Based on our knowledge of sequestration potential, those seem like very high expectations to achieve on a per-year basis. According to the ATTRA Sustainable Agriculture program, in a cropping context, “Compost can sequester an estimated 0.75 tonnes CO2 equivalent per acre, per year”. According to a variety of sources, such as the San Mateo RCD, Riyals and Silver’s 2013 study with the Marin Carbon Project found that, in a rangeland context, “a one-time application of compost sequesters 1.49 metric tons of carbon dioxide equivalents per acre per year”. These numbers seem significantly lower than 3.1 and 4.4, respectively, so we are interested to better understand what explains that discrepancy. Of course, other carbon farming techniques can be applied in addition to composting, which can result in higher sequestration potential. For example, the Institute of Agriculture and Natural Resources evaluated research on this and reported that “We found 77 multi-year experimental results measuring changes to no-till with an average carbon, sequestration benefit of 0.77 metric tons of CO2e per acre per year. We found 189 experimental results for planting cover crops, with an average sequestration benefit of 0.76 metric tons per acre per year”. Still, it seems that even if composting, cover cropping, and no-till changes were all practiced, that still may not add up to the target shown on P. 483. Nonetheless, we certainly would encourage the implementation of as many carbon farming techniques as seems practical, so that maximum sequestration and other co-benefits can be achieved.
- We have one other question related to sequestration and emissions. In Section 4 on P. 101 (according to the blue page number), it says: “A carbon farming program will incentivize a variety of techniques on natural and working lands that reduce GHG emissions and provide co-benefits such as water and land conservation”. Do you mean that additional sequestration from carbon farming will, in effect, reduce GHG emissions once additional sequestration is subtracted from total emissions? Or is the focus on the actual reduction of emissions rather than sequestration? It seems like perhaps the language could be refined to better communicate the intention to the public.
- Also, we noticed a discrepancy in estimates of agricultural acreage in San Diego County. On P.99 (blue number) of Section 4, it says: “More than 5,000 farmers call the county their home and make their living on 250,000 acres”. However, on P. 484 of Appendix 1 the amount of

O9-5 cont.

4

agricultural acreage appears to be much smaller: 114,746 acres of farmland in 2019. Without further information, there appears to be a discrepancy. Could this info be more clearly communicated in the final draft so that these numbers don't appear to be in conflict?

- We are interested in better understanding, given the $1-10 million budget for the carbon farming program in the first six years of implementation (per Section 5), how much of that is expected to be going directly toward farmers in the form of incentives. We expect there will be some administrative costs covered by that as well, and we would like to get more info about the expected balance of farmer benefits to admin costs. In terms of marketing, it seems like a large figure could be very attractive to area farmers, and we will want to help the CAP team get the word out to area farmers about this new incentive program, so more info there would be useful.

O9-5 cont.

Implementation and General

Implementation

The CAP should include more detailed objectives, steps, and milestones, and a timeline for their implementation. It will be impossible to meet the plan's ambitious goals without clear, detailed plans that allows the County to track its progress and stay accountable to its commitments.

O9-6

Planning for Climate Resiliency

With climate impacts and disasters becoming more frequent and extreme, it is crucial that the County create a Climate Resiliency Plan to complement the Climate Action Plan. The CAP should include a commitment and timeline for the creation of that plan, and the implementation should be connected since many measures could serve dual purposes or amplify each other. The unincorporated County is already seeing these impacts, especially extreme heat, wildfires and smoke, drought, and flooding - and these impacts will all become more severe with time. It is imperative that the County plan now so that it can protect the health of residents and the economy of the unincorporated County through resiliency measures, including air filtration equipment, creating cooling and smoke-free centers (we recommend looking at utilizing existing Community Colleges and libraries for this purpose), adapting outdoor industries such as farming to changing conditions, microgrids to protect against power outages, water and energy conservation measures, etc. We recommend doing community outreach, education, and engagement to identify the most effective measures for the different communities in the unincorporated County.

O9-7

Regional Collaboration

The County of San Diego's leadership is needed to ensure that the County as a whole succeeds in meeting its climate and equity goals as rapidly and effectively as possible. Regional collaboration and integration across cities and agencies are necessary to achieve these targets, across the County and the other municipal CAPs, the Regional Decarbonization Framework, SANDAG's Regional Transportation Plan, the CAPs of large businesses, tribal nations, universities, the Port, Airport, MTS, NCTD, school districts, etc.

O9-8

This CAP should clarify how the County plans to collaborate with the municipalities, agencies, and other entities in the county, and specifically identify what that collaboration should look like. This is especially important when it comes to transportation and transit, where no City can act alone and where residents of the unincorporated County are in need of transportation solutions that connect them easily to employment centers, schools, and services.

There are two areas the CAP should specifically address and clarify its goals and roles: 1) the Priority Climate Action Plan (PCAP) being developed by SANDAG as a region-level CAP, and take a leading role in its development and implementation, especially related to transportation and building electrification. 2) working in partnership with these entities to secure crucial federal and state funding for the necessary measures.

O9-8 cont.

Question Regarding Projected Emission Reductions

Figure 10 on pages 37-8 shows the County's projected emission reductions through 2025. We wanted to learn more about why natural gas emissions, which comprise a large portion of overall emissions, are expected to grow rather than shrink over the next 25 years when the State is expected to move to limit these emissions through building and transportation electrification policies and many municipalities are already taking steps to do so. Additionally, it seems that all projected reductions are coming from only two sectors - electricity and transportation. Why are there no expected reductions based on the measures from the other sectors? Furthermore, the projected reductions in transportation and the built environment are insufficient according to the projected emissions in Appendix 3.

The County CAP is an opportunity for the County to provide much-needed leadership in creating ambitious, accountable climate policy across our region and serving as a model for other counties. While this CAP demonstrates improvements compared to prior County CAP versions (for which we are grateful to staff), there is more to be done to truly unleash the potential for putting our communities on the path to a healthy, sustainable, equitable future.

O9-9

Sincerely,



Brooke Wedner
Chair, SanDiego350 Climate Action Plan Team

Letter O9 San Diego350's Climate Action Plan Team

Brooke Wedner, Chair
January 4, 2024

Comment O9-1
The comment is an introductory statement.

Response O9-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O9-2
The comment provides background information about SanDiego350 and its Climate Action Plan Team.

Response O9-2
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O9-3
This comment expresses support for various CAP Update strategies, measures, and actions to reduce GHG emissions and opposition to others.

Response O9-3
These comments are noted and will be provided to County decision-makers for their consideration during the adoption hearings for a Final CAP Update. CAP Action T-3.1.a has been revised to clarify that this effort would focus on clean hydrogen sources. Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions

Comment O9-4
The comment suggests revisions to various CAP Update measures for energy.

Response O9-4
These comments are noted and will be provided to County decision-makers for their consideration during the adoption hearings for a Final CAP Update. Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Comment O9-5
The comment poses questions and expresses concern about various CAP Update measures for agriculture and conservation.

Response O9-5
These comments are noted and will be provided to County decision-makers for their consideration during the adoption hearings for a Final CAP Update. Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045.

With regard to the question about the CarbOn Management & Emissions Tool (COMET) projections, the rates for $MTCO_2e$ sequestered per year resulting from compost application were derived from COMET-Planner for the California Department of Food and Agriculture Healthy Soils Program (CDFA HSP). COMET-Planner CDFA HSP estimates GHG reductions from Natural Resources Conservation Service (NRCS) Conservation Practices that have been identified as having GHG mitigation or carbon sequestration benefits on farms and ranches. The COMET-Planner tool is available online: http://comet-planner-cdfahsp.com/.

The following COMET-Planner CDFA HSP outputs for the County of San Diego were used to estimate sequestration rates for compost application practices under Action 4.1 (Table 9-4).

Table 9-4 Approximate Carbon Sequestration and GHG Reductions Associated with Selected Conservation Practices

Practice	Quantity	Unit	CO_2 ($MTCO_2e$/yr)	N_2O ($MTCO_2e$/yr)	CH_4 ($MTCO_2e$/yr)	$MTCO_2e$/yr	Proportion (Input)	Notes
San Diego, CA Compost Application (Interim CPS 808) – Compost (C/N < or = 11) Application to Annual Crops, On-farm produced compost – 4 tons/acre	1,000	Acres	2,260	(200)	6	2,066	50%	COMET-Planner CDFA HSP includes 3 payment scenarios for this practice: 3, 4, and 5 tons/acre. Payment scenario does not affect GHG reductions. GHG reductions are also the same for on-farm produced compost and compost purchased from certified composting facility.
San Diego, CA Compost Application (Interim CPS 808) – Compost (C/N > 11) Application to Annual Crops, On-farm produced compost – 6 tons/acre	1,000	Acres	4,440	(190)	11	4,261	50%	COMET-Planner CDFA HSP includes 3 payment scenarios for this practice: 6, 7, and 8 tons/acre. Payment scenario does not affect GHG reductions. GHG reductions are also the same for on-farm produced compost and compost purchased from certified composting facility.
							100%	Two practices must add up to 100%.
San Diego, CA Nutrient Management (CPS 590) – Improved N Fertilizer Management on Irrigated Croplands – Reduce Fertilizer Application Rate by 15% - Basic NM	1,000	Acres	(35)	23	-	(12)	0%	Because practice does not offer a GHG reduction benefit, proportion is set to zero.
San Diego, CA Nutrient Management (CPS 590) – Improved N Fertilizer Management on Non-Irrigated Croplands – Reduce Fertilizer Application Rate by 15% - Basic NM	1,000	Acres	(10)	22	-	12	100%	Benefit of 15% reduction in fertilizer use, on top of compost application is marginal.
							100%	Two practices must add up to 100%.
San Diego, CA Compost Application (Interim CPS 808) – Compost (C/N > 11) Application to Grazed Grassland, On-farm produced compost - 7 tons/acre	1,000	Acres	4,440	(35)	14	4,419	100%	COMET-Planner CDFA HSP includes 3 payment scenarios for this practice: 6, 7, and 8 tons/acre. Payment scenario does not affect GHG reductions. GHG reductions are also the same for on-farm produced compost and compost purchased from certified composting facility.
San Diego, CA Compost Application (Interim CPS 808) – Compost (C/N > 11) Application to Grazed Irrigated Pasture, On-farm produced compost - 7 tons/acre	1,000	Acres	4,500	(110)	12	4,402	0%	COMET-Planner CDFA HSP includes 3 payment scenarios for this practice: 6, 7, and 8 tons/acre. Payment scenario does not affect GHG reductions. GHG reductions are also the same for on-farm produced compost and compost purchased from certified composting facility. *Assumes no grazed irrigated pastures in San Diego County.*
							100%	Two practices must add up to 100%.

Notes: C/N carbon:nitrogen ratio= , CPS = Conservation Practice Standard , $MTCO_2e$ = metric tons carbon dioxide equivalent, COMET = CarbOn Management & Emissions Tool, CDFA HSP = California Department of Food and Agriculture Healthy Soils Program.

Source: adapted from COMET Planner by Ascent, 2024.

With regards to the question about sequestration and emissions, the County has revised the description of Measure A-4 in the CAP Update to clarify that carbon farming would reduce GHG emissions and increase sequestration potential.

Regarding the amount of agricultural land in San Diego County, the SANDAG Series 14 Growth Forecast reported that there were 114,746 acres of agricultural land in the unincorporated county as of 2019. SANDAG defines agricultural as orchards, vineyards, intensive agriculture, and field crops (refer to CAP Update Appendix 3, footnote 53, page 20). The 250,000 acres referenced on page 99 of the Draft CAP is from the US Department of Agriculture 2017 Census of Agriculture. The Census of Agriculture is a complete count of US farms and ranches and the people who operate them. Even small plots of land—whether rural or urban—count if $1,000 or more of agricultural products were produced and sold, or normally would have been sold, during the census year. This reference has been removed from the revised CAP Update to avoid confusion.

With regards to the question about the budget for carbon farming, the CAP Update includes substantial evidence supporting the implementation and GHG reduction potential of each recommended measure and action. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical and implementation details for quantified implementing actions that are included in the CAP Update, including the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation."

Comment O9-6
The comment advises the County to provide more detailed objectives, steps, milestones, and timeline for the CAP Update implementation.

Response O9-6
See Response O9-5, which describes the implementation details included in the CAP Update.

Comment O9-7
The comment suggests the County prepare a Climate Resilience Plan to complement the CAP Update and to conduct outreach in different communities.

Response O9-7
The suggestion to prepare a Climate Resilience Plan is noted. The San Diego County General Plan Safety Element includes a policy to implement the County's *Vulnerability Assessment and Adaptation Report* (Policy S-12.1). The *Vulnerability Assessment Adaptation Report* was prepared in June 2021 by the County in accordance with General Plan Policy S-12-1. The report includes a comprehensive vulnerability assessment and adaptation goals and policies, which are required to be incorporated into the General Plan

Safety Element, in compliance with SB 379, Government Code Section 65302(g)(4). Public outreach was conducted during the preparation of *Vulnerability Assessment and Adaptation Report*. The report is available on the County website at: https://www.sandiegocounty.gov/pds/generalplan.html. Refer to Response O2-5 for further discussion of resiliency considerations included in the CAP Update.

Comment O9-8
The comment recommends that the County provide clarification on regional collaboration in the CAP Update.

Response O9-8
The County acknowledges the importance of regional collaboration in effective GHG emissions reduction. The suggestion that the County "take a leading role" in the development and implementation of SANDAG's forthcoming Priority Climate Action Plan (including securing funding) is noted. This effort would be independent of the County's CAP. The CAP Update has been revised to reference the Priority Climate Action Plan as an example of regional collaboration. Refer to Response O2-6 for further discussion of regional collaboration.

Comment O9-9
This comment addresses GHG emissions projections for the unincorporated area from 2019 through 2045 (as shown in Figure 10), which account for the effects of state and federal actions to reduce emissions but do not account for actions the County would take to reduce emissions.

Response O9-9
CAP Update Figure 10 shows the CAP Update emission projections and GHG reduction targets. CAP Update Figure 13 shows GHG emission reductions from CAP implementation.

As described in the CAP Update, "The CAP's emissions projections estimate future emissions by considering forecasted growth in population, housing units, and employment, and the impact of adopted legislation and regulations on future emissions" (Section 3.3, page 34, as shown in Figure 10). CAP Update Appendix 3 describes how the projections were developed, provides the indicators used for estimating emissions projections for each sector, and identifies the specific legislative and regulations actions accounted for in the County's GHG emissions projections. Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains that the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Letter O10

From: David Pearl
To: Kelly, Meghan; Moss, Claire; Hamburger, Ariel; Farmer, Tyler; CAP
Subject: [External] Re: SanDiego350 and County of SD - Carbon Farming
Date: Thursday, January 4, 2024 10:28:40 AM
Attachments: SanDiego350 Feedback to County Staff on CAP Draft vis-a-vis Carbon Farming.pdf

Good morning,

Our carbon farming working group within SanDiego350's Food and Soil Team greatly appreciated meeting with you all back on 12/13/22.

We also were eager to closely read the carbon farming-related aspects of the CAP draft in recent months, and we would like to provide our detailed feedback in the attached PDF.

SanDiego350 is planning to submit an organization-wide response to the CAP draft, and it's my understanding that this carbon farming feedback will be incorporated into that in some form as well. We wanted to get it directly to you all, since we previously talked in some depth about these issues. As mentioned in the letter itself, we would be available to discuss further with you in advance of the final draft, if that would be beneficial.

Thank you for all your efforts in this area.

David

O10-1

On Wed, Dec 14, 2022 at 2:20 PM David Pearl <metacipher@gmail.com> wrote:

> Hi all,
>
> Thanks again for taking the time yesterday to meet with us. It was very informative, and we appreciate the opportunity for dialogue.
>
> Here's a link to the presentation Augusta (CCed) put together – no-frills, but very informative in my opinion. And here are a couple sources that were the basis for it:
>
> - Full study: https://www.wellington.ca/en/business/resources/Our-Food-Future/Investigating_Incentives_for_Regenerative_Agriculture-May-2021.pdf
> - Homepage: https://www.wellington.ca/en/business/ed-experimental-acres.aspx
>
> We look forward to staying in touch, and please let me know if we can assist with anything.
>
> Thanks,
> David
>
> On Tue, Nov 22, 2022 at 7:37 AM Kelly, Meghan <Meghan.Kelly@sdcounty.ca.gov> wrote:
>
> > Microsoft Teams meeting
> >
> > **Join on your computer, mobile app or room device**
> >
> > Click here to join the meeting

Meeting ID: 275 285 060 958
Passcode: jhVwPG

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O10-1 cont.

January 4, 2023

Dear CAP Staff,

SanDiego350 is an inclusive volunteer organization building a movement to prevent the worst impacts of climate change and climate injustice. We strive to create a future that supports a livable planet and just society through education and outreach, public policy advocacy, and mobilizing people to take action.

The Carbon Farming Working Group of SanDiego350's Food and Soil Team has closely studied the potential for carbon farming within San Diego County as a means of pulling down and sequestering carbon from the atmosphere. We've come to the conclusion that ramping up carbon farming efforts among area farmers and ranchers could be highly beneficial to their food production operations and greatly offset the amount of emissions that occur in unincorporated San Diego County. As such, in late 2021 we proposed that the County adopt carbon farming as a primary measure in the climate action plan (CAP) revision so this sequestration can be quantified and counted as part of the County's overall efforts to reduce emissions. We spoke in support of the Carbon Farming Pilot Program when it was proposed to the Board of Supervisors in August 2022, and we greatly appreciated meeting with CAP staff about our proposal and their efforts on the Pilot Program in December 2022.

We were eager to review the initial draft of the CAP revision that was recently released to the public, and we were very pleased to see that the intention is to make carbon farming a primary measure, with ambitious but potentially attainable goals in place for 2030 and 2045. Achieving a 10x ramp up in the 15 years between those two dates would be a remarkable achievement and of great benefit to San Diego County. O10-2

In addition, we were heartened to see the intention to reach out to disadvantaged farmers, prioritize County contracts with equitable food suppliers, reach out to tribal leaders to incorporate indigenous land management practices for habitat restoration, and evaluate opportunities to increase farmworker housing in the unincorporated area. All those items are in line with the environmental justice goals of SanDiego350, and we strongly encourage you to keep those as a prominent part of the CAP.

We also were pleased to see that there's an interest in incentivizing carbon farming on conventionally farmed agricultural land, because there is great potential in that, in addition to implementing these techniques in organic/regenerative operations. We also strongly support the idea of an incentive program rather than anything mandatory, as area farmers and ranchers are facing enough pressures as it is.

In reading the draft, we also had some questions about how various things will work, and in some cases we had concerns about specific calculations. We would like to share these with you so you can consider this feedback as you revise this draft. If it would be helpful, we would be happy to communicate with you further on these topics before the final draft is released. O10-3

First, we'd like to better understand how additional sequestration attributable to carbon farming will be counted toward the overall CAP reduction target. Will the reduction be based solely on projections, such as through COMET-Planner? Or will it be necessary, in addition to doing projections, to verify how much carbon is actually sequestered, such as through use of soil organic matter testing? Perhaps these details are still being worked out, but if the answer to this is known, it seems it would be beneficial to specify within the final CAP draft.

We found the COMET projections on P. 483 of Appendix 1 to be very illuminating, but also they raised some questions for us. In particular, is it true that you are anticipating sequestration increases of 3.1 or 4.4 MT CO2E per acre per year as a result of compost application in different settings (cropland and rangeland, respectively)? Based on our knowledge of sequestration potential, those seem like very high expectations to achieve on a per year basis. According to the ATTRA Sustainable Agriculture program, in a cropping context, "Compost can sequester an estimated 0.75 tonnes CO2 equivalent per acre, per year". According to a variety of sources, such as the San Mateo RCD, Riyals and Silver's 2013 study with the Marin Carbon Project found that, in a rangeland context, "a one-time application of compost sequesters 1.49 metric tons of carbon dioxide equivalents per acre per year". These numbers seem significantly lower than 3.1 and 4.4, respectively, so we are interested to better understand what explains that discrepancy. Of course, other carbon farming techniques can be applied in addition to composting, which can result in higher sequestration potential. For example, the Institute of Agriculture and Natural Resources evaluated research on this and reported that, "We found 77 multi-year experimental results measuring changes to no-till with an average carbon sequestration benefit of 0.77 metric tons of CO2e per acre per year. We found 189 experimental results for planting cover crops, with an average sequestration benefit of 0.76 metric tons per acre per year". Still, it seems even if composting, cover cropping, and no-till changes were all practiced, that still may not add up to the target shown on P. 483. Nonetheless, we certainly would encourage the implementation of as many carbon farming techniques as seems practical, so that maximum sequestration and other co-benefits can be achieved.

O10-3 cont.

We have one other question related to sequestration and emissions. In Section 4 on P. 101 (according to the blue page number), it says: "A carbon farming program will incentivize a variety of techniques on natural and working lands that reduce GHG emissions and provide cobenefits such as water and land conservation". Do you mean that additional sequestration from carbon farming will, in effect, reduce GHG emissions once additional sequestration is subtracted from total emissions? Or is the focus on actual reduction of emissions rather than sequestration? It seems like perhaps the language could be refined to better communicate the intention to the public.

Also, we noticed a discrepancy in estimates of agricultural acreage in San Diego County. On P. 99 (blue number) of Section 4, it says: "More than 5,000 farmers call the county their home and make their living on 250,000 acres". However, on P. 484 of Appendix 1 the amount of agricultural acreage appears to be much smaller: 114,746 acres of farmland in 2019. Without

further information, there appears to be a discrepancy. Could this info be more clearly communicated in the final draft so that these numbers don't appear to be in conflict?

We are interested to better understand, given the $1-10 million budget for the carbon farming program in the first six years of implementation (per Section 5), how much of that is expected to be going directly toward farmers in the form of incentives? We expect there will be some administrative costs covered by that as well, and we would like to get more info about the expected balance of farmer benefits to admin costs. In terms of marketing, it seems like a large figure could be very attractive to area farmers, and we will want to help the CAP team get the word out to area farmers about this new incentive program, so more info there would be useful.

O10-3 cont.

And finally, we strongly support everything under the banner of A-4, but it wasn't clear to us in the executive summary whether items A-4.1a, A-4.1b, A-4.1c, and A-4.1d are all a subset of 4.1 and therefore will be administered as part of the Carbon Farming Program or whether those are additional initiatives that will support climate-friendly farming practices but are not directly related to the carbon sequestration initiative. If it's the latter, perhaps organizing those under a new A-4.2 header and making those A-4.2a, A-4.2b, A-4.2c, and A-4.2d would provide more clarity to readers.

Hopefully this feedback is helpful, and we look forward to seeing your responses to these questions, either in the final draft or, if preferable, through communication with us prior to that. We will continue keeping close tabs on these efforts, and we look forward to seeing the next iteration and providing whatever assistance we can throughout the process. Thank you very much for your time and all your efforts in this area.

David Pearl

On behalf of the Carbon Farming Working Group, within SanDiego350's Food and Soil Team

Letter O10 SanDiego350's Food and Soil Team

David Pearl
January 4, 2024

Comment O10-1
The comment is an introductory statement.

Response O10-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O10-2
The comment provides background information about the Carbon Farming Working Group in the SanDiego350's Food and Soil Team and expresses support for the CAP Update carbon farming measures.

Response O10-2
The County appreciates the support for the CAP Update carbon farming measures. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O10-3
This comment is encompassed in Comment O9-5 above. The comment expresses support for the CAP Update Measure A-4 and advises the County to reorganize the structure for Action A-4.1 and Actions A-4.1.a through A-4.1.d.

Response O10-3
Refer to Response O9-5. In addition, Actions A-4.1.a, A-4.1.b, A-4.1.c, and A-4.1.d are organized under Measure A-4, which states that the County will, "Incentivize carbon farming to expand carbon storage capacity on agricultural land and support climate-friendly farming practices in the unincorporated area." These actions are organized under Measure A-4 because they are related to carbon farming and other climate-friendly farming practices.

SAN DIEGO BUILDING ELECTRIFICATION COALITION

Letter O11

4 January 2024

Re: **Feedback on the San Diego County draft Climate Action Plan**

Dear County Sustainability Planning Division Team,

The San Diego Building Electrification Coalition (SDBEC) is an alliance of community, business, faith, justice, and environmental organizations coming together to equitably accelerate electrification in residential and commercial buildings. Building electrification is essential to meeting California and San Diego's ambitious climate goals by reducing greenhouse gas emissions, improving air quality in our homes and buildings, and protecting public health.

We are pleased that the County's Climate Action Plan recognizes the urgency to significantly reduce and avoid GHG emissions to achieve net zero emissions by 2045. And while the plan focuses on five emission reduction sectors, the importance of the Energy sector cannot be overstated. Electrifying buildings is one of the most effective ways to cut climate pollution. Our electricity is increasingly cleaner thanks to the County's decision to join San Diego Community Power. Furthermore, the technology needed to transition from methane gas to clean electricity already exists today.

O11-1

It is in this spirit that we offer the following recommendations on the draft Climate Action Plan:

Energy Sector Vision (Chapter 4, Energy Sector, page 65)

- Many measures & actions in this sector rely on electrification as well as energy efficiency to meet the targets, yet the vision does not mention electrification.
    - We recommend a more inclusive Vision, e.g. **efficient electric buildings**

Measure E-1: County Operations (Chapter 4, Energy Sector, page 67)

- While the County's Zero Carbon Portfolio Plan (ZCPP) reduces GHG emissions in municipal operations, we recommend adding additional actions to the CAP, in alignment with the City of San Diego's goals in their Zero Emissions Municipal Building Operation Policy (ZEMBOP)
    - Expand the scope beyond "owned & occupied properties" to include **properties owned by the County and leased to others**
    - **Require gas equipment be replaced at end of life**, or sooner, with electric alternatives
    - Accelerate the timeline for **100% renewable energy by 2025**

Measure E-2: Unincorporated Area (Chapter 4, Energy Sector, page 68)

- The County has many activities that impact new and existing buildings, that can updated to include electrification
    - We recommend adding a measure that **all county housing policies, funding and contracts, leases require all-electric buildings.**

O11-2

SAN DIEGO BUILDING ELECTRIFICATION COALITION

- We recommend that the "Equity Based Outcomes" of "Reduced utility bills for homeowners and renters" be updated to include **improved air quality**.
- We recommend the "Community" co-benefit score be increased to reflect the **public cost-savings of energy efficiency and electrification**. Mass electrification will enable the decommissioning of expensive and aging gas pipelines.

Action E-2.1: New Buildings (Chapter 4, Energy Sector, page 68)

- Due to on-going litigation, we recommend that this action be supplemented to create an ordinance to **encourage all-electric equipment, until it is possible to require it.**

Action E-2.2: Existing Buildings (Chapter 4, Energy Sector, page 68)

- We recommend the following additions to address the urgency of electrifying of existing buildings
  - **Require all air conditioning units to be replaced upon burnout with heat pump appliances**
  - **Streamline the permitting process for building electrification, especially emergency replacements**
  - **Support residents with an Electrification Retrofit Accelerator program**
  - **Accelerate the timeline for existing building electrification**
  - **Commit to seeking additional policy pathways to electrify faster**

O11-2 cont.

In addition, details for each action including **estimated costs, specific benchmarks and implementation timelines** are critical and must be transparently developed and robustly funded.

Our region is far behind in meeting mandated GHG reduction goals. Strong leadership at the County level must be demonstrated, leading by example, to achieve the significant results that are needed in the face of our climate emergency.

Sincerely,

SAN DIEGO BUILDING ELECTRIFICATION COALITION

Kelly Lyndon Co-Chair San Diego Building Electrification Coalition	Colleen FitzSimons Executive Director San Diego Green Building Council	Tanish-Jean Martin Climate Community Director San Diego Urban Sustainability Coalition
Jim Miller Vice President AFT 1931	Ann Feeney Co-chair Building Electrification San Diego 350	Serena Pelka Policy Advocate Climate Action Campaign
Susan Wayo Board Member & Secretary Center for Community Energy	Amy Steward Executive Director Emerald Keepers	Leslie Gomez Board Member North County Climate Change Alliance
Sean Armstrong Managing Principal Redwood Energy	Adria Fox Managing Director C4GS-ZEDlife	Leslie Gomez San Diego Climate Reality Project

SAN DIEGO BUILDING ELECTRIFICATION COALITION

AIA San Diego American Institute of Architects San Diego	QuitCarbon Cooper Marcus CEO and Chief Quitter QuitCarbon	Green New Deal UCSD Adam Aron Green New Deal at UCSD
Mothers Out Front California Alicia Nichols Gonzalez Mothers Out Front Organizing Manager, California	Forward Dining Solutions LLC Chef Christopher Galarza, Founder Culinary Sustainability Consultant Forward Dining Solutions LLC.	Fallbrook Climate Action Team Joy Frew Co-founder Fallbrook Climate Action Team
IGC In Good Company Adrienne Fusek Executive Director In Good Company	Climate Justice Climate Change is a Moral Issue First Unitarian Universalist Church of San Diego Rhea and Armin Kuhlman Co-Chair, Climate Justice Team First Unitarian Universalist Church of San Diego	I am Green Reconnecting Our People to the Planet and Each Other Sister Maria A. Muhammad CEO I Am Green, Inc.
Move Faster Larry Peranich Founder Move Faster	Stay Cool Protect our grandkids from global warming Linda Giannelli Pratt Advisory Council Chairperson Stay Cool for Grandkids	**Citizens' Climate** Lobby San Diego Chapters Marc Friedmann Citizens' Climate Lobby San Diego Chapters

SAN DIEGO BUILDING
ELECTRIFICATION COALITION

Suzanne Hume Educational Director & Founder CleanEarth4Kids.org	Dan Rodriguez Sunrise Movement San Diego	

www.sdbec.org

info@sdbec.org

Letter O11 San Diego Building Electrification Coalition

January 4, 2024

Comment O11-1
The comment is an introductory statement and provides background information about the San Diego Building Electrification Coalition.

Response O11-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O11-2
The comment offers recommendations related to the energy sector vision statement, Measures E-1 and E-2, and Actions E-2.1 and E-2.2.

Response O11-2
See Section 9.1.1.3, “Master Response: CAP Update GHG Reduction Targets, Measures, and Actions,” which explains that the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Letter
O12

NAIOP San Diego
BOMA San Diego
California Apartment Association
California Restaurant Association
Building Industry Association of San Diego
San Diego County Lodging Association

TRANSMITTED ELECTRONICALLY

January 5, 2024

Meghan Kelly
Project Manager, Climate Action Plan
Planning Development Services, County of San Diego
5510 Overland Ave.
San Diego, CA 92123

RE: DRAFT Climate Action Plan

Dear Meghan:

On behalf of the undersigned coalition, we submit the following comments regarding the draft County of San Diego Climate Action Plan.

Our coalition appreciates the County's intent to adopt a climate action plan that reflects environmental priorities and changes in state law. Our coalition's members have been leaders in reducing greenhouse gas emissions from the built environment. Our members see themselves as part of the solution to addressing climate change. Our members, and for those who have business commercial or residential property, their tenants also recognize and support reasonable measures to increase energy efficiency.

It's important to note, and as the 2019 greenhouse gas inventory demonstrates, 45 percent of climate emissions are from "on-road transportation." Our coalition believes the best way to control transportation emissions is to increase jobs creation adjacent to where people live. This live-work balance is even more important in the numerous unincorporated communities in the County of San Diego.

The remaining emission reduction opportunities are spread among eight categories. As the County looks to adopt even more stringent rules, we believe the County must be careful to not harm the ability of jobs providers to create new commercial and industrial spaces, detrimentally impact existing and potential employers, as that could be counter to the important goal of reducing GHG by better co-location and balance of jobs-housing-services.

O12-1

Below are some specific comments we'd like to submit regarding the proposed draft Climate Action Plan:

- T-3.1: While we support the movement toward electric vehicles and providing the necessary charging infrastructure, we ask any mandate to construct this equipment be aligned with demand, and not an arbitrary requirement to build the infrastructure for it to not be utilized. This is an extremely expensive requirement that is not easily achieved, particularly in commercial settings. Serving those additional loads on a property-by-property basis can be challenging, and expensive, particularly in the unincorporated county. Our coalition believes the cost-benefit should be a factor in this type of decision.
- T-6.2a: Transportation demand management is a cautionary tale. In some cases, mandates under a TDM program that drive either operational changes or impact employees from a cost or convenience standpoint could harm economic development efforts, as well as conflicts with the greatest means of reducing emissions, which is having jobs adjacent to homes. Voluntary programs, coupled with financial incentives to pay for ride sharing are something to be used and expanded, as outlined in Actions T-6.1 and T-6.3. Additional analysis should also be completed. Given COVID-era driven changes in work habits, a number of employers are allowing an even greater share of work from home opportunity, which may mean that these goals are already being readily met. Focus should also be paid to improving the areas transit services, including first and last mile connections. Convenience drives behavior, so that could assist greatly in reducing auto trips. Lastly, the State of California has already mandated the phasing out of combustion vehicle sales. There should be much less concern about vehicle emissions, given the time horizons for these mandates.
- E-2.1: Our coalition has opposed building electrification mandates. Numerous examples exist of the need for a variety of clean energy production methods that cannot meet this standard. Whether its life sciences, restaurants, or other manufacturers, including the provision of services in larger buildings, some processes or equipment require natural gas. It's a relatively small amount, by comparison to other emission sources, and shouldn't be immediately discarded given the implications. It is important to note that the decision this week by the full federal 9th Circuit Court of Appeals to uphold the denial of the City of Berkeley's electrification ordinance suggests that electrification mandates are not legal and should not be pursued.
- E-2.2 and W-2.1/2.2: The State of California already has some of the most stringent energy efficiency requirements in the world. Some jurisdictions like the public relations narrative of going beyond state requirements using "reach" or "stretch" codes. Even though the State has offered additional tiers beyond the CalGreen code, they are strictly voluntary, and in our member's experience, it has been a challenge to implement those more stringent "tiers" in other jurisdictions. As such, we would strongly encourage caution in going beyond already aggressive, mandatory state standards as it creates uncertainty in the development process.

O12-2

- Incentives work: We appreciate numerous action items utilizing incentives to achieve GHG reduction targets. When incentives, like tax credits, are applied, acceptance and adoption increase exponentially. When they drop, like the recent decision by the CPUC to change net metering rules, adoption is dramatically reduced. We support the County's actions focusing on incentives for change, rather than mandates.
- Leading by example: We fully support the measures the County seeks to adopt for its own operations and properties. Leading by example is important, as many jurisdictions delay implementation of the requirements they place on the private sector citing cost concerns. We strongly encourage the County's effort to reduce its own GHG emissions through this CAP.

O12-2 cont.

In closing, the undersigned coalition would also like to note that the implementation of the County's CAP and the specific measures to be utilized are critically important to ensuring a reasonable, practical, and feasible program. As such, we will continue to be involved in these conversations and appreciate your team's willingness to engage our organizations and our members.

Thank you for your time and consideration of these thoughts. Our organizations are willing to continue to discuss these issues as you proceed with more specific update proposals.

Sincerely,

Craig Benedetto, NAIOP San Diego & BOMA San Diego
Melanie Woods, California Apartment Association
Chris Duggan, California Restaurant Association
Lori Holt Pfeiler, Building Industry Association of San Diego
Fred Tayco, San Diego County Lodging Association

CC: Board of Supervisors

Letter O12 NAIOP San Diego, Building Owners and Managers Association San Diego, California Apartment Association, California Restaurant Association, Building Industry Association of San Diego, and San Diego County Loading Association

Craig Benedetto, Melanie Woods, Chris Duggan, Lori Holt Pfeiler, and Fred Tayco
January 5, 2024

Comment O12-1
The comment includes an introductory statement and offers general commentary related to the effects of where people live relative to their jobs on transportation emissions and potential effects of CAP Update measures and actions on developers and employers.

Response O12-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O12-2
The comment provides specific feedback related to CAP Actions T-3.1, T-6.2.a, E-2.1, E-2.2, W-2.1, and W-2.2. The comment expresses support for the County's actions focusing on incentives for change. The comment also expresses general support for the County's effort to reduce GHG emissions through the CAP Update.

Response O12-2
The County appreciates the support for the CAP Update and the specific suggestions provided. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical and implementation details for quantified implementing actions that are included in the CAP Update, including the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation.

Letter O13

From: Elizabeth Reid-Wainscoat
To: CAP
Subject: [External] Re: Draft Climate Action Plan (CAP) Update and Draft SEIR
Date: Friday, January 5, 2024 3:06:41 PM
Attachments: CBD_CommentLetter_SDCountyCAP_2024-01-05.pdf

Dear Ms. Kelly,

These comments are submitted on behalf of the Center for Biological Diversity regarding the proposed Draft Climate Action Plan Update and Draft SEIR, for consideration to San Diego County. References can be accessed here.

Please confirm that you have received this email and can access both the letter and the references folder.

Thank you for your time and consideration.

Sincerely,

Elizabeth

O13-1

Elizabeth Reid-Wainscoat (she/her)
Urban Wildlands Campaigner
CENTER *for* BIOLOGICAL DIVERSITY
Cell: (831) 428-3312
ereidwainscoat@biologicaldiversity.org



January 5, 2024

Sent via email

Meghan Kelly
County of San Diego PDS
5510 Overland Ave., Suite 310
San Diego, CA 92123
CAP@sdcounty.ca.gov

Re: Draft Climate Action Plan (CAP) Update and Draft SEIR

Dear Ms. Kelly,

These comments are submitted on behalf of the Center for Biological Diversity (the "Center") regarding the proposed Draft Climate Action Plan ("CAP") Update and Draft SEIR ("Draft"), for consideration to San Diego County. The Center supports the elimination of carbon offsets, but recommends that the County make a stronger commitment to sustainable land-use practices through the implementation of the Fire Safe and VMT Efficient Alternative identified in the Draft.

O13-2

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.7 million members and online activists throughout California and the United States. The Center and its members have worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in Los Angeles County and throughout California.

I. The County Must Center Sustainable Land-Use as a Central Component of the CAP.

As emphasized in the CAP, the climate crisis requires bold action from all levels of government to reduce GHGs. Land-use planning that prioritizes infill and transit-oriented development is an essential strategy to achieving regional GHG reductions. Not including these measures as requirements for future development would be in direct opposition to the science as described below.

O13-3

a. Sprawl Development Increases Greenhouse Gas Emissions and Harms Public Health

Sprawl development increases the amount of truck and car trips, resulting in more climate-disrupting carbon pollution. A 2010 meta-analysis based on more than 50 surveys concluded that a region's local density, diversity and regional accessibility had a significant impact on travel behavior.[1] Specifically, population centrality, job-housing balance, shape of the city, and roadway density influences annual household vehicle miles travelled, or VMT.[2]

In 2021, the emissions associated with passenger vehicles in the U.S. totaled 370 million metric tons of carbon dioxide equivalent (CO_2e).[3] California's annual average emissions associated with passenger vehicles between 2000 and 2020 was approximately 110 million metric tons of CO_2e.[4]

In addition to carbon pollution, increased daily vehicle trips result in emissions of NOx, carbon dioxide (CO_2), and methane (CH_4), which can lead to premature mortality, compromised birth outcomes, heart disease and a host of respiratory illnesses.[5]

An even more direct negative impact to increased VMT is the impacts to the individual commuter. In 2019, the duration of the average commute in the United States increased to a new high of 55.2 minutes, and a record 9.8 percent of commuters reported daily commutes of at least 2 hours.[6] These long commutes reduce time available to spend with family, friends, and community, and reduce opportunities for healthy recreation. The increase in inactivity and isolation can also lead to long-term health complications such as pre-diabetes, diabetes, obesity, asthma, isolation, stress and depression.[7,8]

Additionally, automobile crashes are the leading cause of death among young people (15 to 19 years old) in the United States.[9] An estimated 42,915 people died in car crashes in 2021 alone and 3.4 million people are injured each year, which costs an estimated $473.2 billion annually as measured by wage and productivity losses, medical expenses, motor-vehicle damage, and employers' uninsured costs.[10, 11, 12]

O13-3 cont.

Continuing to approve sprawl development in the county would inevitably increase the region's GHG emissions and reduce the region's air quality, which is in direct opposition to the CAP's purpose as well as both the federal and state government emission reduction goals.

b. Sprawl Development Increases Communities' Wildfire Risk

Almost all contemporary wildfires in California, 95% to 97%, are caused by human sources such as power lines, car sparks and electrical equipment.[13] Increasing sprawl development in highly fire-prone wildlands also increases unintentional ignitions and puts more people in danger.[14]

Wildfire is an important ecological process for many ecosystems. For millennia, Indigenous cultural burning and lightning strikes drove ecosystem-specific fire regimes. But the genocide of Native peoples and the criminalization of fire practices, along with 200 years of reckless land-use planning, have altered historical fire regimes.[15,16] This, in combination with climate change causing more extreme fire weather, longer fire seasons, and larger areas burned, has made wildfires more destructive to people and communities.[17]

Since 2016 more than 200 people in California have been killed in wildfires, more than 50,000 structures have been burned down, hundreds of thousands have had to evacuate their homes and endure power outages, and millions have been exposed to unhealthy levels of smoke and air pollution.[18]

Poor air quality from fine particulate matter ($PM_{2.5}$) in wildfire smoke has both acute and long-term health effects. Hospital visits for respiratory symptoms (*e.g.*, asthma, acute bronchitis, pneumonia or chronic obstructive pulmonary disease) have been shown to increase during and/or after wildfire events.[19]

There is also evidence that increases in all-cause mortalities and hospital visits for cardiovascular symptoms (*e.g.*, congestive heart failure, ischemic heart disease, and myocardial infarction) are also linked to wildfires.[19] Epidemiologists recently found that increased exposure to wildfire smoke may also be linked to higher rates of dementia.[20] And wildland firefighters are suffering disproportionately high rates of cancer and other serious diseases, likely due to extreme smoke exposure,[21] as well as mental health issues due to extended fire seasons and working extended shifts away from their families.[22]

O13-3 cont.

In addition to particulate matter from smoke, harmful and toxic substances from burning structures, like lead and zinc, are released in the air and can travel many miles to other communities.[23] Such impacts disproportionately affect low-income and minority communities and vulnerable members of the population, like children, the elderly, and people with pre-existing health conditions.

The economic impacts of wildfires affect residents throughout the state. Wildfires in 2018 cost Californians an estimated $148.5 billion in capital losses, health costs related to air pollution exposure, and indirect losses due to broader economic disruption cascading along regional and national supply chains.[24] And the cost of emergency fire suppression continues to skyrocket year after year.

The county must stop approving new developments in wildfire severity hazards zones if they want to meet their GHG reduction targets and protect communities against the devasting impacts of unintentional human-caused wildfires.

c. Sprawl Development Decreases Nature's Carbon Sequestration Capacity

Developers cut down mature trees, pave over grasslands, and destroy native wildlife habitat. This undermines nature's ability to store carbon. Terrestrial ecosystems — including forests, woodlands, shrublands, grasslands, riparian areas, wetlands, and deserts — act as large carbon sinks, sequestering approximately 30% of anthropogenic emissions globally.[25] Protecting and restoring native habitats is a central component to any successful climate mitigation strategy.[26, 27] California's Natural and Working Lands Climate Change Implementation Plan acknowledges this fact and includes natural carbon sequestration as a central strategy to reach the statewide goal of carbon neutrality by 2045.[28, 29]

Development threatens this goal. Every time we pave over forest, woodlands, shrublands, grasslands and other open spaces to build more sprawl, we work against our goals to build climate resiliency by releasing that area's stored carbon and losing its potential to sequester carbon.

d. Sprawl Development Destroys Habitat Vital for Regional Biodiversity and Community Health

Loss in habitat from development destroys sensitive species and has the potential to degrade or diminish entire ecosystems:[30, 31, 32]

- **Roads** fragment habitat and cause direct mortality and genetic isolation of animals, which can drive wildlife species towards extinction. Many species, including mountain lions and desert tortoises, are often killed or injured if they attempt to cross roads.[33] Other animals, like some songbirds and lizards, avoid crossing roads altogether. Roads also facilitate the spread of non-native and invasive species, particularly plants and their seeds, which threaten the survival of native plants and animals.[34] Roads also facilitate more development, compounding the problem.
- **Structures and human activities** result in habitat loss, degradation and fragmentation. The presence of people can cause species to shift their behaviors and movement patterns, which can lead to genetic isolation and an increased risk of local extinctions. This is evident with struggling puma populations in California experiencing an extinction vortex due to severe habitat fragmentation caused by roads and development.[35] Predation and disease from domestic pets can also harm native species and erode ecosystems.[36]
- **Fences** create another type of habitat fragmentation by reducing mobility and preventing species from accessing areas that they depend on for survival. Even worse, fences can ensnare the animals that try to cross, resulting in suffering, injury or death.[37]
- **Chemical pollution in the form of pesticides, herbicides and rodenticides** are also a threat. Run-off pollution from roads and agriculture harms fish and amphibians that require aquatic habitats to survive.[38, 39,40] Rodenticides poison or kill bobcats, mountain lions, coyotes, Pacific fishers, raptors, and many others.[41, 42]
- **Light and noise pollution** can reduce the health and reproductive rates of many birds and other wildlife. [43]

Destruction of habitat results in greater wildlife mortality and potential extirpation.[44] The county needs to protect remaining native habitats to ensure we preserve regional biodiversity that is essential to community health and wellbeing.

O13-3 cont.

II. The County Should Adopt the Fire Safe and VMT Efficient Alternative.

The Fire Safe and VMT Efficient Alternative would attempt to achieve the goals of "smart growth" through overlays and incentives that can be implemented quickly. The Center therefore supports this alternative as an achievable framework for the County to implement immediately for all future development. This moves the County toward reaching its GHG

O13-4

reduction goals and helps to protect future communities from the risk of wildfire. However, for this framework to be effective, **the county should amend the following policies:**

- **a.** *Policy LU-5.3 Rural Land Preservation*: The CAP should clearly identify and articulate specific methods that reflect the best available science and prioritize preservation of native habitats.
- **b.** *Policy LU-6.2 Reducing Development Pressures*: Remove passive language such as "consider" and include High in addition to Very High Fire Hazard Severity Zones.
- **c.** *Policy S-3.8 Discourage New Subdivisions in Very High Fire Hazard Severity Zones*: increasing density in high fire locations should NEVER include the development of open space. Destruction of habitat for human development significantly increases a region's risk to wildfire. The Center supports the policy adopted by Los Angeles County in their Safety Element, which prohibits new subdivisions outside of existing communities in VHFHSZs, and discourages subdivisions in other FHSZs. Los Angeles County goes on to prohibit GPAs in all fire hazard areas unless within an existing community. The Center recommends such policies be included in the CAP.
- **d.** *Policy S-4.3 Forest Health*: Specific wildfire reduction methods should not be listed as "appropriate" unless supported by fire ecologists.

O13-4 cont.

III. Conclusion

Sprawl development increases the region's GHG emissions and significantly harms environmental and public health. Therefore, the Center requests that the County commit to sustainable land-use practices through adoption and implementation of the Fire Safe and VMT Efficient Alternative and amendment of the CAP policies to be in alignment with said alternative.

Thank you for your consideration of these comments.

Sincerely,



Elizabeth Reid-Wainscoat
Campaigner, Urban Wildlands Program
Center for Biological Diversity

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Letter O13 Center for Biological Diversity

Elizabeth Reid-Wainscoat, Urban Wildlands Campaigner
January 5, 2024

Comment O13-1
The comment is an introductory statement and provides links to references cited in the comment letter.

Response O13-1
The County has received and considered the comments and reference documents provided. The comment does not raise significant environmental issues related to the Draft SEIR, and no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a). Responses to specific comments are provided below.

Comment O13-2
The comment expresses support for the Fire Safe and VMT Efficient Alternative, recommending that the County make a stronger commitment to sustainable land use practices through implementation of this alternative, and provides background information about the Center for Biological Diversity.

Response O13-2
The commenter's recommendation that the County implement the Fire Safe and VMT Efficient Alternative is noted. This suggestion will be presented to the Board, which has the discretion to direct implementation of the suggested alternative.

Comment O13-3
The comment states that the County must center sustainable land use as a central component of the CAP Update and provides a summary of the negative implications of sprawl development as it relates to GHG emissions.

Response O13-3
The information provided regarding the relationship of sprawl development to GHG emissions, wildfire risk, and carbon sequestration is noted. The CAP Update does not prescribe land use changes in the unincorporated county. Rather, such prescriptions are left to the General Plan. Refer to Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for more information regarding the purpose of the CAP Update and its relationship to the General Plan. Refer also to Section 5.5, "Smart Growth Alternatives," of the Draft SEIR and Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," above, which provides a discussion of the selection and evaluation of the smart growth alternatives, including the Fire Safe and VMT Efficient Alternative.

Comment O13-4
The comment supports adoption of the Fire Safe and VMT Efficient Alternative and asserts that four General Plan policies included as part of the General Plan Goal and Policy Edits Alternative should be amended and included for the framework in the Fire Safe and VMT Efficient Alternative to be effective.

Response O13-4

The comment's support for the Fire Safe and VMT Efficient Alternative is noted and will be provided to decision-makers for consideration. Importantly, the Fire Safe and VMT Efficient Alternative is feasible and could be implemented independent from any of the goal and policy edits provided in the General Plan Goal and Policy Edits Alternative. Furthermore, these edits would be made to the County's 2011 General Plan and would not be included in the CAP.

As explained on page 5-31 of the Draft EIR:

> In addition to, or in lieu of, any of the alternatives described above, County staff have identified potential amendments to General Plan goals and policies from the Land Use, Conservation and Open Space, Mobility, and Safety Elements of the adopted General Plan that would further enhance the smart growth principles described above and embodied in the General Plan. The Board may choose some or all of these additional policy amendments and pair them with the proposed CAP Update or an alternative.

The County acknowledges the refinements to the potential amendments to Policies LU-5.3, LU-6.2, S-3.8, and S-4.3 that are provided in the comment. Adoption of any part of the General Plan Goal and Policy Edits Alternative, as presented in the Draft SEIR or as subsequently revised, is a question of County policy. These suggestions will be presented to the Board, which has the discretion to direct implementation of the suggested refinements as part of the alternative.

CleanEarth4Kids.org



January 5, 2024

RE: Climate Action Plan Response

CleanEarth4Kids.org thanks the County of San Diego staff for their important work on the Climate Action Plan (CAP).

Implementing a strong and comprehensive Climate Action Plan (CAP) will help protect children's health and future, public health, and our birds, wildlife, ecosystems and environment. A strong comprehensive Climate Action Plan will help reduce air, water and land pollution, ensure a healthier and more sustainable future and help protect us from the impacts of climate change.

We ask the County to make the CAP a free-standing document that can be quickly implemented, clearly enforced and closely tied to the General Plan. The CAP plays a vital role in the future of San Diego and must be central to County decision-making. The proposed CAP is goal-oriented and requires legislation and actions to be implemented. Simple adjustments in the proposed CAP must be made.

Additionally, CleanEarth4Kids.org asks the County of San Diego to provide an analysis of the proposed greenhouse gases (GHG) reduction plans with detailed action metrics, targets and dates. including the measurement methodology to be used.

O14-1

Please Implement 16 CAP Recommendations

1. Climate-Safe Investments
2. 100% Building Electrification for New Construction with No Exceptions
3. Clean, Renewable Energy
4. Electrify/Renovate Existing Buildings
5. Solar, EV Charging Stations, Microgrids and Virtual Power Plants (VPP)
6. Community and Environmental Dashboard
7. Add a Clean Air Section to the CAP
    a. Ban Leaf Blowers
    b. No Idling
    c. Stop Wood Burning
    d. Stop Smoking
    e. Stop Leaded Aviation Gas (AVGAS)
8. Protect and Conserve Water
9. Transportation
10. No False Solutions
11. Stop Toxic Synthetic Pesticides
12. Community Gardens

O14-2

1

13. Create Pocket Forests
14. Protect Natural Habitats, Wetlands, Lagoons and Waterways
15. Ban Synthetic Grass/Artificial Turf
16. Zero Waste and Ban Single-Use Plastics

O14-2 cont.

1. Climate-Safe Investments

- Divest any investments, bank accounts, etc. that support fossil fuels. Only invest in funds, stocks, bonds, etc. that guarantee they will not invest in fossil fuels.
- Include eco-friendly choices for employee retirement fund investment options.
- Use an eco-friendly bank, preferably a B-Corp, for all County cash accounts. Do NOT support banks that invest in fossil fuel projects.
- Provide informational sessions and support for builders and property owners to obtain grants and other funding for energy efficiency and renewable energy improvements. For example, work with eco-friendly banks to provide Property Assessed Clean Energy (PACE) loans and financing.

O14-3

2. 100% Building Electrification for New Construction with No Exceptions

The County must prioritize building electrification with high-efficiency appliances and insulation to move away from fossil fuels and improve air quality to protect health and the environment. Over60 cities in California have already passed electrification ordinances and others are underway[1].

(Natural gas is a marketing term for methane, a hazardous indoor air pollutant and a major contributor to climate change[2,3]. The use of gas stoves in the home increases the risk of asthma and other respiratory diseases[4]. And gas stoves leak methane even when turned off.[5] We must completely end the use of "natural gas".)

O14-4

Building electrification is an important action that will encourage green buildings, reduce carbon emissions and air pollution, and help protect the health of children and future generations, clean air and water, birds, fish, wildlife, ecosystems and the environment.

Burning methane creates outdoor and indoor air pollution. Around3% of greenhouse gases (GHGs)in San Diego County come from the burning of methane[6]. Studies of human exposure to air pollutants show that "indoor levels of pollutants

[1] https://www.sandiegouniontribune.com/communities/del-mar-to-consider-building-electrification-ordinance
[2] https://www.vox.com/2022/1/27/22902490/gas-stoves-methane-climate-pollution-health-off
[3] http://www.eeb.cornell.edu/howarth/documents/Howarth_2021_Methane_and_Climate.pdf
[4] https://www.sciencetimes.com/gas-stoves-making-people-sicker-exposing-children-higher-risk-asthma.htm
[5] https://news.stanford.edu/2022/01/27/rethinking-cooking-gas/
[6] https://www.sandiegocounty.gov/GreenhouseGasEmissionsInventoryProjectionsandReductionTarget.pdf

2

may be two to five times, and occasionally more than 100 times, higher than outdoor levels," and a major source of indoor air pollution is gas stoves[7]. Here is a link to our *Dangers of Natural Gas* video.[8]

Please go to our Team 3: Clean Air Saves Lives page for more information.[9]

O14-4 cont.

3. Clean, Renewable Energy

The CAP needs more details on the stated goal of 100% clean energy by 2030. There must be a clear roadmap with metrics and dates and we ask the County to move the goal of 100% renewable energy to 2025, not 2030.

Please go to our Team 1: Renewable Energy page for more information.[10]

4. Electrify/Renovate Existing Buildings

With residential power as the 2nd largest GHG in San Diego County, the CAP must provide incentives and subsidies to encourage owners of existing buildings to electrify.[11] The County must provide funding and assistance for owners and contractors to obtain state and federal grants to replace gas equipment as quickly as possible: installing electric heat pumps, water heaters, induction cooktops, etc., while providing energy efficiency improvements like insulated windows and LED lighting.

O14-5

We ask the CAP to include all properties owned by the County, including leased, in the plans for zero emissions. We also ask all county housing policies, funding, contracts and leases to require all-electric buildings.

The CAP must also provide incentives to reduce embedded carbon in construction including the use of EV vehicles for construction projects.[12]

5. Solar, EV Charging Stations, Microgrids and Virtual Power Plants (VPP)

To maximize clean, local energy generation and grid reliability, please coordinate with San Diego Community Power (SDCP) to install solar panels and wind turbines on all county-owned parking lots and buildings and please integrate microgrids and VPP into the power grid.

Also, please greatly increase EV charging stations, especially for multi-unit housing. Also, please engage and help school districts find and implement grants to add EV charging stations and solar for all school buildings and parking lots.

Help locate grants and work with each city and school district so that buildings can

[7] https://www.epa.gov/iaq-schools/why-indoor-air-quality-important-schools
[8] https://vimeo.com/704755689
[9] https://cleanearth4kids.org/clean-air#gas
[10] https://cleanearth4kids.org/renewable-energy
[11] https://www.sandiegocounty.gov/content/sdc/sustainability/regional-decarbonization/rdfsummary.html
[12] https://rmi.org/embodied-carbon-101/

3

provide local power generation, and fault tolerance, and serve as a Resilience Center in case of fire, earthquake or heat wave.

The CAP must incentivize local, clean energy.
This is possible by giving incentives to property owners and builders to install the necessary infrastructure for microgrids for apartment buildings, multiunit housing and subsidized housing for renters throughout the county.

The County has to lead by upgrading all County facilities to be all-electric and use 100% clean/renewable energy including converting all County vehicles to electric. Timelines and metrics must be provided in the CAP.

O14-5 cont.

6. Community and Environmental Dashboard

Create a Climate & Environmental Dashboard accessible on the first page of the County website and in libraries, schools and businesses throughout San Diego to increase citizen awareness, knowledge, and participation on issues such as air pollution, any pesticides that are being used throughout San Diego, energy utilization, etc. We look forward to meeting with you to show you examples. Resources like ClimateTrace.org can be used to identify major emitters of GHG in the County and publicize who they are on the dashboard.

O14-6

7. Add a Clean Air Section to the CAP, like the City of San Diego

The burning of fossil fuels does much more than just release GHGs. It also dumps toxic air pollution that harms everyone's health and the environment. We ask the County to include a Clean Air section in the CAP like the City of San Diego with clean air goals and yearly targets to reduce air pollution.[13]

- Take Climate Action and Protect Our Air: Stop Burning Fossil Fuels

O14-7

Air pollution from fossil fuels and petrochemicals has a significant detrimental impact on human health,[14] particularly on the brain and the cognitive abilities of children.[15] Exposure to ambient air pollutants like PM2.5, NO2 and ozone and heavy metals like lead, arsenic and mercury have been associated with lower academic performance,[16] attention deficit hyperactivity disorder (ADHD) symptoms,[17] behavioral problems and autism spectrum disorders in children.[18] Air pollution increases the risk of neurological disorders and accelerated cognitive decline in children by causing neuroinflammation and neurodegeneration.[19] These pollutants have also been associated with several other indicators of poor health, including

[13] https://www.sandiego.gov/sites/default/files/san_diegos_2022_climate_action_plan_0.pdf
[14] https://www.niehs.nih.gov/health/topics/agents/air-pollution/index.cfm
[15] https://journals.lww.com/The_Relationship_Between_Air_Pollution_and_1.aspx?context=LatestArticles
[16] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8663889/
[17] https://pubmed.ncbi.nlm.nih.gov/30909100/
[18] https://onlinelibrary.wiley.com/doi/10.1111/dmcn.14758
[19] https://www.sciencedirect.com/science/article/abs/pii/S0278262608001747

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asthma and infant mortality.[20] Recent findings indicate that air pollution is linked to cognitive impairment through various biological processes, such as oxidative stress and inflammation, endocrine disruption, epigenetic modifications, and changes in brain structure.[21] Exposure to fine particulate matter is correlated with reduced cortical thickness and thinner gray matter,[22] which may impact learning, memory, and information processing.[23]

Also causing significant harm to the brain, lowering cognitive abilities and reading and math scores are heavy metals including mercury, lead, manganese, and their compounds, and petrochemicals such as isoamyl alcohol, methanol, xylene, toluene, styrene, *n*-hexane, and ethylbenzene.[24]

- Fossil Fuel Air Pollution Harms Public Health

Fossil fuel combustion is a leading cause of deadly PM2.5 exposure.[25] Extended exposure to PM2.5 is responsible for 62% of all deaths from air pollution in 2019.[26] PM 2.5 is especially deadly[27] because its small size allows it to enter deep into the lungs and pass into the bloodstream,[28] making it a significant contributor to cardiovascular disease and mortality.[29] PM2.5 also increases heart disease, lung cancer, COPD (chronic obstructive pulmonary disease), lower-respiratory infections, pneumonia, stroke, type 2 diabetes, and other serious conditions including gastrointestinal illness.[30,31] People with tuberculosis exposed to PM2.5 had increased replication of the disease.[32] PM2.5 impacts our most vulnerable populations, including minorities,[33] the elderly,[34] pregnant women[35] and children.[36] Increased Particulate Matter reduced the health-related quality of life among the elderly, increasing pain and discomfort, anxiety, and depression.[37]

Childhood exposure to PM2.5 is linked to asthma,[38] which is the leading cause of school absences[39] and the third leading cause of hospitalizations among children

O14-7 cont.

[20] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2727943/
[21] https://www.science.org/doi/10.1126/sciadv.add0285
[22] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6132565/
[23] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6908886/
[24] https://www.science.org/doi/10.1126/sciadv.add0285
[25] https://www.nature.com/articles/s41467-021-23853-y
[26] https://www.stateofglobalair.org/health/pm#major-impacts
[27] https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm
[28] https://www.ahajournals.org/doi/10.1161/JAHA.120.016890
[29] https://www.lung.org/clean-air/outdoors/what-makes-air-unhealthy/particle-pollution
[30] https://www.stateofglobalair.org/health/pm
[31] https://www.sciencedirect.com/science/article/pii/S0147651323002063
[32] https://www.sciencedirect.com/science/article/pii/S0013935123004875
[33] https://www.hsph.harvard.edu/news/racial-ethnic-minorities-low-income-groups-u-s-air-pollution/
[34] https://www.sciencedirect.com/science/article/pii/S0147651323002944
[35] https://www.sciencedirect.com/science/article/abs/pii/S0013935122003930
[36] https://parentingscience.com/the-effects-of-air-pollution-on-children
[37] https://www.sciencedirect.com/science/article/pii/S0147651323002944
[38] https://www.sciencedirect.com/science/article/pii/S0160412022002240
[39] https://aafa.org/asthma/asthma-facts

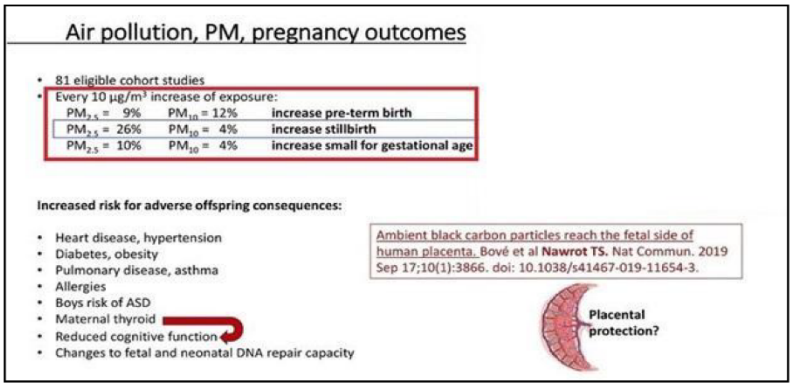
under 15.[40] Poor air quality increases the likelihood of asthma attacks, breathing difficulty,[41] increased emergency room visits,[42] and hospitalization.[43] Air pollution can also inflame the brain, central nervous system, and hearts in children.[44,45]

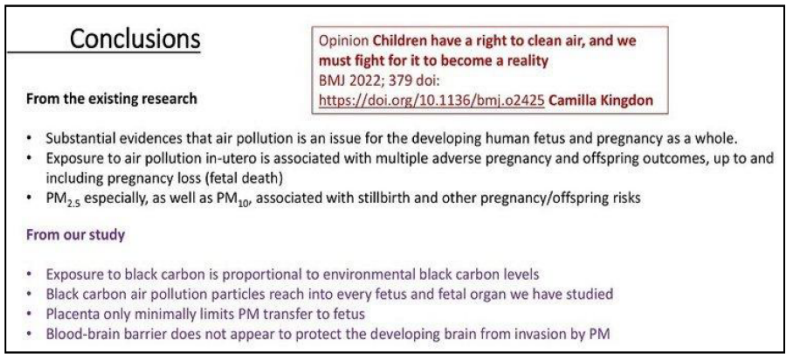
The health effects of air pollution start before a child is even born.[46] Pollutants can harm a fetus's brain, liver, lungs, and other organs because pollutants can travel to the tissues and organs of fetuses after being inhaled by pregnant women.[47,48] For example, black carbon[49] can enter the placenta, circulation system, and the organs[50] of the fetus via the mother's blood, which can affect the fetus's liver, lungs, and brain.[51] Exposure to air pollution during pregnancy and infancy[52] is linked to increased rates of stillbirth,[53] preterm birth,[54] low birth weight,[55] SIDS[56] (Sudden Infant Death Syndrome) and decreased development of the brain, among other serious long-term effects.[57] Exposure to air pollution, even at relatively low levels during pregnancy and childhood significantly harms children's health.[58]

O14-7 cont.

Below are two slides from Dr. Paul Fowler's extensive research and informative webinar[59] and presentation showing a 26% increase in stillbirths when air pollution is increased by 10 µg/m3.[60] The harm done by air pollution to unborn babies is clear.[61] We must reduce air pollution to protect children's health, development, growth, learning, communication abilities, and future.

[40] https://www.epa.gov/children/childrens-environmental-health-facts
[41] https://resphealth.org/clean-air/understanding-air-pollution/
[42] https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2801735?resultClick=3
[43] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6546668/
[44] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7352229
[45] https://pubmed.ncbi.nlm.nih.gov/35921508
[46] https://www.jpedhc.org/article/S0891-5245(21)00189-9/fulltext
[47] https://www.theguardian.com/environment/2022/oct/05/toxic-air-pollution-particles-found-in-lungs
[48] https://pubmed.ncbi.nlm.nih.gov/32556259
[49] https://www.livescience.com/black-carbon-reaches-placenta.html
[50] https://pubmed.ncbi.nlm.nih.gov/36719212/
[51] https://www.thelancet.com/journals/lanplh/article/PIIS2542-5196(22)00200-5/fulltext
[52] https://jamanetwork.com/journals/jamanetworkopen/fullarticle/2767260
[53] https://www.sciencedirect.com/science/article/abs/pii/S0269749121003328
[54] https://med.nyu.edu/pediatrics/divisions/environmental-pediatrics/air-pollution-preterm-births
[55] https://pubmed.ncbi.nlm.nih.gov/22726801/
[56] https://www.sciencedirect.com/science/article/abs/pii/S0045653520337139
[57] https://www.washington.edu/news/uw-link-between-air-pollution-and-child-brain-development/
[58] https://www.lung.org/clean-air/outdoors/who-is-at-risk/children-and-air-pollution
[59] https://youtu.be/40Ga9_StJO0
[60] https://www.healthandenvironment.org/assets/images/CHE%20Jan%202023%20Fowler.pdf
[61] https://pubmed.ncbi.nlm.nih.gov/36208643/





O14-7 cont.

- Air Pollution is A Racial, Social, Environmental, and Climate Justice Issue

Air pollution from the burning of fossil fuels harms people of color disproportionately.[62] Due to Social Determinants of Health (SDoH) factors, Black and low-income communities are disproportionately affected by air pollution in the United States.[63] Annually, fossil fuel industries in the US release about 9 million tons of methane gas and other toxic chemicals into the atmosphere.[64] Black and low-income communities are disproportionately affected by air pollution in the United States.[65] Exposure to poor air quality can cause numerous health problems such as emphysema and asthma[66]. Increased rates of asthma can lead to significant health disparities and reduced quality of life.[67] Approximately 13.4% of Black children suffer from asthma as compared to only 7.3% of White children.[53]

[62] https://psci.princeton.edu/tips/2020/8/15/racial-disparities-and-climate-change
[63] https://www.lung.org/clean-air/outdoors/who-is-at-risk/disparities
[64] https://psci.princeton.edu/tips/2020/8/15/racial-disparities-and-climate-change
[65] https://www.lung.org/clean-air/outdoors/who-is-at-risk/disparities
[66] https://www.catf.us/2017/11/study-african-american-health-impacts-oil-gas-pollution/
[67] https://aafa.org/asthma-allergy-research/our-research/asthma-disparities-burden-on-minorities/

7

In total, African Americans are 75% more likely than White people to live in "fence-line" communities (areas near commercial facilities that produce noise, odor, traffic, or emissions that directly affect the population).[67]

Please go to our Team 3: Clean Air Saves Lives page for more information.[68]

O14-7 cont.

7a. Ban Gas-Powered Leaf Blowers

Most gas-powered leaf blowers are 2-stroke engines that burn a mix of oil and gas. These engines not only put out a massive amount of pollution, but they also do not have a filter. The pollutants[69] from a single gas-powered leaf-blower are 300x more than a pickup truck with gas-powered lawn equipment using an estimated 800 million gallons of gasoline. This contributes to more air pollution in our air, and damaging ozone as these nitrous oxides contribute to the damage that occurs.

With and without a filter, the dangers of gas-powered leaf blowers are immense. Gas-powered leaf-blowers emit carbon monoxide, nitrous oxides, hydrocarbons and other pollutants[70] such as formaldehyde, benzine, fine particulate matter, and smog-forming chemicals. These pollutants are known to cause diseases that affect the heart and lungs, as well as cancer, dementia, and headaches[71]. The health effects[72] linked to gas-powered leaf blowers are asthma, cardiovascular disease, lung cancer, respiratory disease, and central nervous system disorders.

O14-8

Please go to the stop leaf blower section on our Team 3: Clean Air Saves Lives page for more information.[73]

7b. No Idling

Car exhaust is full of toxic chemicals like benzene and carbon monoxide. 1 minute of idling puts more carbon monoxide into the air than smoking 3 packs of cigarettes.[74] Please take action to reduce idling by parked vehicles, including purchasing only zero-emission vehicles for the city fleet. Idling burns over 3.8 million gallons of fuel every day in the US, adding 30 million tons of CO2 to the atmosphere![75] Link for more information on idling.[76]

The CAP must adopt a no-idling policy along with requiring the electrification of loading docks and other facilities and eliminate vehicle idling. Also provide education through signs, social media and radio to bring awareness. CleanEarth4Kids.org has No Idling signs with children's art available.

[68] https://cleanearth4kids.org/clean-air#gas
[69] https://sustainability.wustl.edu/rethinking-lawn-equipment-2/
[70] https://sustainability.wustl.edu/rethinking-lawn-equipment-2/
[71] https://www.quietcleanpdx.org/leaf-blowers-dangers-pollution/
[72] https://www.quietcleandc.com/two-stroke-engine-public-health-issues
[73] https://cleanearth4kids.org/clean-air#leaf
[74] http://enginesoff.com/pdfs/CASEO-Background-Report.pdf
[75] https://afdc.energy.gov/files/u/publication/idling_personal_vehicles.pdf
[76] https://cleanearth4kids.org/stop-idling

8

Please go to our Team 3: No Idling page for more information.[77]

7c. Stop Wood Burning

Burning wood emits carbon, along with toxic chemicals, lead and heavy metals. We ask the County of San Diego to take action to stop wood smoke. Please see our 6-minute video, created by Judith, on our Youth Board CleanEarth4Kids.org Stop Wood Smoke video created by our youth.

a. Work with the SD APCD (San Diego Air Pollution Control District) and surrounding cities to stop wood-burning fireplaces and stoves in new construction and renovations like the City of London.[78]
b. Implement programs and incentives to remove (not replace!) existing wood-burning fireplaces and stoves.
c. Work with SD APCD and all city, county, and state governments and agencies to stop recreational wood fires on all public lands like beaches and parks to protect clean air and our health.
d. Fund radio, print, TV and social media ads about the harms of wood smoke. Please promote the CleanEarth4Kids.org Stop Wood Smoke video created by our youth.[79]

O14-8 cont.

Wood smoke is a complex mixture of gases and fine particles, called particulate matter. PM2.5 is especially dangerous. These particles are 2.5 microns or smaller. By comparison, the average human hair is 50 microns wide. Researchers estimate that PM2.5 is responsible for almost 48,000 premature deaths in the US every year.[80] Particulate matter irritates the lungs and increases the risk of serious health outcomes including asthma, heart attacks, strokes, cancer, and brain conditions like Alzheimer's, Parkinson's and dementia.[81] Wood smoke also contains cancer-causing pollutants like benzene, formaldehyde, acrolein and Polycyclic Aromatic Hydrocarbons or PAHs, along with carbon dioxide, carbon monoxide and methane.[82] Burning 10 lbs. of wood in 1 hour creates the same cancer-causing PAHs as 6,000 packs of cigarettes.[83] That's like smoking a pack of cigarettes a day for 16 years…just by sitting next to a wood fire. Here is a link for information about wood smoke.[84] You can also contact Doctors & Scientists Against Wood Smoke Pollution.[85]

The San Diego Air Pollution Control District (SD APCD) 2021 Annual Air Quality Report and 2022 Regional Air Quality Strategy (RAQS) show residential combustion

[77] https://cleanearth4kids.org/stop-idling
[78] https://www.theguardian.com/2023/feb/08/wood-burners-in-effect-banned-new-refurbished-homes-london
[79] https://vimeo.com/762477620
[80] https://www.lung.org/research/sota/health-risks
[81] https://woodsmokepollution.org/references.html
[82] https://www.verywellhealth.com/the-health-hazards-of-wood-burning-stoves-914956
[83] https://www.times-standard.com/2017/08/05/burning-firewood-is-an-airborne-public-health-hazard
[84] https://cleanearth4kids.org/team-3-no-wood-smoke
[85] https://woodsmokepollution.org/index.html

(wood burning) is tied with construction as the main source of $PM_{2.5}$.[86,87] These reports show wood burning dumps almost 3.5 TONS of particulate matter into San Diego County air EVERY DAY. Data from the US Energy Information Administration (EIA) shows households with higher incomes are more likely to burn wood.[88] Wood burning is being done for recreation, not need.

Please see our CleanEarth4Kids.org Team 3: No Wood Smoke page for more information.[89]

7d. Stop Smoking

Ban public smoking like the City of Encinitas and others. Second and thirdhand smoke is toxic and emits lead.[90,91] Fund radio, print, TV and social media ads about the harms of second and thirdhand smoke. Also, ban smoking in multi-family housing.[92]

Please go to our Team 3: Smoking and Vaping Harms Your Health page for more information.[93]

O14-8 cont.

7e. Stop Leaded Aviation Gas (AVGAS)

CleanEarth4Kids.org asks the County of San Diego to stop the sale, use and storage of leaded aviation fuel at all County airports and work with local cities to do the same.

There is NO safe level of lead!

- Lead is Toxic

The WHO (World Health Organization),[94] CDC (Centers for Disease Control)[95] and the AAP (American Academy of Pediatrics)[96] have all stated there is no safe level of lead, a toxic heavy metal.[97] Its adverse effects are particularly severe for children and unborn babies as it damages their brains and nervous systems.[98]

Exposure to lead lowers IQ and causes behavior problems, learning disabilities, and impaired impulse control.[99] Children's exposure to lead is linked to higher rates of

[86] https://www.sdapcd.org/content/dam/sdapcd/documents/community/annual-air-quality-reports
[87] https://legistarweb-production.s3.amazonaws.com/1814058/Item_E2_AttA_2022_RAQS.pdf
[88] https://www.eia.gov/todayinenergy/detail.php?id=15431
[89] https://cleanearth4kids.org/team-3-no-wood-smoke
[90] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3040625/
[91] https://thirdhandsmoke.org/thirdhand-smoke-may-bring-lead-into-homes/
[92] https://cleanearth4kids.org/nosmoking#sample
[93] https://cleanearth4kids.org/nosmoking
[94] https://www.who.int/news-room/fact-sheets/detail/lead-poisoning-and-health
[95] https://www.cdc.gov/nceh/lead/faqs/lead-faqs.htm
[96] https://www.aap.org/en-us/advocacy-and-policy/aap-health-initiatives/lead-exposure/Pages/default.aspx
[97] https://www.osha.gov/toxic-metals
[98] https://www.cdc.gov/nceh/lead/prevention/health-effects.htm
[99] https://www.luc.edu/healthyhomes/leadsafeillinois/leadfacts/rippleeffectsofchildhoodleadpoisoning/

suspension and detention along with lower reading and math test scores.[100,101] Childhood exposure to lead is also linked to higher crime rates.[102] According to the CDC, people with prolonged exposure to lead are at higher risk of high blood pressure, heart and kidney disease, and various forms of cancer.[103]

Most health impacts from lead exposure are lifelong and irreversible.[104] Lead exposure is also hazardous to adults, with 18% of all deaths in the US linked to lead exposure and is a significant risk factor for cardiovascular disease.[105,106] Lead is the number one reason for fatal heart attacks in the US.[107]

- The Harm of Leaded Aviation Fuel on Communities

The EPA has issued its public endangerment finding on lead emissions from aircraft, stating it will "cause or contribute to lead air pollution."[108]

The impact of lead pollution is especially damaging to children living close to these airports as they are very likely to have significantly higher levels of lead in their blood.[109] In the US, over 5 million people, including over 360,000 children under the age of 5, live near at least one lead-emitting airport and face a severe risk of lead poisoning.[110] Communities of color are most likely to be close to these sources of lead, resulting in higher blood levels on average than white children.[111]

In the County of Santa Clara, children living within half a mile of their airport had lead levels nearly twice that of kids in Flint, Michigan at the height of their lead crisis.[112,113] Recognizing the danger, the County of Santa Clara has stopped the sale and storage of leaded fuel at their airport which has already significantly reduced lead emissions.[114]

- Stopping Leaded Aviation Fuel

Leaded aviation fuel is used by some piston-engine planes and helicopters in general aviation. According to the FAA (Federal Aviation Administration), an estimated 170,000 aircraft operating from over 20,000 airports across the US use leaded aviation fuel (AVGAS).[115] These aircraft are responsible for almost 70% of airborne

O14-8 cont.

[100] https://www.nber.org/papers/w23392
[101] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4387706/
[102] https://www.sciencedirect.com/science/article/pii/S0166046222000667
[103] https://columbiainsight.org/dealing-with-washingtons-legacy-of-pesticides/
[104] https://www.who.int/news-room/fact-sheets/detail/lead-poisoning-and-health
[105] https://www.vox.com/science-and-health/2018/3/15/17107924/lead-health-adults-heart-problems
[106] https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667(18)30025-2/fulltext
[107] https://www.vox.com/science-and-health/2018/3/15/17107924/lead-health-adults-heart-problems
[108] https://www.epa.gov/system/files/documents/2023-10/420f23022_0.pdf
[109] https://news.sccgov.org/news-release/study-commissioned-county-santa-clara-finds-increased-lead-levels
[110] http://nepis.epa.gov/Exe/ZyPDF.cgi/P100YG4A.PDF?Dockey=P100YG4A.PDF
[111] https://news.sccgov.org/county-santa-clara-finds-increased-lead-levels-children-living-near
[112] https://news.sccgov.org/sites/g/files/exjcpb956/files/documents/RHV-Airborne-Lead-Study-Report.pdf
[113] https://www.nrdc.org/stories/flint-water-crisis-everything-you-need-know#summary
[114] https://countyairports.sccgov.org/pilots/aviation-fuel
[115] http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=14754

lead pollution, putting out around 500 tons of lead each year, and are the largest source of lead in US air.[116]

Unleaded fuel is now available. The sale and use of leaded aviation fuel must stop!

Please see our Team 5: #GetTheLeadOut page for more information.[117]

O14-8 cont.

8. Protect and Conserve Water

Set water use reduction goals and develop policies, guidelines and education programs to replace ornamental grass and other landscaping with native plants while transitioning to gray water reuse. The CAP must require greywater systems and stormwater capture and conservation for new residential and commercial construction.

Create bioretention swales in medians and other areas like Los Angeles to serve as micro-reservoirs for landscaping while filtering stormwater runoff.[118,119]

Establish other rainwater capture and storage infrastructure throughout the County including capture barrels at every residential property.

Under California law, water is a basic human right. San Diego must take action to end water shutoffs and subsidize access to water for lower-income residents.

Please see our Team 4: Water Is Life page for more information.[120]

O14-9

9. Transportation

The CAP must identify methods to reduce Vehicle Miles Traveled (VMT) by encouraging the use of public and active transportation.

The County's Active Transportation Plan must:

- Collaborate with SANDAG to support and implement the Five Big Moves.[121]
- Develop plans to extensively expand bike lanes and sidewalks throughout the County, create car-free areas and implement electric shuttles in high-traffic areas.
- Construct pedestrian overpasses and other safe pedestrian and active transportation infrastructure.
- Provide free mass transit passes to students, seniors and residents of disadvantaged communities.

O14-10

[116] https://earthjustice.org/news/press/2022/epa-proposes-endangerment-finding-of-leaded-aviation-gasoline
[117] https://cleanearth4kids.org/team-5-get-the-lead-out
[118] https://nacto.org/urban-street-stormwater-guide/green-stormwater-elements/bioretention-swale/
[119] https://dpw.lacounty.gov/WMD/STWQ/EastLA.aspx
[120] https://cleanearth4kids.org/clean-water
[121] https://www.sandag.org/regional-plan/5-big-moves

- Create a transportation stipend program for all County employees while charging for parking.
- Establish practical and user-friendly public transportation in the unincorporated areas for semi-rural and rural communities.
- Provide education and campaigns to encourage walking, biking, and taking public transit.

O14-10 cont.

Please see our Team 3: Transportation page for more information.[122]

10. No False Solutions

The CAP must clearly state the County of San Diego will not use or invest in false climate solutions like synthetic carbon capture (CCS, CCUS), dirty hydrogen, methane or biomass/biofuels. These types of greenwashed "solutions" only delay real climate action.

O14-11

Please see our Team 1: No False Climate Solutions page for more information.[123]

11. Stop Toxic Synthetic Pesticides

We ask the County of San Diego to create and implement education programs and assistance to help farmers transition to climate-resilient farms, stopping the use of synthetic pesticides and synthetic fertilizers.

99% of synthetic pesticides and fertilizers come from fossil fuels and the continued use of these petrochemicals is a direct threat to the climate and our world.[124]

Healthy soil is important for sequestering carbon.[125] But pesticides destroy the microbes that make healthy soil.

O14-12

By promoting sustainable farming practices that prioritize soil health, the City of Oceanside will contribute to the protection of human health, clean air, and water which will protect pollinators, and wildlife, preserve biodiversity and enhance our environment and climate.

- Pesticides Are Toxic

Pesticides are known to increase children's cancer risk and 95% of pesticides used miss their target.[126,127] There is a massive amount of scientific studies showing the damage done by the use of synthetic pesticides to the environment and human

[122] https://cleanearth4kids.org/transportation
[123] https://cleanearth4kids.org/false-climate-solutions
[124] https://www.ciel.org/reports/fossil-fertilizers/
[125] https://www.cdfa.ca.gov/healthysoils/
[126] https://www.sciencedirect.com/science/article/abs/pii/S1438463919306212?via%3Dihub
[127] https://www.scientificamerican.com/article/pesticide-drift/

13

health.[128] Pesticides are poison, they are designed to kill. That is their purpose.

California studies show 13 agricultural pesticides elevated children's cancer up to 2.5 miles away from the application sites.[129] Only 5 are classified as Restricted Use by the EPA.[130] But 11 of the 13 are banned or not approved in other countries with 10 of them banned in at least 28 countries. The US uses toxic pesticides banned in many other countries.[131] The US only bans 21 pesticides while China bans 54 and the EU bans 195. (For a list of pesticides banned in other countries, please click here.)[132] Legal does not mean safe!

The proximity to agricultural pesticides is critical because pesticides can drift miles, harming children and families living near agricultural fields.[133,134] Pesticide drift settles on playgrounds, porches, laundry, toys, pools, furniture, gardens, and lawns where people and children live, learn, and play.[135] This exposes people, pollinators, and wildlife to danger from what they touch, breathe, and eat.

These toxic pesticides also contaminate our water. The National Water Quality Assessment (NWQA) shows agricultural runoff as the main cause of pollution in rivers and streams.[136,137] As pesticides travel through soil and bedrock cracks, they contaminate groundwater systems which provide 70% of the water used for public and private water supplies, irrigation, and industry.[138] Aquatic organisms also absorb pesticides through their skin, breathing, and mouths.[139] Long-term exposure has many negative consequences for aquatic life, such as mortality, reproductive failure, eggshell thinning, suppression of the immune system, and other fish health complications such as excessive slime on fish scales and gills, cancers, tumors and lesions.[140]

For more information on toxic pesticides, please see our Team 5: Stop Toxic Pesticides page.[141]

O14-12 cont.

- Organic, Regenerative Farming, Permaculture and Agroecology

Organic and regenerative farming practices do not use synthetic pesticides, fertilizers, or GMOs. Methods such as cover crops, manure, crop rotation, and natural pest controls like neem oil are used to repel pests and maintain soil health

[128] https://www.dw.com/en/pesticide-atlas-2022
[129] https://coeh.ph.ucla.edu/2021/04/05/childhood-brain-tumors-linked-to-mothers-exposure-to-pesticides/
[130] https://www.epa.gov/system/files/documents/2022-11/RUP-Report-10-31-2022.pdf
[131] https://biologicaldiversity.org/united-states-uses-85-pesticides-outlawed-in-other-countries-2019-06-06/
[132] https://pan-international.org/pan-international-consolidated-list-of-banned-pesticides/
[133] https://europepmc.org/article/AGR/IND20460440
[134] https://pubmed.ncbi.nlm.nih.gov/11097803/
[135] https://www.epa.gov/reducing-pesticide-drift/introduction-pesticide-drift
[136] https://www.usgs.gov/mission-areas/water-resources/science/national-water-quality-assessment-nawqa
[137] https://www.epa.gov/nps/nonpoint-source-agriculture
[138] https://www.uky.edu/Ag/Entomology/PSEP/6environment.html
[139] https://biointerfaceresearch.com.pdf
[140] https://www.sciencedirect.com/science/article/abs/pii/S2215153222001003
[141] https://cleanearth4kids.org/stop-pesticides

which is a natural carbon sink.[142,143] They focus on biodiversity, reduced tilling and planting a wide variety of crops to better close the carbon cycle.[144]

Permaculture and agroecology work with nature instead of against it, combining landscapes, plants, animals, and humans in a symbiotic relationship.[145][146]

Please see our Team 5: Regenerative Farming, Permaculture, Agroecology, Organics & Healthy Soil page for more information.[147]

O14-12 cont.

12. Community Gardens

Please create an expansive community garden program that will decrease heat islands, and increase carbon sequestration while reducing food insecurity.

13. Create Pocket Forests

Identify small areas of 6 parking spaces or more and small vacant land areas for pocket forests. Engage with school districts throughout the county to plant a pocket forest on each school's grounds.

Pocket forests are small areas of native trees and plants that restore nature to the urban environment.[148] This method was adopted by Japanese botanist Akira Miyawake, the creator of Tiny Forests.[149] The Miyawake method emulates an area's native ecosystem through a dense-planting method of only native species.[150]

These pockets forests provide vital habitats for native wildlife, attract important pollinators, provide an equitable urban landscape;[151] improve water infiltration of the soil, decrease stormwater runoff, protect against erosion,[152] provide educational opportunities to the community and absorb large amounts of carbon dioxide.[153]

O14-13

14. Protect Natural Habitat, Wetlands, Lagoons and Waterways

The CAP must support the establishment of local natural habitat lands for GHG sequestration and to conserve biodiversity. CleanEarth4Kids.org supports the Habitat Restoration Resource Management Framework and asks the regional Multiple Species Conservation Plans (MSCP) to be incorporated into the CAP.

[142] https://www.sare.org/resources/transitioning-to-organic-production/#:~:text=More%
[143] https://regenerationinternational.org/2017/02/24/what-is-regenerative-agriculture/
[144] https://regenerationinternational.org/2017/02/24/what-is-regenerative-agriculture/
[145] https://www.nomos.net/post/what-is-permaculture-farming-a-simplified-guide
[146] https://www.agroecologyfund.org/what-is-agroecology
[147] https://cleanearth4kids.org/farming-regenerative
[148] https://www.americanforests.org/article/picking-pocket-forests/
[149] https://www.pocketforests.ie/new-page
[150] https://us.iahv.org/portfolio/greenpocketforests/
[151] https://a25.asmdc.org/20221206-assemblymember-kalra-introduces-bill-promote-urban-greening
[152] https://www.americanforests.org/article/picking-pocket-forests/
[153] https://www.weforum.org/agenda/2020/07/tiny-urban-forests-miyawaki-biodiversity-carbon-capture/

The CAP must address blue carbon storage by planting kelp and other seagrasses to sequester carbon while protecting coastal areas from pollution and sea level rise. Identify ecologically sound methods to protect beaches, cliffs, coastal roads and the LOSSAN train corridor from erosion.

O14-13 cont.

15. Ban Synthetic Grass/Artificial Turf

CleanEarth4Kids.org asks the County of San Diego to ban all installations of artificial grass/synthetic turf. With the signing of SB 676 by Governor Newsom on October 8th, you have the authority to stop the use of this toxic plastic carpet.[154] The City of Millbrae has already banned it.[155]

- Synthetic Grass/Artificial Turf is Plastic Pollution

Synthetic grass/artificial turf is plastic, made from resins like polyethylene and nylon. PFAS are used in the extrusion of plastic yarn for the "grass" blades.[156] No synthetic grass/artificial turf manufacturer can state they are free of PFAS. PFAS, PAHS, lead, and other toxic chemicals have been found in synthetic grass/artificial turf.[157]

O14-14

The installation and use of synthetic grass/artificial turf is the intentional installation and use of microplastics[158] which does serious harm to the environment[159] and human health.[160] Recent research[161] has found microplastics in placentas, infant feces, breastmilk, and even infant formula. Other studies have shown microplastics changing lung and liver cells.[162] Microplastics were banned in United States cosmetics[163] in 2015, but the ban on microplastics should apply to all areas of life to reduce these health risks.

Plastics don't break down in the environment, simply breaking down into microplastics. Wildlife can mistake microplastics for food and marine animals have been found to consume microplastics accidentally.[164] Microplastics attract and carry pollutants in the water and also release toxic chemicals.[165,166] Lab studies have shown that microplastics may impact the developmental stages of animals, causing reproductive issues and their ability to fight disease.[167] Furthermore, since humans

[154] https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240SB676
[155] https://www.ci.millbrae.ca.us/276/Prohibition-of-Artificial-Turf-Synthetic
[156] https://www.documentcloud.org/documents/6434596-Kulikov2005.html
[157] https://theintercept.com/2019/10/08/pfas-chemicals-artificial-turf-soccer/
[158] https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-10/pdf/microplastics_
[159] https://www.unep.org/news-and-stories/story/plastic-planet-how-tiny-plastic-particles-are-polluting-
[160] https://www.theguardian.com/environment/2021/dec/08/microplastics-damage-human-cells-study-
[161] https://www.news-medical.net/news/20220921/Microplastics-detected-in-placentas-infant-feces-breast
[162] https://www.onegreenplanet.org/environment/microplastics-are-disrupting-metabolism-of-lung-and-liver
[163] https://www.fda.gov/cosmetics/cosmetics-laws-regulations/microbead-free-waters-act-faqs
[164] https://marinedebris.noaa.gov/what-marine-debris/microplastics
[165] https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7924819
[166] https://link.springer.com/article/10.1007/s42452-019-1352-0
[167] https://www.frontiersin.org/articles/10.3389/ftox.2022.748912/full

consume fish and other marine animals, the impacts of microplastics are passed on to humans through the food chain.

The plastic life cycle is incredibly toxic. Research shows it causes premature birth, low birth weight, decreased fertility, asthma, childhood leukemia, lymphoma, brain cancer, breast cancer, mesothelioma, cardiovascular disease, chronic obstructive pulmonary disease, neuropathy, and lung cancer.[168]

- Synthetic Grass/Artificial Turf Hurts the Climate

Synthetic grass/artificial turf is plastic and plastic emits methane, a powerful greenhouse gas (GHG).[169] Plastics start as fossil fuels and emit greenhouse gasses in every stage of their lifecycle, from the extraction of oil/gas to the trash pile.[170] Plastics have a huge carbon imprint.[171] Research showed the emissions from plastics in 2019 were nearly 1.8 billion metric tons of greenhouse gasses, and that number is projected to continue growing.[172]

O14-14 cont.

Dr. Sarah-Jeanne Royer of the Scripps Institution of Oceanography in California wrote a letter in opposition to synthetic grass/artificial turf, citing methane as a major concern.[173] Dr. Royer and her colleagues found that polyethylene, used to make synthetic turf/artificial grass, releases more methane than any other plastic.[174]

During the breakdown of polyethylene, the release of methane gas accelerates and the surface area of the plastic increases, reacting more with the sunlight and releasing more methane.[175] As synthetic grass/artificial turf is commonly made of polyethylene, these fields constantly release methane as it interacts with the sun and everyday use. Over a 20-year period, methane is 80x more potent at warming than carbon dioxide and is responsible for 25% of global warming.[176]

- Synthetic Grass/Artificial Turf is Not Recycled

Replaced every 7-10 years, the average artificial grass/synthetic turf soccer field produces 40,000 lbs of plastic carpeting and 400,000 lbs of infill of waste.[177]

Used artificial grass/synthetic turf is not recycled. The plastic carpet and infill are often dumped or sent to landfills as there are no recycling facilities for synthetic turf

[168] https://www.theguardian.com/environment/2023/plastics-cause-issues-from-cancer-to-birth-defects
[169] https://www.nytimes.com/2019/02/20/synthetic-turf-will-contribute-greenhouse-gas-problems/
[170] https://www.ciel.org/reports/plastic-health-the-hidden-costs-of-a-plastic-planet-may-2019/
[171] https://www.sciencedaily.com/releases/2019/04/190415144004.htm
[172] https://www.oecd.org/environment/plastics/increased-plastic-leakage-and-greenhouse-gas-emissions.htm
[173] https://drive.google.com/file/d/1O9NHwhVtY0ygHCcZDHhufkfcRdGFA35k/view
[174] https://www.bbc.com/news/science-environment-45043989
[175] https://www.surfrider.org/new-study-shows-plastic-as-source-of-greenhouse-gases-potentially-contribut
[176] https://ecology.wa.gov/Blog/Posts/February-2023/The-trash-climate-connection-what-you-need-to-know
[177] https://www.beyondplastics.org/fact-sheets/synthetic-turf

in the US.[178,179] Reuse is not recycling[180] and so-called "chemical recycling" is just greenwashing for incineration![181] Burning is not recycling!

- Synthetic Grass/Artificial Turf is HOT

Synthetic grass/artificial turf is 40°-70° hotter than surrounding air temperatures and has burned hands and feet![182] A study by Brigham Young found the surface temperature of synthetic grass/artificial turf was 37° higher than asphalt and 86.5° hotter than natural grass.[183] A study found that in 90° weather, the surface temperature of a natural grass field was about 98° while a synthetic grass/artificial turf field was over 160°.[184] Shoes have melted from the heat on synthetic grass/artificial turf with players and coaches getting blisters on the bottom of their feet through their shoes![185] First-degree burns occur at 118° with blistering and second-degree burns at 131°![186] Several synthetic grass/artificial turf fields in the Los Angeles Unified School District are currently closed due to high heat and melting surfaces.[187]

O14-14 cont.

- Synthetic Grass/Artificial Turf is Dangerous to Athletes

Playing on synthetic grass/artificial turf can cause more injuries. According to an NFL Players Association (NFLPA) study, playing and practicing on synthetic grass/artificial turf increases the chance of a lower extremity injury with a 69% higher rate of non-contact foot/ankle injuries than on natural grass![188] The NFLPA has called for all NFL fields to be natural grass![189]

A study of National Collegiate Athletic Association (NCAA) athletes found playing on synthetic grass/artificial turf greatly increased the chance of knee ligament injuries while another study of high school athletes found they were 58% more likely to sustain an injury playing on synthetic grass/artificial turf than natural grass![190,191]

The United States Men's Professional Soccer Team and other national teams only play on natural grass in the World Cup, and the United States Women's Soccer Team sued FIFA to not play on synthetic grass/artificial turf due to the increased risk of

[178] https://www.theatlantic.com/science/artificial-turf-fields-are-piling-no-recycling-fix/603874/
[179] https://www.msn.com/how-pennsylvania-became-a-dumping-ground-for-discarded-artificial-turf
[180] https://peer.org/artificial-turfs-big-lie-old-fields-not-recycled/
[181] https://www.nrdc.org/stories/chemical-recycling-isnt-actually-recycling
[182] https://www.safehealthyplayingfields.org/heat-levels-synthetic-turf/
[183] https://aces.nmsu.edu/programs/turf/documents/brigham-young-study.pdf
[184] https://www.center4research.org/injuries-related-to-artificial-turf/
[185] https://ftw.usatoday.com/2015/08/its-so-hot-in-texas-turf-is-melting-cleats
[186] https://www.nist.gov/el/fire-research-division-73300/firegov-fire-service/fire-dynamics
[187] https://www.latimes.com/sports/highschool/story/2022-08-17/synthetic-l-a-unified-out-of-commission
[188] https://nflpa.com/posts/only-natural-grass-can-level-the-nfls-playing-field
[189] https://apnews.com/article/9b34d4402f2f82ae60708605f65aa560
[190] https://pubmed.ncbi.nlm.nih.gov/30995074/
[191] https://www.uhhospitals.org/articles-and-news/articles/2019/08/artificial-turf-vs-natural-grass

injury.[192] Soccer legend Lionel Messi will only play on real grass.[193]

- Natural Grass is Best

We ask the County of San Diego to follow organic land management practices, especially for managing playing fields. Training is available online through the University of California, Riverside and other locations.[194] High-use, organically managed, natural grass fields have been in use in many areas including Irvine, CA.[195,196]

Natural grass is the healthiest choice for playing fields and parks.[197] Natural grass fields are more cost-effective than synthetic grass/artificial turf fields which have higher maintenance and long-term costs.[198,199] Natural grass fields are also cheaper to install than synthetic grass/artificial turf.[200] With proper care and maintenance, a natural grass field can accommodate any amount of play as demonstrated by Marblehead, MA with 20 acres of organically managed fields for over 15 years.[201]

Please see our Team 5: Stop Synthetic Turf page for more information.[202]

O14-14 cont.

16. Zero Waste and Ban Single-Use Plastics

CleanEarth4Kids.org supports the development of composting/anaerobic digestion facilities to divert the majority of compostable waste from landfills. The CAP must also provide plans to reduce other waste and develop a circular economy by encouraging and incentivizing the elimination of single-use products while reducing, reusing and repurposing other items.

Please see our Team 6: Stop Plastics & Waste page for more information.[203]

Take Climate Action NOW: There Is No Time To Waste

As shown in the United Nations Intergovernmental Panel on Climate Change (UN/IPCC) report[204] released March 20th 2023, our climate situation is at the point of no return. Even if we start today with immediate and strong action, we only have a very moderate chance of limiting global warming to the 1.5°C threshold by the world scientific community. We are in a climate emergency!

O14-15

[192] https://www.npr.org/353312770/soccer-players-sue-over-proposed-turf-field-for-womens-world-cup
[193] https://www.sbnation.com/soccer/lionel-messi-inter-miami-mls-turf
[194] https://cpe.rutgers.edu/landscape/natural-turf-certificate
[195] https://www.nontoxiccommunities.com/organic-athletic-fields.html
[196] https://youtu.be/o3P1T3fgy6I
[197] https://www.safehealthyplayingfields.org/health-benefits-of-natural-turf
[198] https://www.safehealthyplayingfields.org/s/Natural_Grass_Athletic_Fields_Ppoint_Final.ppt
[199] https://www.safehealthyplayingfields.org/maintenance-grass-vs-synthetic-turf
[200] https://www.safehealthyplayingfields.org/cost-grass-vs-synthetic-turf
[201] https://www.turi.org/content/NaturalGrassPlayingFieldCaseStudyMarbleheadMAJune202019.pdf
[202] https://cleanearth4kids.org/team-5-synthetic-turf-toxic-chemicals
[203] https://cleanearth4kids.org/plastic-pollution
[204] https://report.ipcc.ch/ar6syr/pdf/IPCC_AR6_SYR_SPM.pdf

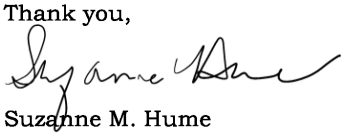
We already see the effects of climate change[205] as predicted by scientists: droughts, heat waves, extreme weather, raging wildfires, loss of sea ice, sea level rise, etc.

If we do not greatly reduce greenhouse gases now, global temperature will continue to rise and these impacts will also increase and intensify. This is not a future problem, we are all being harmed right now.

The County of San Diego must implement a strong and enforceable CAP now.

O14-15 cont.

Thank you,



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CleanEarth4Kids.org works to protect children's health & future, public health, and the health and safety of communities, workers, and indigenous peoples globally and reminds all that clean air, water, a livable future, and access to nature are human rights. Streams, rivers, oceans, public lands, forests, trees, wildlife, ecosystems, climate, soils, and organic gardens must be protected. Access to healthy safe food, playgrounds, schools, homes, communities, cities and public lands- without toxic pesticides, chemicals, plastics, lead, heavy metals and pollution- is essential for life.

At the heart of CleanEarth4Kids.org: environmental protection, children's health and future, public health, environmental, racial, social and climate justice, education and JEDI (Justice, Equity, Diversity & Inclusion). CleanEarth4Kids.org works to stop toxic chemicals, PFAS, pesticides, lead and heavy metals, plastics and microplastics, toxic toys and products, synthetic turf, PIP (Pour In Place Playgrounds), fossil fuels, pollution, environmental destruction, degradation and injustice and works to uphold human rights and justice.

[205] https://climate.nasa.gov/effects/

Letter O14 CleanEarth4Kids

Suzanne M. Hume
January 5, 2024

Comment O14-1
The comment states the beneficial effects of implementing a strong and comprehensive CAP Update. The comment requests that the County make the CAP Update a standalone document for fast implementation and to provide an analysis with detailed action metrics, targets, and dates for the GHG reduction plans.

Response O14-1
With regards to the request to implement the CAP Update as a standalone document, please see Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for a discussion of the purpose of the CAP Update and its relationship to the General Plan. Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used in the CAP Update to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets.

Comment O14-2
The comment provides a summary of detailed comments provided below.

Response O14-2
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O14-3
The comment provides recommendations for climate safety investment.

Response O14-3
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a). The comment will be provided to County decision-makers for their consideration during the adoption hearings for a Final CAP Update.

Comment O14-4
The comment requests that the County prioritize building electrification and provides links for various resources related to the adverse effects of natural gas.

Response O14-4
The County has received and reviewed the resources documents provided. The request to prioritize building electrification is noted. Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explain that the CAP Update has adequately identified measures and actions that would exceed the 2030

and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Comment O14-5
The comment requests more details (e.g., metrics and dates) on how to achieve 100 percent clean energy by 2030 and moving the 100 percent clean energy goal to 2025. The comment requests that all County properties, housing policies, funding, and contracts require all-electric buildings. The comment also advises the County to coordinate with San Diego Community Power to install renewable energy facilities on all County parking lots and buildings.

Response O14-5
The County acknowledges the information provided regarding electrification and renewable energy. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical and implementation details for quantified implementing actions that are included in the CAP Update, including the quantified GHG reduction potential and measurable performance outcomes for 2030, 2035, 2040, and 2045. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation.

Comment O14-6
The comment advises the County to develop a Climate and Environmental Dashboard.

Response O14-6
The County appreciates the suggestion to create a dashboard to increase education and awareness of climate issues in the region. The County currently maintains a website (http://www.sandiegocounty.gov/sustainability/cap) to provide education and awareness of the County's implementation of the Climate Action Plan. Within this site, the County's Climate Action Plan Dashboard currently shows how the 2018 Climate Action Plan's 26 quantifiable, achievable, and enforceable measures are performing, and is available at: https://www.sandiegocounty.gov/content/sdc/sustainability/dashboard.html. This website will be updated to reflect CAP Update implementation progress as part of the CAP Update Implementation and Monitoring Program.

Comment O14-7
The comment requests a Clean Air section to be added to the CAP Update and provides links for various resources related to the adverse effects of air pollution.

Response O14-7
The County has received and reviewed the reference documents provided. Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," for a discussion related to co-benefits of the CAP Update measures and actions, including air pollution reductions. The comment will be provided to County decision-makers for their consideration during the adoption hearings for a Final CAP Update.

Comment O14-8
The comment requests that the County ban gas-powered leaf blowers, idling, wood burning, smoking, and leaded aviation gas.

Response O14-8
Regarding gas-powered leaf blowers, the CAP Update includes Action T-1.2, which would "Amend Board policy to require 100% of landscaping equipment used on County property to be zero-emissions by 2030," and Action T-2.1, which, in part, would, "Develop and adopt a landscaping equipment ordinance to require the use of zero emission landscaping equipment by 2030…"

Regarding vehicle idling and electrification of loading docks and other facilities, the CAP Update includes the following actions:

- T-1.1.b: Adopt a County Operations anti-idling policy to reduce emissions from vehicle idling, and
- T-3.1: Increase the use of electric and other zero-emission vehicles in the unincorporated area by:
    - Installing 2,040 publicly available electric vehicle charging stations by 2028.
    - Requiring the electrification of loading docks and idling reduction in new commercial and industrial development by 2030.
    - Amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CalGreen or similar electric vehicle charging infrastructure installations and preferential parking for ZEVs for new multi-family residential and non-residential construction.
    - Developing a program by 2026 to incentivize EV purchases and school bus electrification.

The commenter's suggestions regarding wood burning, smoking, and leaded aviation fuel will be provided to the Board for consideration. Aviation fuel standards are outside the County's jurisdiction. See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical and implementation details for quantified implementing actions that are included in the CAP Update.

Comment O14-9
The comment requests several measures to be added to the CAP Update to protect and conserve water.

Response O14-9
The CAP Update includes several actions related to water use reduction, replacing ornamental grass and other landscaping with native plants, reusing graywater, and capturing stormwater and rainwater, as follows:

- W-1.1: Implement the County's Water Efficiency Plan to require water-efficiency measures in new and existing County buildings/operations to reduce potable water use intensity by 28% by 2030.
- W-1.2: Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements and reduced outdoor water use for landscaping requirements for new development to reduce potable water consumption from new development by 17% in the unincorporated area.
- W-2.2: Amend the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar water efficiency requirements for existing development projects with qualifying improvements.
- W-2.3: Update the Green Building Incentive program by 2026 to include incentives for water efficiency, conservation, and reuse improvements for new and existing development to reduce potable water consumption in the unincorporated area.
- W-2.3.a: Collaborate across County departments to streamline and simplify graywater capture permitting process to reduce potable water use in the unincorporated area.
- W-2.3.b: Develop and distribute materials to assist renters with implementing water efficiency and conservation improvements.
- W-2.4: Implement the Waterscape Rebate Program to incentivize water efficiency and conservation to reduce outdoor water consumption in the unincorporated area.
- W-3.1: Increase wastewater treatment efficiency through the East County Advanced Water Purification Program to produce 12,900 acre-feet of water each year by 2030.

See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical and implementation details for quantified implementing actions that are included in the CAP Update.

Comment O14-10
The comment requests that the County identify methods to reduce VMT and provides recommendations for the County's Active Transportation Plan.

Response O14-10
The CAP Update includes several actions to reduce on-road transportation GHG emissions by reducing VMT, as follows (including implementation of the County's Active Transportation Plan):

- T-4.1: Expand County Benefit Program by 2026 to provide County employees with tax-free transportation benefits, alternative work schedules, and expand part-time or full-time teleworking options to reduce vehicle miles traveled from employee commutes by 40% in 2030 and 55% in 2045.
- T-4.1.a: Provide educational programs and campaigns to encourage County staff to walk, bike, and take transit.

- T-4.2: Develop a rebate program by 2026 for County employees to purchase electric vehicles, bicycles, and scooters for commute use.
- T-5.1: Implement the County's Active Transportation Plan to install 345 miles of sidewalk and 315 miles of bikeways by 2030 to encourage alternative modes of transportation in the unincorporated area.
- T-5.1.a: Develop educational materials to encourage residents and businesses to use and provide access to alternative modes of transportation.
- T-5.2: Develop a countywide Safe Routes to Schools program to reduce vehicle miles traveled to schools by 1.2% by 2030.
- T-6.1: Develop a program to provide free transit passes and/or free trips in the unincorporated area to reduce vehicle miles traveled in the unincorporated area by 1.2% by 2030.
- T-6.2: Increase access to Transit Priority Areas by 5% in the unincorporated area and implement transit-supportive roadway treatments such as traffic signal communication and curb extensions along County-maintained roadways to optimize traffic flow for transit and pedestrians by 2030.
- T-6.2.a: Adopt a Transportation Demand Management ordinance to include pre-approved options for new development to reduce single occupancy vehicle trips in the unincorporated area.
- T-6.2.b: Evaluate options for increasing transit service to unincorporated communities.
- T-6.3: Increase access to first/last mile transportation services and connections (e.g., neighborhood electric vehicles, microtransit, bike/scooter-share) to reduce vehicle miles traveled by 7% within the unincorporated area by 2030.

See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical and implementation details for quantified implementing actions that are included in the CAP Update.

Comment O14-11
The comment requests that the CAP Update not include "false climate solutions," such as synthetic carbon capture, "dirty" hydrogen, methane, or biomass/biofuels.

Response O14-11
The CAP Update does not include measures or actions that use or invest in synthetic carbon capture, methane, biomass, or biofuels. CAP Action T-3.1.a has been revised to clarify that this effort would focus on clean hydrogen sources.

Comment O14-12
The comment requests that the County create and implement education programs and provide assistance to farmers to stop the use of synthetic pesticides and fertilizers. The comment also summarizes the adverse effects of the use of synthetic pesticides.

Response O14-12
The CAP Update includes the following action to reduce GHG emissions from the use of synthetic fertilizers:

- A-4.1d: Evaluate options to incentivize the voluntary reduction of the use of synthetic fertilizers in the unincorporated area.

The CAP Update also includes the following actions to expand carbon storage capacity on agricultural land:

- A-4.1: Develop a Climate Smart Land Stewardship Program by 2026 to increase carbon sequestration on 3,000 acres by 2030 and 36,214 acres by 2045.
- A-4.1.a: Support the local food system through development of a food sourcing policy that prioritizes contracts with local, equitable, and sustainable food suppliers in County operations.
- A-3.1: Implement the Purchase of Agricultural Conservation Easement (PACE) Program to preserve 6,058 acres of agricultural land by 2030 and 400 acres per year thereafter.

See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," describes the analytical and implementation details for quantified implementing actions that are included in the CAP Update.

Comment O14-13
The comment suggests creation of an expansive community garden program and creation of "pocket forests." The commenter also requests that the CAP Update protect natural habitat, wetlands, lagoons, and waterways and to address blue carbon storage.

Response O14-13
Refer to Response O14-12 regarding CAP Update actions that expand carbon storage capacity on agricultural lands. Regarding the creation of "pocket forests" and establishment of "local natural habitat lands," the CAP Update includes several actions to reduce GHG emissions through preservation of natural lands and tree planting:

- A-1.1: Acquire 11,000 acres of conservation lands by 2030 and 1,000 acres per year thereafter to preserve land in perpetuity.
- A-1.2: Develop a Habitat Restoration Resource Management Framework for County-owned land by 2030 and restore 80 acres per year thereafter to increase carbon storage.
- A-1.2.a: Partner with tribal governments to incorporate tribal ecological knowledge and apply indigenous land management practices to contribute toward habitat restoration efforts on County land.
- A-2.1: Expand the County's existing tree planting initiative and implement an Equity Driven Tree Planting Program to plant 70,560 trees by 2030 and 6,650 trees per year thereafter on County property and in the unincorporated area.

- A-2.1.a: Develop a program to preserve native trees in the unincorporated area.
- A-2.1.b: Educate the public on the benefits and maintenance of native, fire-resistant, and drought-tolerant tree plantings.
- A-2.2: Implement the County's Landscaping Ordinance to require tree planting in new single family residential development in the unincorporated area.

The commenter's suggestions regarding blue carbon storage and methods to protect beaches, cliffs, coastal roads, and the LOSSAN train corridor erosion apply to coastal areas and not to the unincorporated county. See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical and implementation details for quantified implementing actions that are included in the CAP Update.

Comment O14-14
The comment requests the County to ban synthetic grass, artificial turf, and single-use plastics.

Response O14-14
The suggestion to ban synthetic grass, artificial turf, and single-use plastics are noted and will be provided to the Board for consideration. Note that the CAP Update includes Action W-2.4, which would "Implement the Waterscape Rebate Program to incentivize water efficiency and conservation to reduce outdoor water consumption in the unincorporated area." Artificial turf is not eligible for incentives under this program.

See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," describes the analytical and implementation details for quantified implementing actions that are included in the CAP Update.

Comment O14-15
The comment expresses the need to take immediate actions to address climate change.

Response O14-15
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter O15

Dallin Young
Public Affairs Manager
8330 Century Park Court, CP31D
San Diego, CA 92123
dyoung1@sdge.com

County of San Diego
Attn: Meghan Kelly
1600 Pacific Coast Highway
San Diego, CA 92101

Delivered by e-Mail

January 5, 2024

RE: Draft Climate Action Plan

Dear Ms. Kelly and Project Team,

At San Diego Gas & Electric Company (SDG&E), we would like to extend our compliments and congratulations to the County for your efforts developing the Draft Climate Action Plan (CAP). The County of San Diego has led the region, state and nation in many critical areas, and this body of work highlights the County's continued leadership position. Thank you for allowing SDG&E to opine and highlight areas of support and collaboration. We look forward to continuing to work with you as the draft becomes a final plan. Please see below for our detailed comments related to the CAP.

Built Environment & Transportation

The transportation sector continues to be the largest contributor of GHGs in our region, which is why SDG&E is a proud partner in the Accelerate to Zero (A2Z) Emissions Collaborative, which has developed and is working to implement a Regional EV and Transportation Electrification Strategy. To demonstrate our commitment to this effort, our SDG&E teams continue to create innovative clean transportation programs to encourage and enable the transition to driving electric. O15-1

Through our "Power Your Drive" program, we have already installed over 3,500 chargers at 308 locations and are working towards our next goals of installing charging infrastructure to support approximately 3,000 medium- and heavy-duty EVs at 300 sites, and at or near apartments and condominium complexes at about 100 locations. The Governor's executive order requiring sales of all new passenger vehicles to be zero-emission by 2035 will further accelerate the transition to driving electric and makes current investments into EV charging infrastructure even more critical.

How SDG&E can support the County CAP's Built Environment & Transportation actions:

- Position SDG&E experts with County personnel to find solutions on how best to electrify County vehicles/fleets with both decarbonization and fiscal goals in mind.
- Share research and development information on efforts and programs such as "Vehicle to Grid" and "Vehicle to Everything" solutions.

- Gather feedback from the County on priority locations for EV infrastructure investments.
- Provide recommendations on how the County can continue to streamline permitting for transportation electrification infrastructure.

Energy

SDG&E is committed to achieving net zero GHG emissions by 2045 and in 2022 we released "The Path to Net Zero: A Decarbonization Roadmap for California" to demonstrate how we plan to accomplish this goal. While other studies have been published on how to decarbonize California's economy through electrification of sectors such as transportation and buildings, SDG&E's study also incorporates for the first time the utility industry standard for reliability using industry-specific planning tools to chart what we believe to be an achievable approach.

The industry standard considers an electric system to be reliable if it experiences only one power outage every ten years due to the probability of energy demand exceeding supply. Some key takeaways and learnings for our region from the study are as follows:

- California is estimated to need to decarbonize at 4.5 times the pace over the past decade to reach its carbon neutrality goal and mitigate the negative impacts of climate change.

O15-1 cont.

- Electric generation capacity is estimated to need to increase to about four times the capacity that existed in 2020, in order to support transportation and building electrification. Between 2020 and 2045, electric consumption is expected to increase by 96%.

- To keep electric service reliable, California will need to complement its growing portfolio of intermittent solar and wind generation with a mix of clean, firm and flexible resources that can be dispatched at any time to meet needs. Installing 40 GW of new battery storage, as well as 20 GW of dispatchable generation from 100% clean hydrogen combustion by 2045 is projected as necessary to meet this goal. According to the California Independent System Operator, the statewide grid has interconnected about 2,600 MW of energy storage as of January 2022, but no electric generation from 100% clean hydrogen combustion.

- It is estimated that by 2045, there will be demand for 6.5 million metric tons of clean hydrogen across the economy, 80% of which is projected to be used to enhance the reliability of the electric supply.

- The implementation of the Roadmap requires regulatory and political support from four fronts to: 1) prioritize electric sector reliability; 2) maintain affordability and enhance equity; 3) incentivize innovation and adaptability; 4) and enable the deployment of decarbonization infrastructure

We understand the enormity of the task ahead, which is why we have already begun our transition. In 2023, SDG&E completed and activated the Fallbrook Battery Energy Storage Project that includes 40 MW or 160 MWh of battery energy storage for our local grid. Our Borrego Springs Green Hydrogen project will pilot hydrogen as long duration energy storage, which is a key aspect for grid reliability during the transition away from carbon intense fuel sources. Both facilities allow excess renewable energy, typically solar and wind, to be stored for use when needed by the grid later in the day. SDG&E has appropriately 335 MW of utility-owned energy storage being commissioned or that is commercially operational. An additional ~48 MW are scheduled to come online in 2024, for a total of ~383 MW by year-end 2025.

How SDG&E can support the County CAP's Energy actions:

- Conduct workshops between SDG&E experts and County staff on Reach Codes to support electrification.
- Create working group between SDG&E and the County to determine the necessity of new customer programs or changes to existing programs.
- Provide feedback on the County's permitting processes to increase "electrification readiness" for commercial and residential customers/constituencies.
- Energy information sharing and updates on SDG&E's path to decarbonization, how it impacts County constituents and where there are opportunities for the County's accounts.
- Work with the County to identify priority locations for new energy storage projects, including through the California Public Utilities Commission (CPUC)'s Microgrid Incentive Program.

Agriculture & Conservation

In 2021, SDG&E began its "Sustainable Tree" program with the goal of providing or planting a combined total of 10,000 trees annually to support local biodiversity and promote environmental stewardship. Although this program is available to both residents and local governments throughout SDG&E's service territory, partnering with local governments can be more impactful because of their ability to identify beneficial locations for tree planting in urban areas under their jurisdiction. Our strong collaboration with the County allowed us to donate 2,000 trees for placement on County parks and land. By building partnerships such these, SDG&E and the County can help each other reach our shared goals of increasing tree canopy and reducing GHGs throughout our region.

O15-1 cont.

How SDG&E can support the County CAP's Agriculture & Conservation actions:

- Work with Department of Parks and Recreation to identify tree species suitable for planting near SDG&E infrastructure.
- Provide expertise on the appropriate trees to County departments through our "Sustainable Tree" program.
- Partner with the County to promote SDG&E's "tree rebate" program for residents in underserved communities.

SDG&E's Sustainability Goals

We've built our business model on encouraging climate reducing technologies – and this body of work is demonstrated in SDG&E's first-ever company-wide sustainability strategy, *Building A Better Future: SDG&E's Commitment to Sustainability*. Through this sustainability plan, we have developed a series of actionable and long-term goals aligned with California's ambitious climate agenda, some of which have been discussed above. The plan calls for regional cooperation and partnerships and will likely evolve over time to reflect stakeholder feedback, regulatory changes and technological breakthroughs. We have tried to build on our strengths, focusing on the areas of environmental stewardship, clean transportation, grid modernization, community engagement, and company operations to help support economy-wide carbon neutrality. The full report and subsequent strategy and progress updates are available at sdge.com/sustainability.

In closing, we recognize the urgency to address climate change and its impacts, and we fully support the County's clean energy goals and this CAP. Our desire is that the County and all jurisdictions will look to SDG&E as a dedicated partner in the implementation of our sustainability strategies. Collectively, we can work together on solutions that result in meaningful GHG reductions.

Best Regards,



Dallin Young
Public Affairs Manager
San Diego Gas & Electric

County CCs:
Chair Nora Vargas
Vice Chair Terra Lawson Remer
Supervisor Joel Anderson
Supervisor Monica Montgomery Steppe
Supervisor Jim Desmond

SDG&E CCs:
Brittany Syz, Director of Regional Public Affairs

Letter O15 San Diego Gas & Electric Company

Dallin Young, Public Affairs Manager
January 5, 2024

Comment O15-1
The comment provides background information about San Diego Gas & Electric Company (SDG&E) and expresses support for the CAP Update. The comment also provides information about how SDG&E supports the CAP Update measures.

Response O15-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

NOLEN COMMUNITIES

Letter O16

Friday, January 5, 2024

Ms. Meghan Kelly
County of San Diego PDS
5510 Overland Avenue, Suite 310
San Diego, CA 92123

RE: Comments on the San Diego County Climate Action Plan (CAP) and Draft Supplemental Environmental Impact Report (SEIR) (EIR # PDS2020-ER-20-00-002; SCH # 2020120204)

Dear Ms. Kelly;

Nolen Communities, LLC (Nolen) is pleased to provide the following comments on the County of San Diego's Climate Action Plan (CAP) and the CAP Draft Supplemental Environmental Impact Report (SEIR) (EIR # PDS2020-ER-20-00-002; SCH #2020120204).

Nolen appreciates the tremendous amount of work and time County staff and your consultant team has spent preparing the CAP and Draft SEIR. We understand the importance of a certified CAP, especially for General Plan compliant projects to proceed with a legally defensible, CEQA analysis. Nolen realizes the County is operating under court-imposed requirements – which Nolen has not been able to review – resulting from litigation over previous attempts to develop a compliant Climate Action Plan. And we recognize a certified CAP is an effective mechanism to provide certainty for privately-initiated land development projects to demonstrate a less than significant CEQA impact, while ensuring the public that the region's greenhouse gas emissions (CO_2e) profile will achieve state-mandated reductions. We support efforts to reduce CO_2e emissions and adopt a certified CAP.

Our comments are therefore focused on the County's multiple, ongoing planning and policy initiatives – several of which we have commented on previously. These include the Sustainable Land Use Framework/Development Feasibility Analysis (DFA), the Phase 2 VMT Mitigation Program (VMT Fee), the Inclusionary Housing Ordinance (IHO), Communities Benefits Agreements (CBA), and the 6th Cycle Housing Element Update (HEU) Implementation Plan. In short, Nolen believes the County's piece-meal approach to these cumulative efforts does not provide the public with a clear understanding of how the County will meet state-mandated requirements under the Regional Housing Needs Allocation (RHNA), rendering the Climate Action Plan, as well as other programs, plans policies and initiatives, flawed.

Rather than combining these efforts to ensure consistency, avoid piecemealing, and provide the public and stakeholders a cumulative understanding of how these connected programs relate, the County has insisted on separate schedules with separate scopes of work while promising they are being coordinated in the background. This approach is not in the public's interest; the County must publicly align these plans to ensure they are cumulatively analyzed based on reasonably foreseeable outcomes to understand how the County will legally achieve its RHNA obligation, as well as state-mandated greenhouse gas emissions reductions.

O16-1

NOLEN COMMUNITIES

A. CEQA PIECEMEALING CONCERNS

Preliminarily, our comments are intended highlight ongoing County processes and the potential for undisclosed cumulative impacts that could result from the many piecemeal efforts the County is currently considering. These efforts largely aim to achieve common goals – meeting housing production obligations in the midst of a state-wide housing crisis while achieving climate goals such as reducing CO2e emissions and vehicle miles traveled, all while furthering the County's adopted, Smart Growth-informed General Plan and the Community Development Model embodied therein. However, without considering these together, the County risks frustrating achieving any of these goals.

As described above, the County is involved in multiple ongoing efforts that are interrelated and have reasonably foreseeable combined effects. These planning, program and policy initiatives are summarized below.

1. Climate Action Plan (CAP) – the subject of the current Draft SEIR, the CAP is a required mitigation measure (CC-1.2) of the County's 2011 General Plan Update Program EIR (SCH #2002111067). The underlying purpose of the CAP is to "reduce GHG emissions that could be generated by development under the General Plan, and to reduce those emissions consistent with state legislative requirements…" Along with the development of a certified CAP, the County is also proposing a CAP Checklist and an update to the County of San Diego Guidelines for Determining Significance that would provide a pathway for projects to demonstrate CEQA compliance through the adoption of a new threshold of significance. The practical effect of the CAP and new significance threshold is to provide a level of certainty regarding mitigation requirements for projects to demonstrate less-than-significant effects on greenhouse gas emissions, which theoretically will support the development of privately-initiated land development projects, specifically, General-Plan compliant projects. The CAP Checklist is likely to increase development costs of housing by imposing requirements that exceed existing building code mandates. Further, due to the County's underlying geography, without an effectively mitigation strategy for VMT impacts, such projects still face significant hurdles. The County's schedule is Fall 2024 to adopt the CAP, CAP Checklist and new Thresholds for Determining Significance.

2. Sustainable Land Use Framework/Development Feasibility Analysis (DFA) – the Board of Supervisors (Board) directed County staff to consider ways to reduce barriers to housing in four communities – Buena Creek, Spring Valley, Winter Gardens/South Lakeside, and Campo Road/Casa de Oro. As part of this effort, the County is preparing a Programmatic EIR to cover potential impacts related to increased density/intensity of development in these areas. The practical effect is intended to facilitate the conditions precedent to spur the production of housing in these communities; however, based on the existing conditions in most of these areas, including the fractured ownership, parcelization, and existing uses or other constraints, very few if any substantive development should be anticipated. Further, by creating a limited number of eligible properties for development, residual land values in these areas are likely to increase, raising project costs. Lastly, three of these communities are largely VMT inefficient and include very few, if any, viable housing/redevelopment sites under the County's 6th Cycle HEU. The County's schedule for this program is late 2024.

O16-2

3. **Phase 2 VMT Mitigation Program** – the County is considering a Vehicle Miles Traveled (VMT) Mitigation Fee program that would provide for a programmatic approach for reducing project's transportation effects under SB743. The practical effect of the VMT Fee is to enable privately-initiated land-development projects to mitigate VMT impacts in portions of the unincorporated County where no other mitigation exists for exceeding the regional per capita average VMT; however, the preliminary estimates of $10,000-$19,000 per VMT would effectively serve as a "project killer" for most, if not all, such projects – even General Plan compliant projects. Nolen understands the schedule for this program is 2025.

4. **Housing Element Update Implementation Plan** – as part of the Couty's 6th Cycle HEU, the County adopted a comprehensive suite of programs to implement the policies contained therein. The County committed to completed several of these programs within the first two years of the Planning Period (2021-2029); however, many of these remain incomplete or have yet to begin. Those programs include the following:

   a. *3.1.1.B - By-Right Approval for Projects with 20% Affordable Units*
   b. *3.1.1.C - Zoning Ordinance Amendments to Achieve Maximum Density*
   c. *3.1.1.E - Low to Moderate Inclusionary Ordinance*
   d. *3.1.1.F - Objective Design Standards*
   e. *3.1.1.J – Lot Consolidation*
   f. *3.1.1.K - Expand Eligibility of Checklist Exemptions*
   g. *3.1.1.L - Coordination and Outreach with Developers, Builders, and Owners*
   h. *3.1.1.M - Addressing VMT Constraints.*
   i. *3.1.1.N - Small Lot Subdivision Program*
   j. *3.1.1.O - Feasibility Analysis and Expanded By-right Approval Program*
   k. *3.1.3.A - Zoning Ordinance Cleanups*

   In addition, the following "ongoing" programs remain in development or have not started to our knowledge.

   l. *3.1.1.D - Diversity of Land Use Designation and Building Type*
   m. *3.2.2.A - Expedited Permit Processing – Affordable Housing Projects*

   The schedule for items (a) through (k) above was 2023; however, several if not the majority of these programs remain incomplete. The effect of these programs should be to facilitate the production of housing, including Affordable housing, by making the entitlement process more streamlined; however, until all these programs and initiatives have been implemented, they are not supporting the County's effort to meet its RHNA obligations.

O16-2 cont.

5. **Inclusionary Housing Ordinance (IHO)** – the County is considering a program that would mandate a minimum required obligation for new residential housing projects to set aside specific amounts of subsidized affordable housing for very-low, low- or moderate-income households. Such a program would provide for the development of subsidized affordable housing to meet the County's very-low-, low- and moderate-income housing goals under the RHNA and the County's 6th Cycle Housing Element. The practical effect of the IHO is to increase development costs for residential projects by requiring these projects set aside affordable housing or pay an in-lieu fee. The County's own fiscal analysis determined the costs of this program were greater than the benefits afforded under Density Bonus, thus, it is reasonably foreseeable that the IHO will reduce the feasibility of new home production.

   In addition, the proposed IHO has an excessive number of permutations (up to 1,872) which leads to an unstable Project Description. It is our understanding the Economic Analysis prepared by AECOM to support the range of in-lieu fees under the IHO does NOT include any of the CAP Checklist requirements. We understand the County is preparing to bring the IHO forward for consideration in Spring 2024.

6. **Community Benefit Agreements** – the County is developing requirements for certain types of projects that require a statement of overriding considerations to provide "Community Benefits Agreements" (CBA). It is our understanding that such agreements are being "highly encouraged" by staff prior to any public hearing on commercial/utility scale renewable energy projects, but that any project required to prepare an EIR and adopt a Statement of Overriding Considerations may be subject to providing supplemental community benefits at the sole discretion of the Board of Supervisors. The practical effect of CBA's is to increase risk and costs for any project with significant and unavoidable impacts.

O16-2 cont.

Individually, these programs, policies, initiatives and plans are likely to change the existing setting and regulatory environment under which privately initiated development projects are proposed and processed. Collectively, it is nearly impossible to understand the many potential outcomes of these plans, programs, policies and initiatives. However, t is reasonably foreseeable that at least four of these programs (the CAP, VMT Fee, IHO and CBAs) will increase development costs and frustrate compliance with the County's RHNA obligations. They may increase costs and risks so significantly that they render development infeasible, forcing builders to move investment out of San Diego, further reducing the already limited housing stock in the County. Or they may conflict in such ways or cause so much uncertainty so as to further delay project processing schedules, which are already a major impediment towards housing production. What is certain is that, without a unified approach, the public is severely deprived of the opportunity to provide meaningful input and understand the cumulative environmental impacts of these programs due to the County's piecemeal approach. The Draft SEIR must be revised to consider these cumulative programs, policies and initiatives.

NOLEN COMMUNITIES

B. FAILURE TO ENSURE HOUSING ELEMENT AND RHNA COMPLIANCE

Nolen believes the County is incorrectly taking credit for a significant number of new homes as very-low-, low-, and moderate-income without deed restrictions. While such an approach may have sufficed under previous housing elements, we understand and believe that the County may only reasonably rely upon deed-restricted units to demonstrate compliance with the very-low, low-, and moderate-income obligations under the 6th Cycle Housing Element Update based on direction from the California Department of Housing and Community Development (HCD). Therefore, while the County's General Plan Annual Progress Reports purport to show the County is on track to comply with its RHNA obligations, we believe the County is falling far short of these requirements.

The Couty's General Plan – the foundation upon which the CAP is required and the CAP Draft Supplemental EIR relies – was amended in 2021 (GENERAL PLAN AMENDMENT: HOUSING, SAFETY, AND ENVIRONMENTAL JUSTICE ELEMENTS 20-002; 19-GPA-001; AND 17-GPA-004) when the Housing Element Update was certified, along with a new Environmental Justice element and a revised Safety Element. These General Plan Elements were prepared under addenda (PDS2021-ER-21-00-001 and PDS2021-ER-21-00-002) to the County's General Plan Update EIR. Under CEQA, this represents a change in the regulatory environment which the CAP Draft SEIR must analyze, regardless of when the CAP NOP was issued. However, the CAP Draft SEIR only analyzes the CAP's consistency with the new Environmental Justice Element and does not discuss the Housing Element Update (or Safety Element).

O16-3

Because the CAP is reasonably foreseeable to increase development costs due to the requirements of the CAP Checklist, and because that cost information has not been provided, as explained below, the CAP could further frustrate compliance with the County's obligations under RHNA. Therefore, the CAP must demonstrate consistency with the RHNA and the following Housing Element policies:

> H-1.1 Sites Inventory for Regional Housing Needs Assessment (RHNA). Maintain an inventory of residential sites that can accommodate the RHNA throughout the Housing Element planning period, tracking the no-net-loss of sites, pursuant to state law.
>
> H-1.2 Development Intensity Relative to Permitted Density. Encourage a development intensity of at least 80 percent of the maximum permitted gross density for sites designated at 15 to 30 dwelling units per acre in development projects.
>
> H-1.6 Land for All Housing Types Provided in Villages. Provide opportunities for a variety of housing types, including small-lot single-family, duplex, triplex, and other multi-family building types in Villages.
>
> H-1.7 Mix of Residential Development Types in Villages. Support the design of large-scale residential developments (generally greater than 200 dwelling units) in Villages that include a range of housing types, lot sizes, and building sizes.
>
> H-1.8 Variety of Lot Sizes in Large-Scale Residential Developments. Promote large-scale residential development in Semi-Rural areas that includes a range of lot sizes to improve housing choice.
>
> H-2.1 Development that Respects Community Character. Require that development in existing residential neighborhoods be well designed so as not to degrade or detract from the character of surrounding development consistent with the Land Use Element. (See applicable community plan for possible relevant policies.)

H-2.2 Projects with Open Space Amenities in Villages. Require new multi-family projects in Villages to be well-designed and include amenities and common open space areas that enhance overall quality of life

H-3.4 Housing for Moderate-Income Families in Villages. Facilitate the production of housing for moderate-income families in Villages by permitting developments that offer affordable housing to incorporate other compatible housing types within areas zoned for single-family residential development

GOAL H-5 Constraints on Housing Development. Governmental policies or regulations that do not unnecessarily constrain the development, improvement, or conservation of market-rate or affordable housing

H-5.4 Flexibility in Regulations. Modify regulations, as appropriate, to streamline regulatory processes, remove unnecessary obstacles to planned densities, and provide flexibility so that development can respond to the unique characteristics of town center areas

GOAL H-6 Delivery of Housing Services. An institutional framework that effectively delivers housing services and programs to implement the goals, policies, and programs of this Housing Element.

H-6.1 Coordinated Delivery of Programs. Coordinate delivery of housing programs and services among various County departments and regional organizations

O16-3 cont.

C. CONSISTENCY WITH PROJECT OBJECTIVES

The CAP Draft Supplemental EIR includes a Project Objective to:

- Accomplish the foregoing objectives in a manner that ***minimizes undue and unnecessary economic impacts on businesses and property owners***, and that avoids regulatory takings under the federal and state constitutions. (emphasis added)

During an initial outreach meeting on November 2, 2023 the County stated that staff and their consultant team are working on a fiscal study analyzing the costs of the measures contained in the CAP. To date, this study and those costs have not been made available.

Without understanding the costs of the measures contained in the CAP, in particular those related to measures in the CAP Checklist for privately-initiated development projects, the County has not provided substantial evidence the project meets this Project Objective. It has not provided the public and stakeholders with a complete picture of the proposed project and confirmed that the project will "minimize undue and unnecessary economic impacts on business and property owners". The County must, at a minimum, extend the comment period until those the fiscal study is made available to provide the public an opportunity to exercise meaningful public review to ensure the Project Objectives are achieved. Even if the County later provides this information, and claims that the fiscal analysis provides substantial evidence that the CAP achieves this Project Objective, the County must provide for public review and accept comments based on that new information.

O16-4

D. CAP CHECKLIST MISSING SPECIFIC PERFORMANCE METRICS

The CAP Checklist includes no less than six measures which require the County to develop a program or ordinance to achieve claimed reductions. Those measures include (for privately-initiated development projects):

(1) Electrifying Loading Docks,
(2) Installing Electric Vehicle Charging Infrastructure,
(4) Reducing Single Occupancy Vehicle Trips,
(5) Electrifying Buildings and Appliances,
(6) Increasing Renewable Energy and
(7) Increasing Water Efficiency.

O16-5

While the County includes references to other Code requirements, notably compliance with existing, voluntary CALGreen measures, the CAP does not include specific performance metrics to ensure the County's future measures will achieve the same emissions reductions. The County should consider language to ensure that the minimum emissions reductions from these measures are achieved.

Thank you for the opportunity to share our feedback on the Climate Action Plan and Draft Supplemental EIR. We look forward to reviewing the County's responses to these comments and are available to review and discuss any questions these comments may raise.

Respectfully Submitted,

Sean Kilkenny, Partner
Nolen Communities, LLC

Letter O16 Nolen Communities, LLC

Sean Kilkenny, Partner
January 5, 2024

Comment O16-1
The comment is an introductory statement. The comment also states that the County must align the CAP Update with other County ongoing planning and policy initiatives to ensure consistency, avoid piecemealing, and provide the public and stakeholders a cumulative understanding of how the County's connected programs relate.

Response O16-1
The County appreciates the commenter's perspective regarding the need to align its plans and policy initiatives. The CAP Update has been prepared as mitigation for the GHG emissions associated with implementation of the General Plan. See Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for a description of the purpose of the CAP Update and its relationship to the General Plan and other County plans and initiatives intended to help reduce GHG emissions. Section 9.1.1.1 also includes a discussion about other programs that the County is developing and implementing to reduce VMT and, by extension, GHG emissions.

Comment O16-2
The comment expresses concern about CEQA piecemealing and advises the County to incorporate ongoing plans and initiatives that are interrelated into the CAP Update cumulative analysis.

Response O16-2
The proposed project for CEQA purposes is the CAP Update. As described in Response O16-1, and noted by the commenter, the CAP Update has been prepared as mitigation for the GHG impacts associated with General Plan implementation, as identified in the 2011 GPU PEIR. Because implementation of the CAP Update could result in environmental impacts associated with implementation of adopted Mitigation Measure CC-1.2 from the 2011 GPU PEIR, this SEIR has been prepared as a Supplemental EIR to the GPU PEIR. The other plans, programs, and policy initiatives summarized by the commenter are separate, complementary mechanisms the County is employing for guiding development in the unincorporated county. These plans and initiatives are not a part of the project considered in this SEIR, which is the CAP Update, and have independent utility. Simply because these programs, policies, initiatives, and plans are not considered part of a single "project" for CEQA purposes does not mean that the County cannot consider them collectively in an effort to promote sustainable development in the unincorporated county. Please see also Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for a description of the purpose of the CAP Update and its relationship to the General Plan. See also Sections 2.1 through 2.15 of this SEIR for a discussion of the cumulative impacts of CAP Update implementation in conjunction with other reasonably foreseeable programs.

Comment O16-3
The comment states that the CAP Update fails to comply with Housing Element and Regional Housing Needs Allocation (RHNA).

Response O16-3
As noted in Response O16-2 above, the CAP Update has been prepared in response to a requirement established by adopted 2011 GPU PEIR Mitigation Measure CC-1.2. See also Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for a description of the purpose of the CAP Update and its relationship to the General Plan.

The CAP Update proposes no new development in the unincorporated county and would not directly limit the County's ability to meet its RHNA obligations. To the contrary, having a CAP that qualifies as a qualified GHG reduction plan pursuant to CEQA Guidelines Section 15183.5 would serve to streamline the GHG analysis of projects consistent with the General Plan and, by extension, the County's RHNA sites.

Regarding the commenter's assertion that implementation of the CAP Update would increase development costs and therefore "frustrate" the County's ability to meet its housing needs obligations, the County has prepared two additional reports regarding implementation costs in addition to the information on costs presented in the CAP Update. The first is the *Implementation Cost Analysis* that identifies the total costs to the County of San Diego to implement the CAP Update GHG reduction measures over the first 5 fiscal years (FYs) of implementation (FY2025/26 to FY2029/30). The *Implementation Cost Analysis* is available in Appendix 10 of the CAP Update. The second cost report, *The Cost Effectiveness and Disproportionate Cost Analysis*, evaluates the effectiveness of CAP Update actions from a cost-benefit perspective and to address equity in CAP Update implementation, examines how some populations and local communities may experience disproportionate costs or impacts from CAP Update implementation. This report will be available prior to CAP Update approval here: www.sandiegocounty.gov/content/sdc/sustainability/climateactionplan/seir.
Comment O16-4

The comment states that achievement of the project objective to achieve the other CAP objectives in a "manner that minimizes undue and unnecessary economic impacts on businesses and property owners" cannot be confirmed without the fiscal study. The comment requests the review period to be extended until the fiscal study is available for public review.

Response O16-4
Objectives are established as part of a CEQA project description. Objectives describe the underlying goals of the project and are used to develop and evaluate alternatives to the proposed project. CEQA does not require that the project provide evidence that it will achieve the established objectives and public disclosure and review of such evidence is not a necessary component of the CEQA process. Extension of the comment period for this SEIR is not required in response to this comment.

Importantly, initial programs would be incentive-based and voluntary. Future regulatory-based code updates would be required to demonstrate program-specific cost

effectiveness at the time of development as part of the approval process under the California Energy Commission for a local jurisdiction to adopt a reach code that goes beyond statewide standards. These programs would be brought to the Board as a separate discretionary action and would be subject to applicable noticing requirements at that time. The County anticipates that undue and unnecessary economic impacts on businesses and property owners would be minimized through this process.

Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the reports the County has prepared to address the costs of implementing the CAP Update, including the estimated costs to residential and nonresidential development. As described in Section 9.1.1, two cost reports have been prepared in addition to the information on the relative cost of actions presented in the CAP Update. These include the Implementation Cost Analysis, which identifies the total costs to the County to implement the CAP Update GHG reduction measures over the first 5 fiscal years (FYs) of implementation (FY2025/26 to FY2029/30). The *Implementation Cost Analysis* is available in Appendix 10 of the CAP Update. The second cost report, *The Cost Effectiveness and Disproportionate Cost Analysis*, evaluates the effectiveness of CAP Update actions from a cost-benefit perspective and to address equity in CAP Update implementation, examines how some populations and local communities may experience disproportionate costs or impacts from CAP Update implementation. This report will be available prior to CAP Update approval here: www.sandiegocounty.gov/content/sdc/sustainability/climateactionplan/seir. The County developed these cost reports to inform its budget as part of the Operations Plan, which consists of a budget to be approved by the Board for the first year and a second year for operational planning. The County cannot reasonably allocate the entire amount of estimated funds for the County to implement the CAP Update in one year. The budget process is a public process where the commenter and others can provide input at the appropriate time. The CAP Update also identifies the following details for each action as part of the CAP Implementation and Monitoring Program (Table 13): the implementation enforcement mechanism, County department with lead and supporting responsibilities for implementation, relative cost (using a qualitative, ordinal ranking of low, medium, or high), and potential funding sources for implementation. The County will seek available funding sources each year to support implementation and will request funds from the Board during implementation that will, in part, be guided by these cost reports.

The CAP Update, therefore, provides the program-level evidence that the CAP can be implemented and achieve the stated project objectives in a manner that minimizes undue and unnecessary economic impacts on businesses and property owners. Fiscal analysis reports are not required to prepare a reasonable implementation plan for the CAP Update.

Comment O16-5

The comment asserts that the CAP Update "does not include specific performance metrics to ensure the County's future measures will achieve the same emissions reductions" as the consistency requirements for privately initiated projects in the CAP Consistency Checklist and comments that the County should consider language to ensure that the minimum emissions reductions from these measures are achieved.

Response O16-5

The CAP Consistency Checklist identifies a set of CAP consistency requirements for privately initiated projects (Table 1). For each CAP consistency requirement, the supporting CAP measure and action are identified. Specific implementation metrics (referred to as “outcomes”) and estimated GHG emissions reduction potential for these CAP measures and actions are identified in Part 3 of the CAP Update (Table 7, pages 57–64). Projects that incorporate CAP consistency requirements will contribute to achieving the GHG emissions reduction potential and implementation outcomes identified in the CAP Update.

San Diego Regional Chamber

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Letter O17

January 5, 2023

Meghan Kelly
Project Manager, Climate Action Plan
Planning Development Services, County of San Diego
5510 Overland Ave.
San Diego, CA 92123

Re: Draft 2024 Climate Action Plan

Dear Climate Action Plan Team,

On behalf of the San Diego Regional Chamber of Commerce (Chamber), I am writing to outline the Chamber's positions on the County of San Diego's 2024 Draft Climate Action Plan (CAP). Thank you for your continued active engagement with stakeholders such as the Chamber as we work to make the San Diego Region the best place to live and work. We are particularly pleased with the thoughtful organization of workshops by Planning and Development Services (PDS) and look forward to continued collaboration.

The Chamber developed a review framework for climate action planning in Spring of 2023 that guides our support and potential opposition of such documents and policies. Our framework includes: general support of efforts to identify funding for creating incentive or trade-in programs, encouragement of collaborative efforts with private sector and industry expertise, the necessity that policies are only mandated when proven to be economically feasible, urging municipal exploration and demonstration before mandating these changes if there is no private sector demonstration, and requirement of a real cost-benefit analysis on the impacts to job creators and industry. Upon review, we found that many of these requests have been fulfilled by PDS within the draft and we thank you for this collaboration.

The Draft CAP, in many ways, parallels state-level benchmarks which will ease collaboration between the County, State, and other local jurisdictions. The Chamber generally supports alignment with state codes and guidance but would encourage caution about some of the voluntary measures allowed under the state code, since some of these are difficult to achieve for many in the business community. Specifically, the Chamber supports these specific goals, including supporting active transportation and transportation alternatives, increased building efficiency standards for County operations facilities, commitment to increased solid waste diversion including the increase of availability of sustainable solid waste facilities, in addition to the necessary increase stormwater collection, water pumping efficiency, and wastewater treatment.

O17-1

The Chamber believes the following items are in alignment with our shared goals:
T-2: Increase the use of low-carbon and zero-emission landscaping and off-road construction equipment in the unincorporated area.
T-3: Install electric vehicle charging stations (where feasible and reasonable) and provide incentives for zero-emissions vehicles in the unincorporated area.
T-6: Support increased transit availability to reduce single occupancy vehicle trips in the unincorporated area.
E-1: Develop policies and programs to increase energy efficiency, renewable energy use, and electrification in County Operations
E-3: Develop policies and programs to increase renewable energy use, generation, and storage in the unincorporated area.

SW-1: Achieve zero waste in County operations.
SW-3: Improve waste management practices at County-owned solid waste facilities to reduce emissions.
SW-4: Improve waste management practices in the unincorporated area to reduce emissions and increase waste diversion.
W-1: Develop policies and programs to increase water efficiency, retention, recycling, and reuse to reduce potable water consumption in County operations.
W-3: Develop programs to increase stormwater and wastewater treatment efficiency to reduce imported potable water use in the unincorporated area.
A-2: Develop a tree planting program that expands canopy across the unincorporated area and prioritizes underserved communities.

O17-1 cont.

The Chamber would also suggest caution with the stated goal of electrification mandates for new construction. A recent 9th Circuit Court of Appeals decision, reaffirmed by the full circuit earlier this week, upholds the previous decision to deny the City of Berkeley's electrification ordinance. While the Chamber supports the reduction in use of GHG causing fuels, some natural gas is needed for many business operations, in addition to equipment to serve larger residential, commercial and industrial buildings. Between our life sciences companies, restaurant entrepreneurs and other business operators, including those creating jobs and generating taxes in the County unincorporated areas, it's important that any effort to increase electrification both be consistent with the law, as well as reasonable and feasible for business operations.

Additionally, the County of San Diego outlines the urgency of the decarbonization of County buildings and operations over requirements for private homes and businesses, which the Chamber wholeheartedly supports. While embracing the ambitious goals set forth, we believe it is crucial to ensure a pragmatic and achievable approach that aligns with the economic realities faced by our local businesses. Therefore, it is necessary that the County commit to continued partnership with industry leaders and businesses throughout the implementation process upon adoption, including the development of implementation measures to ensure that they are practical, feasible and do not work at counter purposes with the goals that we share, including ensuring a balance of jobs and housing that can help reduce vehicle trips and GHG.

O17-2

The Chamber is committed to continued engagement with the County on the Draft 2024 Climate Action Plan. Thank you for the opportunity to provide input. Should you have any questions, please do not hesitate to contact Lauren Cazares, Policy Advisor, at LCazares@sdchamber.org.

Sincerely,



Jerry Sanders
President & CEO
San Diego Regional Chamber of Commerce

CC:
Hon. Nora Vargas, Chair, County Board of Supervisors
Hon. Terra Lawson-Remer, Vice Chair, County Board of Supervisors
Hon. Joel Anderson, County Supervisor
Hon. Monica Montgomery Steppe, County Supervisor
Hon. Jim Desmond, County Supervisor
Ariel Hamburger, Land Use/Environmental Planner
Claire Moss, Land Use/Environmental Planner

Letter O17 San Diego Regional Chamber of Commerce

Jerry Sanders, President and CEO
January 5, 2024

Comment O17-1
The comment includes an introductory statement. The comment expresses support for the CAP Update and outlines the CAP Update measures that align with the Chamber's goals.

Response O17-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O17-2
The comment expresses concern about the electrification mandates for new construction and cited a recent Ninth Circuit Court of Appeals decision to deny the City of Berkeley's electrification ordinance. The comment also expresses support for the County's urgency of decarbonization of County buildings and operations.

Response O17-2
The County appreciates the support for the decarbonization of County buildings and operations. Refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," explaining that the CAP Update has adequately identified measures and actions that would exceed the 2030 and 2045 GHG reduction targets and make substantial progress toward the aspirational goal of net zero emissions by 2045.

Letter O18

From: Katie Pettit
To: CAP
Cc: Josh Chatten-Brown
Subject: [External] SEIR public comment: Sierra Club's Comments on the County of San Diego Climate Action Plan and Supplemental Environmental Impact Report
Date: Friday, January 5, 2024 3:08:17 PM
Attachments: 2024-01-05 CBLG CAP Letter.pdf

Ms Kelly:

On behalf of the Sierra Club, please see the attached comments on the County of San Diego Climate Action Plan and Supplemental Environmental Impact Report. O18-1

Please confirm receipt of this email and the attached comments. Thank you very much.

Sincerely,
Katie Pettit

--

Kathryn Pettit
Associate

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January 5, 2024

Via email to CAP@sdcounty.ca.gov

County of San Diego
ATTN: Meghan Kelly
Climate Action Plan SEIR
Planning & Development Services
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Re: Sierra Club's Comments on the County of San Diego Climate Action Plan and Supplemental Environmental Impact Report

Dear Ms. Kelly:

On behalf of the San Diego Sierra Club Chapter, we provide the below comments on the County of San Diego's ("County") October 2023 Draft Climate Action Plan ("CAP") and Supplemental Environmental Impact Report ("SEIR").

We appreciate all of the staff who worked to draft the CAP and SEIR, which has certainly improved from the previous iteration. However, we were disappointed with the CAP and SEIR's continued legal deficiencies.

The Sierra Club hopes to avoid both further delay in implementation of the CAP and additional litigation regarding the environmental review performed on the CAP. The Sierra Club seeks good faith analysis and compliance with the Court of Appeal's opinion and CEQA. Unfortunately, the CAP and SEIR do not contain a good faith analysis of the smart growth alternatives. We detail these deficiencies and necessary revisions below, and request good faith responses and revisions to the CAP and SEIR.

O18-2

I. The County's Analysis Is Inadequate Due to Its Repeated Contention that the CAP Is Not A Land Use Plan, A Claim Which the Court of Appeal Previously Rejected

The County continues to insist that the CAP cannot include any land use measures, despite the Court of Appeals' requirement that the County consider land use measures to curb GHG emissions. The County claims, "Because the CAP mitigates for the General Plan, **it cannot and does not make land use changes** (although some of those changes are analyzed as Alternatives and can be directed by the Board along with CAP approval)." (SEIR, p. 102, emphasis added.)

O18-3

Regarding the Smart Growth Alternatives, the County further claims "these alternatives extend **beyond the scope of the CAP Update**, which is a program of measures and actions to address GHG emissions from development under the adopted General Plan and government operations." (SEIR, p. 5-2, emphasis added.)

The County already tried this argument before the Court of Appeal, when "the County contend[ed] that implementing a smart-growth alternative would be inconsistent with project objectives, one of which is to reduce GHG emissions from buildout of the General Plan, not an amended General Plan. (*Golden Door Properties, LLC* v. County of San Diego (2020) 50 Cal.App.5th 467, 548 ("Golden Door").)

The Court was unpersuaded, noting "a smart growth alternative is consistent with achieving Project objectives." (Id. at p. 107.) The Court explained:

> Further, the GPU 'includes specific goals and policies aimed at reducing GHG emissions including growing in a compact and efficient manner, using energy more efficiently, harnessing renewable energy to power buildings, improving waste recycling, and improving access to sustainable transportation.' The CAP, which is based on buildout under the GPU, recognizes that '[g]iven that the largest source of emissions in the unincorporated county is the On-Road Transportation sector, the CAP proposes several measures . . . to reduce the number and length of vehicle trips.' Thus, **there is no conflict** among (1) buildout under the GPU, (2) the CAP, and (3) an alternative that would encourage smart growth and associated reduced VMT.
>
> At oral argument, **the County also asserted that the CAP is 'not a land use plan, but an emissions reduction plan'** and, therefore, project alternatives should also be focused on emission reduction, not land development as in a smart growth plan. This argument is untenable, however, because the County overstates the purported distinction between land use and GHG emissions. GHG emission reduction targeted by Assem. Bill No. 32 and other legislation is concerned with human activities contributing to climate change. To state the obvious, the amount of GHG emissions from agricultural land and open space will be vastly different if that same land contains 14,000 homes, roads, and infrastructure. Land use often drives GHG emission levels. Therefore, a smart growth land use alternative is reasonably related to GHG emission reduction.

(*Golden Door, supra,* 50 Cal.App.5th at 549, emphasis added.)

Yet, again the County claims that "**the CAP Update is not a land use plan**—it imposes measures and actions on the adopted General Plan land use plan." (SEIR, p. 5-25, emphasis

O18-3 cont.

added.) As discussed in Section VI, the County fails to conduct an adequate analysis of the smart growth alternative, partly based on this incorrect assertion. The SEIR claims it "**is speculative to consider the relative impacts of land use plans, for which the CAP Update does not control and are not the subject of the CAP Update**. …Therefore, the potential for environmental effects would be substantially similar to the proposed CAP Update and these resources are not discussed in detail below." (Ibid, emphasis added.)

The Court of Appeal already ruled that there "is no conflict" among the General Plan buildout, the CAP, and an alternative that would encourage smart growth and associated reduced VMT. Yet, the CAP continues to mislead the public and decisionmakers by making these very same claims.

Additionally, per policy guidelines from the San Diego County Board of Supervisors, the CAP Update should be "'shaped by community input and center environmental justice.'" (CAP, App'x 1, p. 1.) In an effort to comply with these guidelines, the County sought input from the public and key stakeholders. (*Id.*) Poll participants repeatedly emphasized the need for land use measures as a means to achieve a net-zero emissions future. (*See, e.g.*, *id.* at pp. 49, 58.) Despite clear public interest in land use measures as emissions reduction mechanisms, the CAP Update remains entirely absent of *any* land use measure. In neglecting to incorporate such a measure, the CAP Update neglects to consider both the Court of Appeals' *Golden Door* ruling and the community input received during the polling process.

O18-3 cont.

Many other local governments included land use measures within their CAPs, demonstrating that it is both sensible and feasible to do so, despite the County's contention to the contrary. The Los Angeles County CAP includes a strategy to "Increase Densities and Diversity of Land Use Near Transit." (LA CAP Draft, Mar. 2023, pp. 3-29–3-30.) The following implementing actions are all associated with this strategy: (1) "incentivize residential and community-serving uses to be developed in high quality transit areas," (2) "develop land use tools that will increase the production of a diversity of housing types," and (3) "develop community plans that will increase the percentage of residence who could live and work within the same community, and that could decrease VMT." (*Id.*) The San Francisco City and County CAP contains an entire category of strategies dedicated to transportation and land use. (SF CAP, 2021, pp. 82–93.) One measure, TLU.6, specifically includes actions to (1) "facilitate the development of neighborhoods where people live within an easy walk or roll of their daily needs" by creating a City working group for planning and designing, (2) "examine rezoning to allow for multi-family housing," and (3) "increase the types of home-based businesses allowed." (*Id.* at 90.)

These examples rebut the CAP's claims that it "cannot" include any measure that affect land use. The County offers no authority for the premise that a mitigation measure cannot effectuate VMT reductions through land use changes, especially where the SEIR is the forum to study potential

impacts. This is especially true given that the County plans to rely on the CAP as a GHG reduction plan under CEQA Guidelines Section 15183.5.

The CAP itself claims, "Housing location and type (e.g., detached single family housing, townhome, apartment, condominium) have a significant impact on reducing GHG emissions and creating complete communities…**CAP implementation will streamline housing production** in sustainable locations." (CAP p. 11, emphasis added.) As discussed below, the claim that the General Plan promotes sustainable development is also not accurate.

Even further, the SEIR "incorporates by reference the prior alternatives analysis in the 2011 GPU PEIR, which are additional land use alternatives aimed at achieving smart growth":

- The Hybrid Map Alternative that would increase the acreage of the rural land use designations;
- The Draft Land Use Map Alternative that would "result in significantly less acres of semi-rural residential and significantly more acres of rural lands designations" and "accommodate less growth and development in the unincorporated county;" and
- The Environmentally Superior Map Alternative that "is more aggressive in restricting growth in portions of the semi-rural residential and the rural lands designations."

(SEIR, p. 5-32 to 5-33.)

The General Plan already studied reductions to its projected growth. The SEIR's repeated claims that it simply cannot study and implement a Smart Growth Alternative – even General Plan edits or overlays – absent years of additional planning are incorrect and inaccurately preclude a Smart Growth Alternative from being identified as feasible.

The CAP and SEIR must be revised to accurately reflect the Court's ruling, remove the above noted false allegations, and provide a revised analysis that does not rely on the improper assertion that the CAP cannot make changes to land use.

O18-3 cont.

II. The CAP Should Incorporate Measures to Meaningfully Reduce VMT

The Court of Appeal emphasized the importance of smart growth and reduction of Vehicle Miles Traveled (VMT), noting that a majority of emissions in the unincorporated county come from the transportation sector. (*Golden Door*, *supra*, at 549.)

O18-4

On-road transportation emissions still account for nearly half of all County-wide emissions—the "largest contributor of all GHG emissions in the CAP emissions inventory." (CAP, p. 48.) Despite their outsized impact, the CAP makes a minimal effort to reduce VMT. The three CAP measures that reference VMT, none of which address the Court of Appeal's findings related to

land-use based VMT reduction goals, collectively only account **for 4.36%** of the CAP's projected emission reductions.[1]

A reduction in VMT around the County, tied to increased local proximity to jobs and services, would greatly reduce overall GHG emissions. The CAP would be much more effective at reducing VMT and related emissions if it *also* utilized land-use based measures, such as zoning overlays and measures prioritizing mixed-use development.

The SEIR offers General Plan Goal and Policy edits as project alternatives and identifies opportunities for enhancing smart growth principles within the General Plan. (SEIR, p. 5-31.) As an initial matter, Sierra Club supports the adoption of these edits, subject to the revisions that are detailed in the letter by Endangered Habitats League.

Only one suggested amendment focuses on VMT reductions directly. (SEIR, p. 5-36 [Policy LU-5.1].) The policy update would emphasize VMT reductions for new development, compensatory strategies for existing development, and increased reliance on electric vehicles where VMT cannot be reduced. (*Id.*) As EHL identified, there should not be a reliance on electric vehicles to reduce VMT.

O18-4 cont.

Other potential policy amendments include: the imposition of requirements beyond those necessitated by CEQA for certain General Plan Amendments;[2] the consideration of zoning standards that prioritize mixed use development in viable areas;[3] and the development of a program to retrofit existing buildings to reduce associated GHG emissions.[4] Notably, these are merely *suggested* amendments, and the SEIR states any such amendments would require further CEQA review should the County elect to pursue this alternative. (SEIR, Oct. 2023, p. 5-32.)

Yet, the SEIR is exactly the forum for these amendments to be reviewed. Sierra Club further emphasizes that the identified General Plan edits are all feasible measures that should have been incorporated into the CAP.

Instead, the CAP continues to make inaccurate claims that undermine the identified potential edits, including that the CAP cannot incorporate these proposed edits. This runs contrary to the Court of Appeal's ruling. And it is especially not true for more limited changes, such as limits to future proposed upzoning beyond the General Plan land use designations in high VMT and high fire areas through General Plan Amendments.

[1] CAP Measure T-4 through T-6. (CAP Draft, Oct. 2023, p. 53-56.)
[2] Policy LU-19.1, SEIR, Oct. 2023, p. 5-40.
[3] Policy LU-11.12, SEIR, Oct. 2023, p. 5-39.
[4] Policy COS-15.7, SEIR, Oct. 2023, p. 5-42.

Los Angeles County recently enacted an amendment to its General Plan that prohibits new subdivisions in Very High Fire Hazard Severity Zones. The County utilized a Negative Declaration and was able to study and implement the GPA swiftly.[5]

Several of the amendments are feasible mitigation measures that should be included in the CAP now, not considered briefly and then deferred for potential further review. Of particular importance is the amendment focused on VMT reductions: VMT reduction is paramount to GHG emissions reductions overall, as noted by the Court of Appeals, and a substantive measure modeled off of the suggested amendment would significantly further the CAP's goals.

Finally, the CAP's refusal to include meaningful VMT reductions conflicts with the State's 2022 Scoping Plan, which the CAP repeatedly references and utilizes. The 2022 Scoping Plan relies on "VMT per capita reduced **25% below 2019 levels by 2030**, and 30% below 2019 levels by 2045" to meet State targets. (CAP, Appendix 5, *County of San Diego CAP Update: GHG Reduction Targets and Gap Analysis*, p. 4.)

O18-4 cont.

III. The SEIR Provides an Inaccurate Portrayal of Takings and SB 330 Limits

The SEIR seems particularly concerned about liability for regulatory takings related to restrictions on development, repeatedly noting that it intends to accomplish its objectives in a manner that avoids such takings. (*See, e.g.*, SEIR, p. 4, 1-4, 5-3, 5-6, & 5-37.) The SEIR implies that utilizing land use measures, such as zoning amendments, will result in liability for takings.

However, this concern is misplaced. A property owner does not have a general right to a certain density zoning on their property. (*Avco Community Developers, Inc. v. South Coast Regional Com.*, 17 Cal. 3d 785 (1976) [no vested right in existing or anticipated zoning]; *Consaul v. City of San Diego* (1992) 6 Cal.App.4th 1781, 1785); *Lakeview Dev. Corp. v. City of S. Lake Tahoe*, 915 F.2d 1290, 1295 (9th Cir.1990) ["it is well established that there is no federal Constitutional right to be free from changes in the land use laws," finding that even if the special use permit met the *Avco* vested rights requirements, the developer did not subsequently develop in time.])

O18-5

Rezoning based on the adoption of a general plan does not result in a taking, because diminution in market value alone does not amount to "damages" requiring compensation. (*HFH, Ltd. v. Superior Court* (1975) 15 Cal.3d 508, 516–18.)

The California Supreme Court explained:

> Plaintiffs are apparently attempting to recover profits they might have earned if they had been successful in getting their land rezoned to permit subdivision into

[5] L.A. Cnty. Dep't Reg'l Planning, *Hearing on the General Plan Safety Element Update* (Apr. 5, 2022), https://file.lacounty.gov/SDSInter/bos/supdocs/167379.pdf.

> small residential lots, but landowners have no vested right in existing or anticipated zoning ordinances. (*Anderson v. City Council* [1964] 229 Cal.App.2d 79, 88-90.) A purchaser of land merely acquires a right to continue a use instituted before the enactment of a more restrictive zoning. Public entities are not bound to reimburse individuals for losses due to changes in zoning, for within the limits of the police power, some uncompensated hardships must be borne by individuals as the price of living in a modern enlightened and progressive community.' (Metro Realty v. County of El Dorado [1963] 222 Cal.App.2d 508. . . .)" (247 Cal.App.2d at pp. 602-603; italics added.)

(*HFH, Ltd. v. Superior Court of Los Angeles County* (1975) 15 Cal.3d 508, 516.)

A regulatory taking occurs where a land use regulation goes too far, which is evaluated based on the economic impact of the regulation and the extent to which the regulation has interfered with the property owner's "investment-backed expectations" (*Penn Cent. Transp. Co. v. City of New York* (1978) 438 U.S. 104, 124), or "the owner of real property has been called upon to sacrifice *all* economically beneficial uses" of his property (*Lucas v. South Carolina Coastal Council* (1992) 505 U.S. 1003, 1019, emphasis added.)

Accordingly, liability would not arise for a taking from limits to future proposed General Plan Amendments or subdivisions, the proposal of zoning overlays, or other land use measures under the CAP, unless the zoning amendment stripped a property of *all* economic value.

O18-5 cont.

The SEIR's new misplaced concerns are particularly problematic where the County appears poised to wield unfounded takings concerns to absolve itself from necessary actions. For example, the SEIR has now added the following project objective: "Accomplish the foregoing objectives in a manner that minimizes undue and unnecessary economic impacts on businesses and property owners, and that avoids regulatory takings under the federal and state constitutions." (SEIR, p. 5-3.)

The SEIR further proposes the following edit to an *existing* General Plan policy that seeks reductions in vehicle trips: "develop and implement strategies for providing economic compensation to private landowners where the County restricts or **limits** the amount of development pursuant to their existing General Plan and zoning designation in order to achieve greenhouse gas emissions reductions consistent with State law and County General Plan policy." (SEIR, p. 5-36 emphasis added.)

Yet, Property Owners have no vested interest in the current zoning, or a future approval of a subdivision, except to where the County completely deprives all economic use of the land or the owner meets the high standard set out in *Avco*. The County is well within its rights to revise or

reduce allowable development through land use, especially to comply with State mandates related to high VMT and fire zones.

The Sierra Club is concerned that the new focus on "potential" takings indicates the County will avoid effectuating important and direly needed land use changes based on unfounded concerns. The Sierra Club urges the CAP to remove the overly vague and unfounded references to takings, or to provide additional detail to ensure an accurate representation of the concern.

The SEIR also states that Senate Bill 330 would "prevent the County from reducing residential capacity on a site zoned for housing without identifying replacement capacity" within the context of smart growth alternatives (SEIR, p. 5-22.) This is not an entirely accurate picture.

First, section 65300, subdivision (f)(4), states that "[t]his section shall not apply to a housing development project within a very high fire hazard severity zone." Further, this limit is applied only to "affected counties." Affected county is defined as "a census designated place, based on the 2013-2017 American Community Survey 5-year Estimates, that is wholly located within the boundaries of an urbanized area, as designated by the United States Census Bureau." SB 330 further specifies that "The Department of Housing and Community Development shall determine those cities and counties in this state that are affected cities and affected counties." (Gov. Code Section 66300(a)(2).)

O18-5 cont.

There are large portions of the County where the limitations do not apply, most of which are within the urban boundary and would not be proposed for downzoning. (See **Exhibit A** [highlights over San Diego County "affected counties"]. In fact, less than 20% of the County's Census Designated Places ("CDPs") are subject to SB 330.[6]

Thus, it is misleading to claim that SB 330 precludes any of the smart growth alternatives, especially the VMT and High Fire Zone Overlay alternative.

The County must revise the SEIR accordingly – especially the alternative analysis – including any analysis that relied on the premise that SB 330 applies to the entire County.

[6] See maps of all CDPs: https://www2.census.gov/programs-surveys/economic-census/2012/reference-maps/st06_ca/ec2012-0500000us06073m-san-diego.pdf; https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua78661_san_diego_ca/DC10UA78661.pdf; County-wide CDPs include Vista, La Presa, Fallbrook, Winter Gardens, Lakeside, Rancho San Diego, Ramona, Casa de Oro-Mount Helix, Bostonia, Alpine, Bonita, Camp Pendleton South, Valley Center, San Diego Country Estates, Camp Pendleton North, Eucalyptus Hills, Jamul, Lake San Marcos, Bonsall, Harbison Canyon, Granite Hills, Hidden Meadows, Campo, Crest, Rancho Santa Fe, Rainbow, Borrego Springs, Fairbanks Ranch, Descanso, Pine Valley, Spring Valley, Julian, Potrero, Boulevard, Jacumba, Mount Laguna.

IV. References to the County's Implicit Approval of Offsets Should Be Removed

A. Carbon Offsets are Problematic and Ineffective

Carbon offsets have long been criticized, both domestically and abroad, for their inefficiency and general inadequacy. In fact, the U.N. recently failed to establish rules governing a global carbon offset trading framework, because the deal was ultimately blocked by critical Member States who cited a lack of stringent standards and overreliance on discretionary decision making within the oversight body.[7] These concerns highlight some of the preeminent issues with carbon offsets: they are often too lenient and generally unenforceable. Additionally, carbon offset programs displace indigenous people globally and encourage land grabs, resulting in harm well beyond the failure to adequately offset emissions.[8] Carbon offsets are ineffective from an economic perspective too: those involved in the offset market could potentially lose billions of dollars given new science showing that the offsets have "no environmental worth and have become stranded assets."[9] This hit to the offset market came on the heels of scientific research indicating that the use of previously-purchased offsets could make global heating *worse* if actually used. (Ibid.) O18-6

In another case, a team of researchers and economists found that nearly twenty large forest-based offset projects had produced "millions of carbon credits based on calculations that greatly inflated their conservation impact," meaning the programs only fractionally offset their impact, if at all. (Ibid.) Carbon offsets are exceedingly difficult to calculate accurately, and this often results in the overestimation of the benefit derived.

In fact, research has demonstrated that over ninety percent of rainforest-based offset credits certified by the world's largest certifier, Verra, are merely "phantom credits," or those that result in *no* actual reduction in carbon emissions.[10] Forest-based programs are uniquely positioned to

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[7] Jake Spring, et al., *COP28 Kicks Carbon Trading Down the Road as EU Blocks Deal*, REUTERS (Dec. 13, 2023), https://www.reuters.com/markets/carbon/cop28-kicks-carbon-trading-down-road-eu-blocks-deal-2023-12-13/.

[8] Ashley Dawson & Fiore Longo, *Carbon-Trading Plans are Thinly Veiled Land Grabs that Displace People Globally*, TRUTHOUT (Dec. 8, 2023), https://truthout.org/articles/carbon-trading-plans-are-thinly-veiled-land-grabs-that-displace-people-globally/.

[9] Patrick Greenfield, *Carbon Credit Speculators Could Lose Billions as Offsets Deemed Worthless*, THE GUARDIAN (Aug. 24, 2023), https://www.theguardian.com/environment/2023/aug/24/carbon-credit-speculators-could-lose-billions-as-offsets-deemed-worthless-aoe.

[10] Patrick Greenfield, *Revealed: More than 90% of Rainforest Carbon Offsets by Biggest Certifier Are Worthless, Analysis Shows*, THE GUARDIAN (Jan. 18, 2023),

be ineffective, because they are increasingly vulnerable to wildfires and any fire would release all the carbon being stored and "offset."[11] Carbon offset programs further require the assumption that the offset project protects a resource that would have otherwise been demolished without that protection.[12] However, even if you protect one natural area as an offset program, that does not prevent anyone from demolishing other natural areas nearby. (Ibid.) Organizations with the disposition to exploit the resource will simply turn their sights to another area to demolish instead, and the result is that nothing is actually being protected, let alone offset.

Given the unreliability of offset programs, the Commodity Futures Trading Commission has issued guidance for potential whistleblowers, who are asked to be on the lookout for manipulative trading, ghost credits, double counting of credits, fraudulent representations about the underlying credit, and manipulation of tokenized carbon markets.[13] The use of carbon offset programs has an uncertain future given the increasing mistrust of the certification process, as well as the economic, environmental, and human rights concerns with the industry. Relying on such programs, particularly those that may allow for international offsets, results in minimal—and often incalculable—benefit and increases the risk of exacerbating the same harms the programs seek to offset.

O18-6 cont.

In a May 2019 Harvard Kennedy School Working Paper entitled "California Compliance Offsets: Problematic Protocols and Buyer Behavior," the author analyzed California's compliance offset market and questioned "whether carbon offset policy can guarantee the production of legitimate offsets— those that represent additional, permanent, enforceable, real, quantifiable, and verifiable greenhouse gas emissions reductions."[14]

The paper analyzed four compliance offset protocols that have supplied more than 145 million offsets to the California Compliance Market and found that all four have the potential to generate illegitimate offsets. The analysis concluded that "US Forest Projects Protocol is both the most

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https://www.theguardian.com/environment/2023/jan/18/revealed-forest-carbon-offsets-biggest-provider-worthless-verra-aoe; Dawson & Longo, *supra* note 6.

[11] Sarah Kuta, *What Does Carbon Offset Actually Mean for U.S. Forests?*, COLO. ARTS & SCIENCES MAG. (Sept. 6, 2023), https://www.colorado.edu/asmagazine/2023/09/06/what-does-carbon-offset-actually-mean-us-forests.

[12] Heidi Blake, *The Great Cash-For-Carbon Hustle*, THE NEW YORKER (Oct. 16, 2023), https://www.newyorker.com/magazine/2023/10/23/the-great-cash-for-carbon-hustle.

[13] COMMODITY FUTURES TRADING COMMISSION, CFTC Whistleblower Alert: Blow the Whistle on Fraud or Market Manipulation in the Carbon Markets, https://www.whistleblower.gov/system/files/2023/06/1687294118/06.20.23%20Carbon%20Markets%20WBO%20Alert.pdf (last visited Dec. 22, 2023).

[14] https://www.hks.harvard.edu/sites/default/files/centers/mrcbg/files/120_final.pdf

productive and most problematic; so far, it has produced more than 115.6 million illegitimate offsets, 79% of California's total compliance offset supply." (Ibid.)

Other analyses and researchers have further identified significant concerns with out-of-jurisdiction carbon offsetting.[15]

Finally, in June 2019, the University of California San Diego and Scripps Institute of Oceanography prepared a white paper entitled "Carbon Offsets in San Diego County: An Analysis of Carbon Offset Policy Effectiveness, Best Practices, and Local Viability in the San Diego County Region" (hereinafter, "Carbon Offsets in San Diego County").[16] This paper identified many of the problems with out-of-jurisdiction carbon offsets.

O18-6 cont.

B. The CAP & SEIR Should Not Express Approval of the Use of Offsets

The Court of Appeal took issue with the County's previous attempt to create a framework for offsets, noting that there were no objective standards to determine whether "offsets originating in foreign countries were permanent, verifiable, enforceable, and additional." (*Golden Door 2020*, *supra*, at 521.) Further, the County's original framework for its offset program allowed a "project applicant to offset 100 percent of its GHG emissions through offset projects originating outside of California." (*Id.* at 562.) This framework, M-GHG-1, was intended to mitigate GHG emissions related to General Plan Amendment (GPA) projects. (*Id.* at 495.) In response to these critiques, the County removed the offset program from the newest drafts of both the SEIR and the CAP.

O18-7

However, the CAP unnecessarily and vaguely allows for individual GPAs to utilize offset measures without addressing the issues raised by the Court of Appeal. The SEIR states: "projects can still use carbon offsets if appropriate." (SEIR, Oct. 2023, p. 5-8.)

There have been GPA projects since the *Golden Door* ruling that still proceeded to propose offsets that violate CEQA, similar to M-GHG-1. Thus, this will be an ongoing issue.

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[15] https://www.fs.usda.gov/pnw/sciencef/scifi155.pdf [Do Carbon Offsets Work? The Role Of Forest Management In Greenhouse Gas Mitigation];
https://law.stanford.edu/publications/managing-uncertainty-in-carbon-offsets-insights-from-californias-standardized-approach/ [Managing Uncertainty in Carbon Offsets: Insights from California's Standardized Approach];
https://mediamanager.sei.org/documents/Publications/SEI-Report-WWF-ComparisonCarbonOffset-08.pdf [Making Sense of the Voluntary Carbon Market A Comparison of Carbon Offset Standards].

[16] https://escholarship.org/uc/item/2t48k6m7.

Given the major concerns with carbon offsets, made even more clear by the recent studies and investigations referenced above, the CAP should not indicate an approval of the use of carbon offsets for GPAs without studying and establishing appropriate protocols, including the concerns detailed in *Golden Door*.

The SEIR later strikes down the no project alternative as infeasible on the grounds that "impacts would be assessed on a project-by-project basis, without the CAP Update in place, it may be more difficult for the County to achieve compliance and could result in inconsistencies with legislative requirements." (SEIR, Oct. 2023, p. 5-11.) It remains unclear why the County is hesitant to assess impacts on a project-by-project basis in this context, but is willing to allow GPAs to proceed with their own individual impact analyses and offset programs without providing guidelines. Surely, allowing individual projects to create their own project-by-project offset programs will result in the same inconsistencies the County is trying to avoid.

O18-7 cont.

As detailed in Sierra Club's December 28, 2023 comment letter on the CAP, the County should not continue to approve GPAs in high VMT areas with significant GHG impacts. However, should the County choose to consider a GPA, it must require carbon neutrality to preclude undermining its CAP. Therefore, the CAP must require carbon neutrality for any GPA projects. Further, if the CAP and County plan to allow for GPAs to use off-site GHG mitigation, the County must establish appropriate protocols, and ensure the any off-site GHG mitigation occurs within the County through a County administered in-County GHG mitigation program.

C. The Use of Non-Local Offsets Risks an Adverse Ruling

In 2018, the County removed the word "local" from General Plan Goal COS-20 and replaced it with "community-wide (i.e., unincorporated County) and County." (Golden Door Properties LLC v. County of San Diego, No. 37-2018-00013324-CU-TT-CTL (Cal.Super. Dec. 24, 2018), at 12 [hereinafter Golden Door 2018.) The trial court noted that this change maintained the spirit of local reductions, because it still emphasized that such reductions would occur within the County. (Id.)

O18-8

The court then concluded that M-GHG-1 and any efforts to outsource offsets were inconsistent with the County's General Plan. (Id.) Because it already found M-GHG-1 to be noncompliant with CEQA, the Court of Appeal declined to reach a decision on whether GPAs' authorization of out-of-County offsets would be inconsistent with the General Plan. *(Golden Door*, supra at 503.) The Court of Appeal's finding that the CAP as a whole did not violate the General Plan did not address this issue.

Because the Court of Appeal did not rule on the issue, it remains legally unsettled whether GPAs may utilize non-County offsets to mitigate the emissions from individual projects. However, the language from the trial court was very clear: the General Plan emphasizes local, county-based

reductions. (*Golden Door 2018*, supra at 12.) Diverging from that priority is inconsistent with the trial court's guidance and risks an adverse ruling. O18-8 cont.

V. The CAP Fails to Provide a Cumulative Impacts Analysis that Complies with the Court of Appeal Ruling

As noted earlier, the SEIR still indicates an approval of the use of offset measures for GPAs, without directly addressing the concerns raised by *Golden Door*. Further, the CAP does little to limit GPAs, fully mitigate GHG emissions from GPAs, or even identify future measures that GPAs must adhere to – carbon neutrality, among other measures – to prevent contravention of the CAP's targets.

The Court ordered an analysis of potentially significant cumulative impacts from GPAs.[17] The Court of Appeal found:

> Here, the 21 in-process GPAs, if constructed, would collectively add nearly 14,000 dwelling units in the unincorporated County. The EIRs for just five of these disclose they will collectively produce 139,485 MTCO2e in construction-related GHG emissions alone. However, the SEIR does not analyze these cumulative impacts— except by stating that in-process GPAs will mitigate to zero above the CAP under M-GHG-1 …. if a potential cumulative impact is insignificant, the lead agency is not required to conduct "a full cumulative impacts analysis," but must **explain the basis for the finding of insignificance**. (SF Baykeeper, supra, 242 Cal.App.4th at p. 222.)

O18-9

(*Golden Door, supra,* 50 Cal.App.5th at 529-530, emphasis added.)

Yet, the CAP SEIR concludes:

> Operation of the in-process GPAs would result in mobile-source GHG emissions associated with vehicle trips to and from the project sites (i.e., project-generated VMT), landscaping equipment, electricity consumption, water consumption, and the generation of wastewater and solid waste. The in-process GPAs would be subject to CEQA review. During the CEQA review process, **potential impacts would be identified**, **and mitigation measures would be developed** to minimize or avoid potential impacts to the extent feasible. Given the nature of the in-

[17] Notably, the CAP simply assumes those GPAs are now part of the inventory, on the grounds that they were approved before the CAP analysis, without providing evidence why that means the GPAs are thus included in the inventory, as the CAP's inventory relied on SANDAG projections that did not include those GPAs.

> process GPAs …**it is likely that impacts would be reduced to a less-than-significant level through implementation of measures, such as utilizing alternative fueled equipment and vehicles,** utilizing advanced engine controls equipment, and replacing natural gas infrastructure with electricity. Therefore, the CAP Update, in combination with the in-process GPAs, **would not result in a cumulatively considerable contribution** to an existing cumulative impact related to GHG emissions that may have a significant impact on the environment. The cumulative impact would be less than significant."

O18-9 cont.

(SEIR, p. 4-25, emphasis added.)

The SEIR offers no evidence to support this conclusion, much less substantial evidence.

Rather, as detailed in this letter, the evidence shows the GPAs result in substantial and significant GHG emissions that derail the CAP's objectives. The SEIR must disclose that GPAs result in significant impacts to GHG emissions and incorporate measures to mitigate this impact.

VI. The CAP Offers a Conclusory and Inaccurate Alternatives Analysis

Sierra Club challenged the previous CAP for its failure to include a Smart Growth Alternative. The Court of Appeal found that "a project alternative based on reducing GHG emissions by implementing smart growth policies affecting GPAs is broadly consistent with CAP objectives."

The CAP presents smart growth alternatives, which it claims complies with the court rulings and writ of mandate. Yet, instead of providing a good faith alternatives analysis, the CAP provides several straw man alternatives, and simultaneously undermines these alternatives based on unfounded claims.[18]

O18-10

The CAP downplays the potential VMT reductions from the smart growth alternatives, claiming, "Note, however, that the efficacy of alternatives focused on incentives and disincentives for future development is limited because most forecast VMT in the unincorporated county is associated with existing development." (SEIR, p. 5-19.)

Sierra Club worked extensively with the County to develop the "Fire Safe and VMT Efficient Alternative." The SEIR concludes that the Fire Safe and VMT Efficient Alternative is not efficient because the vast majority of future year VMT in the unincorporated areas "would be attributed to existing land uses." (SEIR p. 5-25 to 5-26). This is misleading. First, the VMT reductions associated with this alternative are likely higher, as the SEIR only assumed *half* the

[18] Further, the CAP erroneously included the Village Support Areas Alternative as a "Smart Growth Alternative" which Sierra Club strenuously objects to.

County's growth would occur in the designated smart growth areas, whereas in contrast, the SEIR assumed that "all unincorporated County household growth" would occur in the Villages and Village Support Areas Alternative. (County of San Diego Climate Action Plan SEIR VMT Assessment, p. 1.)

Regardless, even assuming the SEIR's calculations are correct, the SEIR concludes:

> If implemented, this alternative is anticipated to reduce VMT for new development by 6.6 percent in 2035 and 3.0 percent in 2050. However, when viewed in conjunction with existing development, the magnitude of overall VMT reduction is relatively small because the vast majority of unincorporated county VMT under future year alternatives can be attributed to existing land uses. Overall, the Fire Safe and VMT Efficient Alternative would result in a 0.53 percent reduction in unincorporated county VMT for 2035 and a 0.41 percent reduction in unincorporated county VMT for 2050… Therefore, this alternative **is not expected to meaningfully reduce VMT** or GHG emissions in the unincorporated county.

(SEIR, p. 5-26 to 5-27.) The SEIR claims this is negligible. Yet, the County's own consultants also disagree with this conclusion. Fehr & Peers concluded, "The Fire Safe and VMT Efficient alternative results in a 0.53% reduction in unincorporated County VMT for 2035 and a 0.41% reduction in unincorporated County VMT for 2050…. These changes **appear very small; however,** it is important to consider that in the base year (2016) the unincorporated County already generates approximately 8.8 million VMT." (p. 11.)

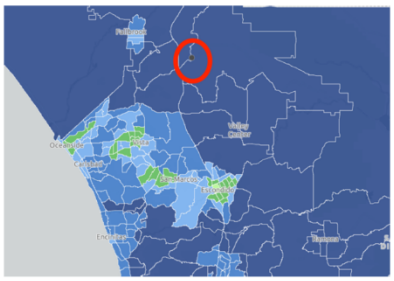
O18-10 cont.

Fehr & Peer again underscored that these percentages are impactful changes in calculating VMT from the CAP's list of in-process GPAs: "The General Plan Amendments scenario results in a 0.84% increase in unincorporated County VMT for 2035 and a 0.76% increase in unincorporated County VMT for 2050." Noting that while these changes "**appear very small,**" Fehr & Peers underscored that these few GPAs result in a 10.3% increase in VMT growth from new development. (*County of San Diego In-Process General Plan Amendments VMT Assessment,* pp. 4-5.)

A review of the projected VMT increases from proposed County projects in VMT inefficient areas shows that the CAP's finding that the "this alternative is not expected to meaningfully reduce VMT" is flawed. [19]

[19] Further, the Harmony Grove Village South is listed as one of the GPA In-Process Projects. (SEIR, p. 4-43.) The Attorney General specifically warned as amicus curie in *Golden Door* that Harmony Grove Village South "will increase VMT by 11.5 million miles annually." (*Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 539.)

The Preserve at Riverbend, a proposed GPA that will place 1,330 units along Pala Road, is listed in the CAP. (p. 4-43.) This project will add 19,126 average daily trips to a rural area that **is 220%** of the regional average VMT.[20] The approval of one GPA project eradicates a substantial amount of time and resources spent under the CAP.



(SANDAG SB 743 Screening Map, Proposed Project circled in red.)

Altogether, the pending GPAs would add nearly 28 million VMT/year. (SEIR, Appendix 2.) The total projected GHG Emissions from In-Process GPAs result in an increase in 37,310 MTCO2e annually. (SEIR, p. 4-44.) This **more than wipes out the CAP's entire projected emission reductions** from the three VMT-related CAP measures.

Another previously approved County GPA project reported its operational emissions would result in an addition of **536,019 metric tons** to the County's GHG inventory over its lifespan.[21] In contrast, the CAP aims to achieve 740,914 metric tons of GHG reductions by 2030. One single GPA Project in a VMT inefficient area can eliminate almost 75% of the CAP's targeted GHG reductions.

The County cannot rely on the fact it has already high VMT to claim that the Smart Growth Alternatives will not ensure lower GHG reductions. Nor can that condone digging the hole deeper. To do so is misleading, fails to prevent an accurate analysis of the alternatives, and precludes selection of the Fire Safe and VMT Efficient Alternative or Sustainable Communities Strategy Alternative ("SCS") as the true environmentally superior alternative.

O18-10 cont.

[20] https://preprod.sandiegocounty.gov/bin/documents.document/LUEG/0900f48e80e29ccc
[21] https://www.sandiegocounty.gov/content/dam/sdc/pds/ceqa/OV14Amendment/PR/H.%20%20Greenhouse%20Gas%20Emission%20Letter%20Report_(12.18.19).pdf, page 32 [Table 13] Emissions (2028)].

We take this opportunity to note that the General Plan allows for development of up to an additional 60,000 units. The CAP inventory utilizes DS39, which projects development of one-third of these units – 20,000 – which it substantiates with market reports. If the CAP utilizes lower growth projections (DS 39), and compares the Smart Growth Alternatives against DS39,
11 rather than against the General Plan allowed growth (that does not take into account GPAs, which amounted to 14,000 units at the time of the last CAP), **then the CAP must place limits on the number of units that can utilize the CAP for streamlining and must require a CAP update when the number of units (General Plan consistent and GPAs) surpass its projections.** O18-11

We request the CAP correct the other below misleading claims and revise the analysis accordingly.

- The SEIR notes the removal of the Road User Charge for the SCS Alternative, concluding that "this scenario does not represent reasonably foreseeable land use, transportation policy/network, and VMT under the County's adopted General Plan." (SEIR, p.5-31.)

SANDAG's Amendment to the 2021 Regional Plan reported that the removal of the Road User Charge will only "result in an approximately **2 percent increase in VMT** for horizon years 2035 and 2050 compared to what was estimated for the approved Plan."[22] O18-12

The SEIR's appendix admits that the SCS Alternative would result in a **-95.0% change in VMT growth** for new development. (Climate Action Plan SEIR VMT Assessment, p. 11.)

Please update the SEIR Alternatives Analysis discussion to reflect that the SCS Alternative is feasible. While the Board of Supervisors does not have to select this alternative, the SEIR cannot preclude its selection by claiming it is not feasible.

- The SEIR claims that Village Support Areas will result in VMT reductions, including more VMT reductions than the VMT and Fire Alternative. (p. 5-28.) O18-13

13 It is unclear how the SEIR found that the Village Support Areas result in VMT reductions. The Alpine Community Plan Update admitted that increasing density in Alpine, which is one of the

[22] https://www.sandag.org/-/media/SANDAG/Documents/PDF/regional-plan/2021-regional-plan/amendment-to-2021-regional-plan/seir-amendment-2021-regional-plan-section-5-cumulative-impact-analysis.pdf

General Plan "villages," will **increase** emissions beyond the 2030 General Plan by 35,454 MTCO2.[23] Please explain this discrepancy.

13 cont The Village Support Areas would propose densification of areas even outside of the County's designated "villages," and includes unequivocally high VMT areas like Jacumba, Julian, Pauma, Ramona, and Lake Morena. (SEIR, p. 5-69.) The Village Support Area must be removed as a Smart Growth Alternative. Otherwise, the CAP misleads the public and decisionmakers.

O18-13 cont.

- The CAP claims that limits on GPAs is not feasible because the County cannot prohibit future Board of Supervisors from revising or amending the General Plan. (SEIR, p. 5-7.)

14 This is only true to the extent that the County is prevented from revising the policy in the future. The Los Angeles County Board of Supervisors recently voted to approve a general plan amendment which would prohibit new subdivisions in Very High Fire Hazard Severity Zones, unless the subdivision would be surrounded by pre-existing development.[24] Thus, the County can certainly place limits on GPAs, especially where they present real risks to the community.

O18-14

- The CAP claims that the General Plan itself is "smart growth" (SEIR p. 5-19.)[25]

15 While the General Plan included some positive principles, especially for its time over ten years ago, this claim runs counter to the Senate Bill 743 screening maps, which demonstrate that the General Plan currently allows land uses and densification in areas that are not VMT efficient. (**Exhibit B** [SANDAG SB 743 Maps].) The SANDAG Sustainable Communities Strategy ("SCS") underscores this as well, as the SCS focuses growth in far different areas from the General Plan.[26]

In fact, the CAP admits that several areas of the County feature "remote travel destinations and few areas served by public transportation particularly in semi-rural and rural communities." (p.

O18-15

[23] https://www.sandiegocounty.gov/content/dam/sdc/pds/ceqa/AlpineCommunityPlanUpdate/DSEIR/2.6_Greenhouse%20Gases.pdf, p. 2.6-25.
[24] L.A. Cnty. Dep't Reg'l Planning, *Hearing on the General Plan Safety Element Update* (Apr. 5, 2022), https://file.lacounty.gov/SDSInter/bos/supdocs/167379.pdf.
[25] Similarly, it is misleading for the CAP to claim that focusing growth in the County's "rural villages" will reduce GHG emissions. (CAP, p. 11.) This is only true in the villages on the very western edge of the County, that are considered VMT efficient.
[26] https://www.sandag.org/-/media/SANDAG/Documents/PDF/regional-plan/sustainable-growth-and-development/2021-regional-plan-appendix-f-2021-12-01.pdf, p. F-18.

48.) Thus, designated rural "villages" in themselves are not necessarily sustainable areas to increase development.[27] O18-15 cont.

VII. The CAP's Measures Fail to Demonstrate The Plan Will Achieve the Reduction Targets

While Sierra Club applauds several of the CAP's targets and measures, it is concerned with the aspirational nature of the CAP. Sierra Club urges the CAP to incorporate further details to demonstrate that the proposed programs are feasible, and will actually deliver the promised GHG reductions.

A. The CAP Requires an Implementation Plan Containing Feasible Measures with Mandatory Performance Standards

Measures are aspirational and not enforceable where they do not actually amount to meaningful requirements with set benchmarks for compliance. Many of the measures in the San Diego CAP merely require "promotion," "evaluation," or "support," without identifying objective or mandatory metrics. O18-16

Some examples of transportation measures that lack enforceable standards, include T-1.1a, T-1.1b, T-3.1a, T-3.1b, T-3.1c. Some examples of transportation measures that lack sufficient detail to ensure feasibility include T-2.1[EV program] and T-3.1 [program].

Please incorporate more details for deferred plans to enact programs, and incorporate objective targets.

The CAP should require the hiring of a full time CAP coordinator, to ensure accountability, as well as consistent and timely implementation of the CAP. The cities of San Diego, Chula Vista, Carlsbad, Encinitas, and Del Mar maintain full-time staff dedicated to CAP implementation and related efforts.

At this juncture, it also does not appear that the County has dedicated funding to the CAP. (See CAP, p. 116.) The County must at least require a certain percentage from its budget be dedicated to CAP implementation while it seeks additional State and federal funding. If zero funding has

[27] The County's own AECOM Housing Projects Report demonstrates that several of the rural village have a very low ratio of jobs per housing unit. (Report, p. 33 ["Table 19: Jobs/Housing Unit Ratio by CPA: 2010-2020"], p. 36 [Table 21: Final Employment Growth Estimate and Jobs/Housing Unit Ratio by CPA: 2020-2050].) Therefore, most people will be commuting to the City of San Diego for work.

been secured or committed to the CAP, it is dubious whether the CAP's various measures and programs are feasible.

Finally, the CAP's measures must be additional. Measures are "additional" where they exceed preexisting obligations imposed either at the State level or regional level (i.e., programs a County has already agreed to undertake). Numerous CAP measures appear to require the City to implement preexisting plans or programs: A-2.2, A-3.1, T-1.1, T-5.1, E-1.1, W-1.1, W-2.4. Please explain how these measures are additional.

The CAP is a mitigation measure for the County's General Plan. An agency must implement promised mitigation measures, and where it fails to do so the public may enforce the mitigation measure under CEQA. (*Sierra Club v. County of San Diego* (2014) 231 Cal.App.4th 1152, 1166.) "Mitigating conditions are not mere expressions of hope." (*Lincoln Place Tenants Assn. v. City of Los Angeles* (2005) 130 Cal.App.4th 1491, 1508). Mitigation measures must be fully enforceable to ensure that they "will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded."

O18-16 cont.

CEQA Guidelines Section 15183.5 establishes the required criteria for tiering and streamlining the analysis of GHG emissions. Of particular relevance, Section 15183.5 instructs that qualified plans should:

> (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; and
> (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.

(Section 15183.5, subd. (b)(1)(D)-(E), emphasis added.)

The Natural Resources Agency adopted CEQA Guidelines Section 15183.5 to address concerns that agencies preparing CAPs might "erroneously rely on a plan with purely aspirational intent to determine that a later project's cumulative impact is less than significant pursuant to section 15064(h)(3)." (**Exhibit C**, [Natural Resources Agency Final Statement of Reasons for Amendments to CEQA Guidelines]). The Natural Resources Agency noted the criteria in Section 15183.5(b)(1) are intended to ensure CAPs avoid or substantially lessen a cumulative problem as required by Section 15064(h)(3), stating "Criteria (D) and (E) **are necessary** to demonstrate that the plan **will actually avoid** or substantially lessen the cumulative effects of those emissions."

The State has underscored the importance of the emission reduction measures, explaining: "The heart of a CAP is the suite of reduction measures that will ensure that the plan achieves the

selected reduction targets in a transparent and replicable manner."[28]

Further, *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal. App. 4th 70 provides guidance on the level of detail needed in a GHG reduction plan. The Court of Appeal found a city's GHG reduction plan inadequate given its reliance on mitigation measures that are "nonexclusive, undefined, untested and of unknown efficacy." (Id. at 93). The Court found that to be adequate, the plan should include measures that are "known to be feasible," "coupled with specific and mandatory performance standards." (Id. at 94, emphasis added). O18-16 cont.

B. The CAP Must Strengthen Its Consistency Checklist

The CAP will apply a "Consistency Checklist" to all projects seeking to rely on the CAP's GHG analysis and mitigation. General Plan consistent projects will no longer need to independently analyze their GHG emission impacts. The CAP Consistency Checklist requires major revisions.

Several of the requirements are contingent on future Board actions in many years, far too off into the future. (CAP, p. 597.)

Of only nine requirements for privately-initiated projects, two are not yet effective and will not be effective until at least five years from now. For example, the requirement to reduce single occupancy vehicle trips (Item #4) will not be effective **IF** and until the TDM ordinance has been implemented. O18-17

The TDM ordinance does not need to be implemented until 2028. (CAP p. 597). In the meantime, several projects will be approved with any individual GHG mitigation. The Checklist states: "This requirement does not apply to projects unless the TDM Ordinance has been adopted and has gone into effect."

Further, another requirement (Item #1) that projects electrify their loading docks also fails to be effective until the County amends an ordinance. The ordinance does not need to be amended until 2030. (CAP, Appendix 8.) The Checklist likewise states: "This requirement does not apply to projects unless the Code of Regulatory Ordinances has been amended and the amendments have gone into effect."

For Item #8, "Increase Tree Preservation," the Checklist merely states: "If the County's program to preserve native trees is in effect, the project must comply.

[28] https://opr.ca.gov/docs/OPR_C8_final.pdf, p. 229.

Item #9, "Increase Tree Planting," only requires adherence to an *existing* ordinance, and only applies to single family residential uses: "Single family residential: The project must comply with the tree planting requirements of the County's Landscaping Ordinance."

The remaining items essentially only require adherence to Tier 2 standards of the CAL Green Code.[29] The Checklist, in its current form, represents an incredible missed opportunity for the County to ensure meaningful on-site GHG mitigation.

Thus, the CAP Consistency Checklist requires the following revisions:

- Require more individual level actions of projects, including suggestions in the Sierra Club letter on the Notice of Preparation and on the Draft CAP.
    - Parking de-coupling.
    - Transit, carpool, and vanpool subsidies.
    - Prohibitions or limits on natural gas fireplaces and hearths.
    - Clustering design that reduces VMT and preserves habitat.
    - Provision of on-site mixed uses that reduce the need to drive, where appropriate.
    - Provision of bicycle storage lockers, racks, or other bicycle storage facilities for residents/employees.
    - Placement of conservation or agricultural easements at a 2:1 ratio where a Project results in conversion of natural habitat or agricultural lands.
    - Measures to reduce GHG emissions from heavy-construction equipment.
    - Prohibit gas-powered landscaping equipment.

- Require a financial contribution from projects in high VMT areas to provide funding for the CAP's measures.

- Move up the timelines for implementation of the programs and ordinances, require intermediary actions or fees to prevent contravention of the CAP's targets, or incorporate the high level requirements from the ordinances now.

O18-17 cont.

[29] For County-initiated projects, the applicant must only meet three criteria, all which are vague. One merely requires that the applicant "incorporate applicable measures" from the County's Water Plan. (CAP p. 601). Another requires electric/zero-emission vehicles and equipment for construction, but provides no minimum for how *many* of the vehicles/pieces of equipment need to be electric. (CAP p. 600).

VIII. Conclusion

On behalf of Sierra Club, we sincerely hope that the County will incorporate the above described comments to ensure a legally adequate CAP and SEIR. O18-18

Thank you very much for your time and consideration.

Sincerely,



Kathryn Pettit
Josh Chatten-Brown
Isabella Coye

Exhibit A

Affected Counties - 2023 Update

Per Government Code 66300, includes all census designated places located wholly within the boundaries of an urbanized area

Name	Urban Area	County
Acalanes Ridge CDP	Concord--Walnut Creek	Contra Costa County
Airport CDP	Modesto	Stanislaus County
Alamo CDP	Concord--Walnut Creek	Contra Costa County
Alondra Park CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Alto CDP	San Francisco--Oakland	Marin County
Alum Rock CDP	San Jose	Santa Clara County
Arden-Arcade CDP	Sacramento	Sacramento County
Ashland CDP	San Francisco--Oakland	Alameda County
August CDP	Stockton	San Joaquin County
Avocado Heights CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Bear Creek CDP	Merced	Merced County
Bermuda Dunes CDP	Indio--Palm Desert--Palm Springs	Riverside County
Blacklake CDP	Nipomo	San Luis Obispo County
Bloomington CDP	Riverside--San Bernardino	San Bernardino County
Bonita CDP	San Diego	San Diego County
Boronda CDP	Salinas	Monterey County
Bostonia CDP	San Diego	San Diego County
Boyes Hot Springs CDP	Sonoma	Sonoma County
Bret Harte CDP	Modesto	Stanislaus County
Broadmoor CDP	San Francisco--Oakland	San Mateo County
Burbank CDP	San Jose	Santa Clara County
Bystrom CDP	Modesto	Stanislaus County
Calwa CDP	Fresno	Fresno County
Cambrian Park CDP	San Jose	Santa Clara County
Camino Tassajara CDP	Concord--Walnut Creek	Contra Costa County
Carmichael CDP	Sacramento	Sacramento County
Casa Conejo CDP	Thousand Oaks	Ventura County
Casa de Oro-Mount Helix CDP	San Diego	San Diego County
Castle Hill CDP	Concord--Walnut Creek	Contra Costa County
Channel Islands Beach CDP	Oxnard--San Buenaventura (Ventura)	Ventura County
Charter Oak CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Cherryland CDP	San Francisco--Oakland	Alameda County
Citrus CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Clyde CDP	Concord--Walnut Creek	Contra Costa County
Contra Costa Centre CDP	Concord--Walnut Creek	Contra Costa County
Coronita CDP	Riverside--San Bernardino	Riverside County
Cottonwood CDP	Bakersfield	Kern County
Country Club CDP	Stockton	San Joaquin County

Cowan CDP	Modesto	Stanislaus County
Crockett CDP	San Francisco--Oakland	Contra Costa County
Del Aire CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Desert Palms CDP	Indio--Palm Desert--Palm Springs	Riverside County
Desert View Highlands CDP	Palmdale--Lancaster	Los Angeles County
Diablo CDP	Concord--Walnut Creek	Contra Costa County
East Los Angeles CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
East Pasadena CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
East Rancho Dominguez CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
East San Gabriel CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
East Tulare Villa CDP	Tulare	Tulare County
East Whittier CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Edmundson Acres CDP	Arvin	Kern County
Eldridge CDP	Sonoma	Sonoma County
El Rio CDP	Oxnard--San Buenaventura (Ventura)	Ventura County
El Verano CDP	Sonoma	Sonoma County
Emerald Lake Hills CDP	San Francisco--Oakland	San Mateo County
Empire CDP	Modesto	Stanislaus County
Fetters Hot Springs-Agua Caliente CDP	Sonoma	Sonoma County
Fields Landing CDP	Eureka	Humboldt County
Florence-Graham CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Foothill Farms CDP	Sacramento	Sacramento County
Fort Washington CDP	Fresno	Fresno County
French Camp CDP	Stockton	San Joaquin County
Fruitdale CDP	San Jose	Santa Clara County
Fruitridge Pocket CDP	Sacramento	Sacramento County
Granite Hills CDP	San Diego	San Diego County
Greenacres CDP	Bakersfield	Kern County
Home Garden CDP	Hanford	Kings County
Kennedy CDP	Stockton	San Joaquin County
Kensington CDP	San Francisco--Oakland	Contra Costa County
La Crescenta-Montrose CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Ladera CDP	San Jose	Santa Clara County
Ladera Heights CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Ladera Ranch CDP	Mission Viejo--Lake Forest--Laguna Niguel	Orange County
Lake San Marcos CDP	San Diego	San Diego County
La Riviera CDP	Sacramento	Sacramento County
Lemon Hill CDP	Sacramento	Sacramento County
Lennox CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Lincoln Village CDP	Stockton	San Joaquin County
Linnell Camp CDP	Visalia	Tulare County
Live Oak CDP	Santa Cruz	Santa Cruz County
McClellan Park CDP	Sacramento	Sacramento County
Malaga CDP	Fresno	Fresno County
Marina del Rey CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Marin City CDP	San Francisco--Oakland	Marin County
Mayfair CDP	Fresno	Fresno County

Mayflower Village CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Mexican Colony CDP	Shafter	Kern County
Midway City CDP	Los Angeles--Long Beach--Anaheim	Orange County
Mission Hills CDP	Lompoc	Santa Barbara County
Montalvin Manor CDP	San Francisco--Oakland	Contra Costa County
Mountain View CDP	Concord--Walnut Creek	Contra Costa County
North El Monte CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
North Fair Oaks CDP	San Francisco--Oakland	San Mateo County
North Gate CDP	Concord--Walnut Creek	Contra Costa County
North Highlands CDP	Sacramento	Sacramento County
North Tustin CDP	Los Angeles--Long Beach--Anaheim	Orange County
Oak Park CDP	Thousand Oaks	Ventura County
Old Fig Garden CDP	Fresno	Fresno County
Orangevale CDP	Sacramento	Sacramento County
Pacheco CDP	Concord--Walnut Creek	Contra Costa County
Paradise Park CDP	Santa Cruz	Santa Cruz County
Parklawn CDP	Modesto	Stanislaus County
Parkway CDP	Sacramento	Sacramento County
Pasatiempo CDP	Santa Cruz	Santa Cruz County
Quartz Hill CDP	Palmdale--Lancaster	Los Angeles County
Rancho Santa Fe CDP	San Diego	San Diego County
Rollingwood CDP	San Francisco--Oakland	Contra Costa County
Rose Hills CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Rossmoor CDP	Los Angeles--Long Beach--Anaheim	Orange County
Rouse CDP	Modesto	Stanislaus County
Salida CDP	Modesto	Stanislaus County
San Pasqual CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Saranap CDP	Concord--Walnut Creek	Contra Costa County
Saticoy CDP	Oxnard--San Buenaventura (Ventura)	Ventura County
Shell Ridge CDP	Concord--Walnut Creek	Contra Costa County
Smith Corner CDP	Shafter	Kern County
Soda Bay CDP	Clearlake Riviera	Lake County
Soquel CDP	Santa Cruz	Santa Cruz County
South Monrovia Island CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
South San Gabriel CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
South San Jose Hills CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
South Whittier CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Spreckels CDP	Salinas	Monterey County
Stanford CDP	San Jose	Santa Clara County
Sunnyside CDP	Fresno	Fresno County
Taft Heights CDP	Taft	Kern County
Taft Mosswood CDP	Stockton	San Joaquin County
Tara Hills CDP	San Francisco--Oakland	Contra Costa County
Tarpey Village CDP	Fresno	Fresno County
Tooleville CDP	Exeter	Tulare County
Valinda CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
View Park-Windsor Hills CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County

Vincent CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Vine Hill CDP	Concord--Walnut Creek	Contra Costa County
Walnut Park CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
West Athens CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
West Carson CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Westmont CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
West Puente Valley CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
West Rancho Dominguez CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
West Whittier-Los Nietos CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Willowbrook CDP	Los Angeles--Long Beach--Anaheim	Los Angeles County
Winterhaven CDP	Yuma, AZ--CA Urban Area	Imperial County
Winter Gardens CDP	San Diego	San Diego County

Exhibit B

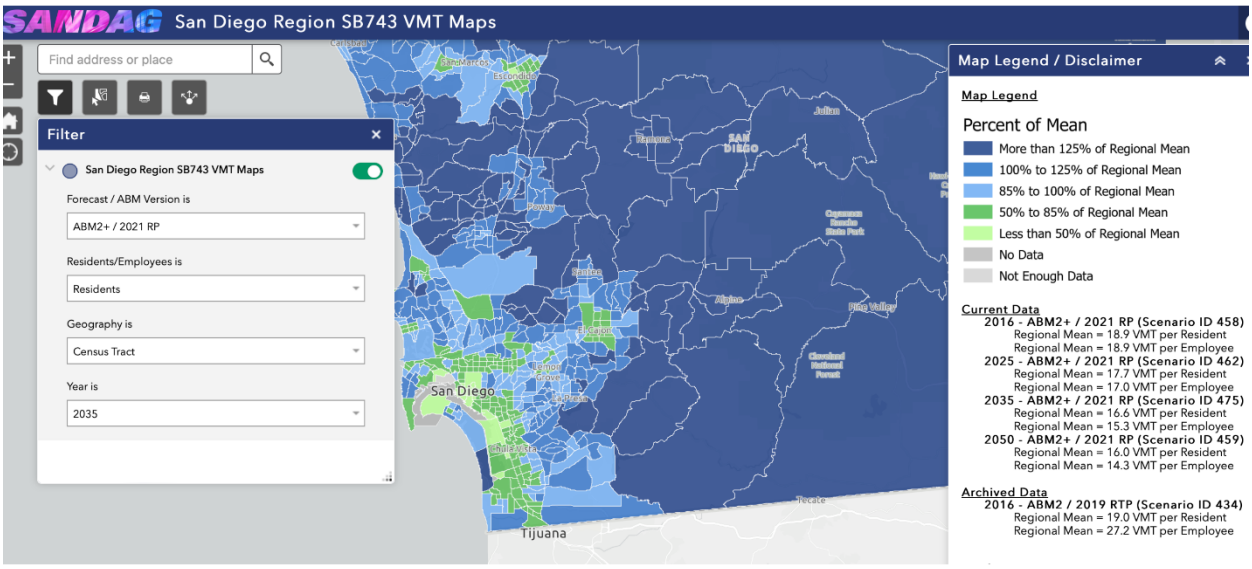

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Find address or place
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San Diego Region SB743 VMT Maps
Forecast / ABM Version is
ABM2+ / 2021 RP
Residents/Employees is
Residents
Geography is
Census Tract
Year is
2035
San Diego
Tijuana
Map Legend / Disclaimer
Map Legend
Percent of Mean
More than 125% of Regional Mean
100% to 125% of Regional Mean
85% to 100% of Regional Mean
50% to 85% of Regional Mean
Less than 50% of Regional Mean
No Data
Not Enough Data
Current Data
2016 - ABM2+ / 2021 RP (Scenario ID 458)
Regional Mean = 18.9 VMT per Resident
Regional Mean = 18.9 VMT per Employee
2025 - ABM2+ / 2021 RP (Scenario ID 462)
Regional Mean = 17.7 VMT per Resident
Regional Mean = 17.0 VMT per Employee
2035 - ABM2+ / 2021 RP (Scenario ID 475)
Regional Mean = 16.6 VMT per Resident
Regional Mean = 15.3 VMT per Employee
2050 - ABM2+ / 2021 RP (Scenario ID 459)
Regional Mean = 16.0 VMT per Resident
Regional Mean = 14.3 VMT per Employee
Archived Data
2016 - ABM2 / 2019 RTP (Scenario ID 434)
Regional Mean = 19.0 VMT per Resident
Regional Mean = 27.2 VMT per Employee

Exhibit C

CALIFORNIA NATURAL RESOURCES AGENCY



FINAL STATEMENT OF REASONS FOR REGULATORY ACTION

Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97

December 2009

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CALIFORNIA NATURAL RESOURCES AGENCY
FINAL STATEMENT OF REASONS FOR REGULATORY ACTION

December 2009

INTRODUCTION

The California Natural Resources Agency ("the Resources Agency") has adopted certain amendments and additions to certain guidelines implementing the California Environmental Quality Act (Public Resources Code section 21000 *et seq.*) ("CEQA"). Specifically, these amendments implement the Legislature's directive in Public Resources Code section 21083.05 (enacted as part of SB97 (Chapter 185, Statutes 2007)). That section directs the Resources Agency to "certify and adopt guidelines prepared and developed by the Office of Planning and Research" "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions[.]" (Pub. Resources Code, § 21083.05(a)-(b).)

CEQA generally requires public agencies to review the environmental impacts of proposed projects, and, if those impacts may be significant, to consider feasible alternatives and mitigation measures that would substantially reduce significant adverse environmental effects. Section 21083 of the Public Resources Code requires the adoption of guidelines to provide public agencies and members of the public with guidance about the procedures and criteria for implementing CEQA. The guidelines required by section 21083 of the Public Resources Code are promulgated in the California Code of Regulations, title 14, sections 15000-15387 (the "Guidelines" or "State CEQA Guidelines"). Public agencies, project proponents, and third parties who wish to enforce the requirements of CEQA, rely on the Guidelines to provide a comprehensive guide on compliance with CEQA. Subdivision (f) of section 21083 requires the Resources Agency, in consultation with the Office of Planning and Research ("OPR"), to certify, adopt and amend the Guidelines at least once every two years.

Section 21083.05, as noted above, requires the promulgation of Guidelines specifically addressing analysis and mitigation of the effects of greenhouse gas emissions. The Resources Agency has adopted the following changes to the Guidelines ("Amendments") to implement that directive:

Add sections: 15064.4, 15183.5 and 15364.5.

Amend sections: 15064, 15064.7, 15065, 15086, 15093, 15125, 15126.2, 15126.4, 15130, 15150, 15183, Appendix F and Appendix G.

In addition to guidelines implementing SB97, some of the amendments listed above are non-substantive corrections.

The Resources Agency considered reasonable alternatives to the Amendments. The Resources Agency has determined that no reasonable alternative would be more effective in carrying out the purpose for which the action is proposed or would be as effective as, and less burdensome to affected private persons than, the Amendments. This conclusion is based on the Resources Agency's determination that the Amendments are necessary to implement the Legislature's directive in SB97 and to update the Guidelines to reflect recent case law. Thus, the Amendments add no additional substantive requirements; rather, the Guidelines merely assist lead agencies in complying with CEQA's existing requirements. The Resources Agency rejected the no action alternative because it would not respond to the Legislature's directive in SB97. There are no alternatives available that would lessen any adverse impacts on small businesses, as any impacts are due to existing requirements of CEQA and not the Amendments.

The Resources Agency also initially determined that the Amendments would not have a significant adverse economic impact on business. The Resources Agency has determined that this action would have no impacts on project proponents. However, the Resources Agency is aware that certain of the statutory changes enacted by the Legislature and judicial decisions, described in greater detail below, that are reflected in the Amendments could have an economic impact on project proponents, including businesses. Among other things, project proponents could incur additional costs in assisting lead agencies to comply with CEQA's requirement for analysis of greenhouse gas emissions. However, the Amendments to the Guidelines merely reflect these legislative and judicial requirements, and the Resources Agency knows of no less costly alternative. The Amendments clarify and update the Guidelines to be consistent with legislative enactments that have modified CEQA, and recent case law interpreting it, but does not impose any new requirements. Therefore, the Amendments would not have a significant, adverse economic impact on business.

Some comments were submitted during the public comment period and during the public hearings on the Proposed Amendments suggesting that the adverse economic impacts could result. For example, some suggested that the addition of forestry resources to the Appendix G checklist may increase the regulatory burden on the agricultural industry. Others suggested that application of the Guidelines to renewable energy projects or those implementing AB32 may be counterproductive. Despite those suggestions, no evidence was presented to the Resources Agency supporting those claims. Moreover, those comments did not provide any rationale challenging the Resources Agency's position that the Proposed Amendments implement existing requirements. Therefore, having considered all of the comments submitted on the Proposed Amendments, the Resources Agency concludes that its initial determination that the proposed action will not have a significant adverse economic impact remains correct.

The Amendments do not duplicate or conflict with any federal statutes or regulations. CEQA is similar in some respects to the National Environmental Policy Act ("NEPA"), 42 U.S.C. sections 4321-4343. Federal agencies are subject to NEPA, which

requires environmental review of federal actions. State and local agencies are subject to CEQA, which requires environmental review before state and local agencies may approve or decide to undertake discretionary actions and projects in California. Although both NEPA and CEQA require an analysis of environmental impacts, the substantive and procedural requirements of the two statutes differ. Most significantly, CEQA requirements for feasible mitigation of environmental impacts exceed NEPA's mitigation provisions. A state or local agency must complete a CEQA review even for those projects for which NEPA review is also applicable, although Guidelines sections 15220-15229 allow state, local and federal agencies to coordinate review when projects are subject to both CEQA and NEPA. Because state and local agencies are subject to CEQA unless exemptions apply, and because CEQA and NEPA are not identical, guidelines for CEQA are necessary to interpret and make specific provisions of SB97 and do not duplicate the Code of Federal Regulations.

FINAL STATEMENT OF REASONS

The Administrative Procedure Act requires that an agency prepare a final statement of reasons supporting its proposed regulation. The final statement of reasons updates the information contained in the initial statement of reasons, contains final determinations as to the economic impact of the regulations, and provides summaries and responses to all comments regarding the proposed action. The initial statement of reasons, as updated and revised, are contained in full in this final statement of reasons. The summaries and responses to comments are included in the Natural Resources Agency's file of this rulemaking proceeding.

Below is a brief background on the science relating to the effects of greenhouse gas emissions, as well as the various initiatives that California is implementing to reduce those emissions. Following that background, OPR's public engagement process and the Natural Resources Agency's rulemaking process is briefly described. Next, this Final Statement of Reasons explains the purpose and necessity of each proposed change to the Guidelines. Finally, Thematic Responses, addressing the major themes that were raised in public comments, are provided.

BACKGROUND ON THE EFFECTS OF GREENHOUSE GAS EMISSIONS AND CALIFORNIA'S EFFORTS TO REDUCE THOSE EMISSIONS

This section provides a brief background on the potential effects of greenhouse gas emissions and California's efforts to reduce those emissions.

<u>What Are Greenhouse Gases?</u>

Certain gases in Earth's atmosphere naturally trap solar energy to maintain global average temperatures within a range suitable for terrestrial life. Those gases – which primarily include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons,

Pages Intentionally Omitted

SECTION 15183.5. TIERING AND STREAMLINING THE ANALYSIS OF GREENHOUSE GAS EMISSIONS

Specific Purposes of the Amendment

In adopting SB375, the Legislature found that "[n]ew provisions of CEQA should be enacted so that the statute encourages … local governments to make land use decisions that will help the state achieve its climate goals under AB 32[.]" (Statutes 2008, Ch. 728, § 1(f).) ARB's Scoping Plan similarly recognizes the important role that local governments play in reducing the State's GHG emissions. (ARB, Scoping Plan, at p. 26.) In particular, local government "[d]ecisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas sectors." (*Ibid.*) Decision-making on urban growth and land use planning begins with local general plans. (Gov. Code, § 65030.1 ("The Legislature … finds that decisions involving the future growth of the state, most of which are made and will continue to be made at the local level, should be guided by an effective planning process, including the local general plan, and should proceed within the framework of officially approved statewide goals and policies directed to land use, population growth and distribution, development, open space, resource preservation and utilization, air and water quality, and other related physical, social and economic development factors").)

GHG emissions may be best analyzed and mitigated at a programmatic level. "For local government lead agencies, adoption of general plan policies and certification of general plan EIRs that analyze broad jurisdiction-wide impacts of GHG emissions can be part of an effective strategy for addressing cumulative impacts and for streamlining later project-specific CEQA reviews." (OPR, Technical Advisory: CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review, June 19, 2008, at p. 8.) Other lead agencies may also address GHG emissions programmatically in long range development plans, facilities master plans, and other long-range planning documents.

This emphasis on long-range planning is consistent with state policy expressed in CEQA. The Legislature has clearly stated its preference that lead agencies tier environmental documents wherever feasible. (Pub. Resources Code, § 21093(b).) Specifically:

> The Legislature finds and declares that tiering of environmental impact reports will promote construction of needed housing and other development projects by (1) streamlining regulatory procedures, (2) avoiding repetitive discussions of the same issues in successive environmental impact reports, and (3) ensuring that environmental impact reports prepared for later projects which are consistent with a previously approved policy, plan, program, or ordinance concentrate upon environmental effects which may be mitigated or avoided in connection with the decision on each later project. The Legislature further finds and

> declares that tiering is appropriate when it helps a public agency to focus upon the issues ripe for decision at each level of environmental review and in order to exclude duplicative analysis of environmental effects examined in previous environmental impact reports.

(Pub. Resources Code, § 21093(a).) The Amendments, therefore, include the addition of a new section 15183.5 to address both tiering and streamlining of GHG analyses, as well as the proper use of GHG reduction plans in CEQA analyses. Explanation of the rationale of each new subdivision is provided below.

Existing Methods of Streamlining and Tiering

Because GHG emissions raise a cumulative concern, analysis of such emissions in a long-range planning document lends itself to tiering and use in later project-specific environmental review. (Pub. Resources Code, § 21093.) The Legislature has created several tiering and streamlining methods, reflected in various provisions of the existing State CEQA Guidelines, that can reduce duplication in the analysis of GHG emissions. Subdivision (a) clarifies that existing provisions in the State CEQA Guidelines regarding tiering and streamlining may be applied to the analysis of GHG emissions.

Greenhouse Gas Emissions Reduction Plans

Many jurisdictions are beginning to address GHG emissions reductions in "climate action plans" and "gas emissions reduction plans." (OPR, Book of Lists, at pp. 92-100; see also, Scoping Plan, Appendix C, at p. C-49.) ARB's Scoping Plan specifically encourages local governments to develop such plans, and has created a local government operations protocol to assist in that effort. (Scoping Plan, at p. 26.) A community-wide emissions protocol is also under development.

Some comments raised during OPR's public involvement process expressed concern that due to a lack of legislative criteria for such plans, existing provisions in the CEQA Guidelines regarding cumulative impacts may be misused. (See, e.g., Letter from Center for Biological Diversity, et al., to OPR, February 2, 2009, at p. 2.) For example, without specific guidance, a lead agency could erroneously rely on a plan with purely aspirational intent to determine that a later project's cumulative impact is less than significant pursuant to section 15064(h)(3). The proposed subdivision (b) provides criteria to assist lead agencies in determining whether an existing greenhouse gas reduction plan is an appropriate document to use in a cumulative impacts analysis under CEQA.

The existing CEQA Guidelines allow lead agencies to rely on plans for cumulative analysis where the plan has been adopted in a public review process and contains specific requirements to avoid or substantially lessen a cumulative problem. (State CEQA Guidelines, § 15064(h)(3).) The criteria set out in proposed subdivision (b)(1) are designed to ensure that a greenhouse gas reduction plan would satisfy the

requirements described in sections 15064(h)(3) and 15130(d), for the reasons described below.

Criteria (A) and (C) are necessary to define the scope of GHG emissions within the defined geographic area and the incremental contribution of activities that will occur within that area to those emissions. (State CEQA Guidelines, § 15064(h)(3) (plan addresses cumulative impacts "within the geographic area in which the project is located").) Criterion (B) establishes a benchmark to assist the lead agency in determining whether the plan provisions will avoid or substantially lessen cumulative effects of the area's GHG emissions. (*Ibid.* (plan "provides specific requirements that will avoid or substantially lessen the cumulative problem").) Criteria (D) and (E) are necessary to demonstrate that the plan will actually avoid or substantially lessen the cumulative effects of those emissions. (*Ibid.*) Finally, criterion (F) reflects the requirement in sections 15064(h)(3) and 15130(d) that the plan be adopted through a public review process, as well as case law requiring that mitigation plans themselves undergo environmental review. (*California Native Plant Society v. County of El Dorado* (2009) 170 Cal. App. 4th 1026, 1053 (mitigation "programs may offer the best solution to environmental planning challenges, by providing some certainty to developers while adequately protecting the environment" but "in order to provide a lawful substitute for the 'traditional' method of mitigating CEQA impacts, that is, a project-by-project analysis, the fee program must be evaluated under CEQA").) Notably, the criteria provided in subdivision (b) are largely consistent with the elements that ARB recommends be included in a greenhouse gas reduction plan. (ARB, Scoping Plan, Appendix C, at p. C-49.)

Subdivision (b)(2) describes the uses and limitations of plans for the reduction of greenhouse gas emissions in a cumulative impacts analysis for later projects. Specifically, it provides a safeguard to ensure that the later activity was actually addressed in the plan for the reduction of greenhouse gas emissions, and that any applicable requirements of the plan are incorporated into the later project. This requirement is similar the requirement in case law that a lead agency determine that a particular threshold appropriately addresses the impact of concern. (*Protect the Historic Amador Waterways*, *supra*, 116 Cal.App.4th at 1109 ("in preparing an EIR, the agency must consider and resolve every fair argument that can be made about the possible significant environmental effects of a project, irrespective of whether an established threshold of significance has been met with respect to any given effect").) Finally, subdivision (b)(2) makes specific the requirement that, while the existence of an applicable plan for the reduction of greenhouse gas emissions may create a presumption that compliance with that plan will reduce the incremental contribution of later activities to a less than cumulatively considerable level, the existence of substantial evidence supporting a fair argument to the contrary may still require preparation of an EIR.

Special Situations

Letter O18 Chatten-Brown Law Group on behalf of Sierra Club

Kathryn Pettit, Josh Chatten-Brown, and Isabella Coye
January 5, 2024

Comment O18-1
The comment consists of the email transmittal of the formal letter that follows. No comments on the scope or content of the Draft SEIR are provided.

Response O18-1
The comment serves as an opening remark and does not raise significant environmental issues related to the Draft SEIR, and no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O18-2
The comment introduces the detailed comments submitted by the Chatten-Brown Law Group on behalf of the San Diego Sierra Club Chapter. The comment establishes that "Sierra Club hopes to avoid both further delay in implementation of the CAP and additional litigation." The comment states that "the CAP and SEIR do not contain a good faith analysis of the smart growth alternatives."

Response O18-2
As demonstrated in the responses provided below (specifically Responses O18-5, O18-10, O18-12, O18-13, O18-14, and O18-15), the Draft SEIR provides an accurate and honest analysis of smart growth alternatives developed through robust stakeholder outreach that complies with the Court of Appeal's decision and CEQA. Both the Draft SEIR and these responses to comments have been prepared in good faith. Please see Section 9.1.1.2, Master Response: Evaluation of Smart Growth Alternatives in This SEIR for an explanation of the approach to the development and analysis of the smart growth alternatives.

Comment O18-3
The comment asserts that the Draft SEIR analysis is "inadequate due to its repeated contention that the CAP Update is not a land use plan." The comment states that the Court of Appeal rejected this claim.

Response O18-3
The comment offers several arguments to support the contention that the CAP Update should include modification of the land use map in the adopted General Plan. These topics are addressed below.

Relationship to the Adopted General Plan

In describing the inconsistencies between the Court of Appeal's decision and the County's approach, the commenter interchanges terms that are not synonymous and, in the County's opinion, misinterprets the direction provided by the Court of Appeal. "Land use measures" are understood to refer to measures in the CAP Update (which would be supported by a series of actions) that would recommend changes in land use patterns,

the implementation of which would necessarily occur through changes in the adopted 2011 General Plan land use map. Such measures are permissible in a CAP, consistent with what has been done in other jurisdictions, as noted by the commenter. However, actual "land use changes," by contrast, would result in changes to the land use map in the adopted 2011 General Plan that alter the allowed uses and/or permitted densities within the unincorporated county and the assumptions upon which subsequent planning decisions are based. By extension, while the County does not disagree that measures proposing changes in the distribution of land use are permissible in a CAP, the proposed CAP Update does not include any quantified land use measures or actions because they are not needed to achieve the established targets. Additionally, changing the 2011 General Plan, which is being mitigated by this CAP Update, would change the underlying project being studied in the SEIR (which obstructs the stable project description required by CEQA needed for public participation and sufficient analysis). Please see also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," regarding the methodology for development of the CAP Update GHG reduction targets and the measures and actions to achieve these targets.

Thus, although the County acknowledges the relationship between land use and GHG emissions, the CAP Update is not a land use plan. As articulated in the Draft SEIR, large-scale changes to the land use designations in the adopted 2011 General Plan would require substantial additional study, public outreach, and coordination to understand and balance the ramifications of those changes. Changes of this magnitude are better suited to a comprehensive planning process, which considers the balance of General Plan principles including housing needs, economic, social and health factors, environmental outcomes, community services, and infrastructure, not as part of the CAP Update in which the sole goal is to reduce GHG emissions as required by General Plan Policy COS-20.1 and GPU PEIR Mitigation Measure CC-1.2. The County believes that instituting land use changes through the CAP Update, which is intended to mitigate the GHG impacts of implementation of the General Plan, would not be a good faith application of its discretion because doing so would circumvent the General Plan update process, including associated community outreach. Changes to the County's fundamental planning document require efforts that go beyond the scope of developing a GHG reduction program, which is intended to mitigate the effects of GHG emissions from the General Plan. See Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," for further discussion of this relationship.

Smart Growth Alternatives

The Court of Appeal did find, as noted in the comment, that the evaluation of smart growth alternatives could be consistent with the project objectives and would offer an informative means of comparing land use map configurations that could reduce GHG emissions through VMT reductions. The County agrees and has provided an analysis of each smart growth alternative's consistency with the project objectives and, as required by CEQA, an evaluation of the impacts of these alternatives in comparison to the adopted land use map, which would not change with implementation of the proposed project. In compliance with the Appellate Decision, and in acknowledgement of the relationship of land use and GHG emissions, the Draft SEIR includes analysis of four smart growth alternatives with

the potential to reduce VMT and associated GHG emissions. The evaluation compares implementation of the smart growth alternatives and CAP Update with implementation of the Adopted General Plan and CAP Update.

Implementation of the smart growth alternatives extends beyond the scope of the CAP Update because it requires planning actions to modify the underlying land use context in addition to implementing the proposed CAP measures and actions. The evaluation of relative environmental impacts from implementing the smart growth alternatives appropriately focuses on those resource areas germane to evaluation of the CAP Update. The Draft SEIR also explains that potential impacts to environmental resources, such as aesthetics and agriculture, from implementation of smart growth alternatives would need to be assessed under subsequent CEQA analysis addressing amendments to the land use plan for the General Plan.

Public Comments

While all public comments cannot be explicitly incorporated into the CAP Update, the CAP Update was developed through extensive outreach, as described in CAP Update Chapter 2, “Community Engagement and Outreach.” Equitable stakeholder engagement has guided the CAP Update process to produce a community-informed CAP that reduces GHG emissions. The CAP Update process followed the parameters set by the Board in developing the CAP. The County is not obligated to entertain or include public input that is outside the project at hand.

Separately, the development of alternatives was also shaped and informed by public participation and outreach, including numerous meetings to develop the CAP Update and smart growth alternatives with Sierra Club and others. As described in Section 5.5.1.1, “Summary of Outreach Related to Smart Growth Alternatives,” the County considered all input on potential land use strategies and developed a reasonable range of smart growth alternatives for evaluation in this SEIR (Draft SEIR page 5-22). Two of these smart growth alternatives, the Fire Safe and VMT Efficient Alternative and the Sustainable Communities Strategy Alternative, were recommended for inclusion by petitioners, for which Sierra Club was heavily involved.

Precedent in Other CAPs

As noted above, and discussed by the commenter, other local government CAPs have elected to include “land use measures” as part of their overall strategy to reduce GHG emissions. However, the County does not interpret the function of the measures in the same way as the commenter. In the examples provided by the commenter, these land use measures do not account for GHG emissions reductions that result from new changes to land use that would result from CAP implementation. The City and County of San Francisco CAP does not appear to include any GHG reductions from land use measures in the GHG reduction calculations and Appendix B of the LA County CAP notes “The 2045 CAP does not result in any new changes to land use or transportation infrastructure than what was already analyzed in these existing plans and their CEQA documents” (see page B-18). As articulated throughout this SEIR, the CAP Update similarly acknowledges the

role that land use changes could have in GHG reduction but does not assume GHG reductions from these separate programs.

Summary

The County does not deny the important connection between land use and GHG emissions, nor does it claim that measures recommending land use changes cannot be included in a CAP. Furthermore, the Draft SEIR does not claim that smart growth alternatives cannot be studied. Pursuant to the Appellate Decision, such alternatives are included in Chapter 5 of the Draft SEIR. This discussion does not indicate that the smart growth alternatives are infeasible due to the need for additional planning. In fact, the discussion identifies five well-considered tools that could be used to implement the alternatives and a detailed discussion of the subsequent process. Zoning overlays were identified as the main means of implementation due to the relative ease and quickness with which the County could adopt them. Refer to Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," for a further discussion of smart growth alternative identification and evaluation.

The CAP Update and Draft SEIR accurately reflect the Appellate Decision and do not include any false allegations. No revisions have been made to either document in response to this comment.

Comment O18-4
The comment addresses GHG emissions in the built environment and transportation sector of the CAP Update and asserts that the CAP would be more effective at reducing VMT and related emissions if it included land use–based measures. The comment also recommends that the County adopt the General Plan Goal and Policy Edits proposed in the alternatives analysis with the changes detailed in the letter submitted by the Endangered Habitats League. The comment further claims that these edits should have been incorporated into the CAP Update rather than being considered briefly and deferred for potential further review.

Response O18-4
As explained in Chapter 5, "Alternatives," of this SEIR, although the majority of GHG emissions are a result of VMT, the majority of the forecast emissions are associated with existing development—not future growth. As a result, changing land use and development patterns has a limited influence on projected GHG emissions. Please see Response O18-3 regarding the lack of inclusion of land use measures in the CAP Update. See also Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," regarding the need for and approach to analyzing smart growth alternatives in this SEIR that address mechanisms for reducing VMT, and by extension GHG emissions, through land uses changes, and Response O14-10 for a list of CAP Update actions that reduce GHG emissions by reducing VMT.

Comment O18-5
The comment indicates that the SEIR overemphasizes the potential for takings and conflict with SB 330 that could arise from the adoption and implementation of the

alternatives evaluated in Section 5.5, “Smart Growth Alternatives,” of the Draft SEIR. The comment cites case law related to adoption of a general plan to emphasize that changes to zoning and land use designations may not result in legal “taking” if all economic value is not stripped from the property. The comment identifies several locations in the Draft SEIR that mention regulatory takings and compensation, including project objectives and description of smart growth alternatives, and suggests that the County has misrepresented legal considerations to “absolve itself from necessary actions.”

Response O18-5

The CAP Update and SEIR were prepared by the County’s Department of Planning & Development Services in alignment with its adopted mission statement to “balance community, economic, and environmental interests to ensure the highest quality of life for the public of San Diego County.” The County established a suite of seven objectives for the CAP Update. Six of these objectives relate to specific GHG reduction targets, goals, metrics, and implementation; General Plan consistency; and environmental justice and equity. The final objective is to “accomplish the foregoing objectives in a manner that minimizes undue and unnecessary economic impacts on businesses and property owners, and that avoids regulatory takings under the federal and state constitutions.” The County has the discretion to determine objectives for the CAP Update. An objective that avoids regulatory takings is a natural extension of the Board’s direction to prepare a legally defensible CAP and the County’s obligation to balance community interests. Furthermore, as explained in Section 1.2, “Project Objectives,” of the Draft SEIR, “Alternatives are developed so they can potentially meet most project objectives while reducing significant effects” (Draft SEIR page 1-3). The County could, therefore, carry forward an alternative that does not meet a project objective if justified by reductions in significant impacts on the environment that would result from the project as proposed.

The comment cites five pages in the Draft SEIR as examples of the County “repeatedly noting that it intends to accomplish its objectives in a manner that avoids such takings.” The cited pages are the repeated list of the project objectives in the “Summary” (page 4), “Project Description” (page 1-4), and “Alternatives” (page 5-3) chapters. The other two mentions of the notion of takings are in providing reasons for rejection of the “Prohibition on Growth in Unincorporated County Alternative” in Section 5.3, “Alternatives Considered but Rejected,” (page 5-6) and in Policy LU-5.6, which provides a policy to develop a mechanism to avoid regulatory takings where development is restricted to achieve GHG emissions targets as one of 45 policies and goals in the General Plan Goal and Policy Edits Alternative.

The comment “urges the CAP to remove the overly vague and unfounded references to takings”; however, neither “takings” nor SB 330 are mentioned in the CAP Update. The concept of legal takings and the restrictions of SB 330 are appropriately described in the Draft SEIR as one of many real factors that must be considered when implementing land use changes or restrictions.

No part of the alternatives analysis relies on the premise that SB 330 applies to the entire county. SB 330 is mentioned once in Chapter 5, Alternatives,” of the Draft SEIR. In Section 5.5.2, “Implementation of Smart Growth Strategies,” SB 330 is listed as an

example of a state law intended to facilitate housing streamlining and development. To address the concern raised in the comment that this single mention of SB 330 provides an inaccurate picture of SB 330 implementation, the first paragraph In Section 5.5.2, "Implementation of Smart Growth Strategies," of the Draft SEIR (page 5-22) is revised as follows:

> Implementation of smart growth alternatives that result in changes to the adopted General Plan land use map would require subsequent planning by County staff to develop tools to modify the application of the adopted General Plan. State laws facilitating housing streamlining and development (including Senate Bill 330, known as the Housing Crisis Act) also prevent the County from reducing residential capacity on a site zoned for housing in certain areas of the county without identifying replacement capacity. In addition, it is difficult to downzone higher density housing element sites identified and approved by the state as feasible sites for lower-income development. Government Code Section 65863 requires that cities and counties ensure that their general plans provide for regional housing needs. In addition, cities and counties are required to have no "net loss" of lower and moderate-income dwelling units. The County cannot take action that would reduce identified affordable housing sites for these income categories.

The Draft SEIR does not "claim that SB 330 precludes any of the smart growth alternatives," and no discussion of the individual merits of the alternatives in the Draft SEIR mentions SB 330.

The County has carefully considered the interests and concerns of multiple parties in preparation of the CAP Update. The Draft SEIR appropriately acknowledges the multiple factors that should be considered when implementing an alternative land use framework. The discussion in the Draft SEIR has been revised to refine reference to SB 330. These clarifications do not substantially modify the discussion in the Draft SEIR and do not alter the impact analysis or conclusions. Thus, pursuant to State CEQA Guidelines Section 15088.5, recirculation of the Draft EIR is not required.

To illustrate the applicability of SB 330 in the unincorporated county, the County included a mapping layer that identified the portions of the county that are subject to SB 330 as part of the early community outreach efforts described in the Draft SEIR (pages 5-20 and 5-21). These outreach efforts included Sierra Club representatives. These maps were used to illustrate the land use concerns raised by all stakeholders that wanted to engage in development of the smart growth alternatives. In total, the County created over 80 maps requested by Sierra Club and all other stakeholders (e.g., environmental groups, Community Planning/Sponsor Groups, land development groups, building industry representatives, and individuals). These maps informed subsequent meetings to develop smart growth alternatives that were included in the Draft SEIR. (Refer to https://www.sandiegocounty.gov/content/sdc/sustainability/climateactionplan/sgamaps.html.)

Comment O18-6
The comment expresses concern and presents research findings about carbon offsets, stating they are problematic and ineffective.

Response O18-6
The County acknowledges the information presented in the comment. The comment does not pertain to the analyses or conclusions in the Draft SEIR. As explained further in Response O18-7, below, the CAP Update does not include an offset program.

Comment O18-7
The comment notes that the Draft SEIR and CAP do not include an offset program, but states that the County's acknowledgement that future projects would be required to implement project-specific mitigation, which may include off-site mitigation including carbon offsets, amounts to an implicit endorsement of such measures. The comment reiterates previously made assertions that the CAP Update must require carbon neutrality for any GPA projects and that the County should establish an in-county GHG mitigation program if off-site mitigation could be used for future GPA projects that are not consistent with the proposed CAP Update.

Response O18-7
The Draft SEIR addresses the potential environmental impacts of implementing the CAP Update, which would allow for streamlined GHG analyses for projects consistent with the adopted General Plan. The analysis does acknowledge that, factually, there is a potential for future project applications that include amendments to the General Plan to be presented to the County. The analysis also explains that any such projects would not be able to rely on the CAP Update to mitigate their GHG impacts or provide any streamlining benefits.

The Draft SEIR includes a discussion of the cumulative effects on in-process GPAs in Chapter 4, "Other CEQA Sections." Page 4-7 of the Draft SEIR provides the following detailed explanation of the relationship between the CAP Update, the General Plan, and potential GPAs.

> As described in Chapter 1, "Project Description," of this SEIR, the CAP Update is being prepared to serve as mitigation to reduce GHG emissions resulting from anticipated buildout of the General Plan. To the extent a project is consistent with land use allowed under the General Plan, GHG emissions are addressed with CAP Update GHG reduction measures. Because the CAP Update is a requirement of the approved General Plan, it only addresses development consistent with the General Plan. The CAP's GHG projections, therefore, do not include in-process GPA projects for which the County has received applications, but that are in some stage of processing (e.g., staff is determining what its recommendation of approval will be and what conditions are required, and/or the decision-maker is determining whether it will approve, modify, or deny the project). Thus, if a project's land use is consistent with the General Plan (as amended as of December 10, 2020), then its GHG emissions are already accounted for in the CAP's projections. When a project is within the scope of the General Plan, the proposed project will help the County

achieve its share of GHG reduction targets by implementing CAP Update reduction measures through the CAP Consistency Review Checklist.

When a proposed project is outside the scope of the General Plan buildout, requiring a General Plan amendment, that project must use different means to demonstrate that the project does not obstruct the County's ability to achieve its share of GHG reduction targets and have a significant impact on GHG emissions. In the 2018 CAP and SEIR, the GPAs had to demonstrate net zero GHG emissions, otherwise they would add GHG emissions beyond what would be allowable to meet GHG reduction targets. To address that problem, the 2018 SEIR allowed GPAs to use M-GHG-1 to mitigate GHG emissions by purchasing carbon offsets outside the unincorporated county.

This SEIR no longer relies on M-GHG-1, or anything equivalent, to mitigate the GHG impacts of GPAs. This SEIR contains no offsets or other mitigation measures facilitating GPAs. Rather, each in-process GPA would undergo its own project-level analysis of GHG impacts pursuant to CEQA and would develop its own threshold of significance and mitigation pathways for reducing that project's impact on GHG emissions. These in-process GPAs and future GPA applications are inconsistent with the CAP Update if they are inconsistent with the density or intensity allowed in the General Plan. They cannot use the CAP Update to streamline their GHG analysis. Therefore, depending on the in-process GPA, they could result in a potentially significant GHG impact and would be required to mitigate those impacts to the extent feasible.

As explained further in Response O4-34, the CAP Update neither "allows" nor prohibits the use of off-site carbon offsets to reduce GHG emissions from future GPA projects. Rather, consistent with the Appellate Decision, it acknowledges that there could be appropriate use of offsets, which are not disallowed under CEQA, in project-level mitigation.

The comment also attempts to draw a parallel between the potential for this future assessment of GHG emissions to occur outside the reasonable parameters of the CAP Update and the No-Project Alternative. Importantly, the Draft SEIR does not "strike down" the No-Project Alternative as infeasible because impacts would be addressed on a project-by-project basis. The cited text on page 5-11 of Chapter 5, "Alternatives," provides a comparison to the effects of the CAP Update; feasibility is not discussed. As summarized in Section 5.7, "Environmentally Superior Alternative," the No-Project Alternative "may not be environmentally superior to the CAP Update" because it "would not meet any of the project objectives" and is anticipated to "result in greater GHG emissions" (Draft SEIR page 5-34).

No revisions to the Draft SEIR have been made in response to this comment. However, the commenter's recommendation that "the County should not continue to approve GPAs in high VMT areas with significant GHG impacts," the proposed requirement for GPAs to be carbon neutral, and the idea of developing a countywide program for any off-site GHG mitigation will be passed on to the decision-makers for consideration when any such GPA

project is heard before the Planning Commission or Board. Please also see Response O4-34, regarding Sierra Club's request to develop an off-site GHG mitigation program for use by future GPAs, which provides a pathway for GPAs that this CAP Update does not propose.

Comment O18-8
The comment summarizes prior rulings related to offsets and General Plan consistency and conveys an understanding that GPAs may not be able to legally use out-of-county GHG offsets.

Response O18-8
The County notes the position presented in the comment that the General Plan emphasizes local, county-based reductions. The CAP Update includes actions to reduce emissions within the county and from government operations. No offsets are proposed. There is no pathway for GPAs in the CAP Update. County decision-makers would consider General Plan consistency and legal precedent when considering the merits of future GPA projects that may be proposed in the future.

Comment O18-9
The comment states that the CAP Update fails to provide a cumulative impacts analysis that complies with the Appellate Decision.

Response O18-9
As an initial matter, the Appellate Decision did not require that the CAP Update include a cumulative analysis of in-process GPAs. In fact, the Court of Appeal explains that 2018 SEIR mitigation measure "M-GHG-1 is not one of the CAP's GHG reduction measures" and explains that this is appropriate and consistent with the County's General Plan "because the CAP analyzes GHG emissions resulting from buildout under the GPU" (Appellate Decision page 30).

Furthermore, the CAP does not "simply assume" that the 21 GPAs that were in-process at the time the 2018 SEIR was prepared are now part of the inventory. For example, two GPAs evaluated in the 2018 SEIR, Newland Sierra and Lilac Hills Ranch, were rescinded and denied, respectively, by the Board. These projects are not in the inventory or any other assumption in the CAP Update. The baseline and population assumptions used in the CAP Update are described in detail in Appendix 3, "Unincorporated County of San Diego 2019 Greenhouse Gas Emissions Inventory and Projections," of the CAP Update. This data provides substantial evidence to support the buildout assumptions used in development of the CAP Update. Contrary to statements made in the comment, the County has not assumed any GPAs are part of an inventory or forecasts without evidence.

Court-Ordered Analysis of Potentially Significant Cumulative Impacts from GPAs

Related specifically to the 2018 SEIR's cumulative analysis, Section III of the Appellate Decision includes a discussion of in-process GPAs. Here, the Appellate Decision finds that the 21 GPA projects that were in-process at the time the 2018 SEIR's preparation were "closely related because the CAP and SEIR address GHG emissions reduction in

the unincorporated County and from County operations, and the GPAs will create GHG emissions in this same geographic area," and that the in-process GPA projects were reasonably foreseeable based on the initiation of project-level review (Appellate Decision page 77).

The 2018 SEIR identified these projects as reasonably foreseeable in the GHG impact analysis. The analysis in the 2018 SEIR states that the CAP "would not generate a substantial amount of GHG emissions that may have a significant impact" but acknowledges that "emissions from reasonably foreseeable cumulative projects (i.e., in-process GPAs) and GPAs submitted for processing to the County in the future if approved, would increase forecasted emissions" (2018 SEIR page 2.7-36). The 2018 SEIR also outlined a mitigation measure (M-GHG-1) that could be imposed upon future GPA projects that would increase density relative to the CAP and an approach for evaluating GPA consistency with the CAP.

The Appellate Decision concludes that the 2018 SEIR's cumulative impacts analysis should have assumed that implementation of M-GHG-1 would exacerbate other cumulative impacts, concurring with the prior Court's decision that "cumulative impacts from adding 14,000 dwellings and related infrastructure in projects utilizing M-GHG-1 (and, therefore, using offsite carbon offsets to mitigate their in-County GHG emissions) would likely include impacts to air quality, energy, and vehicle miles traveled, among others" (Appellate Decision page 37). The Appellate Decision summarizes project-level mitigation proposed in available project-specific EIRs for in-process GPA projects that included offsets, albeit independent of the CAP, as evidence that the "County knew or reasonably should have known that these GPAs would almost certainly be purchasing out-of-County credits to offset in-County GHG emissions." Accordingly, the court ruled that the SEIR should have considered "whether these GPAs and others like them would lead to significant cumulative impacts in combination with the Project" (Appellate Decision page 82).

Contrary to statements made in the comment, the Appellate Decision does not require that the CAP Update (or SEIR) limit GPA projects, fully mitigate GHG emissions from GPAs, or even identify future measures that GPAs must adhere to.

Cumulative Analysis in the Draft SEIR

As explained above (see Response O18-7), the CAP Update reflects the General Plan (as amended as of December 10, 2020) in the baseline inventory used to develop emissions projections. Chapter 2 of the Draft SEIR (pages 2-8 through 2-10) includes subsequent cumulative impact analyses that evaluate "whether the proposed CAP Update could result in new significant cumulative impacts or an increase in the severity of the cumulative impacts that were identified in the 2011 GPU PEIR." In addition, the Draft SEIR includes Section 4.4, "Cumulative Effects of In-process General Plan Amendments," which addresses the Appellate Decision in *Golden Door Properties, LLC, v. County of San Diego*, 50 *Cal.App.5th, 467* (Golden Door) with regard to the cumulative effects of in-process GPAs (defined as projects proposed in the unincorporated county that would require amendments to the General Plan that are in-process but have not yet

been approved). This section includes an analysis of the potential cumulative effects of the implementation of in-process GPAs both in terms of (1) whether they would contribute to new or more significant cumulative impacts on other resources in combination with implementation of the proposed CAP Update and (2) how they affect the County's ability to meet its GHG reduction targets.

The State CEQA Guidelines (Section 15130) and the Appellate Decision require discussion of any significant cumulative condition to which the project's incremental effect is cumulatively considerable. If the project would contribute to a significant cumulative condition, an adequate discussion of the impacts "shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects" (State CEQA Guidelines Section 15030[b][5]). Thus, CEQA requires that the lead agency disclose the project's incremental contribution to a significant cumulative impact or explain the basis for a finding of insignificance, mitigate the project's contribution to any significant impact, and evaluate any indirect effects of that mitigation (State CEQA Guidelines Section 15126.4).

The County has conducted an impact evaluation of the cumulative impacts of in-process GPAs related to 15 resource topics in the Draft SEIR. This analysis discloses both the potential for a significant cumulative impact and the CAP Update's incremental contribution to any impact. As discussed in the Draft SEIR, the CAP Update would not result in significant contribution to cumulative GHG impacts, either related to the generation of emissions associated with implementation of CAP Update measures and actions or due to conflict with an applicable plan, policy, or regulations for reducing GHG emissions. Specifically, in evaluating the contribution of the CAP Update implementation to cumulative GHG emissions, the Draft EIR explains (page 4-25):

> any temporary construction GHG emissions would be offset by the overall net benefit of GHG emissions reduction resulting from operation of projects associated with the CAP Update. Implementation of the CAP Update would result in a beneficial impact related to GHG emissions.

Similarly, related to conflict with the goals of applicable GHG reduction plans (including the 2022 Scoping Plan and the 2021 Regional Plan), the Draft SEIR finds, based on substantial evidence, that the CAP Update implementation would not contribute to a cumulative impact.

The SEIR does, however, disclose that the in-process GPAs could result in significant cumulative GHG impacts. The Draft SEIR acknowledges that "if approved, implementation of the in-process GPAs would result in generation of GHG emissions and would have the potential to conflict with the goals of the 2022 Scoping Plan and 2021 Regional Plan related to GHG emissions reduction" (page 4-25). Page 4-26 of the Draft SEIR explains that the County modeled the anticipated GHG emissions of the in-process GPAs to evaluate the potential effects of the in-process GPA projects on the County's ability to meet the targets established in the CAP Update. As explained therein, the County modeled emissions from the GPA projects based on default modeling parameters specific VMT modeling and without the inclusion of any sustainability features (which

could result from new standards set through CAP Update implementation) or project-level mitigation measures that may be identified.[1] Modeled emissions from the in-process GPA projects were added to the County's forecast emissions to determine if the known, in-process GPAs could affect the County's ability to achieve its GHG reduction targets. The analysis found that GHG emissions would exceed the 2030 target if all the in-process GPAs were implemented and that the 2045 target would be achieved. Because implementation of the in-process GPAs would generate GHG emissions that would limit the County's ability to meet the GHG emission reduction target in 2030, there would be a cumulative impact related to conflict with an applicable plan, policy, or regulation for reducing GHG emissions. Section 4.4.8.3, "Summary" (page 4-26), concludes that the cumulative impact would be more severe than disclosed in the 2011 GPU PEIR.

Thus, the County has fully explained the significance determination related to cumulative GHG impacts. The County is not required by either the language of the Appellate Decision or CEQA to mitigate for the contribution of other projects identified in a cumulative analysis to an anticipated cumulative effect.

Furthermore, although not required to establish a mitigation program for potential future projects that are inconsistent with the General Plan, the Draft SEIR does identify methods that the County could consider to limit the contribution of future GPAs to cumulative effects. New Policy LU-19, for example, which is described in the Draft SEIR as part of the General Plan Goal and Policy Edits Alternative, could reduce the future impacts of GPAs by requiring certain processes and findings during future environmental review.

Comment O18-10
The comment states that the CAP offers a conclusory and inaccurate alternatives analysis.

Response O18-10
As summarized in Response O18-3 above, the County acted in good faith in working with stakeholders to identify smart growth alternatives. To expedite the implementation of these alternatives and improve feasibility, the County envisioned that these alternatives would include the development of zoning overlays that correspond to a program of incentives and disincentives for development. These overlays would influence where development would occur without outright development bans or changes to the underlying planning designations.

For clarification, the statement in the Draft SEIR that "[m]ost of the VMT anticipated through 2050 in the plan area occurs under existing conditions and would be relatively unchanged by the development pattern of future growth" is valid and accurate; this is true both for the CAP Update alone and for all the smart growth alternatives. This is a function of the existing built environment in the county and the rate of projected future growth. The smart growth alternatives would only affect projected future growth.

[1] The California Emissions Estimator Model modelling results used to determine whether the County would meet its GHG reduction targets with the in-process GPAs is provided in Appendix B to the Draft SEIR.

For the Fire Safe and VMT Efficient Alternative specifically, the analysis assumed that the overlay program would have the effect of moving half the growth anticipated outside the VMT efficient and fire safe areas into those areas. This assumption was based on the limited geographic area that meets the smart growth parameters set out for this alternative. Growth in the county cannot be fully accommodated in areas that both are not designated "high" or "very high" fire hazard and have a VMT per resident of 15 percent below the SANDAG regional average. The established parameters, therefore, generate reasonably foreseeable outcomes of a potentially feasible alternative.

The Draft SEIR summarizes the VMT calculations prepared by Fehr & Peers (see Draft SEIR Appendix C), acknowledging that with the Fire Safe and VMT Efficient Alternative, VMT for new development would decrease by 6.6 percent in 2035 and 3.0 percent in 2045. Therefore, reductions in VMT for new development could be substantial. However, when considered with the 8.8 million VMT generated in the base year (i.e., VMT from existing development that would not change with the implementation of any smart growth alternative), the overall reductions in future, countywide VMT are less than 1 percent in both 2035 and 2050.

To clarify the importance of the VMT reductions from new development that could be achieved under this alternative, the last paragraph on page 5-26 under the heading "Comparison to the Effects of the CAP Update" is revised to read:

> Most of the VMT anticipated through 2050 in the plan area occurs under existing conditions and would be relatively unchanged by the development pattern of future growth. Only minor decreases in VMT associated with the existing population are expected due to the DS 39 modeling assumptions (see CAP Update Appendix 3). If implemented, this alternative is anticipated to reduce VMT for new development by 6.6 percent in 2035 and 3.0 percent in 2050. This represents a substantial VMT reduction for new growth. However, when viewed in conjunction with existing development, the magnitude of overall VMT reduction is relatively small because the vast majority of unincorporated county VMT under future year alternatives can be attributed to existing land uses. Overall, the Fire Safe and VMT Efficient Alternative would result in a 0.53 percent reduction in unincorporated county VMT for 2035 and a 0.41 percent reduction in unincorporated county VMT for 2050 (see Appendix C for detailed modeling results). Associated minor reductions in air and GHG emissions are also expected to occur under this alternative.

In addition, the last sentence of the first full paragraph on page 5-27 has been revised as follows:

> Therefore, although this alternative would reduce VMT from new development, the magnitude of ~~is not expected to meaningfully reduce~~ VMT or GHG emissions reductions in the unincorporated county would be much smaller when all VMT in the future condition is considered.

Separately, in the cumulative analysis of VMT for CAP Update implementation plus in-process GPAs (see Draft SEIR Appendix B), Fehr & Peers's modeling indicates that there

would be an overall increase in future, countywide VMT of less than 1 percent if all GPA projects were constructed. Isolating the VMT generated by new growth, the in-process GPA projects could increase VMT from new development by 10.3 percent in 2035 and 5.7 percent in 2050. Nonetheless, Fehr & Peers expects the magnitude of overall VMT reduction "to be small since the vast majority of unincorporated County VMT under future year alternatives can be attributed to existing land uses." This is consistent with the discussion of the potential for future growth to contribute to countywide VMT in the Draft SEIR alternatives analysis.

As explained in Appendix B to the Draft SEIR, the modeling of VMT from in-process GPAs that was conducted for the purpose of cumulative analyses started with the SANDAG Regional Plan EIR Alternative 2 (Data Set 39) model and layered 2,964 additional households in the associated master-geographic reference area (MGRA) for the model. Modeling of cumulative VMT incorporates several interrelated factors that affect VMT levels (e.g., mode choice to complete trips, distance traveled among trip origins and destinations) that would not be reflected in a cumulative VMT estimate that is based on adding the project-level VMT modeled for individual projects. Synergies in trips between proposed projects and existing development are captured through comprehensive analysis. Total projected GHG emissions from all sources (including VMT) associated with buildout of in-process GPAs would be 37,310 $MTCO_2e$ in 2030 and 36,285 $MTCO_2e$ in 2045. The GHG emissions from in-process GPAs are not included in the CAP Update. Similarly, the evaluation of GHG emissions that is prepared for CAP forecasting is distinct from the calculations of project-level emissions. As described in CAP Update Appendix 3, the GHG emissions inventory and projections prepared for the CAP Update include emissions from community activities and sources under County jurisdiction and from County government operations and show changes in emissions over time from anticipated population, housing, and employment growth, as well as the future impact of federal and California regulations, policies, and programs adopted as of 2022 that would reduce GHG emissions from future activities. The sources and common assumptions used for the inventory and projections and the methods used to prepare each category of the inventory and projections are described in detail in Sections 2, 4, and 6 of CAP Update Appendix 3. The CAP Update GHG emissions projections are based, in part, on growth forecast assumptions for the unincorporated area and do not reflect the specific features or details of individual development project proposals. The GHG emissions forecasts provided in the Draft SEIR analysis also do not assume the application of any project-level design features or mitigation requirements to reduce GHG emissions below modeled levels.

The comment references three GPA projects specifically. The first, Harmony Grove Village South, is mentioned in a footnote. The second is Preserve at Riverbend. These projects are listed in Table 4-1 ("In-Process Projects That Include General Plan Amendments") of the Draft SEIR (not in the CAP Update, as stated in the comment). Both projects are included in the cumulative VMT modeling in Appendix B to the Draft SEIR. As explained above, this VMT modeling provides a realistic representation of the VMT anticipated in the cumulative scenario and is one component of the GHG emissions forecast prepared for the cumulative scenario. The analysis shows that these in-process

GPA projects could generate GHG emissions that offset some of the reductions identified in the CAP (from VMT-related CAP measures or others).

The third project is described as "previously approved" but is unnamed in the comment. The comment appears to refer to Otay Ranch Village 14 and the amendments to Planning Areas 16/19 based upon the materials referenced. The commenter includes the Otay Ranch Village 14 and Planning Areas 16 and 19 project first approved June 26, 2019, and revised and approved for a second time on June 3, 2020, to illustrate project-level GHG emissions to suggest this project would undermine the CAP Update targets. This project is not listed in Table 4-1, nor is it an in-process GPA with the County because it was approved prior to the NOP for the CAP Update SEIR. In addition, the Otay Ranch Village 14 project was purchased for conservation and would not result in any of the GHG emissions stated in the comment.[2] The Otay Ranch project would have no effect on the CAP's targeted GHG reductions based on this information.

The County has prepared an evaluation of the potential for the in-process GPA projects to affect the County's ability to meet its targets. That analysis concludes that "GHG emissions would exceed the 2030 target if all of the in-process GPAs were implemented" (Draft SEIR page 4-26). This does not mean that the CAP Update will be ineffective or undermined by future development that is inconsistent with the General Plan and forecast growth. There are two basic mechanisms in place to address this concern. First, such growth would be outside the scope of the CAP Update and would require full GHG emissions analyses and project-level mitigation to reduce impacts to be identified. Second, the CAP Update inventories and forecasts would be periodically updated; this would update baseline conditions to reflect any changes in development or growth projections and require the County to adjust measure and action implementation, if necessary, to continue to meet established emissions reductions targets.

Future projects that could amend the General Plan to change land uses and densities remain outside the scope of the General Plan and CAP Update. The prospect of cumulative projects outside the project creating an adverse cumulative condition or affecting project effectiveness is not a reasonable basis for selection of an environmentally superior alternative. It is also not appropriate for the CAP Update or SEIR to evaluate the merits of future development proposals relative to the time and resources spent to develop the CAP Update.

Furthermore, while the smart growth alternatives may affect the in-process proposals by instituting barriers to development, none of the smart growth alternatives propose a ban on GPA projects. The alternatives analysis correctly compares the smart growth alternatives to the impacts of the approved General Plan plus CAP Update. It does not, and should not, compare the smart growth alternatives to the cumulative impact analysis.

[2] Attorney General Bonta Announces Permanent Conservation of San Diego Wildlands | State of California - Department of Justice - Office of the Attorney General

Comment O18-11
The comment states that the CAP must place limits on the number of units that can utilize the CAP for streamlining and must require a CAP update when the number of units (General Plan consistent and GPAs) surpass its projections.

Response O18-11
General Plan land use designations and policies establish a jurisdiction's approach to managing the growth that is forecast to occur in the region; the General Plan plans for projected growth but does not change projected growth. The comment notes that the CAP Update forecasts are based upon reasonably foreseeable growth through 2045, as identified by SANDAG (DS39) and independently verified through a market study, rather than full buildout of the General Plan. These same DS39 growth projections were applied to each of the alternatives evaluated in the Draft SEIR.

Section 15183.5(b) of the State CEQA Guidelines sets forth the necessary elements of a CAP that a future project must include to allow tiering and streamlining of the analysis of its incremental contribution to cumulative GHG emissions. As explained in Section 15183.5(b)(2):

> An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable, notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

As explained further in Response O18-17 below, the County has developed a CAP Consistency Checklist to aid in the implementation of the CAP Update. The Checklist includes the attributes a future project must include and would be used to verify that the project both is within the scope of the CAP Update forecasts and would implement the CAP Update actions that apply to its implementation. One of the Checklist requirements is consistency with General Plan; because of this element of the Checklist, future projects that require General Plan amendments would not be eligible for streamlining their CEQA analysis of GHG emissions.

Additionally, the CAP Update includes requirements for monitoring and periodic updates so that adjustments can be made to allow the County to achieve its GHG reduction targets in light of deviations that could occur between forecasts and actual projects that are proposed and implemented in the unincorporated county. The County also would utilize outside monitoring programs, such as the County's Housing Production and Capacity Portal. As explained in the CAP Update, the County's Housing Production and Capacity Portal would be used to monitor the development of housing units in the unincorporated area to ensure this CAP and future CAP updates accurately mitigate for housing development consistent with the General Plan. The Portal tracks progress toward implementing the General Plan by illustrating housing production and land use capacity

since 2011. This is accomplished through close monitoring of the existing number of dwelling units, changes to land use capacity, production of housing units, and remaining dwelling unit capacity of the General Plan.

However, the number of housing units alone does not determine the total GHG emissions in the unincorporated county. Although the Portal will be an important tool for the County to use to monitor CAP implementation, it is not the key factor in demonstrating achievement of the GHG reduction targets outlined in the CAP. Section 15183.5(b) of the State CEQA Guidelines does not require that CAPs used for streamlining place limits on the number of units that can use that plan for streamlining or that a qualified plan needs to include provisions requiring an updated plan when the number of units surpasses such a limit.

As described in more detail in Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," the County would regularly monitor implementation progress to track the effectiveness of each measure and action, update the emissions inventory, and make adjustments, as needed, to keep the County on track toward meeting its GHG reduction targets.

Comment O18-12
The comment includes a request to revise the alternatives analysis in the Draft SEIR based on the understanding that the discussion identifies the Sustainable Communities Strategy Alternative as infeasible.

Response O18-12
The Draft SEIR does not identify the Sustainable Communities Strategy Alternative as infeasible. As explained further in Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," the description of the alternative simply identifies that the Road User Charge, which was included in the modeling and is a source of substantial projected VMT reductions, was removed from the regional plan through amendment. In addition, the "2021 Regional Plan includes other policy and transportation network assumptions beyond the Road User Charge that further result in lower VMT, and many of these assumptions rely upon public vote, funding, or SANDAG Board actions" (Draft SEIR page 5-31). For these reasons, growth under the County's adopted General Plan cannot be reasonably assumed to produce the same results through implementation of an overlay ordinance alone. The description of the alternative goes on to explain:

> If the Board were to adopt a smart growth alternative that would aspire to achieve development outcomes in alignment with the SANDAG Regional Plan Mobility Hub framework, a broader and more comprehensive set of General Plan land use map and Zoning Ordinance changes would be required that mirrors the program described in the Regional Plan because the incentives described above may not be sufficient to result in conformity. In this case, the Board would likely be considering both up-planning in areas around the SANDAG Mobility Hubs and down-planning in areas outside of those locations. This would require a more comprehensive update to the General Plan due to the large geographic scope of land use map changes and scale of community engagement required. It is

> assumed that all measures and actions in the CAP Update would be implemented as proposed.

Therefore, the Draft SEIR identifies the elements of an alternative that would achieve the outcomes identified in the SANDAG Sustainable Communities Strategy. County staff classified the alternative as potentially feasible and have prepared a CEQA-compliant analysis of comparative impacts. The final determination of feasibility will be made by the Board in their Findings of Fact. No changes have been made in the Draft SEIR in response to this comment.

Comment O18-13

The comment includes a request for clarification regarding the calculation of VMT reductions for the Village Support Areas Alternative in the Draft SEIR and suggests that it should be "removed as a Smart Growth Alternative. Otherwise, the CAP misleads the public and decisionmakers."

Response O18-13

As explained at length in both the Draft SEIR and these responses to comments, the smart growth alternatives address the Appellate Court decision on the 2018 SEIR and were informed by public engagement. The alternatives identify land use planning actions that, if adopted by the Board, would be implemented in addition to the CAP Update. The CAP Update cannot mislead the public and decision-makers about the smart growth alternatives because the alternatives are not an element of the CAP Update, and they are not evaluated in the plan.

The VMT modeling conducted for the Village Support Areas is included in the Draft SEIR as Appendix C. As explained on page 5-28 of the Draft SEIR:

> For the purpose of analysis, new households assumed in the CAP Update modeling were adjusted to assume location in Village Support Areas within their original Community Plan Area in randomized process weighted to ensure approximately equal growth in density across a Village Support Area. Densities within the Villages were not changed from the established assumptions for growth under the General Plan. Based on this modeling, the Village Support Areas Alternative is anticipated to reduce VMT for new development by 1.0 percent in 2035 and 0.3 percent in 2050. If the modeling were refined to assign growth into specific Village Support Areas closer to incorporated cities, greater VMT reductions would be anticipated; however, because the location of future growth under the Village Support Areas concept would be within 0.5-mile of any Village, redistribution of growth within Community Plan Areas provides a reasonable assumption to inform analysis. Further, while the change in location reduces trip lengths associated with the relocated households, it may not change the likelihood to use transit, to use alternative modes of transportation, or to commute a long distance to work using a personal vehicle. Note also that no employment changes associated with non-residential development were assumed in the modeling. Therefore, the modeling reflects the highest VMT outcomes since it does not capture the typical benefits associated with mixed-use developments and

> neighborhood serving retail and focuses only on growth in housing units (Fehr & Peers 2023).

The comment requests explanation of the apparent discrepancy between the VMT modeling conducted for the Village Support Areas Alternative and the net change in total GHG emissions reported separately for buildout of the Alpine Community Plan Update, which was proposed in 2017 (and for which a Draft SEIR was released in 2020). There are several reasons that this comparison is neither apt nor informative. First and foremost, the evaluation of potential changes to VMT in the CAP Update SEIR looks at changes throughout the unincorporated county that would result from a redistribution of growth, whereas the Alpine Community Plan Update proposed increases to the development capacity in the community plan area and the associated SEIR evaluated the change in GHG emissions from the General Plan growth scenario to an increased development capacity. The Draft SEIR for the Alpine Community Plan Update also conservatively assumed full buildout of the plan by 2030. This portrays a maximum of potential GHG emissions—a worst-case scenario—and is not consistent with the more realistic growth projections used in the CAP Update.

“Smart growth" is defined in the Appellate Decision as “compact, efficient, and environmentally sensitive pattern of development that focuses future growth away from rural areas and closer to existing and planned job centers and public facilities, while preserving open space and making more efficient use of existing urban infrastructure.” An alternative that includes overlays and incentives that would transfer growth otherwise allowable and anticipated in more rural areas of the unincorporated county to within 0.5 miles of the established villages meets these requirements. No revisions have been made to the Draft SEIR in response to this comment.

Comment O18-14

The comment indicates that the CAP Update claims that limits on GPAs are not feasible and cites recent Los Angeles County Board of Supervisors actions as evidence of this authority.

Response O18-14

Although the comment attributes a discussion of feasibility to the CAP, text of the Draft SEIR alternatives analysis is cited. Page 5-7 of the Draft SEIR outlines a Prohibition on Changes to the General Plan Land Use Map Alternative. Of note, this is an evaluation of a conceptual alternative that would result in a complete prohibition on GPAs, not one that would limit GPAs in alignment with the Los Angeles County example provided.

The discussion that follows does cite state law related to prohibiting future Boards of Supervisors from revising, modifying, or amending the County’s General Plan as one reason for rejection of the alternative. A key reason for rejection, however, is that this alternative would not reduce the environmental impacts of the proposed CAP Update. As explained on page 5-8 of the Draft SEIR:

> GPAs that increase density are outside the scope of the CAP Update, which has been developed as mitigation for the adopted General Plan and covers only the

> type and level of growth that is within the scope of the General Plan. As discussed in further detail in Section 4.4 of Chapter 4, "Other CEQA Sections," any in-process or future GPAs would conduct a stand-alone CEQA analysis, including an analysis of project specific GHG emissions to determine the project's alignment with County plans and applicable state and local programs adopted to reduce GHG emissions. Moreover, this alternative would result in the same suite of measures and actions, with the same potential for new or substantially severe impacts, as the proposed CAP Update alone and would not improve alignment with the project objectives. For these reasons, this alternative has not been carried forward for detailed analysis.

This comment does not address any legal deficiencies with the CAP Update or Draft SEIR. No revisions to the Draft SEIR have been made in response to this comment.

Comment O18-15
The comment states that the "CAP claims that the General Plan itself is 'smart growth.'" The comment identifies more recent mapping and planning prepared by SANDAG as evidence that "designated rural 'villages' in themselves are not necessarily sustainable areas to increase development."

Response O18-15
The CAP Update does not make any statements related to whether the General Plan is smart growth. Section 5.5.1, "Development of Smart Growth Alternatives," of the Draft SEIR (page 5-19) does describe the smart growth objectives of the General Plan in the context of establishing the consistency between smart growth alternatives and the General Plan. That discussion states:

> In addition to reducing VMT and GHG emissions, adopting and implementing a smart growth alternative in the unincorporated area could result in development outcomes aligned with previously directed policy objectives, such as increasing housing diversity and affordability levels near jobs and transit and reducing sprawling land use patterns. The General Plan, for which the CAP Update serves as a mitigation measure, was designed to achieve "smart growth" objectives including concentrating development in designated villages with integrated infrastructure and nonresidential uses. Achieving these goals reduces VMT attributable to new development. See Section 1.3 in Chapter 1, "Project Description," of this draft SEIR, regarding the County's efforts through the General Plan to focus development within village areas and closer to services in the western portion of the incorporated county. In addition, please refer to Table I-1 in the General Plan regarding sustainability policies.

"Smart growth" is defined in the Appellate Decision as "compact, efficient, and environmentally sensitive pattern of development that focuses future growth away from rural areas and closer to existing and planned job centers and public facilities, while preserving open space and making more efficient use of existing urban infrastructure." There is no requirement that a land use plan is consistent with SB 743 or a sustainable communities strategy be labeled "smart growth." Indeed, each of these planning

processes serves specialized and unique purposes that inform County land use planning, and the Draft SEIR describes the relative effects and benefits of several smart growth strategies.

The comment cites the CAP Update related to the existing built environment, which states in full:

> The unincorporated area's mix of village, semi-rural, and rural communities demonstrate a range of development intensities and population densities, often with remote travel destinations and few areas served by public transportation particularly in semi-rural and rural communities.

The comment also states that villages "are not necessarily sustainable areas to increase development." This portion of the comment does not appear to be directed at the analysis or conclusions in the Draft SEIR. No further response can be provided.

Comment O18-16
The comment indicates that the CAP Update fails to demonstrate that the plan will achieve the reduction targets. The comment suggests that the plan does not contain feasible measures with mandatory performance standards. Statements are provided related to enforceability, feasibility and implementation, funding, additionality of CAP Update actions, overall CAP purpose, and the necessary elements of a CAP.

Response O18-16
The CAP Update is feasible and fully enforceable. Specific statements related to enforceability, feasibility and implementation, funding, additionality of CAP Update actions, overall CAP purpose, and the necessary elements of a CAP are discussed separately below.

CAP Update Enforceability

As explained above in Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," and Response O3-2, the CAP Update identifies measures and quantified implementing actions with sufficient GHG emission reduction potential to achieve the County's established targets. In addition to these quantified implementing actions, "Path to Net Zero" actions are included in the CAP Update. The "Path to Net Zero" actions establish steps the County will take to meet the aspirational goal of net zero emissions by 2045. While the CAP Update does not identify quantified GHG emissions reductions for "Path to Net Zero" actions, their implementation could result in quantified reductions in the future with additional data and monitoring. The County has not relied upon these actions to achieve the 2030 and 2045 targets established in the CAP Update. The four transportation actions referenced in the comment as lacking "enforceable standards" (T-1.1a, T-1.1b, T-3.1.a, T-3.1.b, T-3.1.c.) are Path to Net Zero actions. The quantified actions within the CAP include performance standards that substantial evidence demonstrates would collectively achieve the specified emissions level, in conformance with Section 15183.5(b)(1)(D) of the State CEQA Guidelines.

CAP Update Feasibility and Implementation

The comment also indicates that Actions T-2.1 and T-3.1 "lack sufficient evidence to ensure feasibility" but provides no detail or evidence to support this claim. Also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explain that the CAP Update adequately identifies a set of measures and actions to reduce GHG emissions to levels that achieve its GHG reduction targets for 2030 and 2045. Note also that Planning & Development Services Sustainability Planning Division has nine full-time staff devoted to CAP implementation, monitoring, and updating. Appendix 10 of the CAP Update identifies staffing resources equivalent to 77 full-time staff that are required to implement the CAP, a majority of whom (90 percent) are existing staff.

CAP Update Funding

The CAP Update does include a discussion of the various potential funding sources that will be explored as part of CAP Update implementation in Chapter 5, "Implementation and Monitoring," on page 116. CAP Update Table 13 ("CAP Implementation and Monitoring Program") also identifies potential funding sources for each action. The CAP Update cannot dedicate funding to implementation of the CAP Update before its adoption. County budgeting and funding of programs is determined on an annual basis for the next fiscal year. An adopted CAP Update would direct County departments to budget for work related to implementing these measures, including application for grants to supplement County funds, as outlined in Appendix 10. Where new funding is required to implement measures, while not currently secured, there is evidence to support that funding sources or authority over funding decisions exist to implement those measures. The County's annual progress reports have demonstrated the County's success implementing existing adopted GHG reduction programs, as confirmed by the GHG emissions inventory used in the CAP Update, which confirmed that the County met the AB 32 target.

CAP Update Additionality

The comment also states that CAP actions must be "additional" by "exceed(ing) preexisting obligations imposed either at the state level or regional level." As explained in Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," the CAP Update references the criteria used to develop the measures and implementing actions that achieve quantified GHG reductions, which includes existing and new or expanded programs that are, "Additional to existing regulations from the state or federal government."

CAP Update Purpose

The comment accurately characterizes the CAP Update as a program to fulfill mitigation established in the County's 2011 GPU PEIR. As explained on page 2 of the Draft SEIR:

> A total of 19 separate mitigation measures were adopted to reduce the greenhouse gas (GHG) emissions of County operations and from activities within the unincorporated county to below a level of significance. One of the 19 measures,

> designated CC-1.2, called for the preparation of a CAP. Mitigation Measure CC-1.2 was incorporated into the General Plan as Goal COS-20 and Policy COS-20.1. Specifically, Goal COS-20 in the Conservation and Open Space Element of the General Plan requires reduction of community and County operations GHG emissions and Policy COS-20.1 requires preparation, maintenance, and implementation of a CAP.

The comment cites case law establishing that mitigation measures must be fully enforceable and "not mere expressions of hope." These assertions are acknowledged. The County continues to pursue full implementation and enforcement of 2011 GPU PEIR Mitigation Measure CC-1.2. See also Section 9.1.1.1, Master Response: CAP Update Purpose and Land Use Change for further discussion regarding the purpose of the CAP Update and its relationship to the General Plan.

Elements of the CAP Update

Finally, the comment quotes the State CEQA Guidelines' criteria for plans that can be used for the tiering and streamlining of future GHG analyses and cites the *Final Statement of Reasons for Regulatory Action Amendments to the State CEQA Guidelines*. Although text related to performance standards and substantial evidence are emphasized, no comment on the CAP Update is provided. Similarly, the comment cites an unrelated legal case (*Communities for a Better Environment v. City of Richmond,* 184 Cal.App.4th 70 [2010]), wherein the court reinforced that CAP measures should be feasible and include performance standards. Again, no comment on the County's CAP Update or the Draft SEIR is provided.

Again, as described above and in Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," the County has developed a group of measures and actions, which substantial evidence demonstrates would collectively achieve the established emissions targets if implemented on a project-by-project basis.

Comment O18-17
The comment states that the consistency Checklist for the CAP Update "requires major revisions" and remarks that "several" of the Checklist requirements are contingent on action by the Board that is "far too off into the future."

Response O18-17
The CAP Update's attainment of the County's 2030 and 2045 GHG reduction targets is the result of (1) several initiatives to be directly implemented by the County and (2) incorporating GHG-reduction features into the construction and operation of development projects (including County-initiated and privately initiated projects). A purpose of the CAP Consistency Checklist is to incorporate applicable CAP measures and actions into projects when they are not otherwise binding and enforceable. The Checklist applies to discretionary projects that are subject to and not exempt from CEQA (including new development applications and expansions or renovations of existing development). To be consistent with the CAP Update, a project must demonstrate consistency with existing General Plan regional categories, land use designations, and zoning designations and

demonstrate consistency with applicable CAP Update measures and actions. The CAP Consistency Checklist sets forth two sets of CAP Consistency Requirements (one set for privately initiated projects and a second set for County-initiated projects) that project proponents are required to incorporate into their projects to demonstrate consistency with the CAP Update. If a project is not consistent with the regional categories and land use designations of the General Plan and zoning designations, then it shall not use the CAP Consistency Checklist for CEQA streamlining.

The CAP Update includes actions to reduce GHG emissions, some of which require the development and implementation of ordinances and programs that require additional study, outreach, development, and separate Board approval. Such actions are quantified in a manner that reflects these factors; that is, the estimates of GHG emissions reduction potential from quantified implementing actions are based, in part, on assumptions regarding the date by which the actions would take effect. For CAP Update actions that would be incorporated into County-initiated and privately initiated projects via the CAP Consistency Checklist, the effective dates of the Consistency Requirements in the Checklist are consistent with the effective dates assumed in the quantification of GHG reduction potential in the CAP Update as shown in Appendix 7.

The comment specifically references Consistency Requirements #1 and #4 for privately initiated projects, which have effective dates of 2028 and 2030, respectively. The calculations performed to anticipate the GHG emissions reductions from these actions in the CAP Update do not assume that these actions would take effect immediately upon adoption of the CAP Update.

The TDM ordinance (Consistency Requirement #4) is required by CAP Update Action T-6.2, which states that the County will adopt a Transportation Demand Management (TDM) Ordinance by 2028. Moreover, Action T-6.2 is not a quantified implementing action in the CAP Update. Therefore, GHG emissions reductions resulting from projects complying with the TDM ordinance, once effective, would be in addition to quantified GHG emissions reduction potential reported in the CAP Update The effective date of this Consistency Requirement is not inconsistent with the CAP Update.

Regarding electrification of loading docks (Consistency Requirement #1), which is required by CAP Update Action T-3.1, the GHG reduction potential reported in the CAP Update reflects an effective date of 2030 for implementation of this action. The Checklist correctly identifies the requirement as not applicable until the ordinance has been amended and the amendments have gone into effect. The effective date of this Checklist requirement is not inconsistent with the CAP Update.

The comment restates and quotes from the tree planting and tree preservation requirements (Consistency Requirements #8 and #9) but does not further comment on these requirements. These Consistency Requirements would apply to privately initiated projects upon adoption of the CAP Update. Moreover, the CAP Update includes Action A-2.1, a quantified implementing action under which the County would achieve GHG emissions reductions through development and implementation of an Equity Driven Tree Planting Program that results in the planting of new trees on County property and in the

unincorporated area. As set forth in the CAP Update, GHG emissions reductions would occur under these actions as a result of actions taken by the County and do not rely on incorporating GHG reduction features into development projects.

The comment also makes a statement that "(t)he remaining items essentially only require adherence to Tier 2 standards of the CALGreen Code" without providing further detail. The Checklist includes several requirements with references to Tier 2 requirements in CalGreen, including Consistency Requirement #2, Install Electric Vehicle Charging Infrastructure; Consistency Requirement #5, Electrify Buildings and Appliances; Consistency Requirement #6, Increase Renewable Energy; and Consistency Requirement #7, Increase Water Efficiency. Each of these requirements appropriately references specified provisions of Tier 2 CALGreen requirements to substantiate how CAP Update actions will be incorporated into development projects to achieve GHG emission reductions in furtherance of the CAP Update's attainment of its 2030 and 2045 GHG reduction targets.

The comment then asserts that the Checklist "represents an incredible missed opportunity for the County to ensure meaningful on-site GHG mitigation" without any elaboration. It then offers suggested revisions to the Checklist. The County has reviewed these suggestions considering the Checklist's purpose of incorporating applicable CAP measures and actions into projects when they are not otherwise binding and enforceable and has the following responses:

- Regarding parking de-coupling, the CAP Update does not include any quantified implementation actions through which GHG emissions reductions are achieved from parking de-coupling. The CAP Update does include Action T-6.2.a, under which the County would adopt a TDM ordinance to include preapproved options for new development to reduce single occupancy vehicle trips in the unincorporated areas. This action is incorporated into the Checklist as Consistency Requirement #4. The County will evaluate parking de-coupling as well as other parking-related strategies as potential preapproved options during development of the TDM ordinance.
- Regarding transit, carpool, and vanpool subsidies, the CAP Update includes Action T-6.1, under which the County would develop a program to provide free transit passes or free trips in the unincorporated area to reduce VMT, and Action T-6.3, under which the County would increase access to first- and last-mile transportation services and connections to reduce VMT. As set forth in the CAP Update, GHG emissions reductions would occur under these actions as a result of actions taken by the County and do not rely on incorporating GHG reduction features into development projects. However, the County will evaluate transit, carpool, and vanpool subsidies from project proponents as potential preapproved options during development of the TDM ordinance (Action T-6.2.a; Consistency Requirement #4) and as potential elements of the programs developed under T-6.2 and T-6.3.
- Regarding clustering design that reduces VMT and preserves habitat and provision of on-site mixed uses, the CAP Update does not include any quantified

implementation actions through which GHG emissions reductions are achieved from these strategies. The CAP Update does include Action T-6.2.a, under which the County would adopt a TDM ordinance to include preapproved options for new development to reduce single occupancy vehicle trips in the unincorporated areas. This action is incorporated into the Checklist as Consistency Requirement #4. The County will evaluate clustering design that reduces VMT and preserves habitat and provision of on-site mixed uses as potential preapproved options during development of the TDM ordinance.

- Regarding prohibitions or limits on natural gas fireplaces and hearths, the CAP Update does not include any quantified implementation actions through which GHG emissions reductions are achieved through prohibitions or limits on natural gas fireplaces and hearths. However, the County will evaluate whether to prohibit or limit natural gas fireplaces and hearths as part of its implementation of CAP Update Action E-2.1, regarding amendment of the County Code of Regulatory ordinances by 2026 to require all-electric equipment in new residential, commercial, and industrial construction, and as part of its implementation of CAP Update Action E-2.2, regarding amendment of County's Code of Regulatory Ordinances, adoption of a building performance standard, and development of an incentive program by 2030 to increase energy efficiency and electrification in existing residential and non-residential development.
- Regarding provision of bicycle storage lockers, racks, and other bicycle storage facilities for residents and employees, the CAP Update does not include any quantified implementation actions through which GHG emissions reductions are achieved from bicycle parking and storage. The CAP Update does include Action T-6.2a, under which the County would adopt a TDM ordinance to include preapproved options for new development to reduce single occupancy vehicle trips in the unincorporated areas. This action is incorporated into the Checklist as Consistency Requirement #4. The County will evaluate bicycle parking and related strategies as potential preapproved options during development of the TDM ordinance.
- Regarding placement of conservation or agricultural easements at a 2:1 ratio when a project results in conversion of natural habitat or agricultural lands, the CAP Update includes Action A-1.1, under which the County would acquire conservation lands and protect them in perpetuity, and Action A-1.2, under which the County would restore County-owned lands to increase carbon storage. As set forth in the CAP Update, GHG emissions reductions would occur under these actions as a result of actions taken by the County and do not rely on incorporating GHG reduction features into development projects. Separate from any GHG streamlining benefits provided to projects under the CAP Update's Checklist, proposed discretionary projects must undergo review of agricultural and biological resources prior to permit issuance, as described on the County's website: https://www.sandiegocounty.gov/content/sdc/pds/procguid.html.
- Regarding measures to reduce GHG emissions from heavy-construction equipment and prohibit gas-powered landscaping equipment, the CAP Update

includes Action T-2.1, under which the County would develop a program to provide residents and businesses with incentives to purchase alternative fuel or zero-emissions construction and landscaping equipment to reduce emissions, and Action T-2.2, under which the County would develop and adopt a landscaping equipment ordinance to require the use of zero-emission landscaping equipment by 2030 and zero-emission construction equipment by 2045 in the unincorporated area. As set forth in the CAP Update, GHG emissions reductions would occur under these actions as a result of actions taken by the County and do not rely on incorporating GHG reduction features into development projects.

In summary, the CAP Checklist requirements appropriately align with relevant assumptions of the CAP Update modeling of the GHG reduction potential of quantified implementing actions. Accelerated timelines, requiring projects in "high VMT areas to provide funding for the CAP's measures," and other potential requirements referenced in the comment are not included in the CAP Update's package of quantified implementing actions that would achieve the County's 2030 and 2045 GHG reduction targets and are not necessary to avoid "contravention of the CAP's targets" as asserted by the commenter, nor are they necessary for the CAP Consistency Checklist to fulfill its purpose of incorporating applicable CAP measures and actions into the construction and operation of development projects when they are not otherwise binding and enforceable to contribute to the CAP Update's attainment of the County's 2030 and 2045 GHG reduction targets.

Comment O18-18
The comment expresses a desire for the County to incorporate the comments described above.

Response O18-18
Refer to Responses O18-1 through O18-17, above. The County is confident, based on the evidence provided therein, in the legal adequacy of both the CAP Update and the Draft SEIR.

Letter O19

FARM BUREAU San Diego County

The Voice of Local Farmers

Serving San Diego agriculture since 1914

January 5, 2024

Meghan Kelly
County of San Diego
Planning & Development Services
5510 Overland Ave., Suite 310
San Diego, CA 92123

Subject: County of San Diego Draft 2024 Climate Action Plan

Dear Ms. Kelly,

The San Diego County Farm Bureau (Farm Bureau) appreciates this opportunity to comment on the County of San Diego's Draft Climate Action Plan (Draft Plan). Established in 1914, San Diego County Farm Bureau is a nonprofit supported by over 1,400 dues-paying members. Our mission is to foster San Diego agriculture through education, public relations, and public policy to promote the economic viability, sustainability, and community building of agriculture. O19-1

As stated in the Draft Plan, the Agriculture and Conservation sector refers to emissions associated with livestock, application of fertilizer, and the use of petroleum – or diesel – powered equipment. Emissions associated with this sector accounted for only four percent of the total emissions in 2019. The Agriculture and Conservation sector includes two GHG reduction strategies comprising five measures, four of which affect agriculture directly.

A-2: Develop a tree planting program that expands canopy across the unincorporated area and prioritizes underserved communities

Farm Bureau agrees that trees are a significant source of carbon capture and storage due to their size and longevity. While it is impressive that the Tree Planting Program at County Parks has planted 30,029 trees since 2015, it is important to note that agriculture is losing thousands of trees due to the increasing economic costs of farming every single year. We ask that when developing the tree planting program, the county consider ways that they can support agriculture keeping the trees that are already planted in the ground and that will also continue to produce food for our community. O19-2

A-3: Preserve agricultural lands to prioritize carbon storage and balance economic and development goals

Farm Bureau supports the preservation of agricultural lands in order to maintain the county's agricultural landscape, economy, and food source for years to come. We are supportive of the PACE program. However, it is important to note that just because agricultural land is preserved does not mean that it will continue to be an operational farm. Farming is a business and must remain economically viable in order for the land to continue to be farmed on. When costs such as labor, crop protection materials and water

FARM BUREAU San Diego County

The Voice of Local Farmers

Serving San Diego agriculture since 1914

are too high, and the regulatory burdens are too cumbersome, a land owner may have no choice but to abandoned their farm. Farm abandonment usually creates a bigger issue of unmaintained land, overgrown with invasive brush, and a likely wildfire hazard.

A-4: Incentivize carbon farming to expand carbon storage capacity on agricultural land and support climate-friendly farming practices in the unincorporated area

Farm Bureau is supportive of an incentive-based approach to implementing a variety of techniques on natural and working lands that reduce GHG emissions and provide co-benefits such as water and land conservation. We appreciate the work that County Staff has put into seeking Farm Bureau feedback on their Carbon Farming Program.

A-5: Reduce greenhouse gas emissions from agricultural operations

Farm Bureau supports the incentive-based approach to replacements of diesel-powered farm equipment to lower emission, or electric, equipment and energy efficiency improvements. The Draft Plan states that these improvements will also lead to a reduction in overall operational costs as cleaner equipment replacements are often more fuel-efficient and energy use reductions will lower utility costs. We must ensure that electricity capacity is sufficient to run these electric replacements. It is also important to note that if the cost of electricity continues to increase, the lower utility cost benefits will be irrelevant.

O19-2 cont.

The Draft Plan attributes only four percent of greenhouse gas (GHG) emissions in the unincorporated area to farming activities. While Farm Bureau and the farming community support an incentive-based approach in reaching the County's goal of net zero emissions, we must remember that emissions created in farming our foods, fiber and flowers are largely offset by carbon sequestration in the growing crops. Farming in San Diego County is necessary to locally feed and provide oxygen to our community. Without a local food source, farming is at risk of being sourced from overseas where not only is our food security threatened, but the carbon footprint to transport produce increases dramatically and environmental practices, labor laws, and pesticide regulations are questionable.

Farm Bureau appreciates the work that County Staff has put in to seek our feedback and again, thank you for this opportunity to comment.

Sincerely,



Dana Groot
President

Letter O19 San Diego County Farm Bureau

Dana Groot, President
January 5, 2024

Comment O19-1
The comment provides background information about the San Diego County Farm Bureau.

Response O19-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O19-2
The comment addresses topics related to CAP Update Measures A-2 through A-5, including suggestions for tree planting program implementation (A-2), comments on the economic viability of farming (A-3), support for incentive-based implementation (A-4 and A-5), and comments on the cost of electricity (A-5).

Response O19-2
The County appreciates the commenter's suggestion for how to further reduce GHG emissions. The CAP Update includes measures to reduce GHG emissions through preserving natural and agricultural lands. Specifically, Measure A-2 would result in a tree planting program that expands the canopy across the unincorporated area and prioritizes underserved communities; Measure A-3 would preserve agricultural lands to prioritize carbon storage and balance economic and development goals; Measure A-4 would incentivize carbon farming to expand carbon storage capacity on agricultural land; and Measure A-5 would reduce GHG emissions from agricultural operations. Please also refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," regarding how the proposed CAP Update measures would collectively achieve the established GHG emissions targets.

Letter O20

From: Kelly, Meghan
To: Spoon, Steven (Chad); CAP
Subject: FW: CAP Letter of Support
Date: Monday, January 8, 2024 8:03:08 AM
Attachments: image001.png
LOS_COSD_CAP_SDCP_KB.pdf
image002.png
image003.png
image004.png
image005.png
image006.png

Meghan Kelly
Project Manager, Climate Action Plan | Sustainability Planning Division
619.323.6462 | meghan.kelly@sdcounty.ca.gov

From: Hamburger, Ariel <Ariel.Hamburger@sdcounty.ca.gov>
Sent: Friday, January 5, 2024 7:46 PM
To: Farmer, Tyler <Tyler.Farmer@sdcounty.ca.gov>; Kelly, Meghan <Meghan.Kelly@sdcounty.ca.gov>
Subject: Fwd: CAP Letter of Support

From: Jill Monroe <jmonroe@sdcommunitypower.org>
Sent: Friday, January 5, 2024 7:00:12 PM
To: Hamburger, Ariel <Ariel.Hamburger@sdcounty.ca.gov>
Cc: Ashley Rodriguez <arodriguez@sdcommunitypower.org>; Jen Lebron <jlebron@sdcommunitypower.org>; Lee Friedman <LFriedman@sdcommunitypower.org>
Subject: [External] CAP Letter of Support

Hi Ariel,

Please see the attached letter of support from San Diego Community Power for the County's Climate Action Plan. O20-1

Thank you,
Jill

Jill Monroe
Senior Manager Marketing & Communications
Mobile 619-813-0679 | **Fax** 619-768-0356
jmonroe@sdcommunitypower.org

PO BOX 12716
San Diego, CA 92112
sdcommunitypower.org
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SAN DIEGO COMMUNITY POWER

PO BOX 12716
San Diego, CA 92112
sdcommunitypower.org

January 5, 2024

Sustainability Planning Division
1600 Pacific Highway, Fourth Floor, Room 402
San Diego, CA 92101

Dear Meghan Kelly,

San Diego Community Power is proud to support the continued efforts of the County of San Diego's Sustainability Planning Division and their meaningful updates to the Climate Action Plan. The County's commitment to addressing the climate crisis and implementing ambitious benchmarks and milestones is admirable, and SDCP appreciates the significant strides being made to maximize emissions reductions in our community through the Zero Carbon Portfolio Plan.

SDCP commends the goals of the CAP to increase energy efficiency, renewable energy use and electrification of County Operations (E-1). SDCP is eager to support the County with these efforts, whether through programmatic support or enrollment of eligible County operational accounts in our Power100 service, which provides customers who opt in with 100% carbon-free electricity. We also commend the CAP's focus on building electrification (E-2&3) – as it is a crucial step towards achieving sustainable and environmentally friendly development.

O20-2

SDCP would like to recommend additional policy pathways to further advance this critical initiative. Specifically, we would support requirements for electrical work to be exclusively performed by C-10 licensed contractors. This measure ensures that qualified professionals are engaged in the electrification process, ensuring the safety and efficacy of these crucial projects.

Much like the CAP's commitments in Actions 3.2 & 3.3, SDCP is dedicated to building local renewable resources, bringing solar and other renewable opportunities to our communities of concern, and providing choice to customers in the unincorporated areas of the County. We look forward to further coordination on these points – specifically on opportunities around local generation. SDCP would welcome additional collaboration from the County on engagement with the 17 federally recognized Tribal Authorities located within the unincorporated region to ensure the Tribal Authorities have the same opportunities from SDCP for programs, development and energy choice.

Finally, SDCP encourages inclusion of language that highlights the continued collaboration of our agencies on programs that actively support existing homeowners, renters and businesses in their efforts to electrify or otherwise reduce their energy costs. This partnership has already yielded innovative solutions through the formation of the Regional Energy Network.

O20-3

SDCP recognizes the County's commitment to continuous improvement in the CAP and the notable partnership with SDCP. The collaboration between the County and SDCP has been exemplary, showcasing a shared dedication to reducing emissions and advancing renewable energy in the region.

O20-4

Thank you for your dedication to this critical cause, SDCP looks forward to supporting the updated CAP.

Sincerely,

Karin Burns (Jan 5, 2024 17:03 PST)

Karin Burns



LOS_COSD_CAP_SDCP

Final Audit Report 2024-01-06

Created:	2024-01-06
By:	Jill Monroe (jmonroe@sdcommunitypower.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAaJ6hjvCELq1I4iuc3qwWzYT2FXPRMKaD

"LOS_COSD_CAP_SDCP" History

Document created by Jill Monroe (jmonroe@sdcommunitypower.org)
2024-01-06 - 0:52:45 AM GMT

Document emailed to Karin Burns (kburns@sdcommunitypower.org) for signature
2024-01-06 - 0:53:08 AM GMT

Document e-signed by Karin Burns (kburns@sdcommunitypower.org)
Signature Date: 2024-01-06 - 1:03:04 AM GMT - Time Source: server

Agreement completed.
2024-01-06 - 1:03:04 AM GMT

Adobe Acrobat Sign

Letter O20 San Diego Community Power

Karin Burns
January 5, 2024

Comment O20-1
The comment states that the letter of support from the San Diego Community Power for the CAP Update is attached.

Response O20-1
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O20-2
The comment includes an introductory statement and commends the County's efforts in preparing the CAP Update. The comment also commends the goals of the CAP Update to increase energy efficiency, renewable energy use, and electrification of County operations.

Response O20-2
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment O20-3
The comment recommends that electrical work be exclusively performed by C-10 licensed contractors. The comment encourages further collaboration with the County.

Response O20-3
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a). The comment will be provided to County decision-makers for their consideration during the adoption hearings for a Final CAP Update.

Comment O20-4
The comment recognizes the County's dedication to improve the CAP Update and continued collaboration with San Diego Community Power.

Response O20-4
The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

9.1.4 Individual Comments and Responses

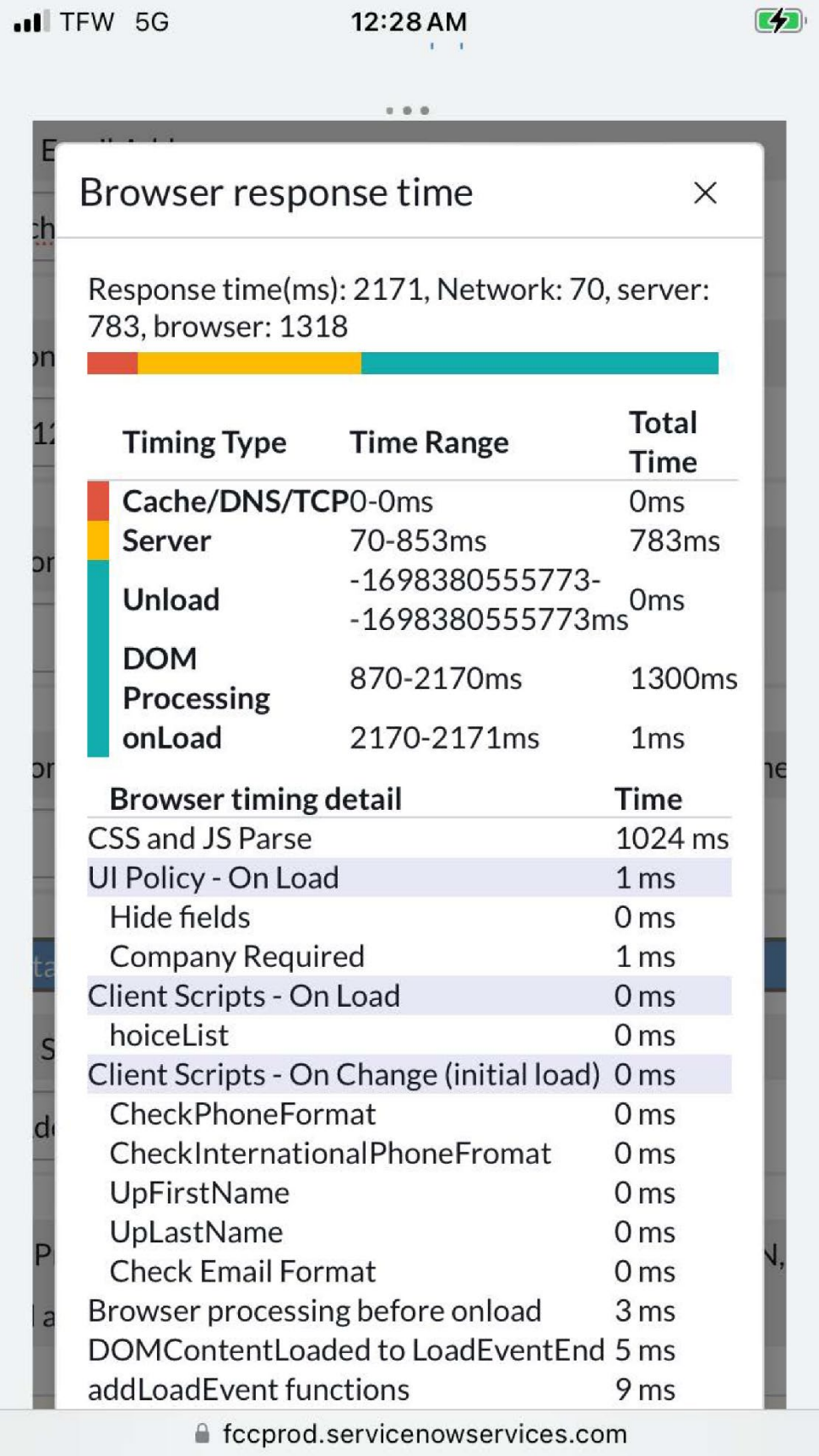
Letter I1

Respondent No: 1
Login: Anonymous
Email: n/a

Responded At: Oct 26, 2023 23:36:42 pm
Last Seen: Oct 26, 2023 23:36:42 pm
IP Address: n/a

Q1. **Name (First, Last)**	Robyn Griffith
Q2. **Email Address**	rchristinegriffith@icloud.com
Q3. **If applicable, please select the resource area(s) your comment applies to. Select all that apply.**	Air Quality Energy Environmental Justice Greenhouse Gas Emissions Hazards and Hazardous Materials Hydrology and Water Quality Noise
Q4. **Enter your comment here**	not answered
Q5. **Upload your files here**	https://s3-us-west-1.amazonaws.com/ehq-production-us-california/e78496e71f8227db727afcaaac2d00245dd94cc1/original/1698388575/23f3c87412a88cc3bec1934586da1c44_IMG_1558.png?1698388575

I1-1


TFW 5G
12:28 AM
Browser response time
Response time(ms): 2171, Network: 70, server: 783, browser: 1318
Timing Type
Time Range
Total Time
Cache/DNS/TCP
0-0ms
0ms
Server
70-853ms
783ms
Unload
-1698380555773--1698380555773ms
0ms
DOM Processing
870-2170ms
1300ms
onLoad
2170-2171ms
1ms
Browser timing detail
Time
CSS and JS Parse
1024 ms
UI Policy - On Load
1 ms
Hide fields
0 ms
Company Required
1 ms
Client Scripts - On Load
0 ms
hoiceList
0 ms
Client Scripts - On Change (initial load)
0 ms
CheckPhoneFormat
0 ms
CheckInternationalPhoneFromat
0 ms
UpFirstName
0 ms
UpLastName
0 ms
Check Email Format
0 ms
Browser processing before onload
3 ms
DOMContentLoaded to LoadEventEnd
5 ms
addLoadEvent functions
9 ms
fccprod.servicenowservices.com

Letter I1 Robyn Griffith

October 26, 2023

Comment I1-1

The comment consists of an online comment form, which indicates that the comment is applicable to the following resource topics: air quality, energy, environmental justice, GHG emissions, hazards and hazardous materials, hydrology and water quality, and noise. However, no specific comment is provided.

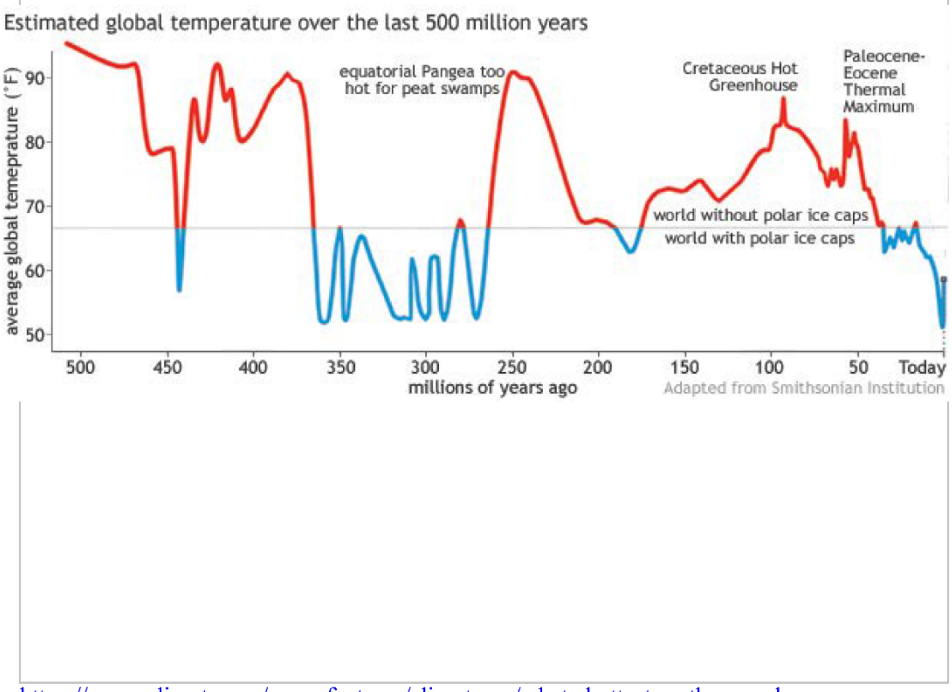
Response I1-1

The listed resources are evaluated in the Draft SEIR. See Sections 2.3, 2.6, 2.7, 2.8, 2.9, 2.10, and 2.12 for impacts analysis related to air quality, energy, environmental justice, GHG emissions, hazards and hazardous materials, hydrology and water quality, and noise, respectively.

Letter
I2

From: Matt
To: CAP
Subject: [External] SEIR Public Comment
Date: Thursday, October 26, 2023 1:27:27 PM

Please prove climate change. Do not say that many scientists say so. Show hard data like this:



https://www.climate.gov/news-features/climate-qa/whats-hottest-earths-ever-been

Save us spending money for nothing!

Best regards,

Matthew Pfeffer
760-535-8811

I2-1

Letter I2 Matthew Pfeffer

October 26, 2023

Comment I2-1

The comment requests evidence to prove climate change.

Response I2-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter I3

Respondent No: 2
Login: Anonymous
Email: n/a

Responded At: Oct 30, 2023 04:31:09 am
Last Seen: Oct 30, 2023 04:31:09 am
IP Address: n/a

Q1. **Name (First, Last)**	Mike Borrello
Q2. **Email Address**	maborrello@roadrunner.com
Q3. **If applicable, please select the resource area(s) your comment applies to. Select all that apply.**	Air Quality Energy Environmental Justice Greenhouse Gas Emissions Land Use and Planning Transportation

Q4. **Enter your comment here**

In case you've not noticed, the so called 'climate emergency' is a disputed matter in [true] scientific circles as 1609 scientists have all agreed around the world. As a resident of San Diego County I DO NOT CONSENT having another one of my tax dollars spent on 'climate change' mitigation. Please read the declaration I've attached.

I3-1

Q5. **Upload your files here**	https://s3-us-west-1.amazonaws.com/ehq-production-us-california/8677aae96c5cf7e7407918ec027e03faa2f39d22/original/1698665395/69fe6da1c893edae8a4a14db429753b3_WCD-version-081423.pdf?1698665395

Letter I3 Mike Borrello

October 30, 2023

Comment I3-1

The comment states that climate emergency is disputable and expresses opposition to any climate mitigation.

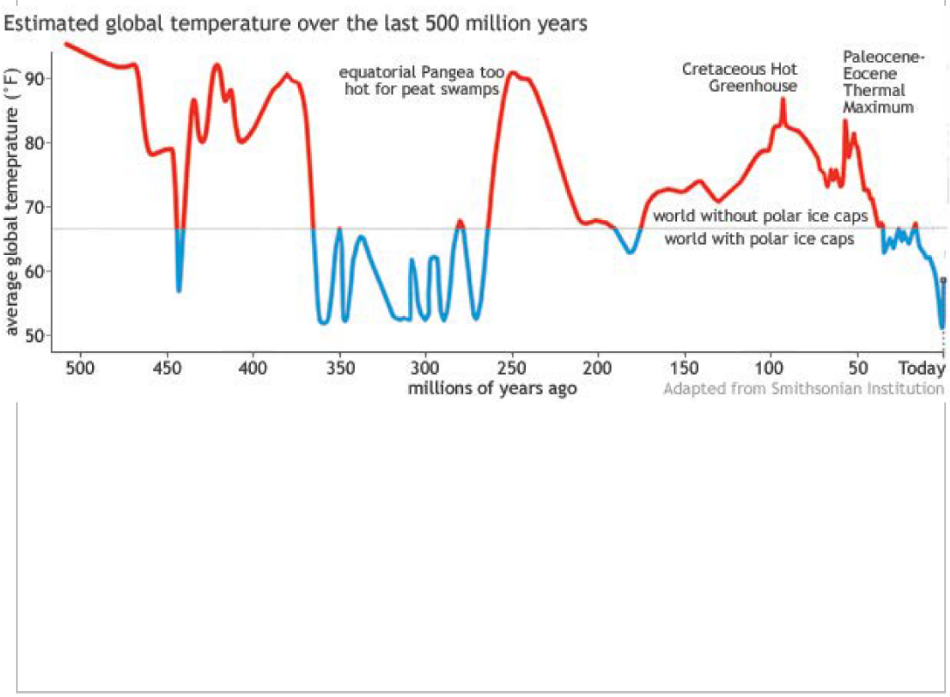
Response I3-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I4

From: Matt
To: CAP
Subject: [External] SEIR Public Comment
Date: Monday, November 6, 2023 5:57:00 PM

Please prove climate change!



I4-1

Best Regards,

Matt Pfeffer
760-535-8811

Letter I4 Matt Pfeffer

November 6, 2023

Comment I4-1

The comment requests evidence to prove climate change.

Response I4-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter I5

Respondent No: 3
Login: Anonymous
Email: n/a

Responded At: Nov 15, 2023 13:11:51 pm
Last Seen: Nov 15, 2023 13:11:51 pm
IP Address: n/a

Q1. **Name (First, Last)**	Daphne Galang
Q2. **Email Address**	daphnegalang09@gmail.com
Q3. **If applicable, please select the resource area(s) your comment applies to. Select all that apply.**	Biological Resources

Q4. **Enter your comment here**

Dear County of San Diego CAP SEIR, On page 5-67, Figure 5-1i, there was a map of area "H" that included the unincorporated community of Spring Valley, CA 91977. Please amend the map provided by Ascent to include the overlapping federal open space for the San Diego National Wildlife Refuge Complex. The current Ascent map marks "parks and open space" for the County of San Diego Parks & Recreation, but omits the state and national parks and national refuges. Please also check the legend or map key for the number and location of the schools, especially in area "H". For example, there seems to be more "stars" marking schools than there are public schools currently existing in the La Mesa-Spring Valley School District, and the Grossmont Union High School District. Cuyamaca Community College is a "college" rather than a "school". Is the map including other private schools? The map is not clear, since each school was not individually named. Lastly, the fire hazard markings of yellow for "high" risk and red for "very high" risk overlapped onto my residential street and onto the local, neighborhood elementary school property. Are these fire hazard areas related to the interface between the suburban and open space areas? The current map does not explain why these colors included single-family homes and public institutions, such as La Presa Elementary School, that are beyond the defensible space minimum, and are across a street with another row of houses between my home and the open space. Respectfully, Daphne H. Galang, Spring Valley, CA 91977 P.S.-Thank you for the printed copy of the draft County of San Diego CAP SEIR available in the Rancho San Diego Public Library on Tuesday, November 14, 2023.

I5-1

Q5. **Upload your files here** not answered

Letter I5 Daphne Galang

November 15, 2023

Comment I5-1

The comment requests Figure 5-1i to be revised to include the San Diego National Wildlife Refuge Complex. The comment states that national and state parks and open space are not included in the figure. The comment requests clarification on what schools (e.g., private schools, public schools, and colleges) are labeled on the figure. The comment also seeks clarification on the fire hazard severity zones shown in the figure.

Response I5-1

The comment refers to a submap prepared for the Fire Safe and VMT Efficient Alternative. The purpose of the map is to identify the portions of the unincorporated county where growth would be incentivized under the smart growth alternative. Services and parks are provided for reference but are not integral to the mapping or analysis provided in the Draft SEIR.

The fire hazard severity zones depicted on Figure 5-1i are based on information prepared by the California Department of Forestry and Fire Protection. These maps are developed to inform planning decisions and are not intended to be indicative of fire risk on any particular property. No revisions have been made to the Draft SEIR in response to this comment.

Letter I6

Respondent No: 4
Login: Anonymous
Email: n/a

Responded At: Nov 20, 2023 14:28:51
Last Seen: Nov 20, 2023 14:28:51
IP Address: n/a

Q1.	**Name (First, Last)**	Jarrod caswell
Q2.	**Email Address**	jarodcaswell@gmail.com
Q3.	**If applicable, please select the resource area(s) your comment applies to. Select all that apply.**	Transportation

Q4. **Enter your comment here**

You should fun this community free shuttle service giving 1k rides amonth I6-1

Q5.	**Upload your files here**	https://s3-us-west-1.amazonaws.com/ehq-production-us-california/d9cc0593276f04cedc5b7bbdeb51c77edbdcf82e/original/1700519330/3cce9ed054fef75471eb68a5ddb9245c_IMG_3365.jpeg?1700519330



Letter I6 Jarrod Caswell

November 20, 2023

Comment I6-1

The comment recommends that the County should provide community free shuttle service.

Response I6-1

The County appreciates the commenter's suggestion for how to further reduce GHG emissions. Please see Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used to established GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets.

Note that the CAP Update includes Measure T-6: Support transit and transportation demand management to reduce single occupancy vehicle trips in the unincorporated area. As articulated in the CAP Update (page 56), "the County can partner with the region's transit agencies (e.g., San Diego Metropolitan Transit System, North County Transit District) to support transit ridership for unincorporated area residents." Measure T-6 will also use TDM policies that include shuttle service and transit subsidies and increase access to transportation services (e.g., neighborhood electric vehicles, microtransit, bike and scooter share).

Letter
I7

From: Bridgett Ross
To: CAP
Subject: [External] Climate Action plan
Date: Thursday, December 21, 2023 10:51:40 PM

Hi,

I am writing to comment/ask about two aspects of the plan:

1. **Car charging in multi-occupancy buildings** (eg, condos, apartments): I didn't see any legal requirements or financial support for these buildings to allow residents to charge at their building. Many older buildings do not have places for people to charge their cars and have no plans to make car-charging accessible unless required by law. Often these buildings cannot afford to do more than the bare minimum to stay up to code. It is hard for people to purchase an EV car if they cannot charge it at home. Charging stations across San Diego are often broken. Personally, I would love an electric car, but cannot buy one because I have nowhere to charge it and I cannot depend on unreliable public charging stations. I7-1

2. **Bike lanes**: I couldn't understand the specific plans from the document. I request that attention be given to linking up existing bike lanes so that there are not "mostly" safe routes. Consider riding from the beach to downtown. There is always an incredibly dangerous mile. While not in San Diego, my dear friend Sarah Langenkamp died on a short stretch off road that was the only unsafe segment of her bike route in Washington D.C. There have been similar deaths here. I mention her name because her death is tragic and received National attention. Additionally, please create SAFE bike lines. Do not install temporary bike lanes and then leave them for years assuming they are good enough. Or assume that their failure somehow reflects the inadequacy of bike lanes. I7-2

Thank you for taking the time to read this email. And thank you for your effort on the climate action plan.

Thank you,
Bridgett

Sent from my iPhone

Letter I7 Bridgett Ross

December 21, 2023

Comment I7-1

The comment includes an introductory statement and expresses concern about accessibility to car charging stations in multi-occupancy buildings.

Response I7-1

The County appreciates the commenter's concern for equitable access to car charging infrastructure. This comment aligns with key themes heard during community outreach conducted during CAP Update preparation. Incentivizing access to electric vehicles and charging infrastructure, particularly in frontline communities, is a key element of the County's strategy to decarbonize the on-road vehicle fleet. In addition, the County has several separate initiatives related to electric vehicle charging. For example, as explained on page 5 of the CAP Update:

> Since 2020, the County has collaborated with regional partners to advance zero-emission vehicles (ZEV) in the region as a founding member of the Accelerate to Zero Emissions (A2Z) Collaboration. Comprised of local and regional governments, industry, academia, and local community-based organizations in the San Diego region, the A2Z Collaboration is developing a vision for and implementing a San Diego Regional Electric Vehicle (EV) Strategy that will accelerate investment in ZEVs and EV infrastructure to reduce air pollution and GHG emissions and address climate change. The A2Z Collaboration brings together key stakeholders in the region to attract public and private investment and advance equitable access to EVs and charging stations across the region.

The CAP Update includes Measure T-3: Install electric vehicle charging stations and provide incentives for zero-emissions vehicles in the unincorporated area, which would increase the accessibility of electric vehicle charging infrastructure at publicly accessible locations, including multi-occupancy buildings. Through Action T-3.1, the County would install 2,040 publicly available electric vehicle charging stations by 2028 and require vehicle charging infrastructure installations and preferential parking for zero-emission vehicles for multi-family residential and non-residential construction projects.

Comment I7-2

The comment expresses concern about bike lane safety.

Response I7-2

The CAP Update establishes a vision for a net zero future that includes improved bike lanes. Specifically, the CAP Update includes Measure T-5: Improve County roadways to encourage walking, biking, rolling to/from transit and destinations and increase transportation efficiency. As described on page 55 of the CAP Update, this measure includes roadway enhancements that protect all users and create a more comfortable and safer experience for pedestrians and bicyclists to reduce single occupancy automobile trips and encourage active transportation. This measure will implement infrastructure improvements (e.g., sidewalks, bike lanes) using improved materials and

designs and create education safety programs that support shifting transportation modes to walking, biking, rolling, carpooling, and public transit. However, specific plans related to bike lane layout and linkages are established through the County's Active Transportation Plan, which was approved by the Board in 2018. Additionally, the County uses Chapter 1000, "Bikeway Planning and Design," of the Caltrans publication *California Highway Design Manual*, as amended as the bikeway standard on County public roads.

The County acknowledges the commenter's concern regarding bike lane safety. Please see Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," which explains the purpose of the CAP Update, and see Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identifies measures and actions to reduce GHG emissions to levels that achieve the targets.

Letter I8

From: Michelle Baca
To: CAP
Subject: [External] The San Diego Climate Action Plan
Date: Monday, January 1, 2024 10:03:04 PM

I urge you to vote against the The San Diego Climate Action Plan
1) the cost benefit analysis doesn't pan out - other countries such as China has more than doubled it's carbon output. Locally, our reduction will be miniscule while being costly.
2) the plan is racist and offensive - CAP authors assume indigenous peoples and persons of color are harmed more implying they are not enjoying the benefits of modern society and living are living a pre-industrial existence
3) there is no scientific evidence that the measures will make any difference as most CO2 is produced in the ocean
4) the policies lead to fascism with government/corporate partnerships
5) there is no climate emergency according to scientists and meteorologists - "Flawed modelling and overblow rhetoric drowning out scientific reality for the sake of money and power, experts say." Epoch Times 9/27/2023
6) huge intrusion on individual freedom and choice

I8-1

Respectfully,
Michelle Baca
4992 Corte Santico
Oceanside, CA

Sent from Yahoo Mail on Android

Letter I8 Michelle Baca

January 1, 2024

Comment I8-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I8-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter I9

From: Kelly, Meghan
To: Spoon, Steven (Chad)
Subject: FW: [External] County"s Draft Climate Action Plan
Date: Wednesday, January 3, 2024 8:08:30 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Please save, thanks.

Meghan Kelly
Project Manager, Climate Action Plan | Sustainability Planning Division
619.323.6462 | meghan.kelly@sdcounty.ca.gov

From: Albert Perdon <albertperdon@gmail.com>
Sent: Monday, January 1, 2024 9:30 AM
To: Kelly, Meghan <Meghan.Kelly@sdcounty.ca.gov>
Subject: [External] County's Draft Climate Action Plan

The Draft Action Plan will do little to achieve the goals for protecting the climate. There is an alternative that will achieve the outcome that is hoped for. The Count's unincorporated areas offer the greatest potential for improving the climate.

Adopt the recommendations presented in the Wolford Brief that will enable 12 million Californians to live in new cities without being dependent on owning and operating an automobile. 310.871.1113

I9-1

Letter I9 Albert Perdon

January 1, 2024

Comment I9-1

The comment states that the CAP Update "will do little to achieve the goals for protecting the climate." The comment recommends adoption of the recommendations in the Wolford Brief to accommodate growth without dependency on automobiles.

Response I9-1

The County acknowledges the commenter's concern regarding the effectiveness of the CAP Update measures and actions in achieving climate protection goals. Please see Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains the methodology the County used to established GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets.

The commenter has not provided said brief for reference. Therefore, no further response is provided.

Letter
I10

From: Dan at Super Star by Help Me 2 Learn
To: CAP
Subject: [External] San Diego Climate Action Plan
Date: Monday, January 1, 2024 8:01:38 PM

Hello San Diego,

I understand you are considering San Diego Climate Action Plan.
While it may be necessary to create such a plan and I am for reducing our carbon emissions, I suggest that you take a look at the bigger picture.
We also need to encourage business and reduce regulations, not increase regulations.
Please make also make it easier to live in San Diego and do business in San Diego.
Make it more affordable to live and work here. I10-1

Have a Super Star Day,
Dan
Dan Sheffield
Super Star Games by the Help Me 2 Learn Company
call or text: 760-419-7216

Featuring: **Super Star Games**: "Your Kids will Love Learning with Super Star Games"
for school: www.HelpMe2Learn.com and for home and homeschool: www.SuperStarPhonics.com

Letter I10 Dan Sheffield

January 1, 2024

Comment I10-1

The comment expresses support for carbon emissions reduction and concern about regulations on businesses and the affordability of San Diego County.

Response I10-1

The County is committed to working with stakeholders as the CAP Update is implemented to ensure the local economy is supported. For example, implementation of Measure SW-4 would result in increased economic opportunities for community composting and agricultural operators and implementation of Action E-3.2.c would support green economy workforce development. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is provided here.

Letter
I11

From: Aurora Foster
To: CAP
Subject: [External] CAP COMMENT
Date: Tuesday, January 2, 2024 10:25:38 AM

Implementing San Diego Climate Action Plan will restrict our personal choice, lifestyle, and freedom.

There is NO scientific evidence that the measures will make any difference as most CO2 is produced in the ocean.

These policies will lead to fascism with government and corporate partnerships.

There is NO climate emergency according to scientists and meteorologist.

STOP RUINING CALIFORNIA AND START BEING FOR THE PEOPLE NOT FOR THE PROFIT!!!!

I11-1

Letter I11 Aurora Foster

January 2, 2024

Comment I11-1

The comment states that implementation of the CAP Update will restrict personal choice, lifestyle, and freedom. The comment also questions the effectiveness of the CAP Update measures and the threat of climate change.

Response I11-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I12

From: Rosie & Patrick Higuera
To: CAP
Subject: [External]
Date: Tuesday, January 2, 2024 7:47:20 PM

This climate action place is racist and fascist at its core, undermining indigenous people and citizens as well. Highly industrialized countries like China have controlled their citizens, stolen their rights all with these same promises.

There is no way to measure the carbon emissions either!

We the people say, no!!!
Rosie Higuera

I12-1

Letter I12 Rosie Higuera

January 2, 2024

Comment I12-1

The comment claims that the CAP Update is racist and fascist and states that carbon emissions cannot be measured. The commenter is in opposition to the CAP Update.

Response I12-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I13

From: Elena Bee
To: CAP
Subject: [External] CAP
Date: Wednesday, January 3, 2024 7:45:07 AM

To whom is may concern:
It is already too expensive to live in San Diego CA - I am holding on by the skin of my teeth, but with these new plans to control virtually all San Diego spending in that every action implemented locally will have to be Climate Action Plan (CAP) friendly to be approved is **not a good idea** and will have more people and businesses leaving the State, this is a huge intrusion on individual freedom and choice.
Reasons why:
1) the cost benefit analysis doesn't pan out - other countries such as China has more than doubled it's carbon output. Locally, our reduction will be miniscule while being costly. 2) the plan is racist and offensive - CAP authors assume indigenous peoples and persons of color are harmed more implying they are not enjoying the benefits of modern society and living are living a pre-industrial existence 3) there is no scientific evidence that the measures will make any difference as most CO2 is produced in the ocean 4) the policies lead to fascism with government/corporate partnerships.

From Elena Baker, an American Citizen who has lived in CA for over 37 yrs. I pay my taxes but am considering moving out of State because cost of living is already too high.

I13-1

Letter I13 Elena Baker

January 3, 2024

Comment I13-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I13-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I14

From: Summer Boger
To: CAP
Subject: [External] SEIR public comment
Date: Wednesday, January 3, 2024 12:47:22 PM

We can all agree we want housing to be more heat and cool efficient, and we can all agree we want open spaces, parks and farms. However, I am against excessive spending to implement new infrastructure for which we don't have the money. We don't need more regulations; CA has too many as is. We don't need more emission-control strategies that take away our financial ability to support ourselves.

I disagree with the Net Zero plans because they are not sustainable to human life, to the economy or to common sense or reason. It is a rash idea to disregard human life and to be willing to sacrifice human life for the fake "climate emergency." Green House Gases (GHG) are not killing us. We can adapt to them better than the Net Zero proposals! Those proposals are pure coercion and eventual totalitarian top-down government tactics against "We The People." In America, this is not how we get things done.

I'm against any vehicle miles-traveled-coercion by toll roads or 15 or 20-minute cities that put limitations on one's ability to travel by personal vehicle. Solar and Electrical Vehicles (EV's) are not sustainable. They have toxic chemicals; they use foreign resources like rare-earth metals, that we do not mine for in the US as we should if we really want those products. Our energy power grid infrastructure cannot sustain more EV's. Renewable Energy technologies are not equivalent to current energy creation and are not sustainable for the population here. We are setting ourselves up for more rolling black outs and higher costs of energy which are not sustainable for the average person. EV fires are extremely hot and hard to put out which put us at much higher risk for the spread of wildfires. This is toxic hazardous waste, and it is insane to pave the way for more of these vehicles here in San Diego.

I14-1

Building more High Density Housing (HDH) is not a solution to pollution. Teaching people how to farm and encouraging people to be farmers is. We need more farmers more than we need more dense housing and public transportation.

Will you make exceptions to new regulations when, "construction related to implementation of the GHG reduction measures and their associated actions could result in exceedances of local criteria air pollutant thresholds?" What an oxymoron. You, the elite, are making "Rules for me, but not for thee."

I disapprove of the Water Efficiency Plan as it can limit people's water consumption to unsustainable levels. People should not be having to weigh if they can shower that day or if they do laundry, and that is where this plan will be leading.

I see lot of vague visions in this report. I see very little numbers showing the plan of action and how this will actually make a difference in lowering any substantial average temperatures locally. What is the goal? What is the achievable number you are wanting? Is there any proof these changes will accomplish the goal? I recommend removing from the language anything about Net zero, zero carbon, zero emission, or zero GHG. These are unrealistic, unattainable, unreasonable goals. A lot of it is like cheating on your taxes and trying to come up with ways that you are able to write-off your emissions.

Summer Boger
San Diego Resident since birth
Zip: 92007

Letter I14 Summer Boger

January 3, 2024

Comment I14-1

The comment expresses concern about government spending and regulations associated with the CAP Update. The comment questions the effectiveness of the CAP Update measures and disagrees with the net zero emissions target. The comment states that the existing infrastructure cannot sustain more electrical vehicles and renewable energy technologies are not sustainable.

Response I14-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not provide support for the statement that renewable energy technology is unsustainable. Renewable energy would be obtained from San Diego Gas & Electric through San Diego Community Power, which has an established renewable energy portfolio. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I15

From: Marcie Farthing
To: CAP
Subject: [External] Opposition to the CAP
Date: Wednesday, January 3, 2024 9:29:57 AM

I am opposed to the CAP proposed by San Diego County.
There is no climate emergency according to scientists and meteorologists - "Flawed modelling and overblown rhetoric drowning out scientific reality for the sake of money and power, experts say." Epoch Times 9/27/2023.
Plus there is no scientific evidence that the measures will make any difference as most CO2 is produced in the ocean.
The policies will lead to fascism with government/corporate partnerships and be a huge waste of money.
The plan reads very racist and offensive and is a huge intrusion on individual freedom and choice.
I vote no.
Marcie Farthing

I15-1

Letter I15 Marcie Farthing

January 3, 2024

Comment I15-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I15-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I16

From: David j Freund
To: CAP
Subject: [External] Climate Hoax Action Plan
Date: Wednesday, January 3, 2024 1:25:13 PM

To Whom it May Concern:

This email is to emphatically say NO to the implementation of any Climate Hoax Action Plan (a/k/a CAP) policies in San Diego County.

1. The financial cost to San Diego residents will be overwhelmingly burdensome.
2. Due diligence and transparency will demonstrate that implementing CAP policies will only benefit governments and corporations...not people or planet.
3. Currently there is ZERO evidence to support CAP policies being AT ALL effective in reducing or mitigating any issues related to the climate.
4. CAP policies significantly restrict and/or compromise our freedoms as San Diegans, as Americans and as human beings.

Most relevant to the conversation about CAP policies is this: according to the current data from impeccable sources, there is no actual climate emergency...just like with the [alleged] COVID 19 pandemic hoax, flawed modelling and overblown rhetoric is drowning out scientific reality.

I16-1

Respectfully,
--
David Freund
760.533.7326

Letter I16 David Freund

January 3, 2024

Comment I16-1

The comment expresses opposition to the CAP Update and disagreement about climate change. The comment questions the benefits and effectiveness of the CAP Update measures. The comment states that implementation of the CAP Update measures will cause financial burden on people and restrict freedom.

Response I16-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I17

From: patti kirchwehm
To: CAP
Subject: [External] NO
Date: Wednesday, January 3, 2024 9:20:19 AM

Once again you are trying to control with this idea,(CAP) rather than enhance our way of life.
You should be giving encouragement , rather than commands, especially since your reports are biased.

Why would we think you have any better ideas for us environmentally, when you allow waste to accumulate from homeless and illegal migrants, when you do nothing environmentally to cleanup riverbeds polluted wit drug needles, feces, trash, when you spend millions on ineffective mass transit that few utilize?
The pollution from Tijuana into the ocean that flows onto our beaches has continued for years. Why don't you solve that?
The citizens don't want any of the above, but you allow it!

The citizens are responsible to recycle. Every time you mandate a new law for the environment, you charge them. This is totally discriminatory, as it places more of an economic burden on lower income families, unless you charge others more to compensate! I17-1

How much did you spend on those compost buckets that few will utilize for that? Do you know what they will be used for???? i.e mop buckets, pet waste, lunch bucket, beer cooler, etc..
Oh, you are going to pay for "compost bucket police" to fine offenders?

Have you ever been so busy following the rules and laws , that you forget to live?
That will be your citizens....robots with no independent brains, not required to think.

We evolve or die off. That is evolution. Don't kill us off financially overnight with new rules and fines.
Your goal of a healthy environment should evolve gradually, not because you want it now.

I respectfully suggest that you get out of the "boardroom" and mingle with the citizens, look at all of the scientific data, before you vote on a comprehensive package.

Patti K.

Letter I17 Patti Kirchwehm

January 3, 2024

Comment I17-1

The comment expresses opposition to the CAP Update and concern regarding the CAP Update's effects related to quality of life and financial burden on lower income families.

Response I17-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR.

With regards to the disproportionate economic burden on lower income families, please see Section 2.7, "Environmental Justice," for a discussion related to the potential for disproportionate impacts on environmental justice communities to occur as a result of the project. Implementation of the CAP Update includes a combination of regulations, programs, incentives, and outreach and educational activities to reduce GHG emissions. To address equity in CAP Update implementation, a cost analysis (Appendix 12) was prepared to understand how some populations or local communities may experience disproportionate costs or impacts from climate change and CAP implementation, and an Equity Implementation Framework (Appendix 9) was developed to prioritize climate action in frontline communities and ensure equity-based outcomes and co-benefits are realized equitably throughout the unincorporated area.

Letter
I18

From: Barbara Stanforth
To: CAP
Subject: [External] Climate Trojan horse
Date: Wednesday, January 3, 2024 9:40:10 AM

Hi, I plead that you stop interfering in people's lives and as a government allow people free will and opportunity. The more govt tries to interfere with climate and equality, the worse it gets. I have personally observed this and studies show that as well.
Stay out of my life, and do your job by keeping a strong police force, paved streets (they are a disgrace)and a well educated populace (kids can barely read) Stop trying to play God. I18-1

Barbara Stanforth LMFT, CHT
Leucadia Family Counseling and Hypnotherapy
(760) 419-1912
Leucadiafamilycounseling.com

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Letter I18 Barbara Stanforth, LMFT, CHT

January 3, 2024

Comment I18-1

The comment expresses opposition to the CAP Update and concern that the CAP Update will restrict personal freedom.

Response I18-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I19

From: Mike Townsend
To: CAP
Subject: [External] Against Implementing Climate Action Plan (CAP)
Date: Wednesday, January 3, 2024 12:42:32 PM

To Whom it May Concern:

This email is to emphatically say NO to the implementation of any Climate Action Plan (a/k/a CAP) policies in San Diego County.

The evidence and reasoning behind my negative view of the CAP are as follows:

1. The financial cost to San Diego residents will be overwhelmingly burdensome.
2. Due diligence and transparency will demonstrate that implementing CAP policies will only benefit and enrich governments and corporations, accelerate impoverishment of the common people, and have no positive effect on the health of the planet.
3. Currently there is ZERO evidence to support CAP policies being AT ALL effective in reducing or mitigating any hypothesized consequences attributed to climate change.
4. CAP policies would significantly restrict and/or compromise our freedoms as San Diegans, as Americans and as human beings.

Most relevant to the conversation about CAP policies is this: according to the current data from impeccable sources, there is no actual climate emergency...just like with the [alleged] COVID 19 pandemic, flawed modeling, greed and overblown rhetoric is drowning out scientific reality.

I19-1

Respectfully,
Michael Townsend
Carlsbad, CA

Letter I19 Michael Townsend

January 3, 2024

Comment I19-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I19-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter I20

From: George Tye
To: CAP
Cc: Mary Frances; dedetye@gmail.com
Subject: [External] Climate action plan
Date: Wednesday, January 3, 2024 3:07:26 PM

We are writing to express our extreme opposition to the San Diego Climate Action Plan (CAP). Climate change has been occurring since the earth was formed and there is zero evidence that man can do anything to substantially affect it. The earth has been warmer than it is now and it has been much colder. God is in charge, not man.

Here are some other reasons why anyone in their right mind would dismiss this cockeyed proposal:

1) the cost benefit analysis doesn't pan out - other countries such as China have more than doubled their carbon output. Locally and nationally, our reduction will be miniscule while being costly.
2) the plan is racist and offensive - CAP authors assume indigenous peoples and persons of color are harmed more, implying they are not enjoying the benefits of modern society and living are living a pre-industrial existence
3) there is no scientific evidence that the measures will make any difference as most CO2 is produced in the ocean
4) the policies lead to fascism with government/corporate partnerships
5) there is no climate emergency according to scientists and meteorologists - "Flawed modelling and overblow rhetoric drowning out scientific reality for the sake of money and power, experts say." Epoch Times 9/27/2023
6) huge intrusion on individual freedom and choice

I20-1

Sincerely,

George and Diane Tye
Carlsbad

Letter I20 George and Diane Tye

January 3, 2024

Comment I20-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I20-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I21

From: Stacey Baker
To: CAP
Subject: [External] Climate plan NO!!!
Date: Wednesday, January 3, 2024 9:02:54 PM

Costs for this are insane and do nothing but limit people's freedoms. We are not owned. Our actions are not controlled. There is no climate emergency!!!! Stop with this fake information as another money grab and do gain more control and power.

1) the cost benefit analysis doesn't pan out - other countries such as China has more than doubled it's carbon output. Locally, our reduction will be miniscule while being costly.
2) the plan is racist and offensive - CAP authors assume indigenous peoples and persons of color are harmed more implying they are not enjoying the benefits of modern society and living are living a pre-industrial existence
3) there is no scientific evidence that the measures will make any difference as most CO2 is produced in the ocean
4) the policies lead to fascism with government/corporate partnerships
5) there is no climate emergency according to scientists and meteorologists - "Flawed modelling and overblow rhetoric drowning out scientific reality for the sake of money and power, experts say." Epoch Times 9/27/2023
6) huge intrusion on individual freedom and choice

I21-1

Sent from my iPhone, which means this message will most likely contain typos!

Letter I21 Stacey Baker

January 3, 2024

Comment I21-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I21-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I22

From: Susan Custer
To: CAP
Subject: [External] Climate Action Plan
Date: Thursday, January 4, 2024 11:39:05 AM

Please do not approve the San Diego Climate Action Plan. This will only cause the cost of living to increase more and it is already outrageous. Our utility rates are already the highest in the county and so is our cost of living.
A few additional reasons are as follows:
1) the cost benefit analysis doesn't pan out - other countries such as China has more than doubled it's carbon output. Locally, our reduction will be miniscule while being costly.
2) the plan is racist and offensive - CAP authors assume indigenous peoples and persons of color are harmed more implying they are not enjoying the benefits of modern society and living are living a pre-industrial existence
3) there is no scientific evidence that the measures will make any difference as most CO2 is produced in the ocean
4) huge intrusion on individual freedom and choice
Thank You,
Susan Custer

I22-1

--

Susan B. Custer, Realtor
DeGasperis and Associates Real Estate
Phone: 760-672-1954
BRE # 01203418
susanbcuster@gmail.com

Letter I22 Susan Custer

January 4, 2024

Comment I22-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I22-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I23

From: Tamara Dixon
To: CAP
Subject: [External] No CAP
Date: Thursday, January 4, 2024 6:13:49 PM

To whom it may concern,

No to CAP.

There is no scientific evidence that the measures will make any difference as most CO2 is produced in the ocean.

There is no climate emergency according to scientists and meteorologists - "Flawed modelling and overblow rhetoric drowning out scientific reality for the sake of money and power, experts say." Epoch Times 9/27/2023

I23-1

No to CAP
Tamara Dixon

Tamara Dixon
Sent from my mobile phone
619-787-7396

Letter I23 Tamara Dixon

January 4, 2024

Comment I23-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I23-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I24

From: kelly.leberthon12@gmail.com
To: CAP
Subject: [External] NO on the San Diego Climate Action Plan
Date: Wednesday, January 3, 2024 5:18:55 PM

NO on the San Diego Climate Action Plan. You can learn from this article:

"The idea is, well, fossil fuels are causing climate catastrophe, but this is just false. Fossil fuels impact the climate, but they're not causing a catastrophe. The fact is that fossil fuel development isn't causing a climate crisis. It's actually making humanity far safer from climate. And one fact that I've been stressing for years, which we're finally hearing now in the US and around the world and from our presidential candidates is actually if you look at what's happening, don't just look at rhetoric or anecdotes about, "Hey, this flood killed this many people." But if you look at how many people are dying overall from climate-related disasters like floods and storms and heat and cold, that's not something that's getting worse. That's something that's getting much better.

The rate of climate disaster death has gone down by a factor of 50. So it's gone down 98% in the last 100 years. Why? Because whatever warming impact we've had on climate is trivial compared to our ability to neutralize climate danger to what I call master climate. If you have a lot of energy to power irrigation systems and to power crop transport and to heat and to cool, and to build sturdy infrastructure and to have storm warning systems to tap evacuation, you're going to be incredibly safe from climate. So climate change doesn't matter compared to climate mastery. And the way you get climate mastery is having cheap energy. And the only way you can get cheap energy on a large scale right now and for the foreseeable future is fossil fuels."
Kelly Le Berthon

I24-1

Letter I24 Kelly Le Berthon

January 3, 2024

Comment I24-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I24-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter I25

From: Julie Lynne
To: CAP
Subject: [External] Opposed Climate Action Plan
Date: Thursday, January 4, 2024 10:25:28 AM

To Whom It May Concern:

I oppose the Climate Action Plan. The cost benefit does not warrant the implementing these regulations. I25-1

Sincerely,

Julie Lynne
Resident, San Marcos, CA. 92078

Letter I25 Julie Lynne

January 4, 2024

Comment I25-1

The comment expresses opposition to the CAP Update and states that the cost does not justify the benefit for implementing the CAP Update.

Response I25-1

Please see Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which explains the cost reports that support the CAP Update.

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The CAP Update also includes a cost analysis (Appendix 12), which was prepared to understand how some populations or local communities may experience disproportionate costs or impacts from climate change and CAP implementation. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I26

From: Richard Newton
To: CAP
Subject: [External] PLEASE OPPOSE Climate Action Plan
Date: Thursday, January 4, 2024 11:22:40 AM

Dear San Diego County Climate Action Plan Representative:

Please register my opposition to the CAP for the following reasons:

1. The plan fails to meet the utilitarian threshold of cost/benefit analysis. Climate change, to the extent it is caused by excess carbon dioxide, is a global problem. Countries such as China- a major manufacturer and polluter, has doubled its CO2 emissions in the recent past. India has also increased its CO2 emissions. San Diego County produces and minuscule amount of global CO2, and as a result, any such reductions will have negligible impact on the global problem, yet the financial costs and other burdens to be borne by San Diego County residents are massive and significant.

2. The CAP is racist and offensive. The implications are that indigenous and "of-color" people do not benefit from the conveniences of the modern world, as we all do, yet bear disproportionate burdens from it. Economic disparities exist because of differing levels of wealth, that is not racist. Further, "social-justice" as an objective of CAP is not relevant to a climate and environmental plan reducing carbon emissions.

3. These polices lead to micromanagement of residents and impacts on their freedoms as Americans. Such fascism must always be rejected. It places a huge burden on personal and economic freedom.

4. There is no climate emergency according to scientists and meteorologists - "Flawed modelling and overblown rhetoric [is] drowning out scientific reality for the sake of money and power, experts say." Epoch Times 9/27/2023. See attached picture. Yes, it is quite possible that we are being lied to for political and other reasons. Again, I note that "social justice" is not relevant to climate concerns, but included as a goal. Tell me it isn't political. This wouldn't be the first time in history that the powers-that-be lie to justify what they profit from. Think of all those profitable contracts politicians will control, and their buddies that will get them. All on the backs of the residents of San Diego County.

I26-1

Thank you for your attention to this matter.

Best regards,

Richard Newton

WATCH EPOCHTV.COM DOCUMENTARIES 'NO FARMERS, NO FOOD' | 'GOTAWAYS, THE HIDDEN BORDER CRISIS' | ATL INTERVI

THE EPOCH TIM

SOUTHERN CALIFORNIA | SEPT. 27–OCT. 3, 2023

& Tradition



PATRONESS OF THE ARTS
Queen Henrietta Maria
LIFE & TRADITION C4

CANCER PREVENTION
Benefits of Green Tea
MIND & BODY B10



SURGERY
Improving Your Odds
MIND & BODY B8

CRAFTING A LEGACY
Outliving Your Life
LIFE & TRADITION C1



DENIS LOVROVIC/AFP VIA GETTY IMAGES

▲ Environmental activists participate in a Global Climate Strike march in Zagreb, Croatia, on Sept. 20, 2019.

In the News

A Fulton County investigator from the district attorney's office in Atlanta accidentally shot herself while inside the county courthouse last week, officials say. ... A3

Arizona's attorney general says the city of Phoenix's donation of firearms to Ukraine violated state law governing the disposal of unclaimed firearms. ... A5

The Georgia judge presiding over the election interference case against former President Donald Trump has ordered jurors'

Meteorologists, Scientists Say 'There Is No Climate Emergency'

Flawed modeling and overblown rhetoric drowning out scientific reality for the sake of money and power, experts say

By Katie Spence

There's no climate emergency. And the alarmist messaging pushed by global elites is purely political. That's what 1,609 scientists and informed professionals stated when they signed the Global Climate Intelligence Group's "World Climate Declaration."

"Climate science should be less political, while climate policies should be more scientific," the declaration begins. "Scientists should openly address uncertainties and exaggerations in their predictions of global warming, while politicians should dispassionately count the real costs as well as the imagined benefits of their policy measures."

The group is an independent "climate watchdog" founded in 2019 by emeritus professor of geophysics Guus Berkhout and science

Continued on A6

Letter I26 Richard Newton

January 4, 2024

Comment I26-1

The comment expresses opposition to the CAP Update and states that that plan fails to meet the utilitarian threshold of cost-benefit analysis. The comment claims that the CAP Update is racist and will place burden on personal freedom and finance. The comment also claims that social justice is not relevant to climate change.

Response I26-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR.

Implementation of the CAP Update includes a combination of regulations, programs, incentives, and outreach and educational activities to reduce GHG emissions. To address equity in CAP Update implementation, a cost analysis (Appendix 10) was prepared to understand how some populations or local communities may experience disproportionate costs or impacts from climate change and CAP implementation, and an Equity Implementation Framework (Appendix 9) was developed to prioritize climate action in frontline communities and ensure equity-based outcomes and co-benefits are realized equitably throughout the unincorporated area. Please also see Section 2.7, "Environmental Justice," for a discussion related to the potential for impacts associated with CAP Update implementation to disproportionately affect environmental justice communities.

Letter
I27

From: Judy OConnor
To: CAP
Subject: [External] NO NO NO on Climate Action Plan
Date: Thursday, January 4, 2024 10:11:06 PM

San Diego County Supervisors,
We do not need a Climate Action Plan. It is a huge waste of OUR money.
The cost benefit analysis doesn't pan out - other countries such as China has more than doubled their carbon output. Locally, our reduction will be miniscule while being extremely costly. There is no climate emergency according to scientists and meteorologists - "Flawed modelling and overblown rhetoric drowning out scientific reality for the sake of money and power, experts say." Epoch Times 9/27/2023 .
You represent the people and we do not want or need this.
NO ON CLIMATE ACTION PLAN
Judy OConnor
Carlsbad

I27-1

Letter I27 Judy OConnor

January 4, 2024

Comment I27-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I27-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter
I28

From: Sam Smith
To: CAP
Subject: [External] Opposition to Climate Action Plan
Date: Thursday, January 4, 2024 7:14:52 AM

To Whom it May Concern,

I have carefully reviewed the Climate Action Plan and I must oppose the plan. There are many areas that are quite concerning. The areas of most concern for me are the following three:

1) The distraction from real environmental issues that focusing on CO2 causes. We face the more important ecological issues of pollution and soil deterioration. These issues are actually impacting our food chain and the interconnectedness of life on the planet. This plan will further aggravate these issues not only by putting funds primarily on CO2 but, the actions, will increase microplastics and other toxic components through large scale production mechanisms and production of bio-synthetic products.

2) None of the actions in the plan have ever been shown to achieve the purported outcomes. If you have actually engaged in reading the verified evidence regarding these actions, you'll understand that these actions will not have any significant impact on global climate. The majority of CO2 is produced from our oceans - approximately 96% of all CO2 on on the planet.

3) Other nations such as China and India double their carbon emissions regularly and they have no plans to change. Al Gore's 2006 movie "An Inconvenient Truth" erroneously stated that China was taking action to reduce vehicle emissions. That citing has been shown to be vastly incorrect. In fact China has significantly increased emissions. Even if these actions were to work here, which there is no proof that they will, they would have zero impact on global climate.

I28-1

Regards,
Sam Smith

Letter I28 Sam Smith

January 4, 2024

Comment I28-1

The comment expresses opposition to the CAP Update based on three primary areas of concern: increases in microplastics and other toxic components "through large scale production of mechanisms" and focusing funding on carbon dioxide reductions; lack of evidence to support significant impacts on global climate from CAP Update measure implementation; and the contribution of other nations to global climate change.

Response I28-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a). See also Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the analytical basis of the reduction calculations and implementation details for quantified implementing actions that are included in the CAP Update, including actions that would increase carbon storage, and a description of the evaluation of complimentary benefits included in the CAP Update.

Letter
I29

From: Krisha Markowicz
To: CAP
Subject: [External] No to CAP
Date: Wednesday, January 3, 2024 5:05:51 PM

To whom it may concern-
I'm a resident of Carlsbad and do not want you to approve CAP. Here are my reasons why you need to NOT APPROVE.
1) the cost benefit analysis doesn't pan out - other countries such as China has more than doubled it's carbon output. Locally, our reduction will be miniscule while being costly.
2) the plan is racist and offensive - CAP authors assume indigenous peoples and persons of color are harmed more implying they are not enjoying the benefits of modern society and living are living a pre-industrial existence
3) there is no scientific evidence that the measures will make any difference as most CO2 is produced in the ocean
4) the policies lead to fascism with government/corporate partnerships
5) there is no climate emergency according to scientists and meteorologists - "Flawed modelling and overblow rhetoric drowning out scientific reality for the sake of money and power, experts say." Epoch Times 9/27/2023
6) huge intrusion on individual freedom and choice
Thank you,
Mrs. Wolter

I29-1

Letter I29 Krisha Markowicz

January 3, 2024

Comment I29-1

The comment expresses opposition to the CAP Update and disagreement about climate change.

Response I29-1

As described on pages 1 through 4 of the Draft SEIR, the County's preparation of the CAP Update is intended to fulfill the County's obligation under Mitigation Measure CC-1.2 of the 2011 GPU PEIR to prepare a CAP and to reduce GHG emissions consistent with state legislative requirements. The Draft SEIR has been prepared to analyze the environmental impacts of the proposed CAP Update. The scientific basis of climate change and the sources of GHG emissions as primary contributors to climate change are summarized in Section 2.8.1.1 of the Draft SEIR. The comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Letter I30

From:	mike_bullock@earthlink.net
To:	CAP
Subject:	[External] SEIR Public Comment
Date:	Friday, January 5, 2024 1:33:05 PM
Attachments:	Bullock_to_SD_CountyReCAP_AndSEIR.doc Ref(1)SierraClubLetterReSD_County"s2ndCAP.pdf Ref(2)D064243PublishedRuling.pdf Ref(3)AG_LetterToSANDAG_2011.docx Ref(4)_Hansen+Amicus+_Page15.pdf

County of San Diego
Planning & Development Services
Attention: Megan Kelly
Project Manager, Climate Action Plan
5510 Overland Avenue, Suite 310
San Diego, CA 92123
Via e-mail at: CAP@sdcounty.ca.gov
858-505-6445

Subject: Comments in Response to San Diego County's Draft CAP Supplemental EIR and CAP

Dear CAP Project Manager Kelly:

Please find the following attached files:

- My letter of January 5th, in response to the Subject Documents
- That letter's References 1 through 4.

Please let me know if there is a problem with downloading and/or reading these files. I will soon email you the letter's References 5 through 10. Thank you for your critically-important work. Please let me know if you would like to meet to discuss this letter or related topics.

I30-1

Respectfully submitted,



Mike Bullock mike_bullock@earthlink.net
760-421-9482

Mike Bullock
1800 Bayberry Drive
Oceanside, CA 92054

Jan. 5, 2024

County of San Diego
Planning & Development Services
Attention: Meghan Kelly
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123
Via e-mail at: CAP@sdcounty.ca.gov
858-505-6445

Subject: Comments in Response to San Diego County's Draft CAP Supplemental EIR and CAP

Dear CAP Project Manager Kelly:

I appreciate the opportunity to comment on the important subject documents.

Personal Introduction

I have a BSEE, an MSE and worked as a Satellite Systems Engineer for 36 years at Lockheed Martin. My title was Senior Staff Systems Engineer. After retiring, I continued my systems engineering work, with a focus on climate change and transportation policy. Since retiring from Lockheed Martin, I have presented papers at technical conferences in Calgary, San Francisco (virtually), Long Beach, Chicago, a suburb of Chicago, New Orleans, the DC metro area, San Diego, and Guadalajara, Mexico. I also present on Climate and Transportation to political organizations and individual political candidates and/or office holders.

I30-2

I have been involved in the San Diego County's CAP process from the beginning. However, my Sierra Club work ended after Reference 1, which is the Sierra Club letter regarding the Appellate Court appeal for the 2nd CAP. Doing a "Find", on my last name, in Reference 1 shows that it occurs 29 times. "Parking" occurs 511 times. Reference 1 shows that a good car-parking system was the primary mitigation measure proposed by the Sierra Club, for both lawsuits. There are good reasons for this, as will be shown.

It must also be pointed out that the proposed mitigation measure to increase economic fairness and reduce single occupancy commuting for County employees by implementing a car parking system that generated earnings for employees has fallen on deaf ears, at the County. It was defined in detail for both County attempts to create a legal CAP. It has been dubbed Dividend Account Parking. It was requested in the Sierra Club letter on the NOP and in their letter on this Draft CAP and Draft SEIR. It is defined in this letter.

Focus on Light-Duty Vehicles & the Need to Stabilize Anthropogenic Climate Change

Cars and light-duty trucks are the category that emits, by far, the most GHG emissions in the US, in California, and in San Diego County. This letter is primarily focused on this overwhelmingly important category and its potentially devastating impact on the environment. *Humanity must stabilize our anthropogenic climate change.* That is humanity's top-level requirement. That requirement flows down to subsystems, including cars and light-duty trucks in San Diego County. These statements need to appear in any significant documentation associated with any project (discretionary project,) under CEQA law impacting transportation outcomes. California's (CA's) 2030 and 2045 CA Climate Mandates (SB 32 and AB 1279) do not conform to the unambiguous statement by James Hasen, this country's most respected climate scientist, regarding the required reduction in 2030 of industrialized nations, to avoid climate stabilization. This is also shown in detail below. I30-3

There is a good reason that the Secretary General of the UN has said that we are dangerously close to the point of no return.

Legal Requirements

Explain the Discrepancies Between CA's Plan to Achieve Its CA Climate Mandate of 2030 and the Draft CAP, and Why It is Important (Climate Stabilization)

As shown on Page 30 of Reference 2, one of the reasons the Court ruled against the County was that its CAP failed to achieve the California (CA) Climate mandate of that time, S-3-05. Today, CA's first-occurring Climate Mandate is quantified in SB 32. As you know, SB 32 calls for CA GHG emissions to be at least 40% below 1990 levels by 2030. CA's official plan to achieve it is the CARB Scoping Plan, which, for example, specifies "priced parking", which would be accomplished with the car parking system that has been dubbed "Dividend Account Parking" and has been proposed as a feasible mitigation measure to the County many times, over the years, going back to 2009 or so. The County's CAP must conform to the official CA Plan to achieve CA's climate mandate. This is shown in Reference 3. Dividend Account Parking is defined below. I30-4

On Page 10 of Reference 3, AG Harris wrote, "In order to stabilize the climate and avoid the most catastrophic outcomes of climate change, we must substantially reduce our annual GHG emissions over time, achieving a low carbon future by midcentury."

She is expressing and thus exposing our requirement to stabilize the climate. The Draft SEIR does not mention such a requirement. Please understand that what the industrialized nations must do to support climate stabilization is much larger than the overall average. The industrialized nations must do more, so that the developing countries can do much less. The "40% less" and the "48% less" that you mention ("48

percent reduction in 1990 emission levels by 2030") on Page 2.8-1 are not enough, since CA is part of an industrialized nation.

Your legal duty is not to minimize our predicament. Let's be clear. "Stabilization" is the avoidance of destabilization, where we have warmed the earth enough to set in motion a process that we are then powerless to stop.

Here is one example. Melting the permafrost causing large amounts of methane to go into the atmosphere that will warm the atmosphere more, melting more permafrost. This helps to explain the Secretary General's statement that we are dangerously close to the point of no return.

On Page 10 of Reference 3, in the footnote, the AG writes (paraphrasing) that the CA climate mandates cannot be ignored because they are about climate stabilization, which is the objective of CEQA. I would have written that it is the *most important* objective of CEQA, by far. However, by calling climate stabilization *the* objective, the AG made that point very well.

I30-4 cont.

Enforceable Measures to Achieve Meaningful Results

A set of measures that, taken together, are not enough to achieve climate stabilization, is not a meaningful set of measures. The climate will destabilize if we do nothing. Doing too little does not change that terrible outcome. Meaningful must mean successful, in terms of doing our part to achieve climate stabilization. Mitigation measures must be climate stabilizing, taken together.

I30-5

Reporting Environmental Outcomes

The environmental impacts that are likely if all municipal governments adopt a CAP and SEIR such as those being currently proposed (the two drafts) must be described, or "reported." This follows from the legal need to consider *cumulative impacts*. So far, the County's efforts have failed to fully explain what climate failure, or climate *destabilization* looks like. I realize that municipal governments have followed the lead of California's Office of Policy Research (OPR) in trying to explain the impacts of climate change. But these attempts have been woefully inadequate. Climate destabilization will most likely result in the loss of most forms of life on our planet (ignoring microbiology.) Climate destabilization would include a devastating collapse of our human population. Most people will starve to death, because anthropogenic climate change will destroy our habitat, which equates to our ability to produce food. Put another way, the resulting climate will limit our ability to produce food, leading to our extinction or near-extinction. Warming will accelerate processes that will increase warming. These warming feed-back processes are not limited by anything that is useful to us. This is important information. To hide it from decision makers and the public violates CEQA law. Climate destabilization is a very important environmental impact, and it needs to be described.

I30-6

If the climate scientists have taught us anything, it is that we must reduce our GHG emissions significantly by 2030. 2030 is the first climate stabilization requirement. 2045 is the second. If we fail on the 2030 requirement, destabilization will result. The 2045 climate stabilization requirement will not matter. This also needs to be explained.

Thanks to many EIRS poorly explaining our climate crisis, many people are confused. A good example is the County Board's "Regional Decarbonization Framework" (RDF). It uses 2035 as if it is an important year. It is not. It is a "throwback" to the 2005 CA Climate Mandate of Executive Order S-3-05, which had the target years of 2010, 2020, and 2050. We know much more than we knew in 2005. Also, things have not worked out as we had hoped and assumed, back in 2005. About 15 years ago, 2035 was selected for SB 375 because it was halfway between the last two targets. Spreading the misinformation that 2035 matters is extremely dangerous. 2030 is five years sooner. Our current job is to greatly reduce our emissions by 2030, not 2035. No one should be thinking about 2035.

I30-6 cont.

Need for Enforceable Measures that Include Those in the CA Plan to Achieve CA's 2030 Climate Mandate

Reference 2 shows a need for *enforceable* measures and then the question is if the enforceable measures will achieve climate-stabilizing targets, given the concept of cumulative impacts, including the impacts of all municipal governments doing their general plan updates and CAPs no better than what San Diego County is currently proposing.

From Page 26 of Reference 2:

> As a plan-level document, the CAP is required by CEQA to incorporate mitigation measures directly into the CAP (extra emphasis added by both bold and underlining):
>
> > "A public agency *shall provide the measures to mitigate or avoid* ***significant effects*** *on the environment are* ***fully enforceable*** *through permit conditions, agreements, or other measures*. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, *in the case of the adoption of a plan*, policy, regulation, or other public project, *by incorporating the mitigation measures into the plan*, policy, regulation, or project design." (Pub. Resources Code, § 21081.6, subd. (b), italics added.)

I30-7

Note that climate destabilization is the most significant of all possible "significant effects on the environment" that could be imagined. So of course, the outcome (that particularly bad environmental impact) of climate destabilization should be avoided, most reasonable people would agree, if they value life. Therefore, the outcome of the enforceable measures is critical. From Page 28 of Reference 2 (emphasis added):

> The County's failure to comply with Mitigation Measure CC-1.2 ***and*** Assembly Bill No. 32 ***and*** Executive Order [No.] S-3-05, supports the conclusion that the CAP and Thresholds project will have significant, adverse environmental impacts that have not been previously considered, mitigated, or avoided.

AB 32 and S-3-05 are no longer CA's Climate Mandates. SB 32 and AB 1279 are. Accomplishing SB 32 may not be enough. It is the "floor" of what must be done. Clearly then, the Draft must at least comply with both SB 32 and the Plan to achieve it, which is the CARB Scoping Plan. The SEIR repeatedly mentions the Scoping Plan, without going into some of the most important details. That is unfortunate. The details show that San Diego County, with both SANDAG and the municipal governments ignoring the details of the Scoping Plan including its most important mitigation measures, will not achieve SB 32, unless CA decides to legislate that a car parking system (such as Dividend Account Parking) must be used everywhere and legislates all the other mitigation measures described. I30-7 cont.

The Draft CAP and SEIR provide the OPR-recommended discussion of state mandates S-3-05, AB 32, AB 1279, and SB 32. But discussion is not enough. The Draft CAP must adopt the detailed mitigation measures in the Scoping Plan. That means it must implement those that can reasonably be done by the County. And it must strongly advocate for the others, justifying the assumption that they will get done.

The Climate Stabilization Requirement for 2030

Mitigation Measures Necessary to Achieve Climate Stabilization

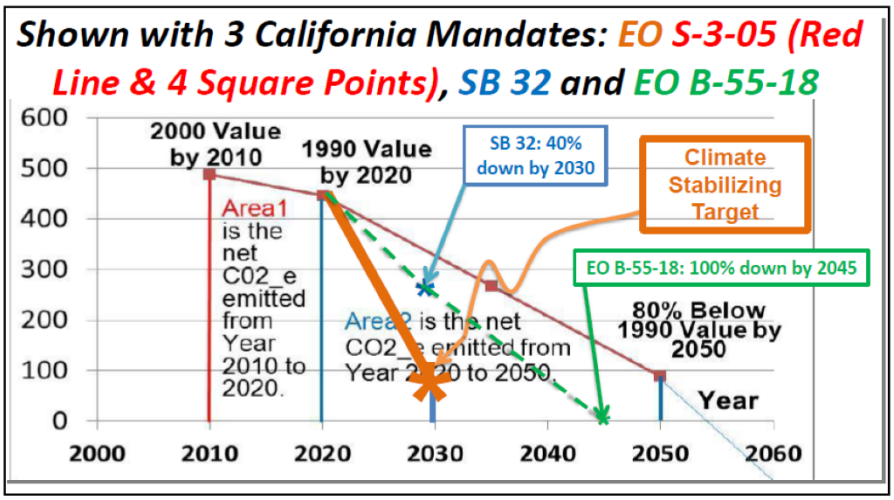
CARB's 2022 Scoping Plan is about achieving California's Climate Mandates. The Climate Mandate for 2030 is to emit GHG at no more than 40% below our 1990 GHG emission value, by 2030. Sadly, this falls significantly below the science-based 2030 climate-stabilization requirement that can be derived from an unambiguous statement by James Hansen, as follows.

Reference 4 (the 5th attached file in the email with this letter as the 1st attached file) statement on Page 14 is that the required rate of reduction, if commenced in 2020, would be 15%. That rate means that the factor of 0.85 must be achieved, year after year. If done for 10 years, the factor would be $(0.85)^{10} = 0.2$, by 2030. This reduction of 80% down from the 2020 value matches the 2050 target requirement of Executive Order S-3-5, which is 80% below the 1990 value. According to S-3-05, the 2020 emission value should be the same as the 1990 emission value. The S-3-05 emission of 2050 was designed to support capping atmospheric CO2 at 450 PPM. "Capping" means that the sum of the Earth's emissions (anthropogenic and natural) equals the sum of all of the Earth's sequestration (mostly photosynthesis.) Therefore, the Reference 4 statement shows that the author (Dr. James Hansen) wanted the world to achieve the third target of S-3-05, to get the atmospheric CO2 to stop going up, 20 years sooner (2030 instead of 2050) than what S-3-05 was written to achieve. Part of the problem with S-3-05 is that it was written in 2005 and humanity has not reduced their emissions as much as was hoped and we have learned more about our climate predicament. I30-8

To put this in focus, it is helpful to view the 2030 climate stabilization requirement against our state climate mandates. This is shown in Figure 1.

The California climate mandate for 2030 is only 40 percent below the 1990 value. However, Reference 5, the CARB Scoping Plan, which is the 6th attached file, makes it clear that significant driving reductions are needed to achieve the 40% reduction value, because we cannot possibly phase out the internal combustion engine LDVs fast enough. For example, on Page 100 of Reference 5, it says we must reduce VMT. On Page 117 of Reference 5, it says that we are failing, and we must therefore "double down" on our VMT reduction.

Figure 1 The 2030 Climate Stabilization Target Compared to State Mandates, Noting That Executive Order (EO) B-55-18 Has Been Replaced by AB 1279



I30-8 cont.

<u>What the CARB Scoping Plan Says, Regarding Vehicle Miles Travelled and the Needed Mitigation Measures, Including Those That Are About Car Parking</u>

I30-9

Page 192 of Reference 5 says, "VMT reductions will play an indispensable role in reducing overall transportation energy demand and achieving the state's climate, air quality, and equity goals."

Page 194 of Reference 5 says, "The pace of change to reduce VMT must be accelerated."

Page 192 of Reference 5 says, "Appendix E (Sustainable and Equitable Communities) elaborates on reasons for reducing VMT and identifies a series of policies that, if

implemented by various responsible authorities, could help to achieve the recommended VMT reduction trajectory included in this Scoping Plan (and related mode share increases for transit and active transportation)." It must be noted that clearly, San Diego County is not a responsible authority since it is choosing so-called "free parking" for their employees over human survival, despite over 10 years of being provided a proposed mitigation measure to implement Dividend Account Parking for its employees.

The 7th attached file in the email with this letter is Appendix E of the 2022 Scoping Plan. It is Reference 6 for this email.

On Page 4 of Reference 6 the truth (which CARB analysts have correctly computed) is stated about our need to reduce VMT:

> ***2.1 Zero-emission vehicles are not enough to solve the climate crisis.***
>
> *Contrary to popular belief, zero-emission vehicles (ZEV) alone are not enough to solve the climate crisis. The 2022 Scoping Plan illustrates that despite cleaner vehicles and low-carbon fuels, the path to carbon neutrality by 2045 also depends on reducing per capita VMT (the total passenger vehicle miles driven by an average person in California on any given day). To meet the carbon neutrality goal, the Scoping Plan proposes reducing VMT from 24.6 miles per day in 2019 to 18.4 miles by 2030 (a 25 percent reduction) and to 17.2 miles per day by 2045 (a 30 percent reduction).*

I30-9 cont.

Note the large per-capita driving reduction that is needed by 2030, just to achieve the 2030 State Mandate, which is only half of what is needed, according to Dr. James Hansen, who wants to avoid climate catastrophe.

On its Page 16, Reference 6 advocates for "parking fees."

On its Page 18, Reference 6 states that "free parking" incentivizes driving alone; and that for the State to meet its climate goals, parking cash-out is needed. Reference 6 also states that a state measure is to end its subsidies to car parking for its 200,000 employees. Would the County do the same for its employees? This letter shows a painless way to make that happen. Painless in the sense that even employees that drive every day will not lose any money.

In Reference 6, on Page 27, the Scoping plan says the State should take this action, with reasons then added, as follows:

> *Reduce or eliminate parking requirements (and/or enact parking maximums, as appropriate) and promote redevelopment of excess parking, especially in infill locations. Building parking for infill development makes construction costs more prohibitive, considering parking can cost up to $100,000 per stall, which takes away both physical space and budget from the construction of housing and other needed services and amenities.*

Reference 7 is Appendix D of the CARB Scoping Plan. It is the 8th attached file in the email with this letter. It has a focus on local actions.

From Page 9 of Reference 7:

Local jurisdictions should focus on these three priority areas when preparing a CEQA-qualified CAP:

- *Transportation electrification*
- *VMT reduction*
- *Building decarbonization*

By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction.

I30-9 cont.

Table 1 of Reference 7 says, "pricing parking" is a priority GHG Reduction Strategy.

Table 3 of Reference 7 says, "For multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit" is a key project attribute that reduces GHG.

Footnote 54 of Reference 7 states that, "AB 2097, adopted by the Legislature and signed by the Governor in September 2022 eliminates parking requirements for residential and commercial development within a half-mile of transit".

Why the CARB Scoping Plan Comments About Parking Beyond Employee Parking Is Important

The County has direct control over how it operates its parking for its employees. It can also amend its off-street parking ordinances that set policy regarding on-street parking on roads in unincorporated areas.

Reference 8 shows that Dividend Account Parking is a system that works in all cases, not just employee parking.

Here is the Abstract, from Reference 8:

ABSTRACT

Bundled-cost and *bundled-benefit* car-parking systems (generally called "free parking") are defined, showing that they are not free and that they increase the drive-alone mode, since non-drivers lose just as much money as those that use the parking.

I30-10

Dividend-Account Parking (DAP) is defined as a parking system in which the parking spaces are *shared* by all drivers that are driving a car that is registered in the system. "Registered" means that the car can be associated with a person having an *account* in the system. Car parking is *value-priced*, with an option for a *congestion pricing overlay*. The critical final feature is that the earnings (*dividends*) are given to the people for whom parking is built, such as employees, shoppers, residents of apartments or condominiums, students, or train riders. It is stated that this system is defined in the California Democratic Party (CDP) Platform, making it the official policy of the largest political, environmental, and public-policy-advocacy organization in California. It is also at the center of the Sierra Club's lawsuit against the San Diego County's Climate Action Plan (CAP). The court has found in multiple rulings that DAP is feasible mitigation.

Motivations for change are provided, mostly based on an Air and Waste Management Association paper, *Climate-Stabilizing California Light-Duty-Vehicle (LDV) Requirements*. The following is shown:

1. Parking reform is needed, since fleet electrification, while critically needed (ASAP), cannot, under even the most wildly optimistic assumptions, achieve the needed GHG emission reduction, for light-duty vehicles (LDVs), soon enough to achieve climate-stabilizing targets.
2. Per-capita driving must be reduced.

It is asserted that parking reform has a large role to play.

DAP is presented as a feasible, enforceable, mitigation measure for any Climate Action Plan or for any application where sustainability is a goal.

The way to get DAP (Dividend Account Parking) designed, installed, and operated for County Employees is to use a car-parking vendor that would then want to spread the system as widely as possible, ASAP. Although the same system works for all types of parking, the equations used to distribute the earnings vary for different types of applications.

I30-10 cont.

For County employees, here is how earnings are computed for a hypothetical employee called "Joe".

Over the time- period used, like a week, for example:

> "***Joe's Earnings***" = "***Total Money Earned by the Employee Parking***" multiplied by "***Joe's Time at Work***", with that product then divided by "***Total of the Time Spent at Work, for All Employees***."

The ideal is for people to be tied to accounts and for cars to be tied to accounts and then for there to be absolutely nothing to do except what is done now: find a spot, and park. The only thing left to do is to drive away, when desired. The money flows automatically, as it should. Note that all cars with license plates can be associated with an address and that system can be used when a car parked is not registered in the DAP system.

The County would not design this. The County would produce a Requirements Document to support an RFP process. The Requirements Document could refer to documents such as Reference 8 or cut and paste from them. The County should be able to get a grant to do this work. Alternatively, the County could obey CEQA Law and use the money it spends on lawsuits to do this work.

To comply with the CARB Scoping Plan (no "free" parking), the County should proceed in this way:

1. The County should not use the CARB Scoping Plan phrase "priced parking" but instead announce that it is proceeding with *managed parking* and point out that so-called "free parking" is not free, because such a scheme lowers wages,

increases rent, and increases the cost of many items, including food. And that instead of "free parking" we need *managed parking*, with these features:

2. Parking should be managed so that it earns money for those for whom the car-parking is built or for those who are losing money because the parking is being provided. Opening an account, for easy deposit, would be encouraged. Employees would get an "add-in" payment, if that is needed, so they break even. The data needed to compute earnings would also be collected automatically. For example, employees might be required to carry a FOB when they go to work to facilitate computing the time an employee is at the work location. If a train system has car parking, it would be helpful to have all riders carry a FOB, which would also make it easy to automatically charge the fare, besides making it easy to compute the train station, car parking earnings.

3. All parking is shared. That means that it is available to everyone with a license plate, so they can be billed. Opening an account that associates the license plate with an account would be encouraged, for the easy flow of money.

4. Parking is value priced, with the exception being on-street, when the occupancy is lower than an agreed-upon threshold, such as, for example, 50%. When occupancy is below the threshold, on-street parking could be free.

I30-10 cont.

5. Parking pricing would include congestion pricing algorithms, to keep the occupancy rate from exceeding an agreed-upon value.

6. Parking is fully automated, so there is no more to do than for so-called "free" parking.

7. Data collection to support the earnings calculations is fully automated, such as being at a work site, or spending money at a store.

8. The entire system is provided (designed, installed, and operated) by a vendor, selected in an RFP (Request for Proposal) process.

9. The best place to have the first system is at a place of employment, noting that a municipal government is an employer, and that the system should not cost the employer any money. (ACE Parking, for example, is willing to do the system at no cost. They would take a small percentage of the revenue, leaving earnings for those for whom the DAP system parking is built.)

10. The vendor would be skilled at monetizing unused parking and monetizing data.

11. Privacy would be protected, as it should likewise be specified for a Road Use Charge system.

12. The vendor would be skilled at providing solar canopies, providing charging stations, and buying and selling electricity.

I have explained this system to the CEO of ACE Parking. He is anxious to supply the solution. He would submit a proposal. That is documented in Reference 9. The CEO understands that Dividend Account Parking (DAP) is the car parking system of the future if we humans are going to have a future.

To be clear, the CEO of ACE parking would like ACE Parking to be the car parking vendor that designs, implements, and operates, in accordance with an agreed-upon contract or understanding, an automated, value-priced car parking systems that will increase economic fairness and choice while it decreases the choice to drive.

Parking is expensive to provide. Its "value price" is based on that cost. An employee that has a reasonable option to not drive to work and chooses that option will get the car parking earnings with no need to pay for the use of their parking. The same earnings would be paid to employees that make the minimum wage as those make the largest salaries at the employment location. The earnings to those making a low wage might put food on the table.

The problem is that people that hold office and are in positions of authority in government make so much money that they can't understand that a car parking system that increases economic fairness and choice would matter. Everyone says they empathize with low-income workers, but that empathy, if it really exists, does not cause decision makers to think that so-called "free parking" is a problem. However, what we call "free parking" decreases pay and increases the cost of goods and services, including food and rent.

I30-10 cont.

The goal here is more than to just reduce the Singe-Occupancy Vehicle (SOV) mode of commuting to work at the County and to just allow the employees to have more freedom to choose how they want to spend their earnings. Given our climate emergency, the horror of climate destabilization, and the fact that LDVs emit the most GHG (by far), it is important to have this improved car-parking system spread to all employees that are suffering under the bundled-benefit car parking system (erroneously called "free") and furthermore to have this system spread to other types of car parking. This disruptive economic change, in which bad systems of parking are replaced with a good system of parking, will best be done by the private sector, although the County needs to start the process.

Step 1 is for the County to produce a Requirements Document that will define, in an unambiguous way, the DAP system. The County then needs to use that Requirements Document to conduct a Request for Information (RFI) or a Request for Proposal (RFP) process to identify the best possible 3rd party vendor to design, install, implement, and run its DAP Car-Parking system. Like Uber and Lyft were to taxicabs, the winner of this competition will have its eye on spreading their better system, without limits.

County Operations Strategic Sustainability Plan (Sustainability Plan) Oversight

On Page 2-8-4 it is written, regarding this Sustainability Plan:

> *The County's 2020–2030 County Operations Strategic Sustainability Plan (Strategic Plan) supersedes the previously implemented 2015 Strategic Energy Plan. The Strategic Plan sets goals to promote sustainability in four key sectors of County operations: energy, water, waste, and transportation. The goals outlined in the Strategic Plan relating to GHG emissions are as follows:*
> • *reduce energy use and GHG emissions,*
> • *promote clean energy production,*
> • *provide sound facility energy management,*
> • *achieve cost savings,*
> • *reduce fleet vehicle miles traveled (VMT),*
> • *eliminate underutilized vehicles to decrease size of fleet,*
> • *electrify the fleet where possible, and*
> • *expand EV charging infrastructure on County sites for both public and fleet.*
>
> *The Strategic Plan is intended to consolidate the sustainability planning efforts of other County planning documents under a single County operations purpose (i.e., mission statement).*

I30-11

This "*Strategic Sustainability Plan (Strategic Plan)* is supposed to be adequate out to 2030. It does not include a single statement about car parking, thus contradicting the official CA Plan to achieve CA's 2030 climate mandate. The County seems determined to provide "free parking", even though that system directly contradicts the finding of CARB in its CARB Scoping Plan that "priced parking" is needed. Again, the CARB Scoping Plan is the official CA Plan to achieve SB 32, which is the official 2030 Climate Mandate of 2030. The County seems to be living on a planet that has no climate change problem and in a state that has no climate mandates and no plan to achieve that mandate.

County leadership has been failing, regarding getting a legal CAP for nearly 15 years. No one apologizes and no one is accountable. Senior management have been continually praised for their performance. Those doing CAPs seem to understand that their real mission is to do as little as possible.

It is well known that the County has one of the largest workforces in the County. What they do would matter. This would be particularly true if they pioneered a new way to operate employee parking, that was favored by a super majority of the employees and any unions that are representing the employees. This would happen because every employee would earn more money, as shown in the peer-reviewed presentation slides in Reference 10.

Economic Development Features of Dividend-Account Car Parking

As the process begins to work towards the implementation of DAP, the media, the environmental world, and the political world will take full notice. DAP will become like Community Choice Energy districts: at first controversial but then universally accepted. There can only be one first implementer. It could be San Diego County. The notoriety will be noticed by those working in technology and especially those starting new technology companies. Young, well-educated workers know full well that we have an anthropogenic climate change crisis. They want to be part of the solution.

The third-party vendor will need to earn money from parking that is not being used by employees. They therefore have a strong economic interest in getting more drivers to get their cars associated with a DAP account. They will want the system to be easy to use. Cities will want their on-street parking to be both "parking-meter" parking and DAP, to be more convenient to use. Likewise, they will want their "pay-station" parking to also be DAP parking. There will undoubtable be a phone app to quickly register a car and driver in the system and another app to report on vacancy rates for each space. If a space has a high vacancy rate, it might be time to convert the space to some other use. The third-party implementer will be motivated to promote every event and every attraction in locations where they have vacant parking that they want to sell. To park cheap, some will be shown how to park some distance away and use transit to get to the parking-impacted locations.

I30-12

Significance, Due to Being in Conflict with Applicable Plans

Page 2.8-13 of the Draft SEIR shows that under Appendix G of the State CEQA Guidelines, implementing a project, such as the draft CAP being considered here, would result in a cumulatively considerable contribution to climate change if it is in conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The applicable plan is the CARB Scoping Plan. The proposed CAP and the SEIR conflict with that plan for many reasons, including that they cling to the notion that so-called "free parking" does not need to be replaced.

On the bottom of Page 2.8-15 and the top of Page 2.8-16 these words appear:

> ***Built Environment and Transportation Measures and Actions.*** *This category includes strategies to decarbonize the vehicle fleet, install EV charging stations, incentivize the use of alternative fuels and landscaping practices, and to promote and support transit and ride sharing to reduce single-occupancy vehicle use. Key actions with potential to result in new or more severe impacts related to GHG emissions include Actions T-3.1 and T-3.1.a, which would support new hydrogen fueling infrastructure and installation of EV charging stations, as well as Action T-5.1 2 which would result in the implementation of transit-supportive roadway treatments and bicycle and pedestrian infrastructure*

I30-13

This shows that the County does not believe the CARB Scoping Plan is correct when is says that the needed reduction in driving will need pricing measures. This violates CEQA law because it obscures the work of CARB from the decision makers and the public.

On Page 2.8-22 there is a reference to, with the "such as" qualifier, "transportation demand management." The "such as" qualifier means that the County may not have any Transportation Demand Management (TDM) mitigation measures. Cities sometimes have Transportation Demand Management Ordinances, as part of their CAP. These ordinances sound like reasons for hope. However, they only require that companies that move into the city, after the ordinance is adopted, have a TDM Plan to reduce single occupancy vehicle (SOV) commuting. Since this is a very small percentage of the companies in the city, the ordinance is not likely to have a significant effect. Companies that are required to have a TDM are likely to do as little as possible because their main concern is their business. No city has ever done a TDM Plan for their own employees, hoping that no one notices their hypocrisy. CAPs are designed to sound like they are doing a lot while doing very little.

Section 2.8.2.4 on Page 2.8-24 again considers the possibility that the CAP and SEIR conflict with an applicable plan, such as the Scoping Plan. It says the SANDAG RTP will reduce Vehicle Miles Travelled (VMT) 20 percent, when only 19 is required. There are serious problems with that statement. The SANDAG Board removed the RUC from the 2021 RTP (and all future RTPs), which conflicts with the CARB Scoping Plan's statement that pricing strategies are needed. They are therefore only reducing VMT by 18.6%, which they claim they can round up to 19%, meeting the letter of SB 375. The much larger problem is that SANDAG is insisting that it is acceptable to *ignore* the CARB Scoping Plan with its call for a 25% reduction in VMT with respect to 2018 levels, by 2030. The Scoping Plan's 25% reduction is approximately a third larger than the 19% reduction required by SB 375. However, the much larger difference between the Scoping Plan and SB 375 is that the SB 375 reduction is to be achieved by 2035; the Scoping Plan tells us that the 25% reduction is required 5 years sooner, in 2030. Rose colored glasses are nice, but the SEIR is overlooking CEQA law and precedent that applicable laws and plans, such as the Scoping Plan, cannot be ignored.

I30-13 cont.

The inadequate RTP is called out again in a misleading manner on Page 2.8-29.

Table 2.8-4 shows T-4, claiming that it will reduce County Commutes. However, there is no TDM measure for County Employees that complies with the CARB Scoping Plan assertion that the only way to achieve success is with pricing and the use of what CARB calls "priced parking". Note that if CARB needed to function in our political world of political demagoguery, they would call this "managed parking" and proceed as stated above.

Table 2.8-6, in its "VMT Reduction" category says, "Implement parking pricing or transportation demand management pricing strategies". However, there is nothing to suggest that the County is serious about this. They do not admit that plaintiffs have been working for Dividend Account Parking for 15 years and the

County has spent large amounts of legal fees to try to avoid this. Car parking policy is a serious matter. We are running out of time. We need details and serious commitments. 2030 is soon. I30-13 cont.

Impossible Assertions

The Table of 2.8-5 conflicts with the CARB findings. CARB was clear that pricing of roads, pricing of parking, and a doubling of transit service was needed by 2030. The SEIR and the draft CAP do not accomplish those things, with enforceable measures or with a commitment to work for the policies that it can't enact. The County work does not tell us how the pricing can simply be assumed or is not really needed to get the outcome asserted in Table 2.8-5. I30-14

Comments on Measures Either in the Draft or Need to Be In the Draft

Measure: Improve Roadway Segments as Multi-Modal

This measure will take time and what needs to be measured or estimated is the resulting driving reduction and there is no information on that. This policy is valuable, but we should understand that the urgency of our crisis means that the "Pricing" strategies are much more important. The pricing strategies are the DAP system for parking and the RUC system, for road use. Traffic calming, road diets, good shoulders, sidewalks, and roundabouts to replace stop signs and signalized intersections will reduce GHG, energy use (no traffic lights) and traffic fatalities and serious injuries.

Never increase roadway capacity for cars. Our knowledge of *Induced Traffic Demand* informs us that more capacity will never reduce congestion. Instead, an increase in capacity will induce enough additional driving to fill the added capacity. Always make streets safer for all users, especially those using active transportation modes. Signalized intersections kill people. A recent red-light runner in Oceanside killed 3 people at the intersection of Coast Highway and Oceanside Blvd. These types of accidents are well known to occur. Replace these killer intersections with traffic-calming roundabouts, ASAP. Starting and stopping at signalized intersections requires more energy and emits more GHG, compared to roundabouts. I30-15

More Information on Enforceable Measures to Reduce Driving

Good Bicycle Projects and Bicycle Traffic Skills Education

The best criterion for spending money for bicycle transportation is the estimated reduction in driving divided by the amount spent (VMT-Reduction per dollar spent). It is hoped that the following strategies will come close to maximizing this important parameter. I30-16

1.) Projects to Improve Bicycle Access

The Smart-Growth (VMT-Reducing Growth) neighborhoods, central business districts, and other high trip destinations or origins, both existing and planned, should be checked to see if bicycle access could be substantially improved with either a traffic calming

project, a "complete streets" project, more shoulder width, or a project to overcome some natural or made-made barrier. One Oceanside example is to build a Vista Way bicycle bridge over I-5 in Oceanside, to allow those walking or biking to travel between the South Oceanside coastal neighborhood and the regional shopping center, which contains such large stores as Wal-Mart and Best Buy. Currently, those walking or biking from the Vista Way area West of I-5 must travel much further and travel over a steep hill (Cassidy Street). There are no large stores in the Coastal region of Oceanside, west of I-5. Vista Way was connected for bike riders and pedestrians before the construction of I-5. Given that the design and construction of the I-5 highway has caused this problem, funding should come from highway funds, for this mitigation measure.

League of American Bicyclist Certified Instruction of "Traffic Skills 101"

Most serious injuries to bike riders occur in accidents that do not involve a motor vehicle. Most car-bike accidents are caused by wrong-way riding, riding on sidewalks, and errors in intersections; the hit-from-behind accident is rare.

After attending *Traffic Skills 101,* students that pass a rigorous written test and demonstrate proficiency in riding in traffic and other challenging conditions could be paid for their time and effort.

As an example of what could be done in San Diego County, if the average class size was 3 riders per instructor and each rider passes both tests and earns $100 and if the instructor, with overhead, costs $500 dollars, for a total of $800 for each 3 students, that would mean that $160M could teach $160M/$800 = 200,000 classes of 3 students, for a total of 600,000 students. This is approximately 20% of the population of San Diego County. If a significant percentage of the graduates become frequent, utilitarian riders, this program will be a very cost-effective mitigation measure. It is certainly technologically feasible.

If SANDAG is uninterested in doing this program countywide, the County could do this for those that work for the County or live in the unincorporated areas. If the program is successful, cities will want to participate in the program.

I30-16 cont.

The Final EIR Should Include Plots and Explanations of the Plots, in the EIR, to Leave No Doubt About the Validity and Grave Nature of Anthropogenic Climate Change

Readers need to understand how much trouble we are in and how we got where we are.

The parameters of humanity's Code Red Climate Emergency need to be explained. Therefore, at the front of any EIR, the information shown in Figures 2 through 4 should be included and explained.

I30-17

Figure 2 shows the rise of the world's atmospheric CO2 over the last 50 years.

Figure 3 shows both the

- atmospheric temperature (averaged over a year and averaged over the earth, derived from an isotope analysis) and
- atmospheric CO2 (from air bubbles in ice-core samples),

over 800,000 years. It should be noted that our species is thought to be only around 300,000 years old. The Red line is the temperature, and the Blue Line is the atmospheric CO2, in the units of parts per million (ppm.)

Figure 3 shows that when climate deniers say that our Earth's climate is always changing, and so therefore climate change is natural, they are correct, except for one important fact. There is nothing natural about the outrageous, recent run-up of atmospheric CO2, to over 420 ppm, in such a short time, shown on the far-right side of Figure 4. The slope is so steep that it appears to be an instantaneous spike, on the far-right side of Figure 3.

Figure 3 shows just 1% (which is 1,000 years) of the distance on Figure 3, from current time to the first 100,000 years into the past. For Figure 4, the color conventions are switched, from what they are in Figure 3. The red line is the earth's atmospheric CO2 and temperature is the blue line. Figure 4 shows that the CO2 spike is the result of our combustion of fossil fuels, because its beginning coincides with the start of our industrial revolution. Figure 4 covers the time of the development of our civilization. It shows that temperature and atmospheric CO2 were normal, until about 150 years ago, which is the start of our industrial revolution, when we started to burn fossil fuels. By doing extensive calculations, we know how much CO2 we have produced from the combustion of fossil fuels. Then, by directly measuring the atmospheric CO2 and the acidity of the oceans, we know where that CO2 currently resides. We also know that atmospheric CO2 traps heat. There is no doubt that we have an Anthropogenic Global Warming (AGW) catastrophe in the making. We are living in a spike of CO2. Neither the magnitude (around 420 ppm) nor the slope (around 3 ppm per year) have occurred in millions of years. Achieving climate-stabilizing requirements ("targets") is our only hope.

I30-17 cont.

Figure 2 Atmospheric CO2, Increasing Over Recent Decades

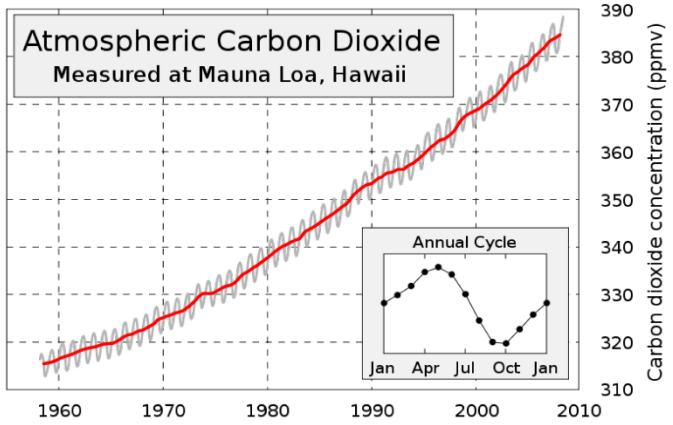


Figure 3 **Atmospheric CO2 and Mean Temperature, from 800,000 Years Ago, with Current CO2 Spike**

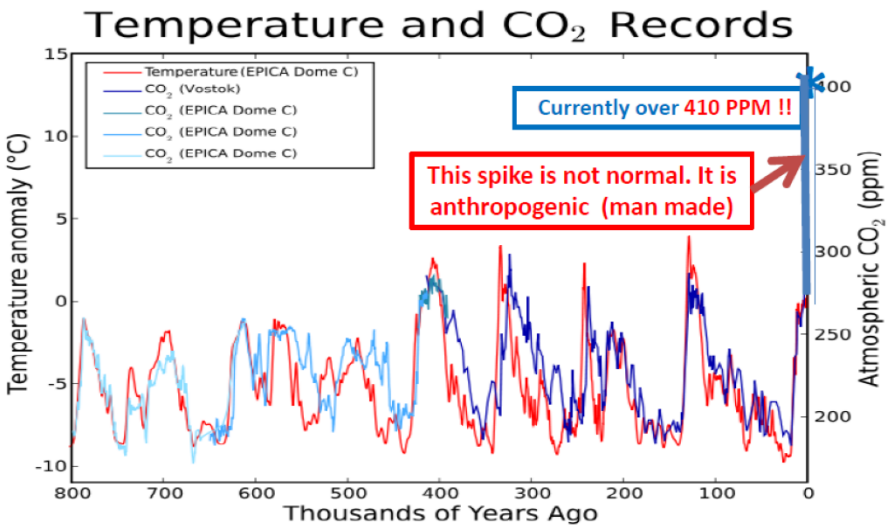
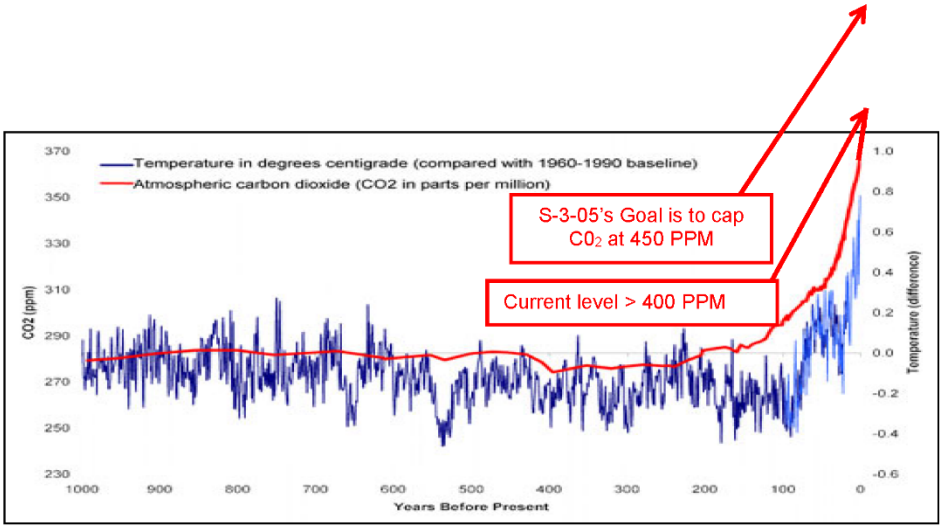


Figure 4 **Atmospheric CO2 and Mean Temperature, Over the Last 1,000 Years**

I30-17 cont.



It should also be clearly stated that cars and light-duty trucks (Light-Duty Vehicles, or LDVs), by far, emit more GHG than any other category of emission. Electricity emits the 2nd most. However, there is a good chance that California can achieve the 2030 climate-stabilization requirement that is derived above (80% below our 1990 value), for the category of electricity. By approximating the renewable content of our electricity as zero, in 1990, the 2030 climate-stabilization requirement for electricity is to have its renewable content be 80%. Many cities in California have stated in their Climate Action Plans (CAPs) that their electricity will be 100% renewable by 2035. Unfortunately, such optimism cannot be expressed for LDVs. Our only hope is the implementation of enforceable plans, containing enforceable mitigation measures, that will, taken together, do these two things, in sufficient magnitude:

- cause the cars on the road in 2030 to be more efficient and
- reduce our per-capita driving (VMT).

The CARB Scoping Plan is the official CA Plan to achieve our official 2030 Climate Mandate. Its measures need to be fully implemented.

I30-17 cont.

In Closing

Thank you for performing your critical work. Thank you for reading this material. Please let me know if you would like to meet to discuss this letter or related topics.

Respectfully submitted,



Mike Bullock mike_bullock@earthlink.net
760-421-9482

References

1.) Comments on San Diego Climate Action Plan (PDS2015-POD-15-002) and Draft Supplemental Environmental Impact Report (PDS2016-ER 16-00-003) Chatten Brown & Carstens to County of San Diego, September 25, 2017

2.) Sierra Club v. County of San Diego, D064243, filed 10/29/14, a published Appellate Court Ruling, (Super. Ct. No. 37-2012-00101054- CU-TT-CTL, ruled 3-0 in favor of the Sierra Club

3.) Comment Letter. *Draft Environmental Impact Report for 2050 RTP and SCS*, From AG Harris to the SANDAG Board, September 16, 2011.

4.) Exhibit A, Brief of Amicus Curiae James Hansen, Case3:11-cv-02203-EMC Document108 Filed 11/14/11. Available on request from mike_bullock@earthlink.net and attached to the email submission of this letter.

5.) 2022 Scoping Plan for Achieving Carbon Neutrality, November 16, 2022

6.) *2022 Scoping Plan for Achieving Carbon Neutrality's Appendix E, Sustainable and Equitable Communities*, November 16, 2022

7.) *2022 Scoping Plan for Achieving Carbon Neutrality's Appendix D, Local Actions* November 16, 2022

8.) *Dividend-Account Parking: Feasible & Enforceable Mitigation*, Updated from Air and Waste Management Association Paper 2010-A-554-AWMA, Presented at the Air and Waste Management Association Conference, in Calgary, Canada. 2010. Mike Bullock

9.) Email *Re: Oceanside Transit Center: Housing Retail Office = Need for an Intelligent Car-Parking System,* Keith Jones to Mike Bullock, March 11, 2022.

10.) Presentation Slides*, Eliminating the Harm of Bundled Cost or Bundled Benefit Parking*, Presented at the Energy-Utility-Environment-Conference (EUEC), in San Diego, CA, 2021. Mike Bullock

Letter I30 Mike Bullock

January 5, 2024

Comment I30-1
The comment is an introductory statement and indicates that references to the letter are provided.

Response I30-1
The County has received and considered the comments and references provided. Responses to specific comments are provided below.

Comment I30-2
The comment provides background information about the commenter and states that the prior request for a car-parking system to reduce single occupancy commuting for County employees has not been addressed.

Response I30-2
Please see Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets.

Regarding the car-parking system proposed by Sierra Club, the Appellate Decision determined that the County's response to not include the proposed car-parking system is adequate. As explained in Response O4-15, the County re-evaluated the appropriateness of a parking reduction program and determined that a dividend accounting measure would not result in significant GHG reduction benefits due to employee commute patterns (particularly since the COVID-19 epidemic) and would be difficult to implement because of labor agreements. Therefore, the car-parking system has not been incorporated into the CAP Update. The Court's decision on the County's response to Sierra Club's proposed car-parking system is as follows:

> This response is adequate because it explains why the lead agency's position disagrees with the recommendations and objection raised in the comment. (Guidelines, § 15088, subd. (c).) The response contains factual assertions (e.g., free or subsidized parking already provided; majority of County employees under a collective bargaining agreement; unbundling parking would affect employee compensation) and analysis based on those facts. The trial court erred in determining that this response was too conclusory.

Comment I30-3
The comment introduces the comments provided below and states that emissions related to cars and light-duty trucks are the focus of the comments.

Response I30-3
The comment is an introductory statement and does not raise significant environmental issues related to the Draft SEIR, and no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment I30-4
The comment states that meeting the GHG emissions goals mandated by SB 32 is not adequate to stabilize climate change. The comment also states that climate stabilization should be the objective of CEQA.

Response I30-4
Please see Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used to establish GHG reduction targets that are appropriately aligned with statewide targets (including the 2022 Scoping Plan) and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets. As described throughout this SEIR, the purpose of the CEQA analysis is to identify and reduce, to the extent feasible, the environmental impacts of implementing the proposed CAP Update.

Comment I30-5
The comment implies that the CAP Update measures are not meaningful and therefore cannot achieve climate stabilization.

Response I30-5
Please see Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets.

Comment I30-6
The comment states that the County fails to describe the environmental impacts of climate destabilization and describes some of these effects. It also notes that hiding the impacts of climate stabilization is a violation of CEQA, and that given these impacts, the GHG emissions reduction target year should be 2030 not 2035.

Response I30-6
The County appreciates the commenter's knowledge of the importance of addressing the potential effects of climate change. However, contrary to the commenter's assertion, the charge of the SEIR is not to describe all the potential effects of climate change nor, as referenced by the commenter, climate destabilization. Rather, pursuant to CEQA, the SEIR analyzes the impacts of implementation of the CAP Update, which is intended to reduce GHG emissions to meet state-defined targets. The most current legislation and regulatory setting related to GHG emissions reduction are discussed in Section 2.8, "Greenhouse Gas Emissions," of the Draft SEIR (pages 2.8-4 through 2.8-12). See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," for more information regarding GHG emissions reduction targets.

Comment I30-7
The comment claims that CEQA requires mitigation measures to be incorporated into the CAP Update and that the CAP Update will have significant adverse environmental impacts related to climate destabilization. The comment also states that the state climate mandates discussed in the CAP Update and the SEIR are insufficient and that the CAP Update must adopt 2022 Scoping Plan mitigation measures.

Response I30-7
As noted above in the response to comment I30-6, pursuant to CEQA, the SEIR analyzes the impacts of implementation of the CAP Update, which is intended to reduce GHG emissions to meet state-defined targets. The CAP Update's potential impacts related to climate change are discussed in Section 2.8, "Greenhouse Gas Emissions," of the Draft SEIR. As discussed in the Draft SEIR, implementation of the CAP Update would not generate significant GHG emissions and would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Therefore, mitigation measures are not required. See pages 2.8-13 through 2.8-36 of the Draft SEIR for a detailed discussion GHG emissions impacts related to implementation of the CAP Update.

The applicable state mandates related to GHG emissions reduction are discussed in Section 2.8.2.2, "State," of the Draft SEIR. Section 2.8.2.3.4, "Issue 2: Conflict with an Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs," of the Draft SEIR discusses how the CAP Update would not conflict with applicable plans, policies, and regulations, including the 2022 Scoping Plan, SB 32, and AB 1279. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," for detailed discussion on how the CAP Update would meet the applicable GHG emissions reduction targets and additional measures are not required.

Comment I30-8
The comment claims that the California climate mandate for 2030 is insufficient to meet the science-based 2030 climate stabilization requirement based on references provided. The comment also states that the Scoping Plan indicates that we cannot phase out the internal combustion engine light-duty vehicles fast enough and we must "double down" on VMT reduction.

Response I30-8
The CAP Update has been prepared pursuant to the current state legal and regulatory framework for achieving GHG reduction. The County notes the commenter's perspective on whether the State's current GHG reduction targets are adequate; it is not the charge of either the CAP Update or this SEIR to recommend different targets. The CAP Update is consistent with the 2022 Scoping Plan as discussed in Section 2.8.2.3.4, "Issue 2: Conflict with an Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of GHGs," of the Draft SEIR. Implementation of the CAP would put the County on a path to carbon neutrality ahead of SB 32's 2030 target. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," for detailed discussion on how the CAP Update would meet the

applicable GHG emissions reduction targets. See Section 9.1.1.1, "Master Response: CAP Update Purpose and Land Use Change," which explains the purpose of the CAP Update. The CAP Update includes Action T-3.1 to increase the use of electric and other zero-emissions vehicles in the unincorporated county and Actions T-5.2 and T-6.3 to reduce VMT.

Comment I30-9
The comment provides excerpts of text from the 2022 Scoping Plan and indicates that transportation electrification, VMT reduction, building decarbonization, and pricing parking should be priority GHG reduction strategies for local jurisdictions.

Response I30-9
The County has received and reviewed the reference documents provided. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," for a discussion of the measures and actions included in the CAP Update to reduce GHG emissions.

Comment I30-10
The comment provides excerpts of text from the Scoping Plan related to dividend-account parking. The comment explains the need for and features of managed parking and how the County should proceed to provide managed parking for its employees.

Response I30-10
The County appreciates the commenter's suggestion for how to further reduce GHG emissions through the use of managed parking. While the County has not adopted this strategy as part of the CAP Update, it has proposed other measures and actions to encourage multimodal transportation options and discourage use of single occupancy vehicles. Please see Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used to establish GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets. Refer to Response O4-15 and Response I30-2 for discussion of dividend account parking.

Comment I30-11
The comment quotes text from the *2020–2023 County Operations Strategic Sustainability Plan* (Strategic Plan) and claims that the plan does not discuss car parking and thus contradicts the 2022 Scoping Plan.

Response I30-11
The County appreciates the commenter's perspective on the shortcomings of the Strategic Plan; however, the comment does not address the content, analysis, or conclusions in the Draft SEIR. Therefore, no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a).

Comment I30-12
The comment explains the economic development features of a dividend-account car parking system.

Response I30-12
The economic development features described in the comment are noted. The comment does not raise significant environmental issues related to the Draft SEIR, and no further response is required on this issue pursuant to State CEQA Guidelines Section 15088(a). See also Response I30-2.

Comment I30-13
The comment states that the CAP Update and SEIR conflict with the 2022 Scoping Plan because they do not address free parking and claims that this is a CEQA violation. The comment also states that the County may not have any TDM mitigation measures and that a TDM is not likely to have a significant effect. The comment claims that the SANDAG RTP/SCS conflicts with the 2022 Scoping Plan. The comment also expresses support for the dividend account parking system.

Response I30-13
The 2022 Scoping Plan provides nonregulatory and non-exhaustive guidance for local governments and lead agencies related to how local climate action planning can support the State of California's climate goals. It includes recommendations intended to build momentum for local actions that align with the State's climate strategies, with a focus on climate action planning and approval of new land use development projects but does not represent an exhaustive list of everything local governments can do to support state climate goals. Therefore, it is not required that a CAP include all potential GHG reduction measures included in the 2022 Scoping Plan to be consistent with the plan. For further discussion of consistency with the 2022 Scoping Plan, refer to Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," and Responses A3-2, A3-4, and A3-5.

The CAP Update does include a measure that requires the County to "support transit and transportation demand management to reduce single occupancy vehicle trips in the unincorporated area" (CAP Update Measure T-6). As described on page 56 of the CAP Update, this measure is supported by a series of actions focused on reducing vehicle trips, including one that would adopt a TDM ordinance that would aim to reduce the number of vehicle trips associated with new development.

While the commenter may have misgivings as to the consistency of the RTP/SCS with the 2022 Scoping Plan, as described on pages 2.8-24 to 2.8-29 of the SEIR, the CAP Update is consistent with both the 2022 Scoping Plan and the RTP/SCS. The CAP Update would result in decreased GHG emissions compared to the baseline and would achieve the GHG reduction targets for 2030 and 2045. All GHG-related measures in the CAP Update would support the 2022 Scoping Plan goal of achieving GHG reduction targets because the CAP Update is intended to reduce GHG emissions generated within the unincorporated area and from County operations. Additionally, CAP Update measures

and actions that reduce VMT and transportation-related GHG emissions would also support the goals of the RTP/SCS.

Comment I30-14
The comment claims Table 2.8-5 in the SEIR conflicts with CARB findings and states that the CAP Update and SEIR do not accomplish pricing of roads, pricing of parking, and doubling of transit, which are required by CARB.

Response I30-14
The County does not have jurisdictional control of transit. Priced parking for County employees was considered but does not result in meaningful GHG emissions reduction due to telecommuting patterns. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," for a discussion of the GHG emissions reduction targets, measures, and actions included in the CAP Update to reduce GHG emissions.

Comment I30-15
The comment expresses support for measures to improve roadway segments as multimodal, but notes that pricing strategies are more important, and cautions against increasing roadway capacity for cars.

Response I30-15
The County acknowledges the support for multimodal transport. CAP Update Action T-5-1 would make multimodal improvements on County roads, Action T-5.1.a would develop education program to encourage and provide access to alternative modes of transportation and increase safety, Action T-5.2 would develop the Safe Routes to School program, and Action T-6.2 would include roadway treatments that would support transit and optimize traffic flow that could improve safety for multimodal transport. The CAP Update does not include measures or actions to increase roadway capacity. CAP Update Actions T-5.1, T-5.2, and T-6.2 would support the use of alternative modes of transportation and reduce single occupancy vehicle trips in the unincorporated area. See also Response I30-14 regarding the use of pricing strategies.

Comment I30-16
The comment suggests projects to improve bicycle access and implementation of a certified education program for bicyclists to reduce accidents. The comment also states that the funding for bicycle access projects should come from highway funds.

Response I30-16
The County acknowledges the commenter's suggestion for how to further reduce GHG emissions. The CAP Update includes actions to improve bicycle access and safety. Specifically, Action T-4.1.a would provide educational programs and campaigns to encourage County staff to walk, bike, and take transit, Action T-5.1 would install 315 miles of bikeways by 2030 to encourage alternative modes of transportation, and Action T-5.1.a would develop educational materials to increase bicycle use, access, and safety. Please also see Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," which describes the methodology the County used to establish

GHG reduction targets that are appropriately aligned with statewide targets and adequately identify measures and actions to reduce GHG emissions to levels that achieve the targets.

Comment I30-17
The comment provides informative graphics related to the atmospheric temperature and carbon dioxide emission and requests that these graphics and associated information are included in the Final SEIR. The comment requests that the County state that cars and light-duty trucks emit more GHG emissions than any other category of emission. The comment states also that the 2022 Scoping Plan's measures need to be fully implemented.

Response I30-17
The County has received and reviewed the provided informative graphics related to the atmospheric temperature and carbon dioxide emission. Incorporation of these graphics and associated information would not change the impact analyses presented in Section 2.8, "Greenhouse Gas Emissions," of the Draft SEIR. Therefore, no revision to the SEIR is required. The SEIR provides GHG emissions inventory by section and indicates that transportation is the largest GHG emissions sector in California in Table 2.8-2 and that on-road transportation is the largest GHG emission sector in the unincorporated area in Table 2.8-3. See Section 9.1.1.3, "Master Response: CAP Update GHG Reduction Targets, Measures, and Actions," for a discussion of the GHG emissions reduction measures and actions included in the CAP Update to reduce GHG emissions. The SEIR has been prepared to address the potential effects of the CAP Update implementation, not to analyze the impacts of climate change. See Response I30-6 above.

Comment I30-18
The comment contains references five through 10 mentioned in Comments I30-8 through I30-11.

Response I30-18
The County has reviewed the attached references and has considered them in responding to Comments I30-8 through I30-11.

Letter
I31

From: Paul Hannosh
To: CAP
Subject: [External] SEIR public comment
Date: Sunday, January 7, 2024 8:14:13 PM

I agree we want housing to be more heat and cool efficient, and we can all agree we want open spaces, parks and farms. However, I am against excessive spending to implement new infrastructure for which we don't have the money. We don't need more regulations; CA has too many as is. We don't need more emission-control strategies that take away our financial ability to support ourselves.

I disagree with the Net Zero plans because they are not sustainable to human life, to the economy or to common sense or reason. It is a rash idea to disregard human life and to be willing to sacrifice human life for the fake "climate emergency." Green House Gases (GHG) are not killing us. We can adapt to them better than the Net Zero proposals! Those proposals are pure coercion and eventual totalitarian top-down government tactics against "We The People." In America, this is not how we get things done.

I'm against any vehicle miles-traveled-coercion by toll roads or 15 or 20-minute cities that put limitations on one's ability to travel by personal vehicle. Solar and Electrical Vehicles (EV's) are not sustainable. They have toxic chemicals; they use foreign resources like rare-earth metals, that we do not mine for in the US as we should if we really want those products. Our energy power grid infrastructure cannot sustain more EV's. Renewable Energy technologies are not equivalent to current energy creation and are not sustainable for the population here. We are setting ourselves up for more rolling black outs and higher costs of energy which are not sustainable for the average person. EV fires are extremely hot and hard to put out which put us at much higher risk for the spread of wildfires. This is toxic hazardous waste, and it is insane to pave the way for more of these vehicles here in San Diego. I31-1

Building more High Density Housing (HDH) is not a solution to pollution. Teaching people how to farm and encouraging people to be farmers is. We need more farmers more than we need more dense housing and public transportation.

Will you make exceptions to new regulations when, "construction related to implementation of the GHG reduction measures and their associated actions could result in exceedances of local criteria air pollutant thresholds?" What an oxymoron. You, the elite, are making "Rules for me, but not for thee."

I disapprove of the Water Efficiency Plan as it can limit people's water consumption to unsustainable levels. People should not be having to weigh if they can shower that day or if they do laundry, and that is where this plan will be leading.

I see a lot of vague visions in this report. I see very little numbers showing the plan of action and how this will actually make a difference in lowering any substantial average temperatures locally. What is the goal? What is the achievable number you are wanting? Is there any proof these changes will accomplish the goal? I recommend removing from the language anything about Net zero, zero carbon, zero emission, or zero GHG. These are unrealistic, unattainable, unreasonable goals. A lot of it is like cheating on your taxes and trying to come up with ways that you are able to write-off your emissions.

I31-1 cont.

Paul Hannosh
San Diego Resident
Zip: 92008

Letter I31 Paul Hannosh

January 7, 2024

Comment I31-1
This is a duplicate of Letter I14.

Response I31-1
See Response I14-1 above.

Letter
I32

From: Spoon, Steven (Chad)
To: CAP
Subject: FW: [External] County Draft CAP and DEIR
Date: Wednesday, February 7, 2024 8:37:19 AM

From: Bill Tippets <billtippets@gmail.com>
Sent: Tuesday, February 6, 2024 9:44 PM
To: Kelly, Meghan <Meghan.Kelly@sdcounty.ca.gov>
Cc: Slovick, Mark <Mark.Slovick@sdcounty.ca.gov>; Farmer, Tyler <Tyler.Farmer@sdcounty.ca.gov>; Talleh, Rami <Rami.Talleh@sdcounty.ca.gov>
Subject: [External] County Draft CAP and DEIR

Hi Meghan,

I was re-reading portions of the CAP and DEIR with particular interest in the Built Environment and Transportation section and associated GHG emission reduction measures.

In reviewing public comments made regarding those documents, and now that public comment period has closed, it occurred to me that several pieces of information and clarification would be useful to have as the process moves ahead.

I aasume the County can provide information and clarifications related to the material it has already presented or used in developing the CAP and DEIR.

One request is to get clarification on what housing projections the CAP/DEIR used. The documents incorporated previous SB 375 and SB 743 analysis, and SANDAG growth projections. There are several housing unit projections or potentials (2016-2050) ranging from the GPU maximum allowable per zoning (~60,000 units?) to the SB 743 number (~30,000), and then the recent RHNA allocation (~7,600 for 2021-2029) - and up to 9,500-10,000 out to 2050?)? Where in the documents can we find the specific number of projected housing units that the CAP/DEIR used in its analysis? I32-1

Related to that, and because the County asserts that the CAP cannot include land use/zoning change measures (it uses the GPU measures), but has an approved VMT plan that is supposed to induce development to VMT efficient (and the infill locations you've identified), how does that affect the projected distribution of future housing compared to what the GPU would have produced? I32-2

Also, would the County produce a map that overlays the DEIR alternative analysis locations of the LowVMT/Infill areas and the Mobility Hub areas? And then overlay the likely distribution of housing based on the current GPU land use/zoning? I32-3

I realize that you have a lot of work to prepare for the next phase of the CAP/DEIR effort. Even so, getting more clarity on these items would greatly help me and presumably others to evaluate the next set of documents.

Best regards,

Bill Tippets
(619) 822-4323

"However beautiful the strategy, you should occasionally look at the results" - Winston Churchill

Letter I32 Bill Tippets

January 7, 2024

Comment I32-1

The comment acknowledges that the public comment period for the Draft SEIR has closed. The comment requests clarification on the housing projections used in the CAP Update and SEIR analysis.

Response I32-1

The CAP Update's emissions projections estimate future emissions by considering forecasted growth in population, housing units, and employment, and the impact of adopted legislation and regulations on future emissions. The population, housing, and employment forecast for the CAP Update was based on San Diego Association of Governments' 2021 Regional Plan EIR Alternative 2 growth assumption (land use data set "DS" 39 scenario). Please see pages 2-3 to 2-5 of the Draft SEIR for a discussion of buildout assumptions for the SEIR analysis and Cap Update Appendix 3 (Tables 5 and 6) for the specific unit projections.

Comment I32-2

The comment states that the County has an approved VMT plan that is supposed to guide development to be VMT efficient and asks how the VMT plan affects the projected distribution of future housing compared to what the General Plan would have produced.

Response I32-2

The comment seems to reference the County's Transportation Study Guidelines, which is a program separate from the CAP Update. For clarification, the County's VMT threshold does not directly regulate development. Although the threshold and forthcoming VMT mitigation program may indirectly influence where development occurs, growth was distributed evenly across the unincorporated area in the VMT modeling performed for the CAP Update. As a result, the estimate is conservative compared to what could occur with the influence of the County's Transportation Study Guide (i.e., VMT generation and the GHG reductions necessary to address VMT may be overestimated).

As noted by the commenter, the CAP Update does not include land use or zoning changes to the General Plan. It does, however, include measures and actions to reduce VMT, including Actions T-3.1, T-4.1, T-4.1.a, T-4.2, T-5.1, T-5.1.a, T-5.1.b, T-5.2, T-6.1, T-6.2, T-6.2.a, T-6.2.b, and T-6.3. Additionally, in response to the Appellate Decision, the SEIR includes an analysis of four smart growth alternatives. These alternatives, which were crafted based on their ability to reduce VMT and on extensive stakeholder engagement, would result in changes to the adopted General Plan land use map. Please see Chapter 5, "Alternatives," of the Draft SEIR, for a description of these alternatives and their impacts, along with an explanation of the subsequent planning requirements for implementation of these alternatives. See also Section 9.1.1.2, "Master Response: Evaluation of Smart Growth Alternatives in This SEIR," for a discussion of the smart growth alternatives considered.

Comment I32-3
The comment requests a map that overlays the likely distribution of housing based on General Plan land use and zoning on the locations of the low-VMT/infill areas and the Mobility Hub areas evaluated in the Draft SEIR alternative analysis.

Response I32-3
The County acknowledges the mapping request. Extensive mapping was prepared as part of the outreach associated with the development of the smart growth alternatives. All stakeholders were given an opportunity to provide input on where smart growth should be located. As described on pages 5-20 and 5-21 of the Draft SEIR:

> Based on requests from various stakeholders, the County prepared an interactive land use overlay mapping application and a series of approximately 90 static smart growth maps to facilitate discussions with stakeholders and development of alternatives. These maps and other materials are available to the public on the CAP Update website.

The Land Use Overlays map application includes the current General Plan land use, fire hazards severity zones, and the established villages in the county. The Land Use Overlays application is located on the County website at: https://gis-portal.sandiegocounty.gov/arcgis/apps/webappviewer/index.html?id=8be6380b8f024460862f1c9334e999a0. In addition, the locations of the low-VMT areas, infill areas, and Mobility Hub areas are shown in Figures 5-1 through 5-3 of the Draft SEIR (pages 5-47 through 5-111).

Because the utility of the requested map is unclear in the context of the analysis and conclusions in the Draft SEIR, additional mapping has not been performed in response to this comment.

9.2 Summary of Changes

9.2.1 Changes to the CAP Update Since Release of the Draft SEIR

Table 9-5 below summarizes the changes made to the CAP Update since release of the Draft SEIR in October of 2023. As shown below, these updates clarify the content of the CAP Update. As appropriate, these changes are reflected in this Final EIR; however, they do not affect the analysis or conclusions in the to the Draft SEIR.

Table 9-5 Changes to the CAP Update

Section	Page	Updates to Public Draft
Global		Changed implementation supplemental information name of "Cost Benefit Analysis" and "Disproportionate Impact to Communities" to "Cost Effectiveness and Disproportionate Cost Analysis"
		Changed name of "Carbon Farming Program" and "Carbon Farming Pilot Program" to "Climate Smart Land Stewardship Program"
		Minor formatting updates and grammatical corrections
		Edited Energy sector vision statement
		T-3.1a: Edited action description
		T-5.1a: Edited action description
		E-2.2: Edited action description
		E-2.2b: Edited action description
		E-2.2c: Edited action description
		E-3.2c: Edited action description
		W-1.1: Edited action description
		W-3.1: Edited action outcomes
Preface: Acknowledgements		Added acknowledgements
Chapter 1: Introduction	4	Added additional examples of regional collaboration
	9	Added and clarified the role of the County's Sustainable Land Use Framework project on future land use changes and impacts to the CAP
	13	Added discussion on how the Safety Element increases climate resiliency
	14	Added discussion on career training and licensing/certification
Chapter 2: Community Outreach and Engagement	18	Updated photo of CAP cover page
	19	Changed "free rain barrels" to "free/discounted rain barrels"

Section	Page	Updates to Public Draft
Chapter 3: GHG Emissions Inventory, Projections, and Reduction Targets	38	Added footnote to Figure 10 (County GHG Emissions Projections and Targets) to reference Figure 13 (Greenhouse Gas Emissions Reductions from CAP Implementation)
Chapter 4: GHG Emissions Reduction Measures	44	Clarified monitoring occurs as part of the CAP's Annual Monitoring Report
	46	Added footnote to Figure 13 (Greenhouse Gas Emissions Reductions from CAP Implementation) to reference Figure 10 (County GHG Emissions Projections and Targets)
	47	Updated photo of CAP measure page
	49	Strategy: Decarbonize the On-Road and Off-Road Vehicle Fleet: Edited strategy description
	52	T-3: Edited measure description
	53	Strategy: Support Active Transportation and Reduce Single-Occupancy Vehicle Trips: Edited strategy description
	56	T-6: Edited measure description
	65	Edited Energy sector description
	66	Strategy: Increase Building Energy Efficiency, Renewable Energy, and Electrification in the Unincorporated Area and County Operations: Edited strategy description
	67	E-1: Edited measure description
	68	E-2: Edited measure description and equity based outcomes
	78	Strategy: Increase Solid Waste Diversion in the Unincorporated Area and in County Operations: Edited strategy description
	79	SW-1: Edited measure description
	89	Edited Water and Wastewater sector description
	90	Strategy: Decrease Potable Water Consumption In the Unincorporated Area and County Operations: Edited measure description
	93	Strategy: Increase Stormwater Collection, Water Pumping, and Wastewater Treatment Efficiency: Edited strategy description
	94	W-3: Edited measure description
	99	Edited Agriculture and Conservation sector description
	100	Strategy: Preserve Natural Lands and Improve Land Management Practices to Protect Habitat and Increase Carbon Storage: Edited strategy description
	102	A-2: Edited measure description
	105	A-4: Edited measure description

Section	Page	Updates to Public Draft
Chapter 5: Implementation and Monitoring	115	Added and clarified description of implementation supplemental information
	116	Added discussion of regional collaboration in CAP implementation
	117	Added and clarified how measures will be monitored
	143	Table 13: Added note about funding sources
	146	Table 14: Corrected appendix name, updated text to add clarification, and added hyperlink
Chapter 6: Glossary	147	Added glossary
Back Cover Page		Added photo of skate park at Lindo Lake County Park

9.2.2 Changes to the Draft SEIR

Table 9-6 below summarizes the changes made to this SEIR since release of the Draft SEIR in October of 2023. As shown below, these revisions clarify, amplify, or otherwise make insignificant modifications to the Draft SEIR.

Table 9-6 Changes to the Draft SEIR

Section (Page)	Summary of Change	Reason for Revision
Section S.1.2.5 (p. 9)	Consistency with the CAP Update would be the only threshold of ~~significance~~ general use for County projects (State CEQA Guidelines Section 15064.7(b)).	Clarification
Section 2.4 (p. 2.4-5)	Policy COS-1.4: Collaboration with Other Jurisdictions. Collaborate with other jurisdictions and trustee agencies to achieve well-defined common resource preservation and management goals.	Update
Section 2.4 (p. 2.4-6)	Policy COS-1.5: Regional Funding. Collaborate with other jurisdictions and federal, state, and local agencies to identify regional, long-term funding mechanisms that achieve common resource management goals. Policy COS-1.10: Public Involvement. Ensure an open, transparent, and inclusive decision-making process by involving the public throughout the course of planning and implementation of habitat conservation plans and resource management plans. Policy COS-1.11: Volunteer Preserve Monitor. Encourage the formation of volunteer preserve managers that are incorporated into each community planning group to supplement professional enforcement staff.	Update
Section 2.4 (p. 2.4-7)	Policy LU-6.4: Sustainable Subdivision Design. Require that residential subdivisions be planned to conserve open space and natural resources, protect agricultural operations including grazing, increase fire safety and defensibility, reduce impervious footprints, use sustainable development practices, and, when appropriate, provide public amenities. [See applicable community plan for possible relevant policies.] Policy M-12.9: Environmental and Agricultural Resources. Site and design specific trail segments to minimize impacts to sensitive environmental resources, ecological system and wildlife linkages and corridors, and agricultural lands. Within the MSCP preserves, conform siting and use of trails to County MSCP Plans and MSCP resource management plans.	Update
Section 2.9 (p. 2.9-10)	Policy M-1.2: Interconnected Road Network. Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary	Update

Section (Page)	Summary of Change	Reason for Revision
	access/egress routes that support emergency services during fire and other emergencies. Policy M-3.3: Multiple Ingress and Egress. Require development to provide multiple ingress/egress routes in conformance with state law and local regulations. Policy M-4.3: Rural Roads Compatible with Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character.	
Section 2.9 (p. 2.9-13)	Policy S-17-3: Airport Operational Plans. Require operational plans for new public/private airports and heliports, as well as future operational changes to existing airports, to be compatible with existing and planned land uses that surround the airport facility.	Update
Section 2.10 (p. 2.10-15)	Policy COS-5.4: Invasive Species. Encourage the removal of invasive species to restore natural drainage systems, habitats, and natural hydrologic regimes of watercourses.	Update
Section 2.10 (p. 2.10-43)	Policy S-~~9.3~~10.4, which requires development within mapped flood hazard areas be sited and designed to minimize on-site and off-site hazards; Policy S-~~9.4~~10.5, which allows new uses and development within the floodplain fringe (land within the floodplain outside of the floodway) only when environmental impacts and hazards are mitigated; Policy S-~~9.5~~10.6, which prohibits development in the floodplain fringe when located on Semi-Rural and Rural Lands to maintain the capacity of the floodplain; Policy S-~~9.6~~10.7, which prohibits development in dam inundation areas that may interfere with the County's emergency response and evacuation plans; Policy S-~~10.1~~11.1, which limits new or expanded uses in floodways to agricultural, recreational, and other such low-intensity uses and that do not meet certain criteria identified in the policy; Policy S-~~10.2~~11.2, which would require the use of natural channels for County flood control facilities; Policy S-~~10.3~~11.3, which would require flood control facilities to be adequately sized, constructed, and maintained to operate effectively; Policy S-~~10.4~~11.4, which would require new development to incorporate measures to minimize storm water impacts; Policy S-~~10.5~~11.5, which would require new development to provide necessary on-site and off-site improvements to storm water runoff and drainage facilities; and Policy S-~~10.6~~11.6, which would ensure new development maintains the existing hydrology of the area.	Correction

Section (Page)	Summary of Change	Reason for Revision
Section 2.10 (p. 2.10-45)	New farmworker housing would also be required to implement adopted General Plan goals and policies related to surface hydrology and drainage, including Policies LU-6.5, LU-6.10, LU-6.12, COS-5.1, ~~S-8.1, S-8.2, S-9.1, S-9.2, S-9.3, S-9.4, S-9.5, S-9.6,~~ S-10.1, S-10.2, S-10.3, S-10.4, S-10.5, ~~and~~ S-10.6, and 11.1 through 11.6, as described above.	Correction
Section 2.10 (p. 2.10-47)	Additionally, new renewable energy projects would be required to implement adopted General Plan goals and policies related to surface hydrology and drainage, including Policies LU-6.5, LU-6.10, LU-6.12, COS-5.1, ~~S-8.1, S-8.2, S-9.1, S-9.2, S-9.3, S-9.4, S-9.5, S-9.6,~~ S-10.1, S-10.2, S-10.3, S-10.4, S-10.5, ~~and~~ S-10.6, and 11.1 through 11.6, as described above.	Correction
Section 2.11 (p. 2.11-1)	As indicated, implementation of the proposed project would ~~not~~ result in new or more severe significant impacts on land use and planning.	Correction
Section 2.12 (p. 2.12-7)	Policy S-~~15.1~~17.2: Land Use Compatibility. Require land uses surrounding airports to be compatible with the operation of each airport. Policy S-17.3: Airport Operational Plans. Require operational plans for new public/private airports and heliports, as well as future operational changes to existing airports, to be compatible with existing and planned land uses that surround the airport facility. Policy S-17.5: Private Airstrip and Heliport Location. Locate private airstrips and heliports outside of safety zones and flight paths for existing airports where they are compatible with surrounding established and planned land use, and in a manner to avoid impacting public roadways and facilities.	Correction and Update
Section 2.12 (p. 2.12-28)	Future projects associated with implementation of the CAP Update would be required to comply with adopted General Plan Policy N-4.9, which requires noise compatibility of any projects that may be affected by noise from public or private airports, and Policy S-~~15.1~~17.2, which requires land uses surrounding airports to be compatible with the operation of each airport.	Correction
Section 2.12 (p. 2.12-29)	Development of new farmworker housing associated with CAP Update would be required to comply with adopted General Plan Policy N-4.9, which reduces potential noise impacts to noise-sensitive land uses, and Policies ~~S-15.1, S-15.2, and S-15.4~~S-17.2, S-17.3 and S-17.5, which require land uses surrounding airports to be compatible with airport operations.	Correction
Section 2.12 (p. 2.12-30)	Although the locations of most projects that would be constructed to achieve the targets of the CAP Update are unknown, it is reasonable to assume that development would be consistent with applicable Airport Land Use	Correction

Section (Page)	Summary of Change	Reason for Revision
	Compatibility Plans (ALUCPs), would be subject to compliance with adopted General Plan Policies N-4.9, ~~S-15.1, S-15.2, and S-15.4~~S-17.2, S-17.3, and S-17.5, and would be required to implement 2011 GPU PEIR Mitigation Measures Noi-5.1 through Noi-5.3.	
Section 2.12 (p. 2.12-32)	As discussed in Section 2.12.3.5, "Issue 3: Excessive Noise Exposure from a Public or Private Airport," above, excessive noise from a public or a private airport associated with implementation of the project would not be significant with implementation of 2011 GPU PEIR Mitigation Measure Noi-5.1 and compliance with adopted General Plan Policies N-4.9, ~~S-15.1, S-15.2, and S-15.4~~S-17.2, S-17.3, and S-17.5.	Correction
Section 2.15.1 (p. 2.15-2)	CAL FIRE released updated maps of FHSZs within SRAs for public comment in 2022. These maps show an overall reduction in lands within High FHSZs and an increase in lands within the Very High FHSZ designation in the unincorporated county. ~~However, these~~ These designations ~~are proposed and~~ have ~~yet to be~~ been adopted and became effective on April 1, 2024.~~; the 2007 maps remain the most current adopted maps at this time.~~	Update
Section 2.15.3.2 (p. 2.15-10)	As discussed in Section 2.15.1, "Existing Conditions," the majority of the unincorporated county is within an SRA, and most lands within the unincorporated county are classified as ~~High and~~ Very High FHSZs in SRAs (CAL FIRE ~~2007~~2024).	Update
Section 4.4 (p. 4-35)	Most of the in-process GPAs are located more than 2 miles from an airport except the ~~two~~ Peppertree Park Units 9 and 10 projects that are located within 2,000 feet of Fallbrook Airpark.	Correction
Table 4-1 (p. 4-43)	The fourth row for "Peppertree Park SPA (Units 7 + 8)" has been deleted.	Correction
Section 5.5.2 (p. 5-22)	Implementation of smart growth alternatives that result in changes to the adopted General Plan land use map would require subsequent planning by County staff to develop tools to modify the application of the adopted General Plan. State laws facilitating housing streamlining and development (including Senate Bill 330, known as the Housing Crisis Act) also prevent the County from reducing residential capacity on a site zoned for housing in certain areas of the county without identifying replacement capacity. In addition, it is difficult to downzone higher density housing element sites identified and approved by the state as feasible sites for lower-income development. Government Code Section 65863 requires that cities and counties ensure that their general plans provide for regional housing needs. In addition, cities and counties are required to have no "net loss" of	Clarification

Section (Page)	Summary of Change	Reason for Revision
	lower and moderate-income dwelling units. The County cannot take action that would reduce identified affordable housing sites for these income categories.	
Section 5.5.3.1 (p. 5-26)	If implemented, this alternative is anticipated to reduce VMT for new development by 6.6 percent in 2035 and 3.0 percent in 2050. This represents a substantial VMT reduction for new growth. However, when viewed in conjunction with existing development, the magnitude of overall VMT reduction is relatively small because the vast majority of unincorporated county VMT under future year alternatives can be attributed to existing land uses.	Clarification
Section 5.5.3.1 (p. 5-27)	Therefore, although this alternative would reduce VMT from new development, the magnitude of ~~is not expected to meaningfully reduce~~ VMT or GHG emissions reductions in the unincorporated county would be much smaller when all VMT in the future condition is considered.	Clarification
Section 5.7 (p. 5-45)	The "CAP Significance Determination" for the "Issue Area" Environmental Justice in Table 5-2 is revised as follows: ~~SU~~ LTS	Correction
Chapter 6 (p. 6-15)	———. 2024. *Fire Hazard Severity Zones in State Responsibility Areas.* September 29, 2023 – Effective April 1, 2024. Available: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed May 20, 2024.	Update

Source: Compiled by Ascent in 2024.

Appendix A

Notice of Preparation and Comments

County of San Diego

MARK WARDLAW
DIRECTOR

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
(858) 505-6445 General ▪ (858) 694-2705 Codes ▪ (858) 565-5920 Building Services
www.SDCPDS.org

KATHLEEN A. FLANNERY
ASSISTANT DIRECTOR

NOTICE OF PREPARATION DOCUMENTATION

DATE: **REVISED** December 23, 2020

PROJECT NAME: COUNTY OF SAN DIEGO CLIMATE ACTION PLAN UPDATE

PROJECT NUMBER(S): PDS2020-POD-20-016 and PDS2020-GPA-20-004

PROJECT APPLICANT: County of San Diego – Planning & Development Services

ENV. REVIEW NUMBER: PDS2020-ER-20-00-002

This Notice of Preparation has been revised to extend the public review period and the date of the scoping meeting, as indicated on page 6. There are no other changes to this Notice of Preparation.

PURPOSE OF THE NOTICE OF PREPARATION:

The County of San Diego (County) is sending notice that a Supplemental Environmental Impact Report (Supplemental EIR) will be prepared for the Climate Action Plan (CAP) Update (hereafter, "CAP" or "project"). The County is seeking input from the public and agencies on potential environmental impacts of the CAP, ways to mitigate those impacts, and alternatives that may lessen those impacts. The County is also seeking input on potential GHG reduction strategies and measures to be included in the CAP. To review the impacts, mitigation measures, and alternatives from the 2018 CAP Supplemental EIR (2018 CAP SEIR), please see the following link: 2018 CAP SEIR.

The overall objective of the CAP is to reduce GHG emissions generated from activities within the unincorporated County (community) and GHG emissions generated by County facilities and operational activities throughout the County, including facilities and operations located within incorporated cities (County operations) to meet or exceed GHG reduction goals under State laws.

The County will conduct stakeholder outreach for the CAP. This Notice of Preparation is the first step in the CEQA process.

PROJECT BACKGROUND:

The County Climate Action Plan (2018 CAP) was adopted and the Final 2018 CAP SEIR was certified by the County Board of Supervisors on February 14, 2018. The 2018 CAP was adopted to comply with the County's 2011 General Plan Conservation and Open Space (COS) Goal COS-20, Policy COS-20.1, and 2011 General Plan Update Program Environmental Impact Report (2011 GPU PEIR) Mitigation Measures CC-1.2, CC-1.7, and CC-1.8. The General Plan Goal COS-20 requires reduction of community and County operations greenhouse gas emissions and Policy COS-20.1 requires preparation, maintenance, and implementation of a CAP. To review the Conservation and Open Space Element of the General Plan, see the following link: General Plan. The 2018 CAP required a General Plan Amendment (GPA) to update COS-20 and COS-20.1 to comply with existing State law. The 2018 CAP SEIR project included the 2018 CAP, this associated GPA to the County's 2011 General Plan and revision to the associated Mitigation Monitoring and Reporting Program, a threshold of significance for greenhouse gases (GHGs), and revised County Guidelines for Determining Significance for Climate Change.

After the County adopted the 2018 CAP and certified the 2018 CAP SEIR, the Sierra Club, Center for Biological Diversity, Cleveland National Forest Foundation, Climate Action Campaign, Endangered Habitats League, Environmental Center of San Diego, and Preserve Wild Santee filed a petition challenging the 2018 CAP as violating the California Environmental Quality Act (CEQA). In a separate action, Golden Door Properties, LLC, also challenged the 2018 CAP as violating CEQA. On December 24, 2018, the Superior Court ruled that the 2018 CAP approval did not comply with CEQA. The Superior Court ordered the County to set aside and vacate the February 14, 2018, approvals and the certification of the 2018 CAP SEIR. This decision was later affirmed in part by the California Court of Appeal, Fourth Appellate District (Appellate Court), on June 12, 2020, in Golden Door Properties, LLC, v. County of San Diego, 50 Cal. App. 5th 467. As a result, the County Board of Supervisors rescinded the 2018 CAP and 2018 CAP SEIR, and associated approvals, on September 30, 2020.

In addition to requiring rescission of the 2018 CAP and related approvals, the Superior Court ordered the County to submit an estimated schedule to prepare a new CAP and Guidelines for Determining Significance for Climate Change ("Guidelines"), and comply with CEQA and the State Planning and Zoning Law. The Superior Court has retained jurisdiction to determine compliance. In response to the court's decision, the County will prepare a CAP Update, Guidelines, and Supplemental EIR to address the court's opinion.

The County will continue implementing sustainability measures to reduce GHGs as part of its ongoing commitment to the environment and to progress towards accomplishment of statewide reduction targets. Information on the County's sustainability efforts and 2018 CAP and 2018 CAP SEIR documents are available at the following link: 2018 CAP.

PROJECT DESCRIPTION:

The CAP will include preparation of an updated GHG Emissions Inventory and Projections and preparation of updated GHG Emissions Targets to determine if additional or revised measures are needed. The Appellate Court struck down the 2018 CAP SEIR but did not find fault with the 26 GHG reduction measures in the 2018 CAP. The County may revise, expand, or replace the 2018 CAP GHG reduction measures and may prepare new GHG reduction measures for the project.

To incorporate GHG reduction goals under new State laws adopted since 2011, the project will include amendments to Goal COS-20 and Policy COS-20.1 of the General Plan and 2011 GPU PEIR Mitigation Measures CC-1.2, CC-1.7, and CC-1.8, similar to the 2018 CAP. Policy COS-20.1 was also amended in 2018 so that the CAP could be used in the analysis of cumulative GHG impacts of projects covered by the CAP (e.g., projects consistent with density allowed in the General Plan), pursuant to CEQA Guidelines section 15183.5. The amendments to Goal COS-20 and Policy COS-20.1, a threshold of significance for GHGs, and a revised Guidelines will be required. These actions, analysis of GHG reduction measures, and any other action necessary to comply with CEQA will be analyzed in the Supplemental EIR for the project. In addition to amendments to Goal COS-20 and Policy COS-20.1, refinements or additions to General Plan policies may be required as part of the project or a project alternative, which may require additional amendments to the General Plan. The Appellate Court also determined that the County was required to identify and analyze a “smart growth” alternative to reduce vehicle miles travelled and associated GHG impacts. The project will include at least one “smart growth” alternative and other alternatives as part of a reasonable range to reduce significant impacts from the project.

The Supplemental EIR for the project will serve two discrete purposes:

1. The Supplemental EIR will provide a program-level analysis of the project and actions described therein; and
2. The Supplemental EIR will address the court’s ruling and will supplement the 2011 GPU PEIR.

The CAP may consider strategies and reduction measures, and supporting efforts organized under the same five categories as the 2018 CAP:

1. Built Environment and Transportation;
2. Energy;
3. Solid Waste;
4. Water and Wastewater; and
5. Agriculture and Conservation.

CEQA REQUIREMENTS:

The California Environmental Quality Act (CEQA) requires that public agencies consider the potentially significant adverse environmental effects of projects over which they have discretionary approval authority before taking action on those projects (Public Resources Code [PRC] Section 21000 et. seq.). According to California Code of Regulations (CCR) Title 14, Section 15064(f)(1), preparation of an EIR is required whenever a project may result in a significant adverse environmental effect. An EIR is an informational document used to inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to mitigate or avoid the significant effects, and describe a range of reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project.

The CAP is a comprehensive plan for the County to identify the strategies, measures, and actions that would need to be undertaken to reduce GHG emissions consistent with legislative requirements. As such, consistent with the requirement of CEQA Guidelines Section 15168, the County is preparing a program EIR that evaluates the scope of actions proposed under the CAP.

The project will supplement the 2011 GPU PEIR. CEQA Guidelines sections 15162 through 15164 set forth the requirements for additional environmental review when there is a previously certified EIR covering the project for which a subsequent discretionary action is required. CEQA Guidelines, Sections 15162(a) and 15163, state that when an EIR has been certified for a project, no subsequent or supplement to an EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole public record, one or more of the following:

1. Substantial changes are proposed in the project which 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; or
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which 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; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete 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; or
    b. Significant effects previously examined will be substantially more severe than shown in the previously adopted Negative Declaration or previously certified EIR; or
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of

the project, but the project proponents decline to adopt the mitigation measure or alternative; or

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

The project will require a Supplemental EIR pursuant to CEQA Guidelines section 15163 because the CAP updates and implements the General Plan Goal COS-20 and Policy COS-20.1; and Mitigation Measures CC-1.2, CC-1.7, and CC-1.8 of the 2011 GPU PEIR.

The CAP will also be used for future project-specific environmental documents by being prepared consistent with the tiering and streamlining provisions of CEQA Guidelines section 15183.5. The Supplemental EIR will provide the appropriate level of environmental review to allow future projects that are within the activities covered by the CAP (e.g., projects consistent with density allowed in the General Plan) to tier from and streamline their analysis of GHG emissions pursuant to CEQA Guidelines section 15183.5(b)(2).

PROJECT LOCATION:

The County of San Diego is located in the southwestern corner of the State. The County is bordered by the Pacific Ocean to the west, Riverside County to the north, Imperial County to the east, Orange County at the northwest corner, and the Republic of Mexico to the south (Exhibit 1).

The planning area for the CAP is the same planning area considered for the 2011 General Plan, which encompasses all unincorporated land in the County of San Diego (Exhibit 2). The unincorporated County is composed of 3,570 square miles and represents 84 percent of the total land area in the County.

PROBABLE ENVIRONMENTAL EFFECTS:

The County may utilize some or all of the 26 measures in the 2018 CAP as GHG reduction measures for the project, or other measures. The 2018 CAP SEIR identified significant impacts from implementation of these 26 measures for Aesthetics; Agricultural Resources; Air Quality; Biological Resources; Cultural, Historic, and Paleontological Resources; Energy; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Transportation and Traffic; and Tribal Cultural Resources. The Final 2018 CAP SEIR and potentially significant effects can be found here: 2018 CAP SEIR.

The following is a list of the subject areas to be analyzed in the Supplemental EIR:

Aesthetics	Agriculture and Forestry Resources
Air Quality	Biological Resources
Cultural Resources	Energy

Geology and Soils	Greenhouse Gas Emissions
Hazards and Hazardous Materials	Hydrology and Water Quality
Land Use and Planning	Mineral Resources
Noise	Population and Housing
Public Services	Recreation
Transportation	Tribal Cultural Resources
Utilities and Service Systems	Wildfire

PUBLIC SCOPING MEETING:

Consistent with Section 21083.9 of the CEQA Statutes, a public scoping meeting will be held to solicit comments regarding the scope and analysis of the Supplemental EIR. On March 17, 2020, California Governor Gavin Newsom issued Executive Order N-29-20, relating to the convening of public meetings in the State of California in response to the COVID-19 pandemic. The Executive Order outlined requirements for public meetings to take place telephonically or electronically without the need for the public or agencies to attend in person. This meeting will be held virtually on January 28, 2021, 6:00 p.m. to 8:00 p.m. Please follow this link for instructions on how to participate in this virtual scoping meeting: CAP Update.

Comments on this Notice of Preparation document will be accepted for 57 days following the issuance of the first notice on December 10, 2020, and must now be received no later than February 4, 2021. The County is providing 27 extra days. Comments on the Notice of Preparation document must be sent to Planning & Development Services (PDS) via email or to the address listed below and should reference the project numbers (PDS2020-POD-20-016 and PDS2020-GPA-20-004, and PDS2020-ER-20-00-002) and project name (County of San Diego Climate Action Plan Update).

Comment letters may be submitted electronically via e-mail at: CAP@sdcounty.ca.gov. Due to the COVID-19 pandemic and State orders, non-essential County staff are working remotely. The County requests that all comments be provided electronically. If a hard copy submittal is necessary, it may be submitted to:

County of San Diego
Planning & Development Services
Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Attachments:
Exhibit 1 Regional Map
Exhibit 2 San Diego County



Exhibit 1: Regional Map



Source: San Diego County

Exhibit 2: San Diego County

From: Rebecca Falk
To: CAP
Subject: question about crossover with the Renewable Energy Overlay Project
Date: Wednesday, December 23, 2020 2:24:05 PM

Hello,

I just received the notice of an update to the Climate Action Plan for SD County and there is a notice on the same web page about Land Use Overlays. Is the Renewable Energy Overlay Project one of those that will be part of this update?

That project has been the subject of comment from the Borrego Springs Community Sponsor Group and so if it is part of this update or will be considered during the update, I'd like to be informed of that.

Thank you,

Rebecca Falk, Chair
Borrego Springs Community Sponsor Group

From: CAP
To: Rebecca Falk
Subject: RE: question about crossover with the Renewable Energy Overlay Project
Date: Wednesday, January 6, 2021 8:19:13 AM

Hello Chairperson Falk,

Thank you for the email. The Renewable Energy Overlay Options project will not be a part of the Climate Action Plan Update process. That project is on a separate track and more information can be found on the Renewable Energy Overlay Options project website.

- https://www.sandiegocounty.gov/content/sdc/pds/advance/renewableenergyoverlay.htm

I hope this answers your inquiry. Please let us know if you have any additional questions.

Thank you and have a good one.

From: Rebecca Falk <rebfalk7@gmail.com>
Sent: Wednesday, December 23, 2020 2:24 PM
To: CAP <CAP@sdcounty.ca.gov>
Subject: question about crossover with the Renewable Energy Overlay Project

Hello,

I just received the notice of an update to the Climate Action Plan for SD County and there is a notice on the same web page about Land Use Overlays. Is the Renewable Energy Overlay Project one of those that will be part of this update?

That project has been the subject of comment from the Borrego Springs Community Sponsor Group and so if it is part of this update or will be considered during the update, I'd like to be informed of that.

Thank you,

Rebecca Falk, Chair
Borrego Springs Community Sponsor Group

From:	Descanso Planning Group
To:	CAP
Subject:	CAP NOP EIR comments
Date:	Friday, January 22, 2021 12:16:16 PM
Attachments:	Climate Action Plan NOP Comments.pdf

The Descanso Community Planning Group (DCPG) is submitting a comment letter regarding the County of San Diego Climate Action Plan Notice of Preparation of an Environmental Impact Report.
Please see the attachment.
We are urging the Planning and Development Services staff to think outside the box and consider our comments seriously. The DCPG considers the miss management of our local forests and wilderness areas to be significant sources of air pollution when they are ON FIRE. With proper tree mortality management and underbrush clearances as practiced in the Cleveland National Forest the Rancho Cuyamaca State Park's wildfire risks can be mitigated to a lower impact on our local communities, such as Descanso, Pine Valley, Alpine and Julian.
Regards,
Kerry Forrest, Chair
DCPG

DESCANSO COMMUNTIY PLANNING GROUP
Post Office Box 38, Descanso CA 91916-0038
January 21, 2021

GROUP MEMBERS

Seat 1:
Kerry Forrest, Chair

Seat 2:
Jo Ellen Quinting

Seat 3:
Wayne Hay

Seat 4:
John Elliott

Seat 5:
Mark Gassert

Seat 6:
William Bauer

Seat 7:
Terry Gibson

RE: Climate Action Plan Update Notice of Preparation

of an Environmental Impact Report

The Descanso Community Planning Group (DCPG) are providing their comments regarding the County of San Diego Climate Action Plan (CAP) Notice of Preparation (NOP) of an Environmental Impact Report (EIR).

"The 2018 CAP identifies 11 strategies and 26 measures plus numerous supporting efforts to reduce GHG emissions in the largely rural, unincorporated San Diego County as well as within County government operations. The 2018 CAP's strategies and measures are designed to reduce GHG emissions and achieve multiple secondary benefits including energy and water conservation, cleaner air, community health, biological resource conservation, cost savings, and job creation. 2018 CAP strategies and measures were selected based upon a review of potential available measures, their effectiveness in reducing GHG emissions, and their applicability to the unincorporated area "

The DCPG is providing these comments on the CAP Update. Planning and Development Services (PDS) is urged to "think outside of the box". Not just man-made sources of air pollution including GHG emissions should be addressed in the CAP. Forest Best Management Practices should be included within the proposed San Diego County Climate Action Plan. Specifically, the Cuyamaca State Park which is within the Cleveland National Forest. The State park consists of 26,000 acres. Approximately half is designated "Wilderness" and the rest is managed under the California State Park regulations.

Background:
Wildfires are a proven source of significant air pollution. The Cedar Fire of October 2003 included the burning of many homes within the Descanso Community as well as homes in the rest of the County. This fire emitted Carbon Dioxide, Sulfur Dioxide, Methane, Nitrous Oxide, Carbon Monoxide, and over 300,000 tons of particulate material into the atmosphere. We believe a large part of this was and is due to the mismanagement of the Cuyamaca State Park.

Specifically, regarding fuel management, California State Park and United States Forest Service forest management practices run in conflict with each other. The Cuyamaca Sate Park is within San Diego County, the Cleveland National Forest and borders the community of Descanso. The DCPG has an obligation to address this ongoing failure to responsibly manage the Cuyamaca State Forest.

Solution:
The 26,000 acres of the Cuyamaca State Park must apply the same forest management/tree morbidity control practices as the rest of the Federally controlled 465,000-acre Cleveland National Forest. Through the proper management of a healthy forest the impact of wildfires to air, water and land quality can be reduced significantly. The proper management of our local State Park ties in with the Climate Action Plan to reduce wildfire caused air pollution, carbon emissions, enhance water quality and protect our community from the impacts of Global Warming.

The DCPG urges PDS to use the CAP EIR process to look at the reduction of GHG's and Air Pollution through proper management of our State Forests. Through Best Management Practices by the State of California and possibly even the County Park Services, where tree morbidity and overgrowth is addressed and managed the goal of reducing air pollution, achieving clean water and safer communities can be achieved.

We look forward to the CAP EIR process and wish to be kept in contact with PDS regarding this especially important impact to our community.

Regards,

Kerry Forrest, Chair DCPG

Mark Gassert, Seat 5 DCPG

From: Charles Ritchie
To: CAP
Subject: Environmental improvement suggestions
Date: Thursday, December 10, 2020 10:50:13 AM

The best way to improve the atmospheric environment in San Diego county is to totally ban the use of gasoline powered lawn tools such as mowers, leaf blowers, hedge trimmers and so on. These items produce more air-pollution and noise pollution than any other group of causes!

From:	Craig Jones
To:	CAP
Cc:	Masada Disenhouse; Bee Mittermiller
Subject:	County revised CAP: environmental review; public scoping session
Date:	Thursday, December 10, 2020 11:15:44 AM

Please include me in notification for the upcoming County scoping session for environmental review for the County's CAP update. **Please let me know when this session is planned for** so I can protect my calendar.

Craig Jones
858-354-1785
bananashke@sbcglobal.net

From: CAP
To: Craig Jones
Cc: Masada Disenhouse; Bee Mittermiller
Subject: RE: County revised CAP: environmental review; public scoping session
Date: Tuesday, January 5, 2021 3:22:58 PM
Attachments: image001.png

Hello,

Thank you for your email and interest in the County of San Diego Climate Action Plan Update. This email is to confirm that your comment has been received and will be reviewed during the update process.

The virtual Project Public Scoping Meeting will be held January 28, 2021 from 6:00 pm to 8:00 pm. Visit this website for more information.

You can continue to receive updates on the Climate Action Plan Update by visiting our website (https://www.sandiegocounty.gov/content/sdc/sustainability/cap.html) and signing up for email updates.

Thank you again for your interest. Please let us know if you have additional questions or comments.

Best,
County of San Diego, Sustainability Team

Steven (Chad) Spoon
Advance Planning|Land Use/Environmental Planner - Sustainability
County of San Diego | Planning & Development Services
5510 Overland Ave, Suite 310, San Diego, CA 92123
858-505-6790 | Steven.Spoon@sdcounty.ca.gov

For local information and daily updates on COVID-19, please visit **www.coronavirus-sd.com.** To receive updates via text, send **COSD COVID19** to **468-311.**

Coronavirus Disease 2019 COVID-19

From: Craig Jones <bananashke@sbcglobal.net>
Sent: Thursday, December 10, 2020 11:16 AM
To: CAP <CAP@sdcounty.ca.gov>
Cc: Masada Disenhouse <masada.disenhouse@gmail.com>; Bee Mittermiller <beemitt@gmail.com>
Subject: County revised CAP: environmental review; public scoping session

Please include me in notification for the upcoming County scoping session for environmental review for the County's CAP update. **Please let me know when this session is planned for** so I can protect my calendar.

Craig Jones
858-354-1785
bananashke@sbcglobal.net

From: litning@cox.net
To: CAP
Subject: Climate Action Plan
Date: Thursday, December 10, 2020 11:28:29 AM

Buy San Onofre, keep it intact, consult with Genersl Atomics, and wait for the fusion reactor to come!!!!
JP Phelps
Alpine

Sent from MailDroid

From: Errol Carter
To: CAP
Date: Thursday, December 10, 2020 12:26:41 PM

Why would you worry about such a useless subject? This is a total waste of taxpayer dollars like most of your other endeavors.

From: Cody Harrison
To: CAP
Subject: Public Comments
Date: Thursday, December 10, 2020 6:35:41 PM

To Whom It May Concern,

I am writing to you as a local resident and owner of a small regenerative design-build cooperative called Corona Enterprises to urge you to make immediate and significant updates to the CAP. De-carbonizing San Diego will yield extremely minor changes in terms of the severity of climate change impacts this region experiences, due to the global nature of the greenhouse effect. The CAP would certainly yield benefits to resiliency by creating more local renewable energy production. good green jobs, improvements to infrastructure, etc., but if the rest of the world fails to act on GHGs this region will still experience catastrophic climate change. Furthermore, climate change is just one of the many planetary systems that needs to be functioning well for life to thrive on this planet, and according to the last assessment by the Stockholm Resilience Centre climate change was ranked 5th in terms of how far outside the "safe operating space" we are after biodiversity, disruptions to the N and P cycles, and land system change. Furthermore, we can address **all** our failing planetary systems more effectively, including climate change, if we address them at the same time, not in siloes.

Another question to consider when deciding how to move forward with regard to climate change: Why does the IPCC say that wetter soil decreases the severity of heat waves (with high scientific confidence) and that increased vegetation reduces regional warming (medium confidence) yet these potential pressure points for stabilizing regional climate don't seem to be making it into local climate action plans? And these are just two of the non-GHG pressure points mentioned in the IPCC report to keep the question somewhat digestible, but there are several others.
Source: https://www.ipcc.ch/site/assets/uploads/2019/08/Edited-SPM_Approved_Microsite_FINAL.pdf. The IPCC makes it quite clear that there are other human climate forcings besides just greenhouse gas emissions, and a Climate Action Plan that does not address these other forcings does a disservice to both the human and non-human inhabitants of this region.

I am always open to new information and try to stay away from "beliefs" but I am becoming more and more convinced that our strategy focused almost entirely on GHG mitigation is extremely sub-optimal. Even the small bit of climate change

adaptation work that is happening fails to take advantage of the mechanisms we have for stabilizing regional climate and creating resiliency to disturbance. Something to consider, when Jimmy Carter allegedly asked Charles Keeling for advice in 1978 on what the government should do about climate change, Keeling said that the problem was far too complicated for people to understand, so focus on greenhouse emissions. Is that the stance you want San Diego County to take as well? Or do you want to be world leaders in how to address this crisis in a way that is actually effective and acts on the best information science can offer us?

Warm Regards,
Cody Harrison



Cody Harrison
Beyond Sustainability Specialist, Corona Enterprises
434-242-6879 | www.corona-enterprises.com | Portfolio

From: edsuhay@cox.net edsuhay@cox.net
To: CAP
Subject: Question
Date: Friday, December 11, 2020 9:03:38 AM

In 1959 or 1960, I clearly remember the "SCIENCE" being taught in my 3rd grade class: It had been taught back then there had been SIX ICE AGES over Billions of years. According to these same SCIENTIST, there were no humans populating the planet back then. Not surprisingly, humans were never blamed for these life-altering global events.

Over the years, as recent as the 1970s, SCIENCE warned us about OVER-POPULATION was going to kill the planet.Of course, man was responsible for THIS condition. Immediately after that came the SCIENTISTS warning of "GLOBAL WARMING" in the 1990s and early 2000's. Man, again, was responsible. Today, these same "SCIENTISTS" call it "CLIMATE CHANGE", and of course, man is responsible for this too. The actual word for ALL of these global conditions is called "WEATHER" and it changes daily - with or without the presence of man (i.g.: see the first paragraph).

There's NO DOUBT man has some responsibility to make it sure he isn't damaging its environment but until the largest populations on the planet, accounting for three quarters of the world population: Communist China, India and Pakistan adhere to ANY level of reduction of "Green House Gases", any government in the United States of America is merely a pawn in the environmentalists game of hating America for which it stands - successful and fruitful living.

Are there problems? Of course. Adding taxes (which NEVER go to the claimed reason) on this country, especially this community, for things it isn't creating, is ludicrous and another shameful attempt to exploit money from the very taxpayers it is charged with the fuduciuary responsibility in protecting!

Shame of the San Diego County Board of Supervisors for even considering taking this seriously while our roads are falling apart and the homelessness population increases daily.

Edward Suhay

4711 Lorena Place

El Cajon, CA 92020

619-922-1307

From: edsuhay@cox.net edsuhay@cox.net
To: CAP
Subject: Question for CAP
Date: Friday, December 11, 2020 9:59:43 PM

In 1959 or 1960, I clearly remember the "SCIENCE" being taught in my 3rd grade class: It had been claimed back then there had been SIX ICE AGES over Billions of years. According to these same SCIENTIST, there were no humans populating the planet back then. Not surprisingly, humans were never blamed for these life-altering global events.

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There's NO DOUBT man has some responsibility to make it sure he isn't damaging its environment but until the largest populations on the planet, accounting for three quarters of the world population: Communist China, India and Pakistan adhere to ANY level of reduction of "Green House Gases", any government in the United States of America is merely a pawn in the environmentalists game of hating America for which it stands - successful and fruitful living.

Are there problems? Of course. Adding taxes (which NEVER go to the claimed reason) on this country, especially this community, for things it isn't creating, is ludicrous and another shameful attempt to exploit money from the very taxpayers it is charged with the fiduciary responsibility in protecting!

Shame of the San Diego County Board of Supervisors for even considering taking this Green House Gas claim seriously while our roads are falling apart, the homelessness population increases daily and nearly every small business owner (restaurant and retail stores) is being FORCED to shutter or SHUT-DOWN due to the China Covid-19 virus. There are more immediate impacts on our daily lives needing accurate reporting and guidance.

Edward Suhay

4711 Lorena Place

El Cajon, CA 92020

619-922-1307

From: Eck, Michael K CIV USN (USA)
To: CAP
Subject: Reducing energy transmission losses
Date: Monday, December 14, 2020 7:55:27 AM

Greetings,

I was reading that up to 13% of electrical energy is lost in distribution and transmission. The transmission of electricity has significant environmental impacts when one also considers the maintenance of the infrastructure and risk of wildfires.

The risk of wildfires pushes SDG&E to shut off power in East County for days and residents have to use small inefficient generators even if they have solar due to loss of grid synchronization.

Advances in batteries now permit high round trip efficiencies, safety, and 20+ year life expectancies.

Has the CAP program investigated the feasibility and possibility of permitting/encouraging off grid construction, particularly in rural San Diego to meet the CAP?

Thank you.

Mike

From:	Les Ferguson
To:	CAP
Subject:	Re: Manure management
Date:	Wednesday, December 16, 2020 2:15:38 PM

I believe a large portion of the manure concern involves horse manure. It's different than that from cattle, and is easily recycled and transformed into a beneficial agriculture product. There were, not long ago several small worm farms in a co-op that used horse manure exclusively. Most went out of business due to marketing issues and participants creating issues, selling outside the Co-op. A few businesses still exist. All it requires is the manure be set aside, wet to reduce urine, and then semi-dry (to avoid heat buildup, and be palatable to the worms). Then feed the product to the worms with occasional wetting to keep the conditions livable.

How is this a benefit? Worm castings (poop) are a natural fertilizer used in organic farming. They are like grains of sand, and naturally encapsulated, making them time released food for the plants. They are also a natural, harmless insecticide that not only promotes growth, but also protects some plants from many harmful insects.

You could mandate that stables of a certain size, recycle their manure in this manner. They could do it themselves if they can find an outlet, or have it removed by the worm farms that need the manure.

I had one of these farms, but had to abandon it due to a combination of health issues and others not doing their share of harvesting. It was easy to set up, and would have been easier with larger equipment to move it. One small farm produced two truckloads of castings. I set my farm up in one day, and it only needed about five hours a week with a shovel to feed the worms until harvest.

I know this proposal sounds of the wall, but it has been done, and it would have been successful without the issues of packaging and distribution after some members went rogue. I've seen truck loads of this coming out of Mexico, being delivered into the US for organic farms, so a market still viably exists.

I hope this was helpful, Les Ferguson highlanderiam@aol.com

From:	Les Ferguson
To:	CAP
Subject:	CAP updates
Date:	Wednesday, December 23, 2020 5:32:01 PM

Re: green building requirements.
I see that a goal is to reduce costs for energy by building more smart homes that consume less energy.
You state: "Some of the key benefits are:

- Lower electric and water utility costs."

This does not reduce energy costs for the district, but actually increases them for the general population. It forces SDG&E to increase their energy pricing to recover lost revenues due to any private solar installations.
Therefore you are only benefiting those who occupy new homes meeting your goal.
Even if these are considered new homes that SDG&E has no contract with, they will still have to be outfitted with a new power grid, costing a substantial amount that will likely never be recovered by utility usage.
Though I think the requirement to reduce non-renewable energy in new construction is a good thing, you are misrepresenting its outcome to the general public as lowering electrical costs, when in fact we are being forced to pay substantially higher prices per KWH than ever before. Even SDG&E has stated they had to increase their prices to cover their losses in sales due to solar installations.
Perhaps more clarity in the goal would be in line to promote transparency in these efforts.
Thank you, Les Ferguson

From: Arne Johanson
To: CAP
Subject: CAP Trees?
Date: Thursday, December 24, 2020 1:55:00 PM

How much carbon is sequestered by each tree planted in a County park? How is this calculated? Does it include both above ground and underground storage? How long a time does the carbon remain sequestered before being released back into the environment?

Thank you,

Arne Johanson
17269 Silver Gum Way
San Diego

From: Arne Johanson
To: CAP
Subject: CAP - Wildfire Risk
Date: Thursday, December 24, 2020 2:00:33 PM

Hi,

I am wondering how much carbon is released each year from county wildfires? I don't see where this is considered in the plan. What measures would be taken to assure that wildfires be less frequent?

Thank you,
Arne Johanson
17269 Silver Gum Way
San Diego

From: Arne Johanson
To: CAP
Subject: CAP - Alternate Transportation
Date: Thursday, December 24, 2020 2:10:23 PM

Hi,

For as long as I can remember there has been a, so called, trail system in the county. Very little has ever been done to build the system even through County owned lands. Very little has been done to build bike lanes along roadways except for a few disconnected white lines. In places where bikes work they have separate dedicated bike/pedestrian pathways. Why is this not included in your plan? All I see is more lip service to the idea with no intent to use this option. Where are the details if I am wrong?

Thank you,
Arne Johanson
17269 Silver Gum Way
San Diego

From: Arne Johanson
To: CAP
Subject: CAP - Energy Efficiency
Date: Thursday, December 24, 2020 2:32:14 PM

Hi,

I would think that retrofitting older structures would produce very effective (and cost-effective) results. I do not see any measures to help people retrofit their buildings. Am I missing this or is this not part of the plan? While I do not need help, I know many would be willing to make their structures more energy efficient and comfortable, they simply don't have the resources to do that. How can the Cunty help those in need?

Arne Johanson
17269 Silver Gum Way
San Diego

January 21, 2021

TO:
County of San Diego
Planning & Development Services
Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123
via CAP@sdcounty.ca.gov

Re: Submittal in Response to the Notice of Preparation, Project Numbers: PDS2020-POD-20-016 and PDS2020-GPA-20-004; Environmental Review Number: PDS2020-ER-20-00-002 - Supplemental Environmental Impact Report (Supplemental EIR) for the Climate Action Plan Update project

This submittal is made for the record in response to the County's issued Notice of Preparation for this CAP update. Immediately below in synopsis are key points of this submittal, but these do not exclude from the record the entirety of this submittal further below:

- This new update of the County's Climate Action Plan must include assessment of the pattern of land use approvals by the County, including "sprawl" land use approvals, on the generation of climate-change causing GHGs as well as other pollutants.
- The supplemental EIR must thoroughly assess how differing patterns of land use approval affect production of GHGs and other pollutants across a full range of environmental concerns.
- The supplemental EIR must assess how differing patterns of land use approval will comply or not comply with SB 743's intent of reducing vehicle miles traveled, VMT.
- The supplemental EIR must have as the preferred proposed project, a CAP which expressly prohibits County land use sprawl development approvals. Should the County fail to do this in the supplemental EIR, there must be a fully developed project alternative which does so, and this alternative must be assessed for environmental impacts and reductions as fully as the preferred project.
- The supplemental EIR must fully assess growth-inducement from differing patterns of land use approvals by the County, looking especially at the full range of environmental impacts created by induced sprawl development.
- Any CAP, supplemental EIR and/or statement of overriding considerations attempting to justify allowing County sprawl development on additional housing production need, must take into assessment *all* regional jurisdiction housing production approvals above and beyond previously-planned limits since the 2011 County General Plan Amendment.
- The County's study of land use alternatives in this CAP revision must address how different land use development patterns, notably sprawl, affect racial, social and economic segregation – the real phenomenon of "white flight" in creating school and community segregation, and social, economic and political disparity in older communities, especially those historically "red-lined." The supplemental EIR must include this consideration and its relationship to the full range of environmental impacts.

The heart of this submittal is recognition that the County cannot hope to, and will not, have an adequate climate action plan and will not adequately control emissions of GHGs (greenhouse gases) or comply with SB 743 *unless the County prohibits and ceases to approve sprawl development:* urban/suburban land development in rural, outlying, agricultural, and/or biologically sensitive lands throughout the county region. The updated CAP must incorporate a policy for such ban and prohibition as a central piece of its enforceable provisions; and the

preferred, proposed project in this supplemental EIR must be one which includes this prohibition without exceptions or loopholes.

In the updated CAP, the baseline land use plan for the County against which to allow and prohibit development, must be the *San Diego County General Plan update of 2011*. The reason for this is, the 2011 County general plan update was adopted *for the express purpose of establishing environmental impact limits to continued County land development*. This was after grueling review, and environmental review of the 2011 update establishing its impact limit measures and obligations. To illustrate, in the 2011 General Plan Update EIR, to assess impacts related to air quality, the County made this obligation:

General Plan Update EIR, Page2.3-28
https://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/BOS_Aug2011/EIR/FEIR_2.03_-_Air_Quality_2011.pdf
Ref. the third sentence from the bottom:

2.3.4 Cumulative Impacts

The geographic scope of cumulative impact analysis for air quality includes the County and surrounding vicinity. This includes the San Diego region or the airshed for reactive air pollutants and surrounding vicinity for nonreactive or less reactive pollutants.

2.3.4.1 Issue 1: Air Quality Plans

Cumulative projects located in the San Diego region would have the potential to result in a cumulative impact to air quality plans if, in combination, they would conflict with or obstruct implementation of the RAQS and/or applicable portions of the SIP. Projects that are inconsistent with the regional planning documents that the RAQS and SIP are based on would have the potential to result in cumulative impacts if they would include development beyond regional projections. For example, the proposed Meadowood Development in Fallbrook, included in Table 1-11, Projects Not Included In the Proposed General Plan Update Land Use Map, would construct 1,200 new residential units. The project would require an amendment to the existing General Plan, and therefore may propose development beyond what is accounted for in the RAQS and SIP, which is based on General Plan projections. However, cumulative projects shown in Table 1-11, Projects Not Included in the Proposed General Plan Update, such as the Meadowood project, are still required to show compliance with applicable air quality plans during CEQA review and prior to project approval. Cumulative projects located in adjacent jurisdictions, including incorporated cities, adjacent counties, and State-managed lands, would be required to comply with the SIP, and the RAQS or other applicable regional air quality plan. Projects in Mexico and on tribal lands and federally managed lands would not be subject to the SIP or the RAQS. Therefore, cumulative projects in the region would not result in a significant cumulative impact associated with conflicts with air quality plans. The proposed project would ultimately be used as the basis for future updates to applicable air quality plans. Development in the County would be required to comply with the General Plan Update or would not be approved. Additionally, cumulative projects not included in the proposed General Plan Update would be required to show compliance with applicable air quality plans or would not be approved. Therefore, the proposed General Plan Update would not contribute to a significant cumulative impact.

This promise and obligation was made to meet State CEQA regulations, in order to approve the 2011 Update. It constitutes a legally enforceable promise and obligation to avoid significant unmitigable impacts. Beyond air quality, the same linkage can be made between limiting land use sprawl and avoiding a myriad range of other environmental impacts (water/hydrography runoff impacts to water quality, biological/wildlife impacts, energy use impacts, archeological/cultural resources, public services and safety re: fire protection, schooling, police; and more) - *all of which also must be freshly addressed and assessed for this new project in this new supplemental EIR.*

Notwithstanding its 2011 promise and obligation, County staff, Planning Commission and Board of Supervisors have subsequently been approving land use element changes and developments which clearly violate this obligation, constitute sprawl, and "bust" the 2011 General Plan. In doing so, the County has not only violated

its legal obligation opening itself to litigation; it also has violated its moral obligation to the citizens of our region to stick to its promise and reduce the full range of resulting environmental and social impacts. Not only does sprawl create and exacerbate the range of environmental sectors noted above; it also fuels racial, social and economic community segregation – noted as "white flight" and including a broader range of class/economic separation – which has not only negative social and economic impacts, but also negative impacts in the cost and efficiency of school, fire, and police services; and the cost of infrastructure maintenance. Such sprawl developments include, but are not limited to, the following:

- "Newland Sierra," approved by Board of Supervisors October 2018; allowing up to 2,199 housing units and 1,777,684 square feet of commercial space; instead of the 2011 General Plan allowance of up to 99 housing units and up to 2,000,000 square feet of commercial space. Subsequently forced to go to public referendum, in the March 2020 election residents rejected Newland Sierra slated for Merriam Mountain reversing the Board's approvals.
- "Otay Ranch Village 14,"approved by Board of Supervisors June 26, 2019; for approximately 1,100 new homes and 10,000 square feet of commercial space in the remote unincorporated area, notwithstanding wildland fire hazard and loss of crucial environmental habitat; and with prices expected to start in the half million dollar range, the project would do nothing to alleviate the need for affordable housing.
- "Valiano and Harmony Grove Village South," approved by Board of Supervisors July 25, 2018; Valiano for 326 plus houses, Harmony Grove Village South for 4453 dwellings; both projects granted General Plan Amendments breaking the 2011 General Plan. Approvals set aside by court ruling on Feb. 20, 2020, the judge ruling that the county should set aside the Board of Supervisors' July 25, 2018, approvals because they were granted based on inadequate environmental documentation that failed to address key issues, including greenhouse gas emissions mitigation and fire evacuation concerns.
- "Otay Ranch Resort Village," approved by Board of Supervisors November 19 2020; allowing 1937 dwelling units (1881 single family, 57 multifamily) and 40,000 sq. ft. of commercial/office using 779.6 acres; instead of its EIR-identified environmentally-preferred development alternative of 465 dwelling units using 224 acres
- "Lilac Hills Ranch:" first proposed in 2005,in 2009 county staff planners rejected the project, saying it was out of step with the county's plan to concentrate housing development in village areas, rather than maintaining the county's patterns of sprawl; the developer appealed that determination to the county Planning Commission, and won; then in 2015, county staff planners recommended approving the same project notwithstanding its inconsistency with the 2011 General Plan, the Planning Commission voted to approve, but it never went for a full vote after Supervisor Bill Horn recused himself due to financial conflicts of interest from developable land he owned nearby; the project then went before voters in 2016 and was rejected by a wide margin. When the developer came back yet again, and the Planning Commission determined to not change its 2015 approval, in August 2020 the Board of Supervisors rejected the proposal. Lilac Hills would have allowed over 1700 dwelling units plus commercial, instead of the 2011 General Plan allowance of 110 dwelling units.

In the event that the County's revised CAP, the supplemental EIR, and/or any CEQA statement of overriding considerations, cites a need for additional housing production to address housing and affordable housing needs as a justification for not prohibiting sprawl development, the County's assessment of such must include and take into consideration *all San Diego regional jurisdiction's* development and land use approvals since the 2011 General Plan Update, which have expanded the allowance of number of housing units over previously-allowed limits; expressly for the purpose of demonstrating that housing production approvals above previously-planned limits, notably those within already-urbanized areas, have provided substantial and significant additional housing opportunities to meet need. The County's compendium of such approvals must contain, but certainly is not limited to, the following:

- "Riverwalk San Diego," approved by San Diego City Council Nov. 2020; located at 1150 Fashion Valley Road (Mission Valley) will turn the Riverwalk Golf Club into a neighborhood while also restoring the part

of the San Diego River that runs through it. Out of the 4,300 units of housing, 430 of the units will be affordable housing at 65% of the median area income. There will also be a 47 acre river park, a trolley station, and the current golf course clubhouse will be turned into a community center.

- "SDCCU Stadium Project," approved by San Diego City Council May 29 2020; voters approved the sale Nov. 2018; the $3.5 billion project would include 4,600 housing units with 10 percent of them set aside for low-income households
- Pending City of Escondido, "Palomar Heights" project; proposal to demolish the old Palomar Hospital facility in central Escondido and replace it with 510 apartment and townhome dwellings with approx. 10,000 sq. ft. commercial. This replacement of the previous hospital campus is a net increase of this number of dwelling units in an already-urbanized core.
- "Ulric Street Apartments," City of San Diego Housing Commission/Community Housing Works; under construction; 95 affordable apartment units guaranteed for 55 years for households 30%-60% of area median income.
- The total of accessory housing unit/"granny flat" projects completed throughout the San Diego region, pursuant to State legislation; this information will be available from all jurisdictions in the region, the County and all cities.

Please put me on the County's notification list for all upcoming meetings and hearings regarding the supplemental EIR and the CAP.

Sincerely,

Craig Bruce Jones
10055 Wildlife Road
San Diego, CA 92131

From:	Angelina Gutierrez
To:	CAP
Cc:	Desiree Morales Whitman
Subject:	Climate Action Plan Update
Date:	Monday, December 28, 2020 3:42:04 PM
Attachments:	image001.png Climate Action Plan Update.pdf

Please see attach file. Thank you

Regards,

Angelina Gutierrez
THPO Monitor Supervisor
San Pasqual Environmental Department
angelinag@sanpasqualtribe.org
Phone (760) 651-5219
Cell: (760) 803-5648



IPAI

SAN PASQUAL BAND OF MISSION INDIANS

SAN PASQUAL RESERVATION

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David L. Toler
Councilman

Joe Chavez
Councilman

December 28, 2020

County of San Diego
5510 Overland Ave. suite 310
San Diego, CA.92123

RE: Climate Action Plan Update

Sent via E-mail- Due to COVID -19

Dear Ms. Bray,

The San Pasqual Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of David L. Toler THPO Officer.
We have consulted our maps and determined that the project as described is not within the boundaries of the recognize San Pasqual Indian Reservation. The project is within the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we request to be kept in the information loop as the project progresses and would appreciate being maintained on the receiving list for project updates, reports of investigations, and/or any documentation that might be generated regarding previously reported or newly discovered sites. Further, we may recommend archaeological monitoring pending the results of site surveys and records searches associated with the project. If the project boundaries are modified to extend beyond the currently proposed limits, we request updated information and the opportunity to respond to your changes. Also, San Pasqual Band of Mission Indians can provide Native American monitoring if needed for this project.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone 760-651-5142 or by e-mail at Thpo@sanpasqualtribe.org please CC: Angelinag@sanpasqualtribe.org thank you.

Respectfully,

Angelina Gutierrez

Angelina Gutierrez
Tribal Historic Preservation Office, Monitor Supervisor
San Pasqual Band of Mission Indians

From:	Cheryl Madrigal
To:	CAP
Cc:	Deneen Pelton
Subject:	Climate Action Plan - NoP of an EIR
Date:	Monday, January 4, 2021 10:44:08 AM
Attachments:	Climate Action Plan Update.pdf

Ms. Bray,

Please see attached response letter to above mentioned project. If you have any questions or comments, please contact us.

Thank you for the opportunity to protect our cultural assets.

Cheryl

Cheryl Madrigal
Cultural Resources Manager
Tribal Historic Preservation Officer
Cultural Resources Department
Rincon Band of Luiseño Indians
1 West Tribal Road | Valley Center, CA 92082
Office:760-297-2635 ext. 323|Cell: 760-648-3000
Fax: 760-749-8901
Email: cmadrigal@rincon-nsn.gov

Rincon Band of Luiseño Indians
www.rincon-nsn.gov

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Rincon Band of Luiseño Indians
CULTURAL RESOURCES DEPARTMENT

One Government Center Lane | Valley Center | CA 92082
(760) 749-1051 | Fax: (760) 749-8901 | rincon-nsn.gov

January 4, 2021

Sent via email: CAP@sdcounty.ca.gov
County of San Diego
Planning & Development Services
Kelly Bray
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Re: Climate Action Plan Update; PDS2020-POD-20-016, PDS2020-GPA-20-004, LOG NO. PDS2020-ER-20-00-002

Dear Ms. Bray,

This letter is written on behalf of the Rincon Band of Luiseño Indians ("Rincon Band" or "Band"), a federally recognized Indian Tribe and sovereign government. We have received your Notice of Preparation of an Environmental Impact Report for Climate Action Plan and we thank you for the opportunity to consult on the project. The identified affected location is within the Traditional Use Area (TUA) of the Luiseño people and within the Band's specific Area of Historic Interest (AHI). As such, Rincon is traditionally and culturally affiliated to the project area.

The Band would like to discuss the draft EIR and we kindly ask to be provided with dates and times of your availability. If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 297-2635 or via electronic mail at cmadrigal@rincon-nsn.gov. We look forward to working together to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal
Tribal Historic Preservation Officer
Cultural Resources Manager

Bo Mazzetti, Chairman | Tishmall Turner, Vice Chair | Laurie E. Gonzalez, Council Member | John Constantino, Council Member | Joseph Linton, Council Member

From: Bray, Kelly
To: Cheryl Madrigal; CAP
Cc: Deneen Pelton
Subject: RE: Climate Action Plan - NoP of an EIR
Date: Wednesday, January 6, 2021 10:28:24 AM
Attachments: image002.png

Hi Cheryl,

Nice to meet you and thanks for reaching out about the CAP Update project. Please do plan to attend the NOP Scoping Meeting and submit your comments in writing (we will submit those that you have already attached to this email as well).

We are still in the process of selecting an EIR consultant for the project and will be happy to meet and discuss the project in detail with you once we have executed the contract.

We look forward to working with you on this important project!

Kelly

Kelly Bray
Advance Planning| Project Manager-Sustainability
County of San Diego | Planning & Development Services
5510 Overland Ave. Suite 310
San Diego, CA 92123
✆ 619.756.5903
Kelly.Bray@sdcounty.ca.gov

For local information and daily updates on COVID-19, please visit **www.coronavirus-sd.com.** To receive updates via text, send **COSD COVID19** to **468-311.**

Coronavirus Disease 2019
COVID-19

From: Cheryl Madrigal <CMadrigal@rincon-nsn.gov>
Sent: Monday, January 4, 2021 10:43 AM
To: CAP <CAP@sdcounty.ca.gov>
Cc: Deneen Pelton <DPelton@rincon-nsn.gov>
Subject: Climate Action Plan - NoP of an EIR

Ms. Bray,

Please see attached response letter to above mentioned project. If you have any questions or comments, please contact us.

Thank you for the opportunity to protect our cultural assets.

Cheryl

Cheryl Madrigal
Cultural Resources Manager
Tribal Historic Preservation Officer
Cultural Resources Department
Rincon Band of Luiseño Indians
1 West Tribal Road | Valley Center, CA 92082
Office:760-297-2635 ext. 323|Cell: 760-648-3000
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From:	Dodson, Kimberly@DOT
To:	CAP
Cc:	State.Clearinghouse@opr.ca.gov; Eaton, Maurice A@DOT; Lecourtois, Charlie@DOT; Bray, Kelly
Subject:	County of San Diego Climate Action Plan Updated NOP SCH# 2020120204
Date:	Wednesday, February 3, 2021 2:18:29 PM
Attachments:	SD-VAR_County of San Diego Climate Action Plan NOP SEIR 02-03-2021.pdf

---

Greetings:

Please see the attached comment letter.

Thank you,

Kimberly D. Dodson, GISP
Associate Transportation Planner
Caltrans District 11 LD-IGR Branch
4050 Taylor St., MS-240
San Diego, CA 92110
Kimberly.Dodson@dot.ca.gov
Telework phone: 619-985-1587

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
PHONE (619) 688-3137
FAX (619) 688-4299
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

February 3, 2021

11-SD-VAR
PM VAR
County of San Diego Climate Action Plan Update
NOP/Supplemental EIR/SCH #2020120204

Ms. Kelly Bray
Sustainability Project Manager
County of San Diego
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Dear Ms. Bray:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the County of San Diego Climate Action Plan (CAP) Update Notice of Preparation/Supplemental Environmental Impact Report (NOP/Supplemental EIR) (SCH #2020120204) located throughout various routes in the County of San Diego. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans has the following comments:

Caltrans recommends collaboration between our agency and the County of San Diego on the proposed transportation related strategies, measures, and actions outlined in the CAP Update, and SEIR.

Transportation projects within the County pose excellent opportunities to employ strategies, measures, and actions outlined in the CAP Update that are also consistent with Caltrans Sustainability initiatives. Additionally, Caltrans and the County of San Diego may be able to collaborate on a local and regional level regarding emergency preparedness and evacuation routes (such as extreme weather and wildfires).

Caltrans D11 Vulnerability Assessment Summary and Technical Report (https://transplanning.onramp.dot.ca.gov/climate-change-vulnerability-assessments-0) are available for the County to utilize in their CAP Update implementation.

Consider addressing the impacts on housing affordability within the strategies in the CAP Update.

Traffic Engineering Analysis

- Caltrans agrees with the proposed Policy M-5.2 under Section 2.12.2 that the County coordinate with Caltrans to mitigate negative impacts.

- Caltrans agrees with the proposed CAP Update Mitigation Measure M-TRAF-1 under Section 7.1.12 Transportation and Traffic that mitigation measures for project-specific shall be incorporated during the environmental review process for future Major Use Permit.

- Caltrans recommends considering the addition of teleworking discussions with regard to VMT reduction.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promote a complete and integrated transportation system.

Early coordination with Caltrans, in locations that may affect both Caltrans and the County of San Diego is encouraged. To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs.

Caltrans looks forward to working with the County to implement Complete Streets concepts and evaluate potential Complete Streets projects.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation system integrated through applicable "smart growth" type land use planning and policies.

The County should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on-/off-ramps is adequate.

Environmental

Caltrans appreciates the opportunity to comment on this Draft Program Environmental Impact Report (EIR) for the General Plan. The analysis presented may impact on Caltrans R/W in the future.

Should future projects based upon the changes enacted from the Program EIR have elements and/or mitigation measures change to effect Caltrans R/W, Caltrans would welcome the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA) and to the continued coordination of our efforts.

Right-of-Way

- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

- Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or by visiting the website at http://www.dot.ca.gov/trafficops/ep/index.html. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 985-1587 or by e-mail sent to Kimberly.Dodson@dot.ca.gov.

Sincerely,

electronically signed by

MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review

From:	Pascual, Elena
To:	CAP
Cc:	Hansen, Mike; Vonblum, Heidi; Malone, Rebecca; Ash-Reynolds, Tara; Stephens, Mark
Subject:	City of San Diego Comment Letter on the Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Climate Action Plan Update
Date:	Thursday, February 4, 2021 2:53:56 PM
Attachments:	Final City of San Diego Comment Letter on the NOP for the Climate Action Plan Update Draft SEIR.pdf

Dear Ms. Bray:

Thank you for the opportunity to review the Notice of Preparation of a Draft Supplemental Environmental Impact Report for the County of San Diego Climate Action Plan Update. Please see the attached City of San Diego comment letter on the Notice of Preparation.

Thank you,

Elena

Elena Pascual
Environmental Planner
City of San Diego
Planning Department

T: 619-533-5928
EPascual@sandiego.gov

The City of SAN DIEGO

Planning Department

February 4, 2021

County of San Diego
Planning & Development Services
Attn: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Subject: **CITY OF SAN DIEGO COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE COUNTY OF SAN DIEGO CLIMATE ACTION PLAN UPDATE (ENV. REVIEW NUMBER PDS2020-ER-20-00-002)**

Dear Ms. Bray:

The City of San Diego (City) Planning Department has received the Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (EIR) prepared by the County of San Diego (County) and distributed it to applicable City departments for review. The City, as a Responsible Agency under CEQA, has reviewed the NOP and appreciates this opportunity to provide comments to the County.

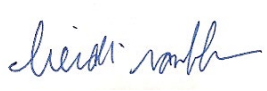
The effects of climate change have major regionwide implications and will require a comprehensive effort from multiple stakeholders to identify climate change vulnerabilities and provide resiliency and adaptation strategies. Measures such as reducing vehicle miles traveled, converting fleets and equipment to electric, expanding renewable energy sources, increasing solid waste diversion, and innovative carbon sequestration methods should be evaluated in the Supplemental EIR and potentially positive and complementary co-benefits of such methods should also be considered.

The City is in the process of updating its Climate Action Plan and is developing Climate Resilient SD, a comprehensive climate adaptation and resiliency plan which will increase the City's capacity to adapt, recover, and thrive in a changing climate. Continued coordination between the City, the County, and other local, regional, state, and federal agencies will be essential as the County updates its Climate Action Plan to ensure that the City and County's efforts align with and complement each other.

Thank you for the opportunity to provide comments on the NOP. Please contact myself, or Rebecca Malone, Senior Planner, at RMalone@sandiego.gov or 619-446-5371 directly if you

would like additional information regarding the City's efforts that could inform and benefit the County's efforts. We look forward to continued coordination as the County develops its Climate Action Plan.

Sincerely,



Heidi Vonblum, Deputy Director
Planning Department

RM/ep/tar

cc: Reviewing Departments (via email)
Review and Comment online file

From:	Turner, Jennifer@Wildlife
To:	CAP
Subject:	Comments on the County of San Diego"s Climate Action
Date:	Thursday, February 4, 2021 8:17:40 PM
Attachments:	County_of_San_Diego_Climate_Action_Plan_Update_NOP_Comments_CDFW.pdf

Hello,

I'm unclear if a copy of our letter made it into your inbox, so at the risk of being redundant, please see attached for the Department's comments.

Sincerely,
Jennifer Turner
California Dept of Fish and Wildlife

DocuSign Envelope ID: C0B89954-81CA-4B94-B1B6-DB3513690E00

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Rd.
San Diego, CA 92123
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

February 4, 2021

County of San Diego Planning & Development Services
Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123
CAP@sdcounty.ca.gov

Dear Ms. Bray:

County of San Diego Climate Action Plan Update (PROJECT)
NOTICE OF PREPARATION (NOP) OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR)
SCH# 2020120204

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (SEIR) from the County of San Diego (County) for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the state. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW also administers the Natural Community Conservation Planning (NCCP) program, a California regional habitat conservation planning program. The County participates in the NCCP program through implementation of its approved Multiple Species Conservation Program (MSCP) Subarea Plan for southwestern San Diego County (South County MSCP (SC MSCP)), and development of its draft North and East County Subarea Plans (NC MSCP and EC MSCP).

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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PROJECT DESCRIPTION SUMMARY

Proponent: County of San Diego

Project Description/Objective: The overall objective of the County's Climate Action Plan (CAP) is to reduce Greenhouse Gas (GHG) emissions generated from activities within the unincorporated County (community) and GHG emissions generated by County facilities and operational activities throughout the County, including facilities and operations located within incorporated cities (County operations) to meet or exceed GHG reduction goals under State laws.

The CAP was adopted and the Final 2018 CAP SEIR was certified by the County Board of Supervisors on February 14, 2018. The 2018 CAP was adopted to comply with the County's 2011 General Plan Conservation and Open Space (COS) Goal COS-20, Policy COS-20.1, and 2011 General Plan Update Program Environmental Impact Report (2011 GPU PEIR) Mitigation Measures CC-1.2, CC-1.7, and CC-1.8. The General Plan Goal COS-20 requires reduction of community and County operations greenhouse gas emissions and Policy COS-20.1 requires preparation, maintenance, and implementation of a CAP. The 2018 CAP required a General Plan Amendment (GPA) to update COS-20 and COS-20.1 to comply with existing State law. The 2018 CAP SEIR project included the 2018 CAP, the associated GPA to the County's 2011 General Plan, and revision to the associated Mitigation Monitoring and Reporting Program, a threshold of significance for greenhouse gases (GHGs), and revised County Guidelines for Determining Significance for Climate Change.

CDFW provided comments on the November 2016 NOP for the draft SEIR in a letter dated November 21, 2016. To facilitate the adoption of CEQA significance thresholds and to facilitate project tiering, CDFW recommended that the SEIR establish a checklist of considerations for evaluating future projects and their potential to affect GHG emissions, or be affected by GHG emissions, in a manner that results in impacts to natural resources. Acknowledging that the field of climate science continues to evolve, CDFW encouraged the County to acknowledge the evolution by continuously updating the SEIR with the best available science. In the November 21, 2016 letter, CDFW provided a preliminary checklist with a sampling of recommendations that encouraged the County to include in their SEIR's final checklist with the intention that the checklist would evolve with the SEIR over time.

On December 24, 2018, the San Diego Superior Court ruled that the 2018 CAP approval did not comply with CEQA. The Superior Court ordered the County to set aside and vacate the February 14, 2018 approvals and the certification of the 2018 CAP SEIR. This decision was later affirmed in part by the California Court of Appeal, Fourth Appellate District (Appellate Court), on June 12, 2020 (Golden Door Properties, LLC, v. County of San Diego, 50 Cal. App. 5th 467). As a result, the County Board of Supervisors rescinded the 2018 CAP and 2018 CAP SEIR, and associated approvals, on September 30, 2020.

In addition to requiring rescission of the 2018 CAP and related approvals, the Superior Court ordered the County to submit an estimated schedule to prepare a new CAP and Guidelines for Determining Significance for Climate Change ("Guidelines"), and to comply with CEQA and the State Planning and Zoning Law. The Superior Court has retained jurisdiction to determine compliance. In response to the court's decision, the County will prepare a CAP Update, Guidelines, and SEIR to address the court's opinion.

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The draft SEIR will function as a supplement to the 2011 GPU Programmatic EIR (PEIR). The document will address whether the CAP, GPA, Guidelines, and GHG threshold would result in any new or substantially more severe environmental impacts than those previously evaluated in the certified 2011 GPU PEIR. The draft SEIR will identify a range of potential effects resulting from implementation of the project. The draft SEIR will also identify mitigation measures to reduce potentially significant effects, as needed.

The Draft EIR functions as a PEIR under CEQA Guidelines Section 15168(c) for streamlining future projects. The CAP is intended to be used for future project-specific GHG emissions analyses by being prepared consistent with the tiering and streamlining provisions of Section 15183.5 of the CEQA Guidelines. The Draft SEIR is intended to provide the appropriate level of environmental review to allow future projects to tier from and streamline their analysis of GHG emissions pursuant to CEQA Guidelines Section 15183.5(a) and (b)(2). Consistent with CEQA Guidelines 15168, because the SEIR does not provide project-level review of any specific development projects within the County, subsequent activities in the County that involve individual projects must be examined considering the SEIR to determine whether any additional environmental review is necessary.

Timeline: December 2020 Draft SEIR circulation and public review was extended from an end date of January 22, 2021 to February 4, 2021.

Location: The County of San Diego is located in the southwestern corner of the California. The County is bordered by the Pacific Ocean to the west, Orange County at the northwest corner and Riverside County to the north, Imperial County to the east, and the U.S. International Border with Mexico to the south.

The planning area for the CAP is the same planning area considered for the 2011 General Plan, which encompasses all unincorporated land in the County of San Diego. The unincorporated County is composed of 3,570 square miles and represents 84 percent of the total land area in the County.

Biological Setting: Vegetation communities and habitats within the County, as described in the 2011 GPU PEIR, include the following: chaparral, coastal sage scrub, coniferous forests, desert chaparral, desert dunes, desert scrub, dry wash woodlands, grasslands, marshes, meadows and seeps, oak forest, other woodlands, pinyon juniper woodland, playas/badlands/mudhill forbs, riparian forest, riparian scrub, riparian woodland, southern foredunes, beach, saltpan, mudflats, urban, disturbed habitat, agriculture, *Eucalyptus* woodland, and water. A total of 115 special-status animal species and 214 special-status plant species are currently listed as potentially occurring within the boundaries of the County.

CDFW's primary concerns with respect to climate change in San Diego County are the effects on biodiversity, special status plant and wildlife species, natural vegetation communities, and connections which maintain viable movement corridors between blocks of conserved habitat. Because climate change may impact species directly or indirectly by altering the distribution of vegetation types, promoting non-native species, duration and severity of drought, and increased frequency or magnitude of fires, CDFW considers the use of regional scale, multiple species conservation plans to be a valuable tool to guard against the effects of climate change.

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COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the Lead Agency in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. Based on the potential for the Project to have a significant impact on biological resources, CDFW agrees that a SEIR is appropriate for the Project. CDFW makes the following comments and recommendations for review of projects tiering from the SEIR and analysis of potential impacts to biological resources. Proposed projects should consider climate variability and change, as well as species' adaptations throughout all phases of the project (i.e., initial project design though operations and maintenance). We encourage the County to incorporate these recommendations into the SEIR's final checklist.

1. CDFW strongly encourages and supports the County's efforts to complete both the NC and EC MSCP planning efforts. The regional conservation and management of large blocks of natural habitat will consequently provide protection to a broad suite of species. The modeling effort associated with this planning, which targets conservation of special status species, will further protect the most important remaining populations of such species, and ensure the means for movement between conserved areas. The NC and EC MSCP efforts are further expected to account for changes in the distribution of vegetation communities over time in response to a changing climate. This allows species to change in distribution along with their requisite habitat. In the absence of approved NC or EC MSCP plans, interim policies identified in the associated Planning Agreement, which is presently on track for renewal, should be used to guide review of development projects. As individual development projects are brought forward for County review, the County should continue to analyze these proposals using their 'Guidelines for Determining Significance – Biological Resources' and ensure that impacts are avoided, minimized, or appropriately mitigated. To this end, CDFW recommends that the SEIR reference the intention to be consistent with the County's adopted MSCP, and when renewed and applicable, the Planning Agreement (PA) for the NC and EC MSCP (including interim policies).

2. Planning for transportation projects should incorporate wildlife passage into early design. Transportation retrofit projects should be supported where feasible. Road designs should incorporate bridges or large culverts as well as smaller-scale design features and directional fencing to facilitate safe movement for both large and small animal species. Specific information to improve wildlife corridor usage has been developed by the U.S. Geological Survey (USGS), San Diego Management and Monitoring Program, and others through funding provided under San Diego Association of Governments (SANDAG) Transnet Environmental Mitigation Program. Project design should further consider information in wildlife corridor databases found in existing approved NCCP plans, and draft plans including the NC MSCP. The San Diego Management and Monitoring Program also has considerable local information in this regard.

3. Species occurrence data, road mortality data, linkage designs, and adjacent suitable habitat should inform the CEQA analysis, specifically regarding potential for impacts and the development of mitigation measures to improve or enhance wildlife movement impacted by projects tiering off the SEIR. In weighing the impacts of such projects on wildlife movement, beyond regional wildlife "corridors", analysis should address other common movement patterns. Projected climate-driven faunal movement routes and changes to existing vegetation types over time should be considered. Food sources, water sources, migration routes, and breeding and sheltering areas that may be disconnected as a result of climate projects should be considered when developing mitigation concepts.

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4. Review of future proposed large-scale wind or solar projects should consider potential harmful impacts to birds and bats that might result from a variety of causes, such as: injury and mortality from collision with wind turbines, solar panels or mirrors, guy wires, and fencing. The potential effects of project features such as roadways and fences on predator avoidance should be analyzed. Project plans should incorporate established standards for setbacks, height restrictions to minimize impacts to avian and bat species in locations in proximity to sensitive habitat lands including wildlife concentration points. Projects should consider strategies for deterrence of birds and bats from the area, such as anti-perching mechanisms, sound deterrents, and modification of night lighting to be less attractive to insects and thus foraging birds and bats. Proposed wind projects should consider the California Energy Commission and CDFW's "California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development".[2]

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a data base which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be found at the following link: http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDB_FieldSurveyForm.pdf. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: http://www.dfg.ca.gov/biogeodata/cnddb/plants_and_animals.asp.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a SEIR to assist the County in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Meredith Osborne, environmental scientist at (858) 636-3163 or Meredith.Osborne@wildlife.ca.gov.

[2] California Energy Commission and California Department of Fish and Game. 2007. California Guidelines for Reducing Impacts to Birds and Bats from Wind Energy Development. Commission Final Report. California Energy Commission, Renewables Committee, and Energy Facilities Siting Division, and California Department of Fish and Game, Resources Management and Policy Division. CEC-700-2007-008-CMF

DocuSign Envelope ID: C0B89954-81CA-4B94-B1B6-DB3513690E00

Sincerely,

DocuSigned by:
David Mayer
D700B4520375406...

David A. Mayer
Environmental Program Manager
South Coast Region

ec: CDFW
Karen Drewe, San Diego – Karen.Drewe@wildlife.ca.gov
Kelly Fisher, San Diego – Kelly.Fisher@wildlife.ca.gov
Jennifer Ludovissy, San Diego - Jennifer.Ludovissy@Wildlife.ca.gov
CEQA Program Coordinator, Sacramento – CEQACommentLetters@wildlife.ca.gov
State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov
Jonathan Snyder, USFWS – Jonathan_Snyder@fws.gov

From: Chris Jacobs
To: CAP
Subject: CCA Implementing Ordinance
Date: Thursday, January 28, 2021 12:05:09 PM
Attachments: image001.png

Greetings,

Would you be so kind as to share your CCA implementing ordinance, approved on 1-29-19 (per 2019 annual CAP monitoring report).

Thanks!

Chris Jacobs
Principal Planner
City of Santee
10601 Magnolia Avenue
Santee, CA 92071
619-258-4100, ext 182
cjacobs@cityofsanteeca.gov



From: CAP
To: Chris Jacobs
Subject: RE: CCA Implementing Ordinance
Date: Monday, February 8, 2021 10:46:51 AM
Attachments: image001.png

Hello Chris,

My name is Tyler Farmer. I am a Planning Manager for the Sustainability Team, which is within the Planning & Development Services department.

I believe you are referring to the ordinance that was approved on October 29, 2019. On this date, the County's Board of Supervisors adopted an ordinance electing to implement a Community Choice Aggregation Program. You can find the details of this action at the following location under item #27.

- https://www.sandiegocounty.gov/content/sdc/cob/bosa/bos-calendar-meetings.html?date=10/29/2019&meetingtype=BOARD%20OF%20SUPERVISORS

If the link does not work or if you have any additional questions, please let us know.

Thank you, Chris.

From: Chris Jacobs <CJacobs@CityofSanteeCa.gov>
Sent: Thursday, January 28, 2021 12:05 PM
To: CAP <CAP@sdcounty.ca.gov>
Subject: CCA Implementing Ordinance

Greetings,

Would you be so kind as to share your CCA implementing ordinance, approved on 1-29-19 (per 2019 annual CAP monitoring report).

Thanks!

Chris Jacobs
Principal Planner
City of Santee
10601 Magnolia Avenue
Santee, CA 92071
619-258-4100, ext 182
cjacobs@cityofsanteeca.gov

Santee
DO MORE ▸ DUE EAST
City of Santee
10601 Magnolia Ave.
Santee, CA 92071
CityofSanteeCA.gov

From: Frank Ohrmund
To: CAP
Cc: Hannah Gbeh
Subject: Comments to consider and questions
Date: Thursday, December 10, 2020 10:56:51 AM

Please limit evaluation of net carbon impact to the unincorporated portions of San Diego County for analysis. Each City within San Diego County needs to evaluate separately so projects in the County can be evaluated independently.

San Diego County Farm Bureau would like to have their production of crops, groves and container plants be evaluated for carbon reduction and credits as their activities are not required and is a choice that should not be part of any baseline studies. The Farm Bureau can be a simple one stop shop for obtaining credits through an approved Protocol Program.

The San Diego County Farm Bureau desires a seat at the table for major stakeholders.

Thanks for your consideration of these items as you develop the CAP.

Frank Ohrmund, Land Use Committee Member SDCFB
2433 Fenton Street, Suite A
Chula Vista, CA 91914
619-397-5300 office
619-397-5370 fax
858-945-4974 cell

From: Mike Palat
To: CAP
Subject: Climate Action Plan Input
Date: Wednesday, December 23, 2020 2:25:18 PM
Attachments: Urban Tree Policy.docx

Hello there,

My name is Michael Palat and I am the Chairman of the San Diego Regional Urban Forests Council. I noticed that you are seeking input on the counties Climate Action Plan. I am deeply involved in the county's management of its urban forests both as a tree maintenance contractor for all of the cities in the county and also the public works department of San Diego County. With that said, I have been working with several cities, counties and other public agencies involved with climate action planning. We have been working with them to consider adopting an Urban Tree Policy with consideration of salvaging the wood carbon for reutilization. The attached urban tree policy document has been vetted and approved by CALFIRE as a good program for agencies to consider adopting. The City of Carlsbad recently adopted a version of it. Additionally, the City of Vista, San Diego, Chula Vista, Santee and La Mesa are also in early adoption phase. This is a great supplement to any and all climate action plans.

There are multiple urban wood recycling programs that are out there currently salvaging the urban wood. These include: www.streettreerevival.com and www.lumbercycle.org to name a few. Also, of note locally is an initiative locally where Taylor Guitars is using urban trees to make guitars. The story was featured in Rolling Stone Magazine. https://www.rollingstone.com/pro/features/taylor-guitars-highway-trees-989888/

I am happy to discuss this further with any stake holders that are out there.

Michael Palat
Chairman
San Diego Regional Urban Forests Council

And…
Vice President
West Coast Arborists, Inc.
ISA Board Certified Master Arborist
ISA Utility and Municipal Specialist 6541BCMA-U/M
Tree Risk Assessment Qualified
714 920 4366 Mobile
858 566 4204 Office

Appendix C

Sample Urban Tree Recycling Policy

This is a suggested template that may be utilized or edited based on your community's needs. This suggested template has been endorsed by the California Department of Forestry and Fire Protection Urban and Community Forestry Program.

This policy supports the City of _____'s Sustainability Plan, Climate Action Plan, and/or Urban Forest Management Plan to ensure the sustainability of the urban forest. The goal is to optimize ecosystem services, including greenhouse gas reduction, and to utilize trees that must be removed in the most efficient way possible.

Such removed trees shall be used for the highest and best use possible. Environmental benefits are realized by diverting wood that would otherwise populate landfills and produce greenhouse gas emissions which are released through traditional disposal processes. Co-benefits include sourcing local raw materials for construction, maximizing benefit from trees being removed, and displaying urban wood products in the community. This tells the story of the City in which the trees matured and added to the community character. With this policy adoption, the City of _____ will be at the forefront in the nationwide effort to certify urban wood usage within City projects.

Tree Removal Utilization Plan.

- Any trees that are removed for reasons such as failure, disease, or decline or other reasons stated within the City of _____'s management plan are subject to be repurposed for their highest use. This includes, but is not limited to, being milled into lumber, left in public spaces as natural architecture including wildlife habitat or crafted into usable products such as benches, picnic tables, new construction elements and / or other wood crafts/projects.

- Suggested resources for wood processing can be found at urbansalvagedwoods.com, urbanwoodnetworkwest.org, usrwcertified.org, & urbanwoodnetwork.org.

- The selection criteria for urban wood shall be made at the discretion of the city arborist or other designated city representative using current industry standards.

- Should wood not be eligible for repurposing into product, trees may be mulched or converted into other biomass products for use in the community.

Desirable Species Replacement Plan.

- Tree replacement criteria should include consideration of the full suite of benefits that may be provided throughout the life of the tree, including a consideration for end of life uses, such as high quality lumber.

- It is recommended that these replacement species be selected in collaboration with local experts based upon the unique region and climate.

- Species information may be found at https://selectree.calpoly.edu/about: SelecTree is a Tree Selection Guide. Should consultation be needed for suitable species, West Coast Arborists, Inc. may be utilized as a resource.

Urban Wood Utilization in New or Modified Public Construction Projects Plan.

- Use of the USRW North American Standards for Certification and Chain of Custody for Urban, Salvaged and Reclaimed Woods as set by USRW Certified Woods and endorsed by the Urban Wood Network is recommended to ensure quality. https://usrwcertified.org/

- Urban wood should be considered in all city projects. To gain the maximized benefits of repurposed lumber from city trees, it is recommended that any new or modified public construction development that takes place within the city limits should include an urban wood element that is at a minimum cost of 1% of the overall project. This 1% is not in addition to project budget but can be included in items that would be necessary despite urban wood policy (i.e. locally sourced urban wood table vs harvested lumber table).

- This measure assures that the market for the City of _____'s urban wood is local (local being defined as within 500 miles or less per USRW certification, with lesser distance traveled preferred) and sustainable, maximizing the benefit of repurposed lumber from urban trees.

- It is suggested that urban wood utilization plans be approved by the City of _____'s planning department, if applicable.

    - When approval is required, all project scope details shall be in accordance with all municipal construction and / or building code standards.

- Other means of quantifying urban wood usage in public/private projects are acceptable, such as incentive programs for contractors.

***This document is a sample template**

From:	Peter Andersen
To:	CAP
Cc:	Terra Lawson-Remer; Nathan Fletcher
Subject:	CAP UPDATE SUPPLEMENTAL EIR
Date:	Saturday, January 23, 2021 11:33:01 AM
Attachments:	Sierra Club CAP Document_01-12-2021.docx

Dear County Staff,

Please find attached the CAP recommendations and Terms from Sierra Club San Diego for the upcoming scoping meeting on the EIR.

Dr. Peter Andersen
Sierra Club San Diego

SIERRA CLUB
SAN DIEGO CHAPTER

SIERRA CLUB –
COUNTY OF SAN DIEGO 2021 CLIMATE ACTION PLAN
January 12, 2021

I. Introduction

This document is to present a list of Sierra Club terms for the County of San Diego's upcoming revised Climate Action Plan.

First and foremost, the County must immediately declare a climate emergency. The County must also do more than just neutralize greenhouse gas emissions by seeking to achieve current standards of "net zero" emissions. Rather, the County should be working to greatly reduce GHG emissions below the 1990 baseline with net negative emissions to help reverse global climate destruction.

The document includes a number of other positions on how the County should reduce greenhouse gas emissions through County programs and public projects, commercial business and residential projects, and private residential projects. The document addresses findings of significance for projects undergoing CEQA review, calculations of GHG emissions that reflect the true life span of projects, and many possible measures to minimize or mitigate GHG emissions.

In particular, the County must emphasize reducing emissions in disadvantaged communities, locate GHG mitigation in the same disadvantaged communities in which emissions occur, and establish a GHG mitigation bank directly benefiting disadvantaged communities. Other GHG mitigation must occur entirely within the County. And existing multiple species conservation programs should be utilized to establish a natural habitat land mitigation bank for GHG emissions.

The following is a list of Sierra Club terms for the County's Climate Action Plan.

II. County Programs

a. Due to the serious nature of the climate crisis globally and locally, San Diego County should declare a climate emergency.

b. The County shall achieve net negative one hundred percent (100%) GHG emissions[1] by 2035.

c. The County shall implement the following measures to achieve net negative 100% GHG emissions by 2035:

    1. Establish a Community Choice Aggregation program to provide 100% renewable energy by 2035.

    2. Downzone lands in Calfire's high/highest fire risk areas and highest vehicle miles (VMT) travelled areas of the county.

    3. Bar General Plan amendments for increased commercial or residential development in Calfire's high/highest fire risk areas and highest vehicle miles (VMT) travelled areas of the county.

    4. Purchase Fanita Ranch, Harvest Hills, Lilac Hills, Newland Sierra, Otay Ranch Village 13, Otay Ranch Village 14/16/19, and Rancho Guejito to avoid conversion to development and/or as a natural habitat lands GHG mitigation bank.

    5. Establish a program to recycle 100% of all organic waste.

d. The County should implement the following additional measures to achieve net negative 100% GHG emissions by 2035:

    1. Convert natural gas or propane utilities to electric at County facilities.

    2. Install photovoltaic solar panels, wind turbines, and/or other onsite renewable energy and batteries at County facilities.

    3. Install electric heat pumps to provide air and water heating and cooling at County facilities.

[1] The term "net negative 100% GHG emissions" is intended to articulate a stronger goal for GHG emission reductions than is currently practiced by the County. The term "net negative 100% GHG emissions" is equivalent to a 2:1 mitigation ratio and originates from the County's term "net zero GHG emissions" (i.e. 1:1 mitigation) that is commonly cited as a goal or requirement in the current County CAP and CEQA documents. The Sierra Club's stronger term means that the sum of GHG emissions from any County activity should not just be neutral (i.e. "net zero"), they should actually be reduced by at least 100% from baseline (i.e. "net negative 100%" or 2:1 minimization and mitigation). For comparison, development projects impacting wetlands are required under the County's Resource Protection Ordiance to mitigate impacts at a 3:1 ratio (i.e. net negative 200%).

4. Install improved weatherization and insulation at County facilities.
5. Install graywater systems at County facilities.
6. Convert county vehicle fleets to electric vehicles and plug-in hybrid electric vehicles.
7. Provide dividend account parking for all County employees.
8. Increase diversion of solid waste and capture landfill methane.
9. Prohibit all gas-powered leaf blowers.
10. Plant and maintain trees. Priority should be given to native trees when possible.
11. Collaborate with SANDAG to support and implement the Five Big Moves.
12. Support short term extension of mass transit prior to implementation of the Five Big Moves.
13. Support construction of bicycle trails and protected lanes for bikes and scooters.
14. Support installation of public electrical vehicle charging stations.
15. Support construction of pedestrian overpasses and other pedestrian infrastructure.
16. Support establishment of a local natural habitat lands GHG mitigation bank with avoided conversion to development and conservation management in perpetuity of habitat land inside or bordering existing or planned regional multiple species conservation plan preserves (e.g. City of San Diego Multiple Habitats Planning Area or County of San Diego Pre-Approved Mitigation Area) or the Cleveland National Forest inholdings.
17. Support establishment of a local disadvantaged communities GHG mitigation bank with replacement of commercial or personal GHG-emitting vehicles and equipment with electric vehicles and equipment, commercial or residential electrification, and other energy efficiency improvements to businesses or residences

e. The County should provide incentives and subsidies to existing businesses and residences for the following measures to achieve net negative 100% GHG emissions by 2035.

1. Conversion of natural gas or propane utilities to electric.

2. Installation of photovoltaic solar panels and/or other onsite renewable energy and batteries.

3. Installation of electric heat pumps to provide air and water heating and cooling.

4. Installation of improved weatherization and insulation.

5. Installation of graywater systems.

6. Planting and maintaining trees.

7. Free mass transit passes to students and residents of disadvantaged communities.

8. Carpooling.

9. Purchase of electric vehicles.

10. Free parking for electric vehicles

11. Capture methane from agricultural facilities.

12. Avoided conversion to development of agricultural cropland.

13. Production and distribution of locally grown produce and foods.

III. Regulation of GHG Emissions from Public & Private Commercial Development

The County shall implement the following measures to achieve net negative 100% GHG emissions from new public projects and private commercial developments[2] (developments) by 2035:

a. **CEQA Significance –** Public projects and private commercial developments' GHG emissions shall be considered "significant" under CEQA for any public project and any commercial development project exceeding [THRESHHOLDS TBD].

b. **CEQA Overriding Considerations –** CEQA findings of overriding considerations shall not be provided for public projects and private commercial developments with significant GHG emissions/impacts.

[2] Private commercial developments include commercial business and residential development developments.

c. **GHG Emissions Threshhold –** Public projects and private commercial developments shall achieve net negative 100% GHG emissions through onsite minimization and offsite mitigation.

d. **Developments' GHG Emissions Lifespans –** Public projects and private commercial developments' life spans shall be a minimium of 100 years for calculation of: a) GHG emissions; b) onsite project design to minimize GHG emissions; and c) any offsite mitigation.

e. **Minimization of GHG Emissions –** Public projects and private commercial developments shall minimize onsite GHG emissions by incorporating climate-friendly and environmental design to the maximum extent feasible with the minimum following conditions:

    1. Developments shall be electric and prohibit plumbing for natural gas.

    2. Developments shall include photovoltaic solar panels and/or other onsite renewable energy and onsite batteries to provide 100 percent of any project's annual electricity needs.

    3. Developments shall include electric vehicle charging stations to serve all projected project-related vehicles.

    4. Developments shall include electric heat pumps to provide one hundred percent of air and water heating and cooling.

    5. Developments shall prohibit vehicle idling.

    6. Developments shall include graywater systems.

    7. Developments shall minimize water consumption.

    8. Developments shall include shade trees.

    9. Developments shall provide transit passes to residents.

f. **Mitigation of GHG Emissions –** To the extent that onsite minimization of any public or private commercial development project's GHG emissions to net negative 100% is not feasible, offsite GHG mitigation shall be provided to achieve net negative 100% GHG emissions that is in addition to any existing laws, regulations, or plans already compelling reductions in GHG emissions.

1. Developments' GHG offsite mitigation shall be entirely within San Diego County.

2. Developments' GHG offsite mitigation shall be entirely within the same disadvantaged communities[3] as emissions.

3. Offsite GHG mitigation may include any of the following:

    a) Preservation of natural habitat land inside or bordering existing or planned regional multiple species conservation plan preserves (e.g. City of San Diego Multiple Habitats Planning Area or County of San Diego Pre-Approved Mitigation Area) or private holdings within Cleveland National Forest. Preservation of natural habitat land as GHG mitigation shall include private property acquisition and conservation stewardship management in perpetuity. The amount of GHG mitigation provided by preservation of natural habitat land shall be determined by calculating reduced GHG emissions on the property over one hundred years resulting from avoided conversion to development of the number of existing legally entitled or zoned units and/or square feet on the preserved property.

    b) Direct replacement of GHG-emitting vehicles and equipment (e.g. diesel generators) with electric vehicles and electric equipment including at any site under the jurisdictional authority of the Port of San Diego (including cargo and cruise ship terminals), of the Metropolitan Transit System, of the North County Transit District, and of the San Diego Airport Authority.

    c) Create environmental justice grant programs in disadvantaged communities for direct replacement of commercial or personal GHG-emitting vehicles and equipment with electric vehicles and equipment, commercial or residential electrification, and other energy efficiency improvements to businesses or residences.

    d) Direct reductions in water consumption.

IV. Regulation of GHG Emissions from Personal Residential Development

The County shall implement the following measures to minimize GHG emissions from new private residential development projects:

[3] California Offive of Environmental Health Hazard Assessment CalEnviroScreen https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30

a. Personal residential remodelling and addition projects shall achieve net zero GHG emissions through onsite minimization with incorporation of climate-friendly and environmental design with the following conditions:

1. All Projects shall be electric and prohibit plumbing for natural gas.

2. Projects shall include electric heat pumps to provide one hundred percent of air and water heating and cooling.

3. Projects shall minimize water consumption.

4. Projects should include photovoltaic solar panels and/or other onsite renewable energy and onsite batteries.

5. Projects should include electric vehicle charging stations to serve all projected project-related vehicles.

6. Projects should include graywater systems.

7. Projects should include tree planting.

###

From: Austin Jones
To: CAP
Subject: SD County Climate Action Plan (CAP) Greenhouse Gas Reduction
Date: Monday, January 25, 2021 2:52:24 PM

Good afternoon,

My name is Austin Jones and I am a resident of San Diego County (specifically Alpine). I receive the regular County of San Diego Planning & Development Services email updates.

In the most recent email with the subject "Notice of Preparation Scoping Meeting Invite: CAP Update (Planning & Development Services)" there was a specific note that the county is seeking new strategies on how to reduce the greenhouse gas emissions within the county.

This immediately stuck out to me and I hope that I can find the right individual to speak with. We have produced a Concrete pavement product that eliminates over 50% of the greenhouse gas associated with traditionally produced and placed concrete products.

We do this through the use of less cement, better admixtures, and volume taken by air. In addition, we place the rock on its own without the cement meaning that heavy water and pre-mixed cement does not need to be transported to the job sites. After the rock is placed, the cement-based slurry is sprayed over the rock, soaks in and binds the entire section together into concrete.

If whoever receives this email would be willing to give me a call or put me in touch with the appropriate individual regarding how we could work together to help reduce greenhouse gas emissions associated with pavement and erosion control systems it would be greatly appreciated. I would appreciate the opportunity to help San Diego meets and exceed its goals outlined in our climate action plan.

Thank you in advance!

--

Austin Jones
ECOSCAPE PAVEMENT
AJones@EcoscapePavement.com
619-672-2011

1_Ecoscape.png

From:	Dan Silver
To:	CAP
Cc:	Talleh, Rami; Flannery, Kathleen; Aghassi, Sarah; Mills, Benjamin; Wier, Emily; Olascoaga, Rosa; Kazmer, Gregory; Shute, Madeline; Petterson, Cody; Andrade, Evlyn; Michael Beck
Subject:	Comments on NOP for County of San Diego Climate Action Plan Update (PDS2020-POD-20-016 and PDS2020-GPA-20-004, and PDS2020-ER-20-00-002)
Date:	Tuesday, January 26, 2021 10:23:53 AM
Attachments:	EHL-CAP Update NOP-1.26.21.pdf

January 26, 2021

County of San Diego
Planning & Development Services Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310 San Diego, CA 92123

Dear Ms Bray:

RE: Comments on NOP for County of San Diego Climate Action Plan Update (PDS2020-POD-20-016 and PDS2020-GPA-20-004, and PDS2020-ER-20-00-002)

Please see enclosed comments.

Yours truly,
Dan

Dan Silver, Executive Director
Endangered Habitats League
8424 Santa Monica Blvd., Suite A 592
Los Angeles, CA 90069-4267

213-804-2750
dsilverla@me.com
https://ehleague.org

ENDANGERED HABITATS LEAGUE
DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE

January 26, 2021

County of San Diego
Planning & Development Services Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310 San Diego, CA 92123

Dear Ms Bray:

RE: Comments on NOP for County of San Diego Climate Action Plan Update (PDS2020-POD-20-016, PDS2020-GPA-20-004, PDS2020-ER-20-00-002)

Dear Ms. Bray:

For the updated Climate Action Plan (CAP), Endangered Habitats League is most interested in reducing emissions in the transportation sector. For this reason, we recommend developing one or more "smart growth" alternatives with *low vehicle miles traveled (VMT)*. Such alternatives would reduce long commutes to jobs and activity centers.

In these alternatives, intensification of uses beyond the current General Plan in high VMT locations would be effectively prohibited through criteria or other mechanisms. Current capacity in the current General Plan within high VMT locations would be selectively down-planned or limited through other planning mechanisms, and where possible, redirected to low VMT locations. Complementary financial incentives and disincentives, such as a substantial VMT mitigation fee, should also be developed to redirect development away from high VMT locations.

As wildfire is a contributor to GHG emissions, and fire ignitions occur at the urban-wildland interface (WUI), expansion of the WUI should also be restricted. In one or more of the "smart growth"/low VMT alternatives, development in high and very high fire hazard severity zones would be subject to the same measures (no intensification, selective down-planning, other planning mechanisms, incentives and disincentives). To a great extent, high fire and high VMT locations will coincide.

Native habitat and farmland sequester carbon, and their preservation contributes to climate goals. The alternatives described above will help spare natural and working lands. In addition, EHL urges the development of funding sources directed to acquisition and easements, such as the use of land protection as a *mitigation measure* for carbon emissions from new development. In lieu fees (e.g., VMT mitigation fee) and VMT mitigation banks are two options. The State of California Sustainable Agricultural Lands

Conservation (SALC) program provides an example that is already in use. Many co-benefits are associated with this approach.

Thank you for considering our views and we look forward to working with you on an updated CAP.

Yours truly,



Dan Silver
Executive Director

From:	Taiga.Takahashi@lw.com
To:	CAP
Subject:	Golden Door Comments on CAP Update, PDS2020-POD-20-016, PDS2020-GPA-20-004, PDS2020-ER-20-00-002
Date:	Wednesday, January 27, 2021 2:11:46 PM
Attachments:	Golden Door Farms Cmts on 2021 CAP - 1-17-2021.pdf

Good afternoon.

Please find attached comments from Golden Door Farms regarding the County's December 2020 Notice of Preparation of SEIR for the CAP Update.

Taiga Takahashi

LATHAM & WATKINS LLP
12670 High Bluff Drive
San Diego, CA 92130
Dial: +1.858.523.5400
Fax: +1.858.523.5450
Email: taiga.takahashi@lw.com
Bio: Attorney Profile
http://www.lw.com

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LATHAM & WATKINS LLP

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Milan	

January 27, 2021

VIA EMAIL

County of San Diego
Planning & Development Services
Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123
Email: CAP@sdcounty.ca.gov

Re: Comments on County of San Diego Climate Action Plan Update December 2020 Notice of Preparation of SEIR

We represent Golden Door Properties, LLC (or "Golden Door Farms"), a hospitality and agricultural business situated on approximately 600 acres on the south side of Deer Springs Road in northern San Diego County. Golden Door Farms is committed to environmental stewardship and sustainability and is proud that California is a leader in efforts to reduce greenhouse gas emissions to combat the important issue of the threat of climate change. Accordingly, Golden Door Farms offers the enclosed comments on the County of San Diego's Notice of Preparation for the Climate Action Plan Update, PDS2020-POD-20-016, PDS2020-GPA-20-004, and PDS2020-ER-20-00-002.

Thank you for your time and attention to our comments. Please do not hesitate to contact us should you have any questions or comments.

Best regards,

Taiga Takahashi
of LATHAM & WATKINS LLP

Enclosure

Golden Door's January 27, 2021 Feedback on Framework for County's 2021 Climate Action Plan (CAP)

During the course of our prior CAP litigation with the County, Golden Door identified the following problems that must be resolved to develop a workable and legally defensible program

1. **Problem: The CAP is required as mitigation for the climate change impacts of the 2011 General Plan. The original mitigation measure (CC-1.2) for the 2011 General Plan may not be substantially changed without re-evaluating impacts of the 2011 General Plan.**

    a. **Solution: Any** CAP must comply with the text and spirit of the original General Plan Mitigation Measure CC-1.2 and CEQA. The new CAP and related approvals (e.g., significance threshold) (collectively, the "CAP") must include, at least, an updated baseline inventory of GHG emissions from all sources, reconciliation with other GHG inventories in San Diego County disregarded in prior inventories (e.g., SANDAG's RTP/SCS GHG emissions inventories and forecasts), detailed GHG emissions reduction targets and deadlines, and comprehensive and enforceable GHG emission reduction measures for the reduction of community emissions.

2. **Problem: The defective 2018 CAP improperly veered from and went beyond its mandated objective to mitigate the climate change impacts of the 2011 General Plan; for example, the loose and unenforceable GHG offsets program became a vehicle for expedited approval of all post-2018 General Plan Amendment projects in the County.**

    a. **Solution:**

        i. The CAP and its related approvals (e.g., threshold and checklist) should focus on mitigating impacts on the current General Plan, not providing a vehicle for shortcut analysis and expedited approval of every single possible change to the General Plan in the future.

        ii. Mitigation for future GPA projects should be addressed by limiting those GPA projects that increase density beyond General Plan requirements to either SANDAG-designated smart growth areas and/or census-designated places located wholly within the boundaries of an urbanized area, per SB 330.

3. **Problem: The CAP was supposed to have been developed nearly 10 years ago as part of mitigation for the 2011 General Plan. Yet meanwhile, the County continued to process large-scale GPA projects without having completed an effective and legally valid CAP, including approving large-scale GPA projects that used the same mitigation strategies that multiple courts ultimately found violated CEQA. Even after the County approved the 2018 CAP, the County asserted in court, contrary to the text of the CAP approvals themselves, that in-process projects considered after the approval of the CAP were not necessarily required to comply with the CAP.**

    a. **Solution:** The County should suspend further processing of large-scale GPA projects (500 units or greater) until it completes an effective and legally valid CAP; all in-process GPA projects considered for approval after the new CAP's adoption must be required to comply with the CAP. Any argument that a CAP cannot be applied because no CAP was applied in the last 10 years is unsustainable.

4. **Problem: The defective 2018 CAP relied too heavily on carbon offsets, and such offsets were unverifiable, unenforceable, and otherwise violated the law (e.g., the General Plan's requirement for the reduction of "community emissions").**

    a. **Solution:**

        i. Use of offsets should be minimized and should be allowed only when all feasible, on-site reduction measures are exhausted or found to be infeasible based on substantial evidence.

        ii. Offsets should be a limited component of any project's GHG mitigation efforts, like in the State Cap-and-Trade system or the Newhall Ranch GHG mitigation plan.

        iii. Offsets should be local (i.e., within the County), with priority/preference for offset projects within the vicinity of the project, and they should be verifiable and enforceable by the County and comply with all applicable laws (for example, the General Plan, which requires a

reduction in the County's "community emissions").

iv. The approval of specific offset projects should be subject to public notice and comment.

v. The public should be allowed to monitor the issuance, transfer, and retirement process of offsets to confirm compliance against defined and legally adequate performance standards.

vi. The use of offsets as proxy mitigation for VMTs must be evaluated for its impact on regional plans (e.g., SANDAG RTP/SCS), as well as state and General Plan goals/targets.

vii. Offsets should be required for a sufficient duration, i.e., longer than 30 years. Impacts from residential development projects do not cease to exist after 30 years. The South Coast AQMD 30-year project life applies to equipment and facilities with a useful life that must be replaced or re-permitted (and subject to mitigation) or cease operating after 30 years, and so it is not broadly applicable, especially not to all residential development projects.

viii. The approval of non-local offsets in projects like Lake Jennings Marketplace and Sweetwater Place must be disclosed and incorporated into the CAP EIR's analysis.

5. Problem: The defective 2018 CAP did not have meaningful consideration and analysis of VMT and improperly assumed that generic GHG emissions were the same as VMT based on erroneous reasoning.

a. **Solution:**

i. Work meaningfully with SANDAG on the development of the CAP.

ii. Meaningful consideration and analysis of VMT reduction from new residential development as a separate GHG reduction measure, for example, through improved infrastructure for bicycles, car-sharing or car-pooling, shuttle services, transit subsidies, new public transit and/or access to existing transit, etc.

iii. Use the most recent model to analyze VMTs as required by SB 743 (currently, Series 14). Do not use outdated models.

iv. Good faith, in-depth evaluation of a smart growth alternative that focuses on areas identified by urban area transit boundaries on SANDAG's Smart Growth Concept Map.

v. Acknowledgement and robust discussion of co-benefits of local GHG reduction, particularly with respect to environmental justice. Do not dismiss the benefits of and the impacts of the loss of local GHG emissions reduction because "GHG emissions are a global phenomenon."

vi. Reasonable, evidence-based assumptions regarding the adoption of electric vehicles as a method of quantifying GHG emissions from VMTs.

6. **Problem: The defective 2018 CAP did not adequately evaluate energy impacts and environmental justice impacts and mitigation, especially with respect to the use of offsets.**

a. Solution:

i. If offset projects for new development are going to be sited near economically disadvantaged communities, those impacts must be disclosed and analyzed.

ii. CAP measures should be evaluated for these impacts and incorporate the required mitigation.

7. Problem: The County's 60-day document preservation/destruction policy with respect to CEQA project documentation has been found by the court to violate the law.

a. **Solution:**

i. The County must preserve all CAP-related emails and correspondence, including those with all internal and external stakeholders, members of the public, and consultants, and make it available to the public upon request under the California Public Records Act.

ii. The County should create and disclose a privilege log for all such public records that it anticipates withholding from the public.

From: Austin Jones
To: CAP
Subject: Re: SD County Climate Action Plan (CAP) Greenhouse Gas Reduction
Date: Tuesday, January 26, 2021 11:28:29 AM
Attachments: image001.png

Thank you for your quick response.

What I failed to mention is that our process is actually permeable as well with up to 1,200 inches per hour infiltration rate. Please visit our website to see examples of our installations. www.ecoscapepavement.com

We have recently completed a multi-faceted installation for the new County building in Oceanside if anyone would like to do a job walk.

Thank you in advance!

Austin Jones
619-672-2011
atjones74@gmail.com

On Tue, Jan 26, 2021 at 10:16 AM CAP <CAP@sdcounty.ca.gov> wrote:

> Hello,
>
> Thank you for your email and interest in the County of San Diego Climate Action Plan Update. This email is to confirm that your comment has been received and will be reviewed during the update process.
>
> You can continue to receive updates on the Climate Action Plan Update by visiting our website (https://www.sandiegocounty.gov/content/sdc/sustainability/cap.html) and signing up for email updates.
>
> Thank you again for your interest. Please let us know if you have additional questions or comments.
>
> Best,
>
> County of San Diego, Sustainability Team
>
> Planning & Development Services | Sustainability
>
> County of San Diego

5510 Overland Ave, Suite 310, San Diego, CA 92123

cap@sdcounty.ca.gov

Climate Action Plan Website

Sign up for Climate Action Plan email updates.

For local information and daily updates on COVID-19, please visit www.coronavirus-sd.com. To receive updates via text, send **COSD COVID19** to **468-311.**

Coronavirus Disease 2019
COVID-19

From: Austin Jones <ajones@ecoscapepavement.com>
Sent: Monday, January 25, 2021 2:52 PM
To: CAP <CAP@sdcounty.ca.gov>
Subject: SD County Climate Action Plan (CAP) Greenhouse Gas Reduction

Good afternoon,

My name is Austin Jones and I am a resident of San Diego County (specifically Alpine). I receive the regular County of San Diego Planning & Development Services email updates.

In the most recent email with the subject "Notice of Preparation Scoping Meeting Invite: CAP Update (Planning & Development Services)" there was a specific note that the county is seeking new strategies on how to reduce the greenhouse gas emissions within the county.

This immediately stuck out to me and I hope that I can find the right individual to speak with. We have produced a Concrete pavement product that eliminates over 50% of the greenhouse gas associated with traditionally produced and placed concrete products.

We do this through the use of less cement, better admixtures, and volume taken by air. In addition, we place the rock on its own without the cement meaning that heavy water and pre-

mixed cement does not need to be transported to the job sites. After the rock is placed, the cement-based slurry is sprayed over the rock, soaks in and binds the entire section together into concrete.

If whoever receives this email would be willing to give me a call or put me in touch with the appropriate individual regarding how we could work together to help reduce greenhouse gas emissions associated with pavement and erosion control systems it would be greatly appreciated. I would appreciate the opportunity to help San Diego meets and exceed its goals outlined in our climate action plan.

Thank you in advance!

--

Austin Jones
ECOSCAPE PAVEMENT
AJones@EcoscapePavement.com
619-672-2011

--

Austin Jones
ECOSCAPE PAVEMENT
AJones@EcoscapePavement.com

1_Ecoscape.png

From: Jessica Babcock
To: CAP
Subject: FW: County of San Diego CAP
Date: Thursday, January 28, 2021 10:21:47 AM

From: Frank Ohrmund <frank@otayrealestate.com>
Sent: Monday, January 25, 2021 2:53 PM
To: Jessica Babcock <jessica.babcock@ascentenvironmental.com>
Subject: County of San Diego CAP

Hi Jessica,

As a member on the San Diego County Farm Bureau's Land Use Committee, we would like to have an opportunity to provide our focused input and to ask questions on the baseline data that is being used. We would also like to have access to the science personnel that are creating and using assumptions. Please confirm that this is a program that only looks at carbon absorption and generation in the unincorporated portions of San Diego County.

Thanks,

Frank Ohrmund, Owner/Broker
Otay Real Estate
2433 Fenton Street, Suite A
Chula Vista, CA 91914
619-397-5300 office
619-397-5370 fax
858-945-4974 cell

From:	XiMarie Chen
To:	CAP
Subject:	Comments for the Notice of Preparation document for Scoping meeting
Date:	Thursday, January 28, 2021 1:32:40 PM
Attachments:	San Diego County CAP & Smart Growth Letter - Scoping Meeting version.pdf

Hello Kelly,

Please submit the attached letter as a comment for the Scoping Meeting today, January 28, 2021.

Kind regards,

Marie Chen
Climate Policy Team Chair
The Climate Reality Project, San Diego Chapter



Think Green and Save Trees. Please only print if **absolutely** necessary. Thank you!

The Climate Reality Project
SAN DIEGO CHAPTER

January 28, 2021

County of San Diego
Planning & Development Services
Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Sent by e-delivery

Ref: Support for Adoption of an Aggressive Climate Action Plan to Achieve No New Greenhouse Gases in the County by 2035; to Reduce Such Gases Thereafter; and Adoption of a Smart Growth Program for the County

Honorable Supervisors:

Congratulations to the Board for adopting a goal of zero greenhouse gases (GHGs) by 2035; moving as soon as possible to decarbonize San Diego County; committing to adoption of a Sustainability Plan that will be a critical element in achieving the objectives of the Climate Action Plan; and stating an intent to initiate collaborative action with other jurisdictions within the County.

The San Diego Chapter of the Climate Reality Project (CRPSD) intends to actively participate in efforts to engage the community in preparation of the Draft Climate Action Plan (CAP), and in reviewing and commenting on the Draft once it has been released. Suffice it to say at this point that CRPSD supports the adoption of a CAP that is specific and enforceable and can achieve the goal of no new GHGs by 2035, and to reduce GHGs in the atmosphere after that date.

A study published by research scientists at UCSD in Nature Communications on January 14th of this year reports on potential ways of actually removing GHGs from our atmosphere.[1] The County should work with the San Diego Air Pollution Control District, which will shortly be reconstituted, the California Air Resources Board, and others in exploring the feasibility of this option.

In the new CAP, we urge the County to focus particularly on methods to reduce the so-called "super pollutants", such as hydrochlorofluorocarbons (HCFCs), perfluorocarbons (PFCs), and

[1] Hanna, Ryan, et al. "Emergency deployment of direct air capture as a response to the climate crisis." A Climate in Crisis Calls for Investment in Direct Air Capture, New Research Finds, Nature Communications, 14 January 2021, https://www.nature.com/articles/s41467-020-20437-0. Accessed 27 01 2021.

hydrofluorocarbons (HFCs), methane (CH_4), and black carbon (BC) that have particular potency. We note that Dr. Veerabhadran Ramanathan, Distinguished Professor of Climate and Atmospheric Sciences at Scripps Institution of Oceanography at UCSD is one of the leading experts on black carbon, and his expertise, as well as others at the University, may be very useful in developing the CAP.

Diesel combustion is a major source of black carbon. Although Governor Newsom's Executive Order (N-79-20) does not call for the elimination of diesel combustion in California until 2045, the Bay Area has committed to going diesel-free by 2033. San Diego County should pursue a similar course.

Converting sustainable and sustainably produced biofuels to energy could reduce a massive amount of very potent GHGs and could be used in a variety of forms of transportation.

In addition to preparing a legally adequate, enforceable, and comprehensive CAP, the County is required to analyze a smart-growth alternative in the Environmental Impact Report (EIR) on this action. This is extremely important because, in the past, the County has repeatedly approved amendments to the General Plan in order to allow sprawl projects that result in a tremendous increase in GHGs and increase the likelihood of wildfires. Numerous sources have reported that the emissions from wildfires in California have offset all the reductions of GHGs achieved by the State. For example, one report states that "The 2018 wildfires in California are estimated to have produced more than nine times greater emissions than were reduced across the entire state's economy between 2016 and 2017—with wildfires contributing more than the commercial, residential or agriculture sectors did in 2017."[2] Therefore, it is extremely important to avoid development in high fire hazard areas and assure the health of the County's forests, coastal sage scrub, chaparral, and other vegetation which plays a critical role in storing GHGs.

CRPSD believes that it is essential that the County consider alternatives that focus on future residential growth, including for low and very low-income housing, in or near existing cities that have transit and nearby jobs. Other criteria that should weigh heavily in any future development in the County is avoiding development in high and very high fire areas and reducing vehicle miles traveled.

CRPSD looks forward to actively participating in the development, adoption, and implementation of these critical documents.

Respectfully yours,

Marie Chen
Climate Policy Team Chair
The Climate Reality Project, San Diego Chapter
ximariechen@gmail.com

[2] Next 10. "2019 California Green Innovation Index." Publications 2019 California Green Innovation Index, 8 October 2019, https://www.next10.org/publications/2019-gii. Accessed 27 01 2021.

From: Jennifer Case
To: CAP
Subject: Comments to San Diego County Climate Update
Date: Thursday, January 28, 2021 2:20:05 PM
Attachments: Comments re SD Climate Action Plan-jg.docx

Thank you!

Jennifer Case
President, New Leaf Biofuel
619.236.8500

New Leaf Biofuel
2285 Newton Ave
San Diego CA 92113
P: 619-236-8500
F: 619-236-8585
www.newleafbiofuel.com

January 26, 2021

San Diego County Board of Supervisors

RE: San Diego County Climate Action Plan Update

Dear Chair Fletcher and Members of the Board:

Thank you for the opportunity to comment on the Climate Action Plan (CAP) Update to revise the 2018 CAP. New Leaf Biofuel has been a member of the San Diego business community since 2006. Our company collects used cooking oil from local restaurants and converts it to ultra-low carbon biodiesel at our plant in Barrio Logan. We believe that the use of low carbon biodiesel made locally should be highlighted in the updated CAP as a strategy to reduce greenhouse gas emissions, support local green jobs and to promote climate resiliency.

"Fossil fuel-based transportation is the largest emission sector in the County's inventory," responsible for 55% of GHG emissions in the region. Strategy T-3 of the CAP mentions several technologies available for reducing GHG emissions in transportation including electric cars, Compressed Natural Gas (CNG) for municipal fleets as well as Renewable Diesel (RD). Notably absent is Biodiesel, a sustainable, affordable renewable fuel that is plentiful in California. Biodiesel's benefits include:

- Biodiesel made from used cooking oil made locally is one of the lowest carbon fuels available, achieving a reduction in carbon of 85-90% compared to petroleum diesel. It also reduces particulate matter (PM) by 58%, total hydrocarbons (THC) by 57% and carbon monoxide (CO) by 34%.

- Biodiesel made locally from used cooking oil is a renewable fuel source, providing an upcycling opportunity for the waste cooking oil to be converted to a valuable product without depleting any resources.

- Biodiesel made locally supports local, green jobs.

- Biodiesel can be blended with RD at an R80/B20 blend which results in 100% displacement of fossil fuel.

- Since RD, a relatively new product, is in short supply globally, blending 20% biodiesel, which is plentiful, can extend the possibility for local San Diego area fleets to maintain a 100% renewable fuel profile for their heavy-duty transportation applications.

The County uses approximately 500,000 gallons of diesel per year in its own operations. **If the County transitioned its diesel usage to a R80/B20 blend, the 500,000 gallons of diesel displaced would result in a reduction of 4014 MT GHG per year!** (*Note that since RD has a higher carbon intensity (CI) score than locally produced Biodiesel, a straight RD blend would result in a lower GHG savings of 3762).* Compare this GHG savings to San Diego County's goal of transitioning 501 gasoline-powered fleet vehicles to Electric Vehicles (EVs) by 2027. This achievement will displace about 160,000 gallons per year of gasoline and only 1700 MT GHG per year. Transitioning to R80/B20 is almost a 2.5x improvement in GHG emissions reduction and can be accomplished today. These benefits will be even greater if biodiesel use can be expanded in other fleets across the county.

For more information on the benefits of blending Renewable Diesel and Biodiesel, please see the White Paper produced by the California Advanced Biofuels Alliance.
https://www.caadvancedbiofuelsalliance.org/a-2030-roadmap

Sincerely,

New Leaf Biofuel, LLC
a California limited liability company



Jennifer Case, Chief Executive Officer

From: Jessica Babcock
To: CAP
Subject: FW: Biological Resources Impacts in the SD County CAP
Date: Thursday, January 28, 2021 6:19:58 PM

Jessica Babcock

D 916.842.3163 | C 916.661.2764
E Jessica.Babcock@AscentEnvironmental.com

From: John Riedel <jriedel8837@gmail.com>
Sent: Thursday, January 28, 2021 6:18 PM
To: Jessica Babcock <jessica.babcock@ascentenvironmental.com>
Subject: Biological Resources Impacts in the SD County CAP

Hi Jessica,

I am a member of the San Diego Audubon Society Conservation Committee. There are concerns about the impacts to sensitive species, habitats, ecosystems, wetlands, and natural resources identified as Significant and Unavoidable in the CAP SEIR. These are not aligned with conservation measures and policy in the GPU such as NCCP and MSCP and others identified in the SEIR. Natural untouched ecosystems are wonderful Carbon sinks and plans that cause significant impacts to these habitats to address climate change is not the correct course of action. When projects become more defined and have to attend to the CEQA process, will Biological Resources be evaluated at the project level instead of tiering of this SEIR which comes to the conclusion that Biological Resources impacts are unavoidable? Thanks

Regards,
John Riedel
Jriedel8837@gmail.com

From:	Hannah Gbeh
To:	Kelly, Meghan; Bray, Kelly
Cc:	CAP
Subject:	Farm Bureau Comment Letter
Date:	Friday, January 29, 2021 12:25:27 PM
Attachments:	Farm Bureau CAP Letter 1.28.21.pdf

Dear County of San Diego,

Attached, please find the San Diego County Farm Bureau's comment letter on the Climate Action Plan NOP.

Best,
Hannah Gbeh

HANNAH GBEH *Executive Director*
420 S. Broadway, Ste. 200, Escondido, CA 92025
Office: 760.745.3023 hannah@sdfarmbureau.org
Cell: 760-504-4109
The Voice of Local Farming

FARM BUREAU San Diego County
The Voice of Local Farmers
Serving San Diego agriculture since 1914

January 28, 2021

County of San Diego
Planning and Development Services
Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Subject: Farm Bureau Comments on County Climate Action Plan

Dear Mrs. Bray,

Carbon sequestration in soils and vegetation is one of the few ways in which communities can simultaneously address climate mitigation and climate resilience. In a community in which agriculture is the 5th largest contributor to the economy, we cannot afford to ignore an opportunity to reduce our climate impacts in ways that strengthen food security, regenerate natural resources, and boost our agricultural sector. The County of San Diego must seize the opportunity to become a national leader in Carbon Farming by crafting a Climate Action Plan that both increases and encourages agriculture within the region while solving the climate crisis.

Carbon farming is a suite of farming and ranching practices that hold the potential for delivering multiple benefits: 1) reducing GHG's 2) building soil health, and 3) strengthening climate resilience. They include numerous practices that sequester stable soil carbon, sequester carbon in living vegetation, and reduce emissions from conventional practices such as fertilizer application. Practices include new plantings, composting, riparian restoration, cover cropping, reduced tillage, silvopasture, and several others that are already well-known as part of Natural Resource Conservation Service list of conservation practices. Compost application on cropland and rangeland has high GHG removal potential (1.5 – 4 MTCO2e /acre/year), and has resulted in remarkable increases in plant growth, and water holding capacity improvements, among several other co-benefits. Similarly, riparian restoration has GHG reduction potential of 1 MTCO2e/acre/year, and several important co-benefits including water quality improvements and habitat conservation.

The San Diego County Farm Bureau requests the following items be incorporated into the text of the Climate Action Plan and associated CEQA analysis:

- **Stop the Decline of Agriculture:** The County must conserve the existing agricultural carbon storage and sequestration in the existing agricultural community by addressing root drivers behind the decline in local agricultural lands. From 2000–2015, approximately 10,000 acres of orchards, estimated to contain one million trees, were taken out of production by farmers in the greater San Diego County, decisions largely attributed to rising, prohibitive water costs, along with some fire losses. The estimated GHG emissions value of these losses amount to a total 375,125 MTCO2e, which is the sum of lost carbon stored in the trees, and the foregone cumulative sequestration over a 15-year period. In a single year snapshot of 2014, tree losses amounted to 89,321 MTCO2e, which is over half of the entire estimated agricultural emissions for the unincorporated county that year.

These numbers are noteworthy for several reasons. First, the contributions of sequestration in orchards, and the loss thereof, are significant. Secondly, the economic pressure of changing climate conditions are apparently already resulting in accelerated GHG emissions. And most importantly, investments in halting the attrition of existing perennial croplands will have significant impacts on climate mitigation for decades to come[(1)].

- **Local Mitigation Banks:** GHG mitigation is a source of significant resources for carbon farming implementation and must be implemented by the County during the Climate Action Plan process. The San Diego agricultural community stands ready to create and implement cutting edge local, agricultural carbon sequestration banks that not only provide much needed sequestration credits but also bolsters our local economy and regional food security. Existing mitigation banks for sensitive habitats can serve as a model for how to implement GHG mitigation banks through partnerships with the local agricultural community.

- **Data Analysis and Usage:** Methodologies exist that enable us to estimate net carbon sequestration in agricultural lands. The County's past Climate Action Plans have used faulty data to analyze baseline conditions related to agriculture and to analyze the carbon sequestration potential from agricultural practices. There must also be a common set of metrics by which we measure our impacts and make corrections where needed.

- **Stakeholder Engagement:** The County of San Diego is home to a wide variety of agriculture experts that can assist the County in navigating the GHG sequestration potential for Carbon Farming, including University of California Cooperative Extension, San Diego Farm Bureau, the California Avocado Commission. The CAP process must include as part of their advisory group experts on carbon farming so that we can develop and advance climate friendly agricultural strategies in the region.

- **Voluntary Compliance:** Any CAP measures related to agriculture must be voluntary, not regulatory, and must encourage the economic viability of the local agricultural industry. The Climate Action Plan cannot diminish the value of land or private property rights. Although San Diego farmers and ranchers have tremendous potential to make a positive impact on managing excess carbon in our environment, they do not have the financial resources to carry that burden alone and the County needs to offer considerable investments in financial incentives for these programs.

Sincerely,



Hannah Gbeh
Executive Director
San Diego County Farm Bureau

Citations: (1) Linking Climate-Friendly Farming Practices to San Diego County's Climate Action Plan: An Opportunity Analysis of Carbon Farming in the Unincorporated County. March 2018. Puja Batra, Batra Ecological Strategies.

From:	Elizabeth Urquhart
To:	CAP
Subject:	CAP Input Submission
Date:	Saturday, January 30, 2021 1:20:47 PM
Attachments:	San Diego Climate Action Plan Update Input 1.30.21.pdf

---

Please accept attached CAP input provided by StopCottonwoodSandMine.org Board of Directors.

Thanks,
Elizabeth Urquhart
(619) 405-3252

Elizabeth Urquhart, M.Ed.
Director of Compliance



StopCottonwoodSandMine.org
Save Our Community

COUNTY OF SAN DIEGO 2021 CLIMATE ACTION PLAN INPUT
January 30, 2021

StopCottonwoodSandMine.org supports recommendations made by the San Diego Sierra Club which includes the following:

First and foremost, the County must immediately declare a climate emergency. The County must also do more than just neutralize greenhouse gas emissions by seeking to achieve current standards of "net zero" emissions. Rather, the County should be working to greatly reduce GHG emissions below 1990 baseline with net negative emissions to help reverse global climate destruction.

The County must emphasize reducing emissions in disadvantaged communities, locate GHG mitigation in the same disadvantaged communities in which emissions occur, and establish a GHG mitigation bank directly benefiting disadvantaged communities. Other GHG mitigation must occur entirely within the County. And existing multiple species conservation programs should be utilized to establish a natural habitat land mitigation bank for GHG emissions.

The County should implement the following measures to achieve net negative 100% GHG emissions by 2035:

1. Establish a Community Choice Aggregation program to provide 100% renewable energy by 2035.

2. Downzone lands in Calfire's high/highest fire risk areas and highest vehicle miles (VMT) travelled areas of the county.

3. Bar General Plan amendments for increased commercial or residential development in Calfire's high/highest fire risk areas and highest vehicle miles (VMT) travelled areas of the county.

4. Purchase Fanita Ranch, Lilac Hills, Newland Sierra, Otay Ranch Village 13, Otay Ranch Village 14/16/19, Rancho Guejito, and/or Harvest Hills to avoid conversion to development and/or as a natural habitat lands GHG mitigation bank.

5. Establish a program to recycle 100% of all organic waste.

The County should implement the following additional measures to achieve net negative 100% GHG emissions by 2035:

1. Convert natural gas or propane utilities to electric at County facilities.

2. Install photovoltaic solar panels, wind turbines, and/or other onsite renewable energy and batteries at County facilities.

3. Install electric heat pumps to provide air and water heating and cooling at County facilities.

4. Install improved weatherization and insulation at County facilities.

5. Install graywater systems at County facilities.

6. Convert county vehicle fleets to electric vehicles and plug-in hybrid electric vehicles.

7. Provide dividend account parking for all County employees.

8. Increase diversion of solid waste and capture landfill methane.

9. Prohibit all gas-powered leaf blowers.

10. Plant and maintain trees. Priority should be given to native trees when possible.

11. Collaborate with SANDAG to support and implement the Five Big Moves.

12. Support short term extension of mass transit prior to implementation of the Five Big Moves.

13. Support construction of bicycle trails and protected lanes for bikes and scooters.

14. Support installation of public electric vehicle charging stations.

15. Support construction of pedestrian overpasses and other pedestrian infrastructure.

16. Support establishment of a local natural habitat lands GHG mitigation bank with avoided conversion to development and conservation management in perpetuity of habitat land inside or bordering existing or planned regional multiple species conservation plan preserves (e.g. City of San Diego Multiple Habitats Planning Area or County of San Diego Pre-Approved Mitigation Area) or the Cleveland National Forest inholdings.

17. Support establishment of a local disadvantaged communities GHG mitigation bank with replacement of commercial or personal GHG-emitting vehicles and equipment with electric vehicles and equipment, commercial or residential electrification, and other energy efficiency improvements to businesses or residences.

The County should provide incentives and subsidies to existing businesses and residences for the following measures to achieve net negative 100% GHG emissions by 2035.

1. Conversion of natural gas or propane utilities to electric.

2. Installation of photovoltaic solar panels and/or other onsite renewable energy and batteries.

3. Installation of electric heat pumps to provide air and water heating and cooling.

4. Installation of improved weatherization and insulation.

5. Installation of graywater systems.

6. Planting and maintaining trees.

7. Free mass transit passes to students and residents of disadvantaged communities.

8. Carpooling.

9. Purchase of electric vehicles.

10. Free parking for electric vehicles

11. Capture methane from agricultural facilities.

12. Avoided conversion to development of agricultural cropland.

13. Production and distribution of locally grown produce and foods.

The County shall implement the following measures to achieve net negative 100% GHG emissions from new public projects and private commercial developments[2](developments) by 2035:

a. **CEQA Significance –** Public projects and private commercial developments' GHG emissions shall be considered "significant" under CEQA.

b. **CEQA Overriding Considerations –** CEQA findings of overriding considerations shall not be provided for public projects and private commercial developments with significant GHG emissions/impacts.

c. **GHG Emissions Threshhold –** Public projects and private commercial developments shall achieve net negative 100% GHG emissions through onsite minimization and offsite mitigation.

d. **Developments' GHG Emissions Lifespans –** Public projects and private commercial developments' lifespans shall be a minimum of 100 years for calculation of: a) GHG emissions; b) onsite project design to minimize GHG emissions; and c) any offsite mitigation.

e. **Minimization of GHG Emissions –** Public projects and private commercial developments shall minimize onsite GHG emissions by incorporating climate-friendly and environmental design to the maximum extent feasible with the minimum following conditions:

1. Developments shall be electric and prohibit plumbing for natural gas.

2. Developments shall include photovoltaic solar panels and/or other onsite renewable energy and onsite batteries to provide 100 percent of any project's annual electricity

needs.

3. Developments shall include electric vehicle charging stations to serve all projected project-related vehicles.

4. Developments shall include electric heat pumps to provide one hundred percent of air and water heating and cooling.

5. Developments shall prohibit vehicle idling.

6. Developments shall include graywater systems.

7. Developments shall minimize water consumption.

8. Developments shall include shade trees.

9. Developments shall provide transit passes to residents.

f. **Mitigation of GHG Emissions –** To the extent that onsite minimization of any public or private commercial development project's GHG emissions to net negative 100% is not feasible, offsite GHG mitigation shall be provided to achieve net negative 100% GHG emissions that is in addition to any existing laws, regulations, or plans already compelling reductions in GHG emissions.

1. Developments' GHG offsite mitigation shall be entirely within San Diego County.

2. Developments' GHG offsite mitigation shall be entirely within the same disadvantaged communities as emissions.

3. Offsite GHG mitigation may include any of the following:

a) Preservation of natural habitat land inside or bordering existing or planned regional multiple species conservation plan preserves (e.g. City of San Diego Multiple Habitats Planning Area or County of San Diego Pre-Approved Mitigation Area) or private holdings within Cleveland National Forest. Preservation of natural habitat land as GHG mitigation shall include private property acquisition and conservation stewardship management in perpetuity. The amount of GHG mitigation provided by preservation of natural habitat land shall be determined by calculating reduced GHG emissions on the property over one hundred years resulting from avoided conversion to development of the number of existing legally entitled or zoned units and/or square feet on the preserved property.

b) Direct replacement of GHG-emitting vehicles and equipment (e.g. diesel generators) with electric vehicles and electric equipment including at any site under the jurisdictional authority of the Port of San Diego (including cargo and cruise ship terminals), of the Metropolitan Transit System, of the North County Transit District, and of the San Diego Airport Authority.

c) Create environmental justice grant programs in disadvantaged communities for direct replacement of commercial or personal GHG-emitting vehicles and

equipment with electric vehicles and equipment, commercial or residential electrification, and other energy efficiency improvements to businesses or residences.

d) Direct reductions in water consumption.

The County shall implement the following measures to minimize GHG emissions from new private residential development projects:

Personal residential remodelling and addition projects shall achieve net zero GHG emissions through onsite minimization with incorporation of climate-friendly and environmental design with the following conditions:

1. All Projects shall be electric and prohibit plumbing for natural gas.

2. Projects shall include electric heat pumps to provide one hundred percent of air and water heating and cooling.

3. Projects shall minimize water consumption.

4. Projects should include photovoltaic solar panels and/or other onsite renewable energy and onsite batteries.

5. Projects should include electric vehicle charging stations to serve all projected project related vehicles.

6. Projects should include graywater systems.

7. Projects should include tree planting.

Submitted By:

StopCottonwoodSandMine.org Board of Directors

Email: info@stopcottonwoodsandmine.org

Website: www.StopCottonwoodSandMine.org

January 30, 2021

From:	John Riedel
To:	CAP
Subject:	SDAS Comment Letter on Climate Action Plan Notice of Preparation
Date:	Wednesday, February 3, 2021 11:48:39 AM
Attachments:	SDAS_CAP NOP Comment Letter_final.pdf

Dear Kelly Bray,

Attached is the San Diego Audubon Society's letter on the Climate Action Plan Notice of Preparation. Please let us know you received this email and can open the attachment. Thank you for the opportunity to provide comments.

--

Regards,
John Riedel
Jriedel8837@gmail.com

February 4th, 2021

County of San Diego Planning & Development Services
Attention: Kelly Bray CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123
CAP@sdcounty.ca.gov

Subject: County of San Diego Climate Action Plan (PDS2020-POD-20-016 and PDS2020-GPA-20-004, and PDS2020-ER-20-00-002)

Dear Kelly Bray,

The San Diego Audubon Society is a 3,000+ member non-profit organization with a mission to foster the protection and appreciation of birds, other wildlife, and their habitats, through education and study, and to advocate for a cleaner, healthier environment. We have been involved in conserving, restoring, managing, and advocating for wildlife and their habitat in the San Diego region since 1948. Our work has included invasive plant removal and revegetation events, training community scientists, advocating for developments and park management, educating school children about the importance of natural habitats, and many other projects. Over the years we have partnered with thousands of volunteers to carry out these goals. We endorse progressive action in the Climate Action Plan (CAP) to navigate climate change by embracing protection, enhancement, and rehabilitation of the region's natural resources. Within that framework, we suggest the following in regards to the CAP Notice of Preparation.

Strategy A-2 Increase Carbon Sequestration: The ordinance will include water conservation strategies to minimize water use, which could include planting drought-tolerant and native trees and prioritizing tree plantings in areas served by recycled water and greywater infrastructure. The SEIR should provide data about which native trees and other vegetation are most effective in storing carbon and in which habitat they would be appropriate as defined in 2.4.1.1 Terrestrial Communities and Habitats. Studies reveal a variety of trees prove to be more effective in carbon sequestration. A profile of which variety of native trees or other plants for each habitat should be provided for project level guidance. No trees or plants on the CAL-IPC list should be used or encouraged. The carbon required to provide the water needed for each type of vegetation should be deducted from its nominal sequestration value.

Strategy T-4 Invest in Local Projects to Offset Carbon Emissions: Included in this list is wetland creation among others. Wetland creation in the Fiesta Island Amendment and The ReWild Mission Bay proposal to the Mission Bay Master Plan are excellent examples for using natural resources for carbon sequestration. Cutting edge research through local institutions are quantifying the value of coastal wetlands, including the ReWild Mission Bay study, for carbon sequestration. Undisturbed, natural coastal wetlands have been shown to be very effective at sequestering carbon and should have a more robust profile in the CAP instead of mitigation of impacts to natural resources. As sea level rise occurs, much of our wetlands and shallow subtidal habitats will lose their sequestration value as the depth increases. So the tabulations of wetlands and shallow subtidal habitats should either identify enhancement programs that would keep them at optimum depths for sequestration, or identify the sequestration value as a function of time as the depths change.

Strategy A-2 Increase County Tree Planting: Prepare and adopt a tree planting program for the unincorporated county to plant a minimum of 3,500 trees annually starting in 2017. Description: This

measure is a County initiative. This details the carbon capture potential of trees and we reiterate that native tree guidance be provided in the SEIR as they are paramount to the health of local wildlife and native plants within the ecosystem. The Heritage Tree Preservation Program should be expanded with more data driven guidelines and properly linked into the CAP for better implementation. Again, the carbon expended to water these trees should be deducted from the nominal sequestration value of these trees.

Bio-2.1 Revise the Ordinance Relating to Water Conservation for Landscaping to incorporate appropriate plant types and regulations requiring planting of native or compatible non-native, non-invasive plant species in new development. This is a project that SDAS has been advocating for in partnership with the California Native Plant Society. We suggest the SEIR provide more details of which native plants would be appropriate within the different habitats across the county. Local home owners associations should provide educational content to the public as a resource to native plants for their residences.

Many of the Strategies in the SEIR state that the construction and operation of technology that could affect special-status species, riparian habitat or other sensitive natural communities; federally protected wetlands; wildlife movement corridors or nursery sites; or conflict with local policies or ordinances, and adopted habitat conservation plans or NCCPs. This is in direct conflict with the adopted 2011 GPU Policies including: Policy COS-1.2: Minimize Impacts, Policy COS-1.3: Management, Policy COS-2.2: Habitat Protection through Site Design, Policy COS-3.2: Minimize Impacts of Development, Policy LU-6.1: Environmental Sustainability. We urge that such strategies be eliminated or modified to avoid these substantial negative impacts.

There are 10 mitigation measures from Bio-1.2 to Bio-2.4 to address impacts to biological resources, but the SEIR is not detailed enough to provide adequate cover to project level impacts found to be significant. It should be applied in this SEIR that discretionary projects provide a project level biological resources impact study instead of using the broad conclusions in this SEIR as coverage for impacts found to be significant. There is a broad acknowledgment that mitigation measures to biological resources are implemented within the county if feasible. Also, the mitigation measures are transparent, enforceable and demonstrably effective. Beyond the updates to mitigation measures CC-1-2, CC-1.7 and CC-1.8, we request all measures CC-1.1 to CC-1.8 be reviewed for updates.

Strategy E-2 Increase Renewable Energy describes Implementation of this measure could result in construction of small-scale distributive energy renewable systems, large-scale photovoltaic solar, photovoltaic concentrator technology or wind turbines. We urge that concentrator technology not be implemented unless it is improved so that it will not vaporize passing birds. If it is used, on-site radar detection systems should be implemented to identify bird mortality to allow adequate on-going mitigation. Such systems should have a permitted mortality limit. When the limit is exceeded the plant would be shut down until its next permit cycle. The Strategy also describes potential impacts to wildlife movement corridors or nursery sites. Important bird habitat and corridors need to be fully understood and wind turbines must be kept from these areas. Terrestrial wildlife corridors also need to be avoided. It is noted in the SEIR that impacts related to special-status species resulting from small wind turbines would be a potentially significant impact (Impact BIO-4). This strategy should be expanded to emphasize photovoltaic systems mounted on buildings with large roofs, large parking lots, reservoirs, etc. to avoid environmental damage and the need and cost to mitigate.

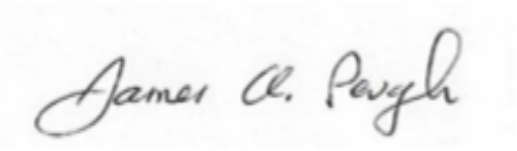
Mitigation for Strategy E-2 refers to the 2012 Wind Energy EIR, Mitigation Measure CAP M-BIO-1 and M-BIO 2 specifically. It is also noted that further mitigation was rejected as infeasible. As large-scale photovoltaic solar, photovoltaic concentrator technology, or wind turbines are going to be prominent in the CAP program, a more robust and coherent mitigation strategy has to be formulated for effective protections of vital biological resources. If adequate mitigation is not feasible, strategies should be

changed so the impacts will be reduced so that mitigation is feasible and adequate. The California Desert and Recreation Act of 2019 keeps natural resources protected and considers infrastructure described herein. A policy following this Act implementation provides protections of natural resources and wildlife habitat while allowing for CAP infrastructure.

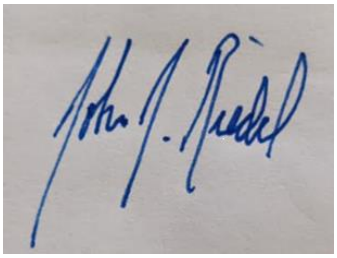
Section 2.4.4.3 and 2.4.4.4 of the SEIR describes impacts to federally protected wetlands and wildlife corridors, and that beyond implementation of 2011 GPU PEIR mitigation measures, there could be site degradation and significant impacts. Beyond project level mitigation measures, there should be CAP mitigation measures to protect against impacts to these natural resources which serve as a backbone to natural resource carbon sequestration in addition to protections afforded to federal and state protected species and their habitats. One of the strategies in the CAP is enhancement of wetlands as a tool for carbon capture, so it follows that these habitats that exist should be fully protected and enhanced to maintain their sequestration value for the future

Conclusively, we fully support progressive action to reduce climate change with implementation of the CAP. We also strongly support as a tool protecting, enhancing and rehabilitating natural resources as an effective carbon sequestration strategy instead of causing significant impacts to these resources at the expense to build infrastructure to address climate change. We believe these two goals that can exist concurrently. We also urge that this CAP modify its Strategies so that we can aggressively lower our greenhouse gas emissions in ways that will protect, or at least fully mitigate for impacts to, our native wildlife and habitats Thank you for the opportunity to comment on the CAP Notice of Preparation and we look forward to being engaged in this process moving forward.

Sincerely,



James A. Peugh
Conservation Chair
and,



John Riedel
Conservation Committee

From: David Harris
To: CAP
Subject: San Diego 350 comment letter
Date: Wednesday, February 3, 2021 1:09:21 PM
Attachments: SD350 Letter - County CAP SEIR 2_3_21 .pdf

Attached please find our submittal in response to the SEIR scoping for the CAP Update.

David Harris
SanDiego350

SAN DIEGO 350
CLIMATE ACTION

February 3, 2021

County of San Diego Planning & Development Services
Attention: Kelly Bray CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Re: COUNTY OF SAN DIEGO CLIMATE ACTION PLAN UPDATE
Supplemental Environmental Impact Report - Project Numbers: PDS2020-POD-20-016 and PDS2020-GPA-20-004; Environmental Review Number: PDS2020-ER-20-00-002

Dear Ms. Bray:

Please accept this submission in response to the County's NOP for this CAP update. SanDiego350 is an inclusive volunteer organization building a movement to prevent the worst impacts of climate change and climate injustice. We strive to create a future that supports a livable planet and just society. SanDiego350 achieves its goals through education and outreach, public policy advocacy, and mobilizing people to take action.

SanDiego350 supports the County's newly adopted climate action goal which was approved by the Board of Supervisors on 1/27/21. This ambitious goal is to drastically reduce greenhouse gas (GHG) emissions and achieve zero carbon in the San Diego region by 2035. To accomplish this goal, the County needs to establish more aggressive targets in its Climate Action Plan (CAP) update to reduce emissions from three sectors: transportation (45% of GHGs), energy (24% of GHGs), and natural gas in buildings (9%).

Below are our Public Policy Team recommendations for the County's CAP Update SEIR:

Section 1. Built Environment and Transportation

Land Use Decisions- The County makes land use decisions for all unincorporated communities, agricultural zones, and backcountry areas of San Diego County. The County should prohibit urban and suburban residential and commercial development in all agricultural zones and low-density zoned rural areas. Any General Plan Amendment that proposes increasing the density above the levels established in the County's 2011 General Plan should be soundly rejected. Instead, the County should consider providing density bonuses and other development incentives for infill projects along major transit corridors in the County's already-urbanized communities.

Mode Share Goals- The County needs to adopt aggressive transportation mode share targets in the already-urbanized areas of the County and promote the development of safer bike lanes, complete streets, and convenient and affordable rapid transit.

SB 743 CalTrans Report- Passed by the State legislature and signed into law SB 743 with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions." The Governor's Office of Planning and Research (OPR) has issued new metrics for identifying and mitigating transportation impacts within CEQA. For land use projects, OPR identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis. Implementation of SB 743 began in July, 2020, but the County's adopted guidelines are inconsistent with the law and with the State OPR Guidelines. (The County is currently being sued by the Sierra Club and the Cleveland National Forest Foundation over these guidelines). Therefore, the County should amend its guidelines to comply with State law, as soon as possible; and recognize this step in the new CAP and its sEIR.

Telecommuting- Since the pandemic began last March, an increasing number of businesses have allowed employees to work from home. This has significantly reduced traffic on local roads and freeways during commute hours, and thus reduced carbon emissions. The County should encourage telecommuting by collaborating with businesses to devise incentives that encourage employees to work from home.

Support the planning effort to create a world class transportation system- The 2021 Regional Transportation Plan, currently under development by SANDAG, will synchronize "5 Big Moves" to deliver a fully integrated transportation system for the San Diego region. The 5 Big Moves include complete corridors, transit leap, mobility hubs, flexible fleets, and the next Operating System (OS) for transportation coordination (the "brain" of the entire system that coordinates the full range of transportation options). SANDAG's framework promises to enhance connectivity, increase safety, and reduce GHG emission from vehicles by providing real alternatives for commuters. The County should support SANDAG's RTP planning process, build community and business support for a massive expansion of public transit, prioritize transit over roadway expansion projects, and increase funding for complete streets and safe bike lanes.

Section 2. Renewable Energy

Community-based Microgrids- In the updated CAP, encourage the development of microgrid energy and battery storage projects, with a focus on communities of concern that have not yet benefited from the green energy revolution.

Building Electrification- Adopt a reach code that requires all new residential and commercial development projects to be all-electric. Develop incentives for homeowners and businesses to retrofit existing buildings with all-electric heating systems and appliances. Promote heat pumps to replace existing space and water heating systems.

Section 3. Agriculture and Conservation

Sustainable Food Supply- Adopt a set of strategies focusing on the importance of food in both consumption and production:

1) adopt a procurement plan (e.g. the Good Food Purchasing Program) for County operations that encourages the purchasing of less carbon-intensive foods
2) develop an education and outreach program that promotes the adoption of healthier and low-carbon diets in households and institutions
3) incentivize carbon-farming practices and use technology such as COMET-farm to quantify additional carbon sequestered in vegetation and soils so the GHG reduction can be included in the CAP's overall mitigation numbers.
4) Adopt the recommendations from the 1/28/2021 comment letter from the San Diego County Farm Bureau.

Section 4. County Operations

Consumption-based GHG Inventory
Adopt a method for assessing the lifecycle greenhouse gas emissions caused by the consumption of goods and services associated with activities originating from within the County (e.g. Consumption-Based Emissions Inventory). This involves recognizing that relying solely on a sector-based emissions inventory underestimates the emissions that the County is responsible for and that consumption is a central driver for greenhouse gas emissions associated with lifecycle carbon footprint of goods and services occurring within the County.

Section 5. Social Equity

Climate Equity Index- Include an environmental justice component in the CAP Update that provides equity in the implementation of CAP measures and activities. As the County transitions away from fossil fuels in the energy and transportation sectors, it should ensure that underserved communities share in the benefits of clean renewable energy, will have access to skilled training programs for new green jobs, and access to capital to start or expand green economy businesses.

Thank you for inclusion of SanDiego350's submittal for elements of the CAP update, and analysis in the SEIR. If you have any questions, please email me at davidh@sandiego350.org

Sincerely,

David Harris, Chair
SanDiego350 Climate Action Plan Committee

Marie Chen and Pia Piscatelli, Co-Chairs
SanDiego350 Public Policy Team

From:	Noah Harris
To:	CAP
Subject:	Climate Action Campaign, Comments on NOP for the County CAP"s SEIR
Date:	Wednesday, February 3, 2021 3:29:14 PM
Attachments:	2021-2-3-CAC Comments on NOP for County CAP and SEIR .pdf

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Hi--please accept Climate Action Campaign's comment letter, attached, in response to the Notice of Preparation for an Environmental Impact Report for the County's Climate Action Plan.

Thank you for the opportunity to provide input on the development of this critical document.

Best,
--
Noah Harris (he/him)
Transportation Policy Advocate
Climate Action Campaign
3900 Cleveland Ave, Suite 208
San Diego, CA 92103
(310) 562-8046

www.climateactioncampaign.org
Twitter: @sdclimateaction
Instagram: @sdclimateaction
Facebook.com/ClimateActionCampaign

Like what we do? Support Climate Action Campaign today.

Our Mission is Simple: Stop the Climate Crisis

February 3, 2021

VIA EMAIL: CAP@sdcounty.ca.gov

County of San Diego
Planning and Development Services
Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Re: Comments on Notice of Preparation (NOP) for an Environmental Impact Report for the County of San Diego Climate Action Plan (CAP)

Climate Action Campaign (CAC) is an environmental nonprofit organization based in San Diego and Orange County with a simple mission: to stop the climate crisis through effective policy action.

The 2018 UN IPCC report, *Global Warming of Degrees Celsius*, warns that in order to stave off climate catastrophe, we must limit global warming to 1.5°C above pre-industrial levels, citing drought, floods, extreme heat and poverty for hundreds of millions of people if temperatures rise above 1.5°C. To remain within this threshold, we must cut global emissions by 45% by 2030 and entirely eliminate emissions by 2050. This critical moment in history demands that at every level of government, we must take unprecedented action to significantly reduce greenhouse gas emissions and ensure a safe, livable, and dignified future for all.

In order for the County to do its part to slash greenhouse gas emissions and create sustainable, equitable, and prosperous communities, we recommend the following Draft EIR components and emissions reduction measures:

CEQA Requires Enforceable Measures with Detailed Deadlines

CEQA is clear about what is required for a qualified CAP. For a CAP to function meaningfully as a roadmap to its reduction target, the measures in the plan must be enforceable — which means

they must be specific, unambiguous, and contain clear requirements. Voluntary measures violate these CEQA guidelines.

In California Riverwatch v. County of Sonoma et. al (2017), the court stated that in CAPs used for tiering, "any measures or requirements imposed [must] be sufficiently defined to be enforceable." This means that for the CAP as a whole to be legally binding, the measures that comprise it must be enforceable. The measures within the CAP must be specific, evidence-based, and contain mandatory requirements, all of which serve to make the CAP as a whole meaningfully enforceable.

Significance Thresholds In Line With State Targets

The thresholds of significance for GHGs should be any level of emissions that will cause a violation of the state's GHG emission targets, which include:

- SB 32, which mandates statewide GHG emissions reductions of 40 percent below 1990 levels by 2030.
- Executive Order S-3-05, which mandates statewide GHG emissions reductions of 80 percent below 1990 levels by 2050. Compliance with S-3-05 should be of particular legal concern given the precedent set in the SANDAG RTP lawsuit.
- Executive Order B-55-18, which mandates statewide carbon neutrality as soon as possible, and no later than 2045, and net negative emissions thereafter.

Local targets that would contribute to emissions above these levels should be considered to have a significant impact.

Recommended Greenhouse Gas Emissions Reduction Strategies

In order to meet state greenhouse gas goals, including the Board's recent direction to align the CAP with Executive Order B-55-18, the County should include the following policies and strategies:

- **Zero Carbon:** As a long-term planning document, we urge you to ensure the CAP horizon year is extended to 2045 or later, and that the emissions reduction target commits to zero carbon by 2045 or sooner. To stave off the most devastating impacts of climate change, we must entirely eliminate greenhouse gas emissions as soon as possible.

  Additionally, the County should align the CAP's emissions reduction target and strategies in support of the forthcoming Regional Sustainability Plan and its goal to achieve zero carbon by 2035.

- **100% Clean Energy:** Not only is 100% Clean Energy the nation-leading standard, it is also necessary to meet California GHG targets. Accordingly, eight cities in the San Diego region have committed to 100% clean and renewable electricity by 2030 or 2035. Shifting to clean and renewable energy not only reduces greenhouse gas emissions, but it also spurs local investment and family-sustaining jobs from clean energy technologies. A 100% clean energy goal would be consistent with the goals of other Climate Action Plans in the region.

- **Community Choice Energy (CCE):** Community Choice is the single most powerful emissions reductions strategy at the local level, and it is the only viable pathway to 100% clean energy. The County should commit to and integrate Community Choice Energy into its CAP as a way to help steeply reduce carbon emissions, and provide choice and competitive energy rates.

- **Building Electrification:** Even as our cities work to achieve 100% clean electricity, natural gas remains one of the most significant sources of emissions in our region, so to fully transition away from fossil fuels, we must reduce and ultimately eliminate natural gas consumption. Because appliances last several decades, it is critical that we start building electrification today by incorporating key building electrification measures in the CAP. We recommend requiring all newly constructed or renovated buildings to be all-electric, as well as providing incentives and streamlining to electrify existing buildings. We also recommend centering equity in any building electrification plan to protect our most vulnerable from being stranded with this dangerous asset, and developing an inclusive community engagement process to gather feedback from communities of concern about their needs, and share how building electrification can improve their lives.

- **Energy and Water Efficiency**: The CAP should set targets for water conservation and energy efficiency for single-family, multifamily, commercial, and municipal buildings, as well as plan for ordinances to help reach those targets.

- **Zero Emissions Vehicles:** The County should include a strategy to transition to a fully electric municipal fleet.

- **Transit, Walking, Biking:** The CAP should include mode share targets that define the percent of commuters who will walk, bike, and take transit to work by the plan's horizon year. Mode share goals help jurisdictions facilitate a shift away from car-centric growth, advocate for assistance for better transit infrastructure, and help communities plan for

anticipated or desired health outcomes. The CAP should include a detailed roadmap with specific and actionable strategies to meet the mode share targets. Strategies to increase mode share include fostering safe and convenient biking, walking, and transit opportunities. These infrastructure investments also provide numerous co-benefits that create safer, healthier, more prosperous communities.

- **Smart Growth Land Use Policies with Affordable Housing Near Transit**: With 45% of the County's emissions currently come from on-road transportation, the CAP should include a goal to reduce vehicle miles travelled (VMT) to be achieved through smart growth policies that increase mixed-use density and affordable housing near job centers and transit. Building affordable housing near transit is a necessary strategy to reduce VMT and reduce GHG emissions.[1] Building housing in high-VMT, high fire hazard areas far away from jobs and transit remains one of our region's greatest sources of skyrocketing emissions, threatens our natural and working lands, and increases the likelihood and severity of fatal wildfire events.

  The CAP and SEIR's project alternatives should further specify where smart growth and density should be targeted and what transportation mode share, VMT, and land use goals should be set for specific communities throughout the unincorporated County, so there is clarity for the public and staff. The City of San Diego's ongoing struggle to ensure that community plan updates in urban, transit-priority communities are aligned with CAP targets, and to agree upon what goals each community is responsible for meeting, highlights the importance of including both neighborhood-level specificity and a jurisdiction-wide approach in the CAP.

  The 2018 CAP's SEIR Mitigation Measure GHG-1 permitted General Plan Amendments (GPAs) projects to find no significant impacts based only on the purchase of overseas offsets credits. Proposed amendments to the 2011 GPU are typically sprawl projects in rural areas without adequate access to transit. These General Plan Amendment projects would necessarily add VMT and increase emissions, but could still comply with the CAP's offset requirements.

  However, the County has land use authority and should ensure that all projects, including GPAs, are not reliant on international offset schemes, and are located in areas that have direct access to transit and that reduce VMT.

[1] Center for Neighborhood Technology, California Housing Partnership Corporation. (2016). *Location Matters: Affordable Housing and VMT Reduction in San Diego County.* Retrieved from: https://static1.squarespace.com/static/5a6bd016f9a61e52e8379751/t/5a80f33bec212d81181be01d/1518400319715/Climate+Action+-+Affordable+Housing+And+VMT+Reduction.pdf

- **Urban Tree Canopy and Climate Resilience:** With proper management and appropriate choice in tree variety, trees help sequester carbon, filter the air, and provide much needed shade in a warming environment. The CAP should commit to a specific urban tree canopy coverage goal and a roadmap to achieving that goal.

- **Zero Waste**: Waste decaying in landfills emits methane, a potent greenhouse gas. The CAP should analyze the impact of achieving zero waste through strategies such as eliminating single-use materials, composting and capturing landfill gas.

- **Social Equity & Environmental Justice:** Climate change hits hardest in communities that are disproportionately burdened by multiple sources of pollution and face health and socioeconomic challenges. California's Environmental Health Screening Tool, CalEnviroScreen 3.0, identifies communities most vulnerable to pollution and climate impacts so that the state and local governments can direct attention and resources toward the pursuit of environmental justice in those places. However, we also recognize that there are historically underinvested communities in San Diego County that are not adequately represented via this tool, and we encourage you to develop metrics that specifically identify the most vulnerable unincorporated County residents.

  The CAP should explicitly define how the communities most impacted by the climate crisis and environmental injustices will be prioritized in the implementation of GHG reduction strategies, including affordable housing development and investments in urban forestry, active transportation, renewable energy, and energy efficiency measures.

  The development and implementation of these strategies and benchmarks should take place in consultation with a diverse set of stakeholders and organizations that represent low-income communities of color who are disproportionately harmed by a fossil fuel economy and are hurt first and worst by the impacts of a warming climate.

  For examples of Climate Action Plans that integrate equity and jobs, we recommend referencing the King County 2020 Strategic Climate Action Plan, Oakland Equitable Climate Action Plan, the "Planning for a Boston Green New Deal and Just Recovery" Plan, and the Los Angeles's Sustainability Plan "LA's Green New Deal."

Focus on Direct Emissions Reductions, Not Offset Schemes

Finally, while the 2018 CAP called for the establishment of a "Local Direct Investment Program" to fund and implement GHG offset projects, it did not provide substantial evidence that these projects would help achieve progress towards the County's emissions reduction targets. The CAP must focus on real emissions reductions, not offset schemes that allow for continued pollution, to achieve its overall goals.

The CAP is required by Mitigation Measure CC-1.2 of the 2011 General Plan Update's (GPU) environmental impact report (EIR) as mitigation for climate change impacts from land uses designated in the General Plan. Therefore, all GHG reduction measures must be specifically laid out in the CAP so they are enforceable as mitigation under CEQA.

Conclusion

We appreciate the opportunity to provide comments on the NOP of the Draft Environmental Impact Report for the County of San Diego Climate Action Plan, and we are available as a resource throughout the process of CAP development.

Sincerely,



Noah Harris
Policy Advocate
Climate Action Campaign

From:	Matt Adams
To:	CAP
Cc:	Aghassi, Sarah; De La Rosa, Michael
Subject:	BIA Comment Letter on CAP Notice of Preparation
Date:	Wednesday, February 3, 2021 4:44:13 PM
Attachments:	02.04.21 BIA Comment Letter on County CAP Update.pdf

Attached please find correspondence from the Building Industry Association of San Diego County with our comments and recommendations regarding the notice of preparation for the County's Climate Action Plan update.

Respectfully submitted.

Matthew J. Adams
Vice President
www.biasandiego.org

February 4, 2021

Ms. Kelly Bray
County of San Diego, Planning & Development Services
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123
CAP@sdcounty.ca.gov

BUILDING INDUSTRY ASSOCIATION OF SAN DIEGO COUNTY

RE: Comments on Notice of Preparation for County of San Diego Climate Action Plan Update

Dear Ms. Bray:

Thank you for this opportunity to provide input and recommendations on the Notice of Preparation (NOP) for the County of San Diego's Climate Action Plan Update. The Building Industry Association of San Diego County represents over 650-member companies comprising a workforce of 35,000 men and women in the San Diego region. We are hopeful that the third time will be the charm for the County's CAP efforts, as the County, impacted industry sectors, and interested constituents will benefit from a stable platform from which to tackle GHG reduction in the County's unincorporated region.

The BIA strives to represent and support the efforts of its member companies to build all types of residential and commercial projects in the region. The BIA also recognizes and embraces its role in pursuing and implementing sustainable land use design as a strategy to address climate change. As such, we remain committed to partnering with the County to identify feasible pathways to achieve meaningful and proportional reductions in GHG emissions from new development. It is imperative that any such actions not impede the ability to provide housing in the unincorporated area.

At this early time in the CAP Update process and following our review of the NOP, we offer the following comments:

1. On January 13, 2021, the County Board of Supervisors directed County staff to "not rely on the purchase of carbon offsets to meet emission reduction targets" in the CAP Update. (See County of San Diego Board of Supervisors, Wednesday, January 13, 2021, Minute Order No. 5.) We view this Board directive as a pre-decisional action directly affecting the content, substance, and parameters of the CAP Update; that pre-decision was made without CEQA analysis or compliance, and outside the context of any sufficiently noticed or transparent public process. Further, this action was taken after release of the CAP Update's NOPs issued on December 10 and December 23, 2020 and, therefore, is not disclosed in the NOPs. The consequence of this timeline is that, absent participation in the

County's virtual scoping meeting on January 28, 2021, interested stakeholders likely do not know of this significant pre-decisional policy direction on the CAP Update.

In addition to the above concerns, the meaning of Minute Order No. 5 itself is vague and ambiguous because of its abbreviated length and the absence of any discussion regarding whether this direction is limited to the four corners of the CAP Update or also extends to the CEQA analysis prepared for any proposed project under the County's jurisdiction. For example, does the Board order limit the GHG reduction strategies that will be identified in its CAP Update (and any subsequent projects that tier from or streamline their environmental analysis pursuant to the CAP)? Does the Board's order mean that the County will not allow the purchase of carbon offsets as an acceptable tool for reducing GHG emissions, even though authorized by CEQA and other laws and regulations? Will this new policy direction be applied in an expansive context outside of the CAP framework, such that the applicants of ministerial and discretionary projects processed by the County will be prohibited from purchasing carbon offsets? How will previously approved projects with certified EIRs specifying carbon offsets as their GHG mitigation be handled in light of this new Board policy? **We need to understand whether the County is eliminating the purchase of carbon offsets as a tool from the toolbox of acceptable GHG mitigation strategies set forth in CEQA Guidelines section 15126.4(c). If so, we need the CAP Update and Draft Supplemental EIR to thoroughly explain the basis for such a decision.**

As such, **we specifically request that the County articulate its reasoning for pursuing this policy direction in the CAP Update, as Minute Order No. 5 is not accompanied by any substantive basis for or elaboration on its direction.** We note that the Fourth District Court of Appeal, when issuing its decision on the County's last CAP, expressly admonished that its "decision is not intended to be, and should not be construed as [a] blanket prohibition on using carbon offsets — even those originating outside of California — to mitigate GHG emissions under CEQA." Further, there has been no change in course from the California Air Resources Board, which continues to permit the use of carbon offsets: (i) under its Cap-and-Trade Program for regulated, stationary source entities; and (ii) when reviewing proposed AB 900 projects for CEQA streamlining purposes. CARB also affirmed the purchase and use of carbon offsets for the Newhall Ranch project in Los Angeles County in 2017, and identified the use of carbon offsets in its Scoping Plan as a complementary means to reduce GHG emissions from new development when coupled with other feasible on-site reduction strategies. In light of this legal context, please provide the Board's substantive basis for precluding the use of carbon offsets. We also would prefer that this explanation be provided and publicly distributed for public comment before completing the Draft Supplemental EIR for the CAP Update.

In lieu of arbitrarily directing the wholesale elimination of carbon offset use, we request the County focus on developing criteria and standards for their use. Carbon offsets have a well-established history of environmental integrity and effectiveness and provide meaningful opportunities to achieve GHG reductions that benefit the global balance sheet of GHGs outside of the limited geography of the County's unincorporated areas. No evidence has been presented that purchased carbon offsets are systemically

failing when the underlying activities are implemented pursuant to scientifically-vetted and registry-approved quantification protocols and methodologies. As such, there is no "stigma" associated with purchased carbon offsets, despite the insinuations of the County Board of Supervisors' Minute Order No. 5.

Moreover, this direction — which appears to be a matter of an undisclosed and unsubstantiated policy preference — has environmental, economic and planning ramifications that have not been subject to any transparent form of analysis prior to the January 13, 2021 action. As such, **we request that the CAP Update and its Draft Supplemental EIR evaluate all environmental, economic, and planning implications of eliminating carbon offsets as a GHG reduction strategy**. Some related, preliminary questions that come to mind and need to be answered include those that follow:

- Will the County be able to meet its own GHG reduction targets for the CAP Update in the absence of carbon offsets? In a *Voice of San Diego* article published on January 12, 2021 ("County's New Climate Plan Could Use the System That Doomed the Old Plan"), when asked whether the County will need to use carbon offsets to achieve its GHG targets, Ms. Bray's commentary indicates that the decision to prohibit the purchase of carbon offsets at this very early juncture in the CAP Update process, at the very least, was premature. We agree that it is premature to eliminate carbon offsets as a GHG reduction tool and ask that the Board rescind Minute Order No. 5.
- Will it be feasible for proposed development projects to achieve net zero GHG reduction targets, which have been supported by the California Air Resources Board and others (including the County), in the absence of carbon offsets and after accounting for all existing and reasonably foreseeable constraints?
- What is the cost per metric ton of GHG reduction achieved through the use of carbon offsets as compared to other strategies that are identified by the County for implementation in its CAP Update? If the cost of other strategies is substantially higher, how will this impact the cost of housing?
- Does prohibiting the use of carbon offsets interfere with or obstruct the County's ability to deliver the requisite number of housing units?

Also, because the policy decision to eliminate carbon offsets was made outside of the CAP Update process and with no notice or opportunity for meaningful input, **we request that the Draft Supplemental EIR for the CAP Update include an alternative that permits the continued use of carbon offsets as a GHG reduction strategy**.

We also strongly encourage the County to consult with carbon offset registries as important stakeholders in this process. We particularly encourage consultation and outreach to Craig Ebert, President of the Climate Action Reserve. While the rhetoric around the critique of carbon offsets has been fervent in the San Diego region, the science to support the critique has not. The County Board of Supervisors should fully educate itself on carbon offsets before writing them off.

2. To the extent that the County proceeds with the wholesale elimination of purchased carbon offsets as a matter of policy, **we request that the County commit to developing an agency-administered plan or program to achieve the Board of Supervisors' GHG reduction objectives**. This plan or program must be supported by a fair-share and nexus study that is prepared prior to or concurrent with adoption of the CAP Update, so that the CAP Update is defined with sufficient specificity and supported by evidence establishing it will be a workable approach subject to successful implementation. In other words, we implore you to take this opportunity to develop a GHG mitigation program for use by individual projects that is akin to the way jurisdictions tackle school, park, and transportation impacts (by way of example), whereby projects can provide fair-share funding to the County for the off-site reduction of GHG emissions through improvements, activities, and programs administered by the County.

   We underscore that it is not feasible to assign individual landowners or developers with the burden of establishing and implementing in-County GHG reduction activities that are not located on their project sites. Such activities cannot be accomplished by landowners/ developers in a successful manner within a reasonable period of time, and after accounting for economic, social, and legal factors. The complexity of such an endeavor is illustrated by the following, preliminary recitation of steps that would have to be undertaken by each individual landowner/developer in connection with each individual land use project:

   - Identify potential off-site locations in the County that are likely under different ownership, and survey such locations for potential GHG reduction opportunities;
   - Evaluate the constraints of each off-site location and the preliminary magnitude of GHG reduction potential;
   - Negotiate the legal rights necessary to make GHG reduction improvements at such off-site locations;
   - Work with GHG reduction project developers to utilize existing and/or create new types of reduction activities;
   - Create quantification methodologies and protocols for the specific type of reduction activity that are scientifically vetted and supported by substantial evidence;
   - Negotiate contractual terms required to implement such reduction activities;
   - Administer and fund such activities;
   - Accomplish each of the steps outlined herein prior to issuance of grading and building permits to ensure that the GHG emission reduction is timely and not late; and
   - Undergo administrative review, CEQA review, public hearings, and approval by an agency with jurisdiction over the off-site GHG reduction activity location(s).

   This onerous process is one of the reasons that traditional carbon offsets have proven to be such a useful mitigation tool when reducing project-related GHG emissions. Purchased carbon offsets allow for individual projects to address their GHG emissions in a real and

effective manner while recognizing that landowners and developers are just that — landowners and developers and not off-site GHG reduction project developers.

3. At a time when the San Diego region and the State of California at large are in the midst of a well-documented housing crisis, it is critical that the CAP Update set forth an approach to GHG reduction that is compatible with achievement of the County's housing targets, including those set forth by SANDAG's RHNA, and the approved land use framework of the County's existing General Plan. Therefore, **please confirm — in the evidentiary record for the CAP Update — that the GHG reduction strategies and approaches set forth therein will not interfere with the timely delivery of all types of housing for all income levels in the County**.

4. **Please confirm that the modeling parameters for the GHG inventories and forecasts accurately reflect the land use framework of the General Plan's Land Use Element**. To facilitate this confirmation exercise, and in addition to the County's own independent review, all applicants of approved (but not yet fully built) and proposed land use development projects should be notified by the County of the CAP Update process and solicited to review and provide input on the "Land Use Overlays" posted at https://www.sandiegocounty.gov/content/sdc/sustainability/climateactionplan.html. The GHG inventories and forecasts being developed for the CAP Update only are as credible as the assumptions that go into them. Shortcuts must not be taken with respect to identifying the correct land use inputs.

5. As shown on Slide 10 of the County's Virtual Scoping Meeting presentation, GHG emissions from on-road transportation sources were 45% of the baseline inventory in the last CAP. During the January 28, 2021 scoping meeting, County staff indicated that a similar percentage is expected in conjunction with the CAP Update's inventory work. In proceeding with this CAP Update, **we request that the County use modeling assumptions for on-road transportation sources that are consistent with and based on achievement of California's zero emission vehicle (ZEV) penetration targets**. A host of statewide policy and programming has been developed to facilitate ZEV turnover, and this CAP Update should not rely on outdated assumptions regarding the type of vehicle utilized to meet the San Diego region's passenger vehicle demand. We believe this is a reasonable approach, particularly when considering the policy agenda of the Biden Administration and its clear focus on combatting climate change and pursuing green innovation.

6. **We request that the CAP Update process establish CEQA review criteria for both General Plan consistent projects and General Plan amendment projects**. While it is our understanding that the primary purpose of the CAP Update is to mitigate the GHG emissions of the General Plan-approved land use framework, the County should be forward-looking and establish a workable framework for General Plan Amendment (GPA) projects that allows such projects to demonstrate consistency with the CAP Update upon certain conditions being met. The foreseeability of GPA projects is affirmed by the Planning and Zoning Law, which recognizes that the passage of time and changing conditions necessitate amendments to the approved land use framework. Conversely,

effectively locking the County's General Plan land use framework in stone and precluding GPAs by policy or outright is not only a violation of state law, it would impede the County's ability to address existing infrastructure and public service deficiencies, causing significant socioeconomic harm to many of the County's unincorporated communities.

7. **It also is imperative that the CAP Update be accompanied by an economic impact analysis and cost-benefit analysis that study the ramifications of the policy choices made therein on every impacted business sector, including housing**. We must carefully balance the need to combat climate change with the avoidance of unbearable impact to the economy, so as to ensure that the San Diego region remains strong and vibrant while aggressively pursuing important environmental policy.

8. **The CAP Update should also demonstrate consistency with the County General Plan's Guiding Principles, Goals and Policies, and other General Plan Elements.** Specific to the Housing Element and affordable housing policy, if the County will also be developing a strategy for creating affordable housing (e.g., an inclusionary housing or workforce housing program) and updating the Housing Element as a result, it is essential that the CAP Update, specifically the GHG mitigation strategies, can be shown to not impede or preclude implementation of the County's affordable housing objectives.

9. During yet another recent meeting of the County Board of Supervisors, staff was directed to "develop a framework for a regional zero carbon sustainability plan in partnership with [UCSD] which shall include strategies and initiatives to achieve zero carbon in the region by 2035." (County of San Diego Board of Supervisors, Wednesday, January 27, 2021, Minute Order No. 3.) **The County must provide further information and clarity on the relationship between this regional sustainability planning effort and the CAP Update**.

    - For example, Minute Order No. 3 on the regional sustainability plan refers to achievement of "zero carbon in the region by 2035." However, Minute Order No. 5 on the CAP Update discussed above refers to "net zero carbon emissions by 2045." Are "zero carbon" and "net zero carbon" the same thing? If not, how are they different? If the same, why are two different calendar years referenced?

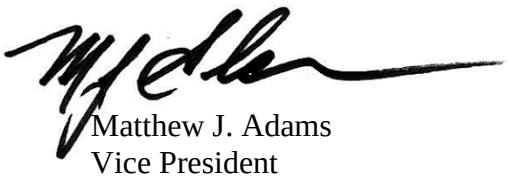
10. As with any planning effort, we request that the County **continue to process existing applications for land use development**. The CAP Update should not trigger limbo for pending projects, which should continue to be processed and reviewed per existing, applicable rules and standards. This is especially the case because, as reflected on Slide 16 of the County's Virtual Scoping Meeting presentation, the County's CAP Update process likely will not be completed until the end of the 2022 calendar year.

    We also underscore the importance of continuing to honor and uphold the use of carbon offsets by previously County-approved projects. It appears that the County Board of Supervisors is in the midst of pursuing a policy shift, but not one based on evidence or analysis showing that carbon offsets are ineffective at or fail to reduce GHG emissions. As such, pre-existing approvals cannot be abandoned or thrown under the bus.

In closing, the BIA is conceptually supportive of a CAP Update that provides: (i) for the equitable and meaningful reduction of GHG emissions under the County's jurisdiction, and (ii) workable mechanisms to streamline the environmental review of proposed development projects, while simultaneously creating a flexible framework that recognizes the site-specific constraints and opportunities of land use development. To that end, we look forward to partnering with the County as it proceeds with the CAP Update and request that the County engage with the building industry as it proceeds to evaluate the feasibility of different GHG reduction strategies and measures.

Thank you for your consideration of this letter.

Very truly yours,



Matthew J. Adams
Vice President
Building Industry Association of San Diego County

cc: County of San Diego Board of Supervisors
Sarah Aghassi, Deputy Chief Administrative Officer
Kathleen Flannery, Acting Director, Planning & Development Services
Michael De La Rosa, Program Manager, Planning & Development Services

From:	Bill Tippets
To:	CAP
Cc:	Mike McCoy
Subject:	NOP for the County"s Climate Action Plan
Date:	Wednesday, February 3, 2021 4:49:28 PM
Attachments:	County_CAP_2021_NOP comments.pdf

County of San Diego -

Attached are comments from the Southwest Wetlands Interpretive Association (SWIA) to be included in the public comments/record for the NOP.

Because the previous CAP and its EIR were found to be inadequate by the courts, we strongly urge the County to incorporate the recommendations in our and other environmental groups' letters regarding the NOP.

Sincerely,

Bill Tippets (Secretary, SWIA Board of Directors)

SWIA

700 Seacoast Drive, Suite 108
Imperial Beach, CA 91932

February 4, 2021

County of San Diego Planning & Development Services
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Attention: Kelly Bray CAP Project Manager

Electronic copy sent to: CAP@sdcounty.ca.gov

Subject: Notice of Preparation for a Supplemental EIR for the County of San Diego Climate Action Plan, Environmental Review Number PDS2020-ER-20-00-002

Dear Ms. Bray and County Planning:

The Southwest Wetlands Interpretive Association (SWIA) is an environmental organization established over 40 years ago whose mission is to conserve wetlands and other sensitive natural habitats, primarily in San Diego County and southern California. We are submitting these comments on the County's proposed Climate Action Plan (CAP) and associated amendments General Plan Update. Our organization is extremely concerned about how jurisdictions are addressing climate change and in particular how they plan to reduce greenhouse gas (GHG) emissions, which exacerbate sea level rise that threatens coastal shorelines and wetlands and have overall negative impacts on many natural habitats and species.

INTRODUCTION AND BACKGROUND

SWIA has actively engaged in and supported the preparation of Climate Action Plans (CAPs) throughout San Diego County. We commented on the earlier versions of the CAP and provided

recommendations to make them consistent with state requirements and 2011 GPU obligations (our letter dated February 8, 2018, addressed the now-rescinded 2018 CAP and SEIR).

As the County prepares its new CAP to comply with CEQA, we believe that our previous recommendations regarding establishing a credible GHG emissions baseline, inventory, and projections; additional or revised mitigation measures that will be implemented and achieve their intended outcomes; as well as the need to clarify and commit to effective monitoring (with concomitant adaptive management to address identified failings to achieve the mitigation and targets) are relevant and should be addressed.

Our comments are consistent with concerns and recommendations provided by numerous other environmental groups, in particular the Sierra Club San Diego Chapter's letter of January 12, 2021.

SPECIFIC COMMENTS

GHG Baseline, Inventory, Projections, and Targets

It is essential that the CAP acknowledge and apply the most current state (and relevant regional and federal) laws, regulations, policies and practices to establish the GHG baseline, inventory, projections and targets. In particular, the CAP must incorporate the goals of Executive Order B-55-18 to Achieve Carbon Neutrality by 2045, and SB 32 and EO S-3-05, which set statewide emissions reductions targets at 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. And the County CAP should achieve, wherever relevant and feasible as a mitigation requirement, "net negative 100% GHG emissions," as described in the Sierra Club letter.

The County must not rely on inappropriate data sets and assumptions when preparing its baseline, inventory or projections, which has been identified to be a problem for the City of San Diego (https://www.sandiegouniontribune.com/opinion/editorials/story/2020-12-31/editorial-heres-glorias-first-misstep-as-mayor-using-bogus-data-for-greenhouse-emissions). And it must use the most appropriate (and legally required) GHG reduction targets - and preferably the carbon neutrality goal- as the basis for preparing its GHG avoidance, minimization and mitigation measures. GHG emissions have both short-term as well as long-term effects on many of the to-be-analyzed subject areas listed in the NOP, so the County must establish clear and well-justified thresholds of significance.

Transportation

Transportation constitutes the largest sector of GHG emissions and poses the greatest potential complication to preparing and implementing a credible CAP. As we noted for the previous CAP, the County's previous approaches have not sufficiently altered vehicle use and reduced vehicle-based GHG emissions. Furthermore, the County in 2020 adopted a seriously flawed SB 743 VMT reduction plan that would potentially allow over 50% of its future development to avoid VMT analysis – and that has serious GHG emission consequences (SWIA letter dated June 8, 2020). In addition, SANDAG is preparing its 2021 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that purportedly will establish a higher SB 375 GHG reduction target (30%) compared to the 19% that it had previously established. The County's CAP must described how it will align with and be consistent with that new target. Finally, the County has almost without exception approved major subdivision projects using the GPA process, although those projects do not conform to the 2011 General Plan Update, generate vast amounts of transportation-based GHG emissions (predominantly from single occupancy vehicles), and all of them have relied on and required the purchase of unproven/unjustified offsite mitigation credits (from essentially anywhere in the world). Because GPAs are not consistent the 2011 GPU nor are their impacts known, how will the County ensure conformance to the CAP? All of these concerns must be fully addressed and all potential impacts avoided or appropriately mitigated to a level of not significant in the CAP.

Energy

The energy used in commercial, industrial and residential buildings is the second-largest GHG emissions sector. While the County included many reasonable and feasible GHG emission reduction measures in its 2018 CAP, GHG emissions from the built environment (buildings) and future development still pose a significant potential impact. A primary commitment of the CAP should be the adoption of Community Choice Aggregation/Energy program, whether a stand-alone or a part of the emerging CCA that the City of San Diego and other cities are pursuing, to maximize the use of 100% clean energy (zero carbon emissions) by existing, redeveloped, and new buildings by 2035.

As noted in the preceding section, the location of building(s) can have a significant transportation GHG emission footprint effect. The vehicle/transportation-related GHGs for buildings, as well as their inherent GHG emissions (construction and operation/use), calculated over the anticipated life of the building/residence (e.g., 50-100 years), must incorporate and fully analyze their impacts.

The County should also establish and implement a program for energy audits for all buildings that are sold or significantly modified to ensure that their GHG emissions are fully known and appropriate emission reductions are required to align with meeting the County's GHG emission reduction targets for the sector.

Other Concerns

The County previously identified "Direct Investments" as a mitigation measure for County operations. This was essentially a list of possible GHG reduction projects the County would invest in to offset a share of County operations' GHG emissions. Speculative, non-specific (in terms of both the scale of projects and their locations) actions pose a significant problem in terms of how to analyze their potential impacts if/when implemented. The CAP must provide more clarity (and perhaps a decision chart) to adequately address potential impacts.

As a conservation organization whose primary purpose is to advocate and implement (primarily wetland) habitat preservation, enhancement and restoration, we would strongly oppose CAP elements/measures that impact sensitive habitats and species – and in particular, any existing or identified future conservation lands. However, if the CAP chooses to propose GHG emission reduction measures that rely on natural lands, such as enhancing carbon capture or establishing carbon credit banks, then the balance of impacts and benefits must be clearly and quantitatively evaluated and found to be a net benefit (e.g., net negative GHG emissions) and not to impact habitat values and species.

The CAP should avoid reliance on offsite, out-of-County carbon credits, except where no other on-site/in-County alternatives exist. Even then, use of out-of-County credits should be limited to a small percentage (e.g., less than 10%) of any project's mitigation.

Climate change has been demonstrated, repeatedly, to disproportionately affect disadvantaged communities. The CAP must ensure that those communities are a priority for GHG emission reductions and utilize the most effective and implementable mitigation measures.

Our contact to discuss these comments and recommendations is Bill Tippets (billtippets@gmail.com).

Sincerely,

Michael A. McCoy, President

Bill Tippets, Board Member

From: Frank Landis
To: CAP
Subject: Re: CNPSSD Comments on CAP NOP
Date: Thursday, February 4, 2021 10:11:58 AM
Attachments: CNPSSD comments on CAP NOP 20210204.pdf

Dear Ms. Bray,

Attached are the CNPSSD comments on the CAP NOP. Please let me know if you can open and read them. Please also keep CNPSSD informed of developments on this program, at conservation@cnpssd.org.

I look forward to a working Climate Action Plan. Best of luck!

Stay safe,

Frank Landis, PhD
Conservation Chair
CNPSSD

California Native Plant Society

San Diego Chapter of the California Native Plant Society
P O Box 121390
San Diego CA 92112-1390
conservation@cnpssd.org | www.cnpssd.org

February 4, 2021

County of San Diego
Planning & Development Services
Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, CA 92123
CAP@sdcounty.ca.gov

RE: San Diego County Climate Action Plan Notice of Preparation PDS2020-POD-20-016 and PDS2020-GPA-20-004

Dear Ms. Bray,

We appreciate the opportunity to comment on San Diego County's Climate Action Plan (CAP), Notice of Preparation (NOP). The San Diego Chapter of the California Native Plant Society (CNPSSD) works to protect California's native plant heritage and preserve it for future generations. CNPS promotes sound plant science as the backbone of effective natural areas protection. We work closely with decision-makers, scientists, and local planners to advocate for well informed and environmentally friendly policies, regulations, and land management practices.

The comments provided here have four bases:

- CNPS policy that climate change is an existential problem for native plants
- My (Landis) background as a botanist and environmental scientist,
- Our organizational experience with planning stretching to well before the current General Plan update was adopted, and
- Experience with the last attempt at a CAP, and with commenting on EIRs written under its aegis.

To that end, we have grouped these comments into a discussion of issues to consider when creating the CAP, and material we want to see in the CAP. Our goal is for the County to not just to create a document entitled "Climate Action Plan," but for San Diego County to physically go carbon neutral by 2035, 2045 at the latest, and sequester more greenhouse gases than it produces thereafter.

Currently we as a culture are following the worst case model for carbon emissions, Without radical action to stem greenhouse gas emissions, San Diego County, if it still survives as an entity by 2100, will likely house considerably fewer people than it does now, due to infrastructure breakdown caused by climate change. Only nihilists want such a future, and that category does not include us.

Creating the Climate Action Plan

The following comments are presented in no particular order.

First, extend the timeline for the CAP from 2050 to at least 2100, or for the lifespan of all projects permitted under it, whichever is longer. The reason for this is that most of the building projects now under County consideration implicitly or explicitly have at least 50 year lifespans. If they are permitted now (2021) and take a decade to build (until 2031), their expected end of service is 2081. The Otay Hills Aggregate Mine, currently under consideration, explicitly plans petroleum-based operations until 2115.

The CAP needs to be in force for the lifespan of the projects permitted under it. To do otherwise, as shown in some EIRs in the last five years, is to have projects put off issues until after the end of the CAP as a way to avoid mitigating for them. It is simpler for everyone, and cheaper for the County, to insist that any development plan for the lifespan of the project be covered by this Climate Action Plan or its successors.

Second, insure that the Climate Action Plan is consistent with other plans and projects at the local, regional, state, and federal levels. This is especially important with regards to the North and East County MSCPs, the County Sustainability Plan, and efforts to streamline renewable energy projects, because these are all being developed more-or-less concurrently. Planning should take care to insure these are all completely consistent with each other.

But do not stop there. The CAP needs to work with a number of other plans and processes. A partial list of plans follows:

- The County Sustainability Plan should be completely consistent with the CAP. They need to share common goals, timelines, and actions.
- The MSCPs. Since the County requires every useful carbon sink it can obtain and protect, it may be worth considering whether wetlands, riparian areas, woodlands, and forests all deserve protection under both the CAP and MSCP. Equally important, neither program should require efforts that damage the other. For example, carbon sinks should not blindly be destroyed in restoration efforts for sensitive species, nor should efforts to sequester carbon put species at further risk of extinction.
- Efforts to streamline renewable energy projects should not impede CAP goals. While renewable energy is needed, this is not carte blanche to destroy carbon sinks or impede other CAP goals.
- Any updates to the Resource Protection Ordinance and the Grading Ordinance also need to take into account the County and State goals of achieving carbon neutrality. In particular, riparian and wetland features need to be protected, due to their value as carbon sinks.
- Local, state, and federal wildfire control plans. Wildfires are increasingly a threat, partially due to climate change, so one part of dealing with the threat is decreasing greenhouse gas concentrations in the air. However, vegetation often needs to be cleared to make buildings and people safer. Therefore, the CAP writers and regulators need to work with CalFire, Fire safe districts, and fire ecologists to make sure that both fire safety and greenhouse gas reductions are met.
- Community Plan Updates. As an example, the Alpine Community Plan Update SEIR predicts substantial and unmitigable impacts to climate as part of the community's growth. Why should any community be allowed to cause this impact, when all communities are being required to avoid and mitigate it? This is contrary to the *Newhall Ranch* ruling. All

community plans should be required to meet the goals of the CAP and the Sustainability Plans. Climate change is an existential threat to San Diego County. Any gains that increase emissions are at best temporary.

- Plans for expanding carbon-farming by the farm board and others in the agricultural industry.

Third, train all planners, consultants, Planning Commissioners and Supervisors to read calendars and add and subtract dates. My apologies for being snarky, but as a "watchdog" activist who reads many EIRs, I am appalled at the widespread inability of planners to read calendars and add years. EIRs have been passed on all levels (right into litigation) that use an achronological calendaring, where, among other things, carbon emitted now is dealt with decades after it should be naturally taken into the ocean, projects simultaneously take a decade or more to build and are ready the next year, and so forth. Planners need to create a multi-decade calendar with CAP deadlines to meet. Project proponents need to be required to be explicit and honest about the planned lifetime of their projects, and project life cycles and impacts need to be explicitly described on calendars to determine if they will help or hinder the County's ability to meet its climate goals.

Fourth, establish boilerplate language for EIRs that contains all the federal, state, and local laws, regulations, and plans, and litigation consequences that apply to any County projects. It is frustrating to me as an EIR commenter when I can add pages of comments on an EIR by simply copying and pasting the climate change regulation section from another EIR, then asking why this material was not included in an EIR, especially when the two EIRs are written by the same firm and both overseen by County Planning. This strongly suggests that County Planning does not have a consistent set of regulations or a timeline under which it works with project proponents to meet climate action goals.

That master regulatory framework needs to be constructed and regularly updated, because consultants are not doing the job well enough. Such a framework will actually simplify everybody's job (planners, consultants, commenters, and decision makers), because a well-constructed regulatory framework means that everybody has reason to agree what goals need to be met when, and why, and projects can be planned and judged accordingly. I suggest that the first version of it be included in the Climate Action Plan itself.

Fifth, the CAP should analyze and ideally help provide for the cost of controlling invasive non-native pests that affect carbon sequestration project. The current example are the shothole borers (*Euwallacea* spp.) that can infest dozens of tree and shrub species. Due to their peculiar biology, they are prime candidates for biological control. Entomologists spent over a year seeking the $10 million needed to test and release three bio-control species, but struggled because the shothole borers were not clearly covered by any existing program. Meanwhile, Los Angeles County estimated that it would take billions of dollars to properly dispose of all the trees killed by the borers.

This is not an isolated problem, as APHIS (the US Animal and Plant Health Inspection Service) estimates that a new pest or pathogen shows up a US ports every week. Although most fail to establish, occasionally one does, and by 2050, one estimate is that international trade will have moved every possible pest to every possible host.

Since the success of the CAP will depend in large part on sequestering carbon in plants or soil and keeping it out of the atmosphere for at least a century, protecting the plant and soil health is vital. The costs of things like biological controls are far, far cheaper than the cost of losing sequestered carbon to pests and then having to pay to properly dispose of the mess.

Therefore, as a cost and project-saving measure, we strongly urge the County to consider pest control as part of the CAP, as a way to protect carbon sequestration.

Sixth, work with the Farm Bureau and San Diego agriculture community to develop carbon farming as a viable strategy for the CAP. Theoretically, carbon farming is probably the biggest carbon sink in the County. Unfortunately, its potential is not known, nor are its requirements for scarce resources like water. The CAP must create a system for developing this sector and generating realistic data and projections for how much carbon can be sequestered for decades to centuries by area agriculture.

This is an iterative, developmental process, and we strongly recommend that the CAP treat it such, as a system to be developed through adaptive management and regular CAP updates.

Seventh, make it clear to every project proponent that they are not special, and do not deserve an exemption from the CAP any more than anyone else does. Too many project proponents appear to think that their project is too special or necessary to be limited in the greenhouse gases they produce. Unfortunately, the County has limited facilities for carbon sequestration, and the only way to achieve the goal of carbon neutrality is for everyone to do their part. It should also be obvious that it will be easier for new projects to create carbon-neutral designs than it will be for existing buildings and infrastructure to rebuild and retrofit. Therefore, new projects, per the *Newhall Ranch* ruling, need to be required to shoulder a greater share of emissions reductions and sequestration.

Within the Climate Action Plan

First, we believe that the NOP was overly restrictive in the following statement: "the project will include amendments to Goal COS-20 and Policy COS-20.1 of the General Plan and 2011 GPU PEIR Mitigation Measures CC-1.2, CC-1.7, and CC-1.8, similar to the 2018 CAP. Policy COS- 20.1 was also amended in 2018 so that the CAP could be used in the analysis of cumulative GHG impacts of projects covered by the CAP." **All of these can be usefully updated. We make suggestions on how to do this below.**

Goal COS-20 Governance and Administration. Reduction of local GHG emissions contributing to climate change that meet or exceed requirements of the Global Warming Solutions Act of 2006. This should be changed to be consistent with either the County Sustainability Goal of being carbon neutral by 2035, and the Executive order B-55-18 statewide goal of being carbon neutral by 2045.

Policy COS-20.1 Climate Change Action Plan. Prepare, maintain, and implement acclimate change action plan with a baseline inventory of GHG emissions from all sources; GHG emissions reduction targets and deadlines, and enforceable GHG emissions reduction measures. This proved contentious in the previous CAP. We suggest focusing on working towards carbon neutrality (e.g. zero) rather than as a percentage of past emissions. With that goal, current and updating inventories is more useful than arguing about past emissions.

CC-1.1 Update the County Green Building Program to increase effectiveness of encouraging incentives for development that is energy efficient and conserves resources through incentives and education. Two updates might be useful. One is to find ways to incentivize retrofitting

existing buildings to be greener. A more important update is to help developers understand how to use site planning (such as lot shape and subdivision), building orientation, and building and landscaping design combined to maximize solar energy gain and minimize energy requirements. The latter comment reflects the unfortunate reality that, although both architects and landscape architects are taught to do this, developers seldom use these talents. They obviously need guidance to do so. We suggest promoting a paradigm of buildings designed to be sustainable whose aesthetic appeal is then enhanced by the architects' talents, rather than the current paradigm of aesthetically-designed homes where sustainability is mostly an afterthought.

CC-1.2 Prepare a County Climate Change Action Plan with an update baseline inventory of greenhouse gas emissions from all sources, more detailed greenhouse gas emissions reduction targets and deadlines; and a comprehensive and enforceable GHG emissions reduction measures that will achieve a 17% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emissions between 2006 and 2020. Once prepared, implementation of the plan will be monitored and progress reported on a regular basis. As noted above, the CAP should be a plan for how the County goes carbon neutral, with net zero emissions. It needs regular emissions inventories and air chemistry measurements to help it meet this goal.

CC-1.3 Work with SANDAG to achieve regional goals in reducing GHG emissions associated with land use and transportation. This should be updated in line with SANDAG's current proposals.

CC-1.4 Review traffic operations to implement measures that improve flow and reduce idling such as improving traffic signal synchronization and decreasing stop rate and time. This is a short-term measure. The longer-term measure is to enable the conversion to an electric vehicle fleet, and to incentivize and help build the infrastructure needed. This includes changes to the power grid, changing regulations to favor more charging stations and batteries, and helping gas stations switch away from gas as technologies become available.

CC-1.5 Coordinate with the San Diego County Water Authority and other water agencies to better link land use planning with water supply planning with specific regard to potential impacts from climate change and continued implementation and enhancement of water conservation programs to reduce demand. Also support water conservation pricing (e.g., tiered rate structures) to encourage efficient water use. In addition, we note that riparian areas, wetlands, and seagrass meadows are probably the best carbon sinks available in the County. Therefore water resources, from reservoirs to stormwater outflows, need to be managed so that these scarce areas are restored and expanded, not further degraded.

CC-1.6 Implement and expand County-wide recycling and composting programs for residents and businesses. Require commercial and industrial recycling. While this needs to be done, there are complexities that must be addressed in the handling of compost. One issue is where the mulch currently goes, especially if it is used for daily or alternative daily cover on local landfills. If mulch is diverted from this use, something else (which is likely more expensive) needs to take the place of mulch as landfill cover. Without it, dust and odors coming off the landfills become a more serious problem.

Second, about one-third of California counties, including San Diego, are under agricultural quarantine by the State Department of Agriculture for serious pests, some of which survive hot composting. If County-scale composting facilities are planned, great care must be taken that these facilities don't turn into pest and pathogen superspreader stations, where infected material comes in and gets spread throughout San Diego or other fields. Therefore, the County needs to work with the agricultural community and CDFA to beef up quarantine and compost procedures as compost processing ramps up, to maintain good sanitary practices and not accidentally destroy the San Diego's agricultural industry, or further spread pests that will wipe out native oaks and other species.

CC-1.7 Incorporate the California ARB's recommendations for a climate change CEQA threshold into the County Guidelines for Determining Significance for Climate Change. These recommendations will include energy, waste, water, and transportation performance measures for new discretionary projects in order to reduce GHG emissions. Should the recommendation not be released in a timely manner, the County will prepare its own threshold. We recommend ongoing collaboration with the ARB to reach net zero greenhouse gas emissions.

CC-1.8 Revise County Guidelines for Determining Significance based on the Climate Change Action Plan. The revisions will include guidance for proposed discretionary projects to achieve greater energy, water, waste, and transportation efficiency. These should also include guidance for achieving net zero emissions over the lifespan of the project.

CC-1.9 Coordinate with APCD, SDG&E, and the California Center for Sustainable Energy to research and possibly develop a mitigation credit program. Under this program, mitigation funds will be used to retrofit existing buildings for energy efficiency to reduce GHG emissions. It is worth updating this list of partners and perhaps the entire concept of mitigation schemes to reach net zero emissions.

CC-1.10 Continue to implement the County Groundwater Ordinance, Watershed Protection Ordinance (WPO), Resource Protection Ordinance (RPO), MSCP and prepare MSCP Plans for North and East County in order to further preserve wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas and other open space that provide carbon sequestration benefits and to restrict the use of water for cleaning outdoor surfaces and vehicles. The WPO also implements low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site.). Agreed. These plans all need to be consistent and work together.

CC-1.11 Revise the Ordinance Relating to Water Conservation for Landscaping to further water conservation to:
•Create water-efficient landscapes and use water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
•Use reclaimed water for landscape irrigation.
•Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
•Provide education about water conservation and available programs and incentives.

We strongly suggest adding water-efficient native plants to the mix. If properly chosen, these also provide food and nesting habitat for birds, pollinators, and other beneficial wildlife, and some can be more fire resistant than non-native dryland plants. CNPS has had great success with bringing in water-smart native plants to commercial and residential landscapes in Orange and Los Angeles Counties, and we would be happy to discuss bringing the program to San Diego.

Other suggestions include:

First, please include the California Solar Shade Act of 1974 (PRC Div. 15, Sec 12, 25980-25986) in the CAP. The point here is that trees shouldn't be planted on the south side of solar panels, especially when they are big enough to grow to block the sun, and most especially in new developments. While this sounds trivial, in the sprawl developments I reviewed over the last few years, almost all had street trees planted south of solar panels somewhere. What happened was that neither streets nor property lines were laid out to maximize roof exposure to south or west (for optimal solar energy generation), roofs were not designed to maximize solar energy uptake, and worst of all, landscape architects and building architects obviously did not communicate, for street trees inevitably blocked some solar arrays.

This gets to a fundamental point: developments of any size that generate their own energy have to be designed for this purpose from the ground up, and the design has to include the landscaping. This *requires* that the developer insure that all the architects and engineers talk with each other, and together work to design properties that emit no greenhouse gases. All the professions are trained to deal with these issues, but without a manager making sure they work together, they do not. This has to change, and the CAP needs to make this a priority.

Second and in the same vein, greenhouse gas reduction must be compatible with wildfire threat mitigation. This goes for both wildfire evacuation and brush management.

As noted in the previous comment, experts need to be required to work with each other. I have seen multiple instances where wildfire evacuation plans assume that cars can move at fairly high speeds to evacuate during wildfires. In the same document, greenhouse gas mitigations call for multiple "traffic calming" measures, like speed bumps, narrow streets, and curving lanes, to slow down traffic and thereby curb GHG emissions. These requirements are mutually exclusive, but not only did no one catch them, no one was willing to fix them and the issues are now in litigation.

So far as brush management goes, a development cannot set aside vegetation as a carbon bank and simultaneously clear it annually as a fire break. The experts working to sequester carbon, the experts working to conserve species, and the experts working on fire safety have to be mandated to work together on projects, because there is ample evidence that they are rarely asked to do so by developers, planners, or decision-makers. This has to change.

Third, the carbon already stored in standing vegetation and undisturbed soils needs to be accounted for prior to any construction or landscaping. Wildlands normally store carbon in stems, roots, and soil. If a site is bulldozed and the soil is heavily disturbed, all of that carbon will eventually become airborne through decomposition. This site is net emitting carbon, and at best, landscaping will recapture some of what was lost. Some EIRs have claimed that landscaping a bulldozed wildland site counts as sequestering additional carbon. It does not.

The best way the County can work with this is to regularly help fund LIDAR flights that quantify the amount of vegetation in the County and estimate the amount of carbon stored. These numbers should be made publicly available, so that the impacts of developments, droughts, and disasters can be assessed, as can progress towards carbon neutrality.

Fourth, realize that rapid tree growth is not the same thing as superior carbon sequestration. It is also popular to bulldoze old trees because they do not grow as fast as young ones, on the theory that young trees are better at carbon sequestration. This is a simple math failure. For example, a sapling that contains one kilogram of carbon and grows at 100% per year will sequester 1 kilogram of carbon per year. A mature tree that contains 1,000 kilograms of carbon and grows at 2% per year will sequester 2 kilograms of carbon per year. Cutting the mature tree down in favor of a sapling decreases the amount of carbon sequestered by 50%. Rapid growth rate is not the same as optimizing carbon sequestration in each plant. This is why it is so important that the County acquire and maintain biomass and carbon sequestration data on its existing vegetation. This needs to be included in the CAP.

Fifth, make natural gas an option that has to be justified and mitigated for. The base assumption should be that natural gas will not be piped into any project unless there is a pressing need. There are three reasons for this. One is that in residential and most commercial projects, there are already electric equivalents for natural gas appliances, some of which are cheaper and/or better than gas. Second, natural gas, which contains methane, is a more potent greenhouse gas than carbon dioxide. Natural gas emissions are typically the second-highest greenhouse gas emission source in projects after automobiles. Getting rid of natural gas by design is the easiest thing any developer can do to decrease GHG emissions. Third, the County faces a problem of stranded and degrading infrastructure with natural gas. To oversimplify, as people electrify homes and other buildings, they will cut off natural gas at the meter. Increasingly, aging natural gas infrastructure will support fewer users who are more and more scattered. This means there will be less money to repair aging and leaking pipes, and it is highly likely the County will be called on to maintain or remove them, as happened in Detroit and in New Orleans after hurricane Katrina. This is a major future cost for the County. Taking active measures now to limit further installation of natural gas will help ameliorate this cost and decrease GHG emissions.

Sixth, a minor but critical note: incentivize or require home designers to make room for house batteries near main circuit breaker panels. This is a trivial design change, but without it, making room to install a large wall battery can require a major and expensive remodel. In cases where batteries cannot be installed during construction, designing for their future installation saves future costs and incentivizes their later installation. This can be as simple as moving a garage door over a few feet and arranging electrical plugs on a wall so that there is space for a battery.

Thank you for taking these suggestions. Please keep CNPSSD informed of all developments with this project and associated documents and meetings, at conservation@cnpssd.org and franklandis03@yahoo.com.

Sincerely,



Frank Landis, PhD
Conservation Chair
California Native Plant Society, San Diego Chapter

From:	Leilani Commons
To:	CAP; AdvancePlanning, PDS
Cc:	Bray, Kelly; Duncan McFetridge; Easland, Camila
Subject:	Cleveland National Forest Foundation"s Comment Letter on CAP and Housing Study
Date:	Thursday, February 4, 2021 6:50:40 PM
Attachments:	CNFF CAP and Housing Study Comment Letter.pdf

Dear Ms. Bray and Ms. Easland,

Attached is the Cleveland National Forest Foundation's comment letter on the Climate Action Plan and Affordable and Middle-Income Housing Study. The two subjects are interrelated and should not be siloed, so we felt it was appropriate to submit a dual-comment letter.

Sincerely,
Leilani
Planning Intern at Cleveland National Forest Foundation

February 4, 2021

County of San Diego
Planning & Development Services
Attention: Kelly Bray and Camila Easland
5510 Overland Avenue, Suite 310
San Diego, CA 92123
Via CAP@sdcounty.ca.gov and PDS.AdvancePlanning@sdcounty.ca.gov
(858) 505-6445

Re: San Diego County Climate Action Plan ("CAP") Update and Affordable and Middle-Income Housing Study

Dear Ms. Bray and Ms. Easland,

We submit this cover letter and its attached document on behalf of the Cleveland National Forest Foundation ("CNFF") to provide comments on the County's issued Notice of Preparation for the latest CAP update and the County's Housing Study. Both of these interrelated subjects—the Housing and Climate Plans—result in great social and environmental costs when done improperly. These systemic failures occur at both the regional and local community plan level and thus reinforce the problem rather than solve it. On the flipside, the County has tremendous opportunity to achieve climate and housing goals by directing housing towards already urbanized areas.

A perfect example of this compound difficulty is found in the County's recent draft Alpine Community Plan Update ("CPU"). By focusing growth toward undeveloped, rural areas that are not served by transit, the County promotes sprawl and climate disasters. If the County continues to draft community plans like the draft Alpine CPU, it will be literally impossible to meet climate and sustainable growth targets.

Unless the County can contain run-away urbanization with some form of urban boundary by which housing is both concentrated in village centers with increased bike and walk mode share and transfers excess General Plan Housing Units to cities under the San Diego Association of Governments ("SANDAG") Regional Housing Needs Assessment ("RHNA"), the sustainable growth problem remains insoluble.

By all accounts, the San Diego Region is experiencing both a climate and housing emergency. Fortunately, with SANDAG's RHNA, you have a model of what to do for the right reasons and with the Draft Alpine CPU, you have a model of what not to do in this planning emergency.

Please review and consider the following documents as they are integral to our arguments:

- Cleveland National Forest Foundation's Comment Letter on SANDAG's Transportation Network Scenarios for the 2021 Regional Transportation Plan
- Cleveland National Forest Foundation's Comment Letter on Alpine Community Plan Update and Draft Supplemental Environmental Impact Report

Sincerely,



Duncan McFetridge
Director of the Cleveland National Forest Foundation
P.O. Box 779
Descanso, CA 91916
(619) 659-8962
www.cnff.org
info@cnff.org

From:	Bray, Kelly
To:	CAP
Subject:	FW: County"s NOP and Supplemental EIR
Date:	Friday, February 5, 2021 10:45:01 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png SDG&E Response.pdf image006.png

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Kelly Bray
Advance Planning| Project Manager-Sustainability
County of San Diego | Planning & Development Services
5510 Overland Ave. Suite 310
San Diego, CA 92123
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Kelly.Bray@sdcounty.ca.gov

For local information and daily updates on COVID-19, please visit **www.coronavirus-sd.com.** To receive updates via text, send **COSD COVID19** to **468-311.**

Coronavirus Disease 2019
COVID-19

From: Gabaldon, Joseph M <JGabaldon@sdge.com>
Sent: Friday, February 5, 2021 10:43 AM
To: Bray, Kelly <Kelly.Bray@sdcounty.ca.gov>
Cc: Cave, Duane <DCave@sdge.com>
Subject: County's NOP and Supplemental EIR

Good morning Kelly,

In response to the County's NOP, our SDG&E team has developed a series of suggested GHG reduction strategies for the CAP. The attached letter includes the latest strategies and initiatives on the topic.

As always, we would be happy to set up a virtual meeting to discuss our recommendations and support your efforts. Please let me know if our have any questions.

Joe

Joe Gabaldon
Public Affairs Manager
C 760.445.0771
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www.sdgenews.com

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Joe Gabaldon
Public Affairs Manager

8330 Century Park Court, CP31D
San Diego, CA 92123

tel: 858-650-6121
JGabaldon@SDGE.com

February 4, 2021

Ms. Kelly Bray
CAP Project Manager
County of San Diego
5510 Overland Avenue, Ste. 310
San Diego, CA 92123

RE: Response to Notice of Preparation – Supplemental EIR (SEIR)

Dear Ms. Bray,

San Diego Gas & Electric Company (SDG&E) appreciates the opportunity to provide feedback on the County of San Diego's Notice of Preparation – Supplemental EIR. County staff's SEIR presentation last Thursday was enlightening. SDG&E is committed to supporting the County in this process.

In 2020, SDG&E delivered around 45% renewable energy, which is among the highest in the nation. SDG&E is a recognized leader in innovation and excellence, as evidenced by winning the ReliabilityOne® Award for 'Outstanding Reliability Performance' among utilities in the West. This honor was the 15th consecutive time that SDG&E received this highly coveted award.

To reduce Green House Gas (GHG) emissions, SDG&E would suggest the following strategies and tactics be included in your SEIR and Climate Action Plan:

Set specific goals and requirements
With current regulations and executive orders, goals should look to 2045 and include air quality (i.e. NOx, PM, etc.) as well as GHG emissions. Goals should include specific targets, metrics, and dates.

- Develop an overall county-wide plan/blueprint for Zero Emission Vehicle (ZEV) stations and vehicles
    - Set EV adoption goals for light-duty, medium-duty, and heavy-duty vehicles
        - Consider specific goals for beachhead/key segments (i.e. school buses and transit)
    - Set EV ZEV station goals:
        - Light-duty vehicles (level 2 and Direct Current Fast Chargers (DCFC) for public, workplace, and multi-unit dwellings)
        - Set specific goals for ZEV governmental and public stations at county facilities
        - Medium- and heavy-duty vehicles
- Set Vehicle Miles Travelled (VMT) reduction goals for the region and county fleets
    - Identify and facility Mobility Hubs support, i.e., EV shared vehicles, etc.

- County vehicles and projects
    - Accelerate the County fleet ZEV replacement/purchasing plan
    - Require a % of construction vehicles to be ZEV; when not ZEV require CARB-approved low carbon fuel
        - Underpin with GHG and air quality reduction targets
- Set ZEV requirements for building segments and new developments
    - ZEV parking preferences
    - ZEV stations installations and/or ZEV station readiness (i.e. panel upgrades, conduit runs, etc.)
- As the County increases its focus on renewable energy generation, streamlined permitting for solar farms, microgrids, battery storage and fuel cell facilities will be important.

Develop incentives and plans

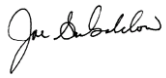
- Commit county funds:
    - Transitioning county fleets and installing ZEV stations at county facilities
    - Develop incentive programs to stimulate ZEV adoption and ZEV station goals i.e., Continue to permit fees for residential and commercial EV charging stations and inspections
    - Develop a residential energy efficiency program that includes window replacement, ceiling insulation, etc. Rollout should prioritize environmental justice communities.
    - Business energy efficiency programs should be initiated and enhanced
    - Our SDGE.com/LG website helps local governments with Energy Efficiency and other energy programs.
    - Increase tree canopy cover through rebates and support Arbor Day. SDG&E will support the effort with Right Tree Right Place (RTRP) information, which helps residents determine where the tree will grow. Attached is a link to our brochure: https://www.sdge.com/safety/tree-planting-guide
- Pursue grant federal and state grant opportunities to bring additional funds to the region

Marketing, Education, & Outreach and Supporting Partnerships

- Develop a marketing, education, & outreach strategy and materials for key stakeholders
    - EV charging station maps, education about existing programs, benefits about ZEVs, etc.
- Facilitate public-private partnerships where possible to support goals
- Develop an EV ambassador program promoting the benefits of EV ownership to County employees. SDG&E has a successful program and would be happy to share best practices.

We value our relationship with the County's CAP team and we would be happy to discuss these suggestions in greater detail. If you have any questions or require additional information, please let me know.

Sincerely,



Joe Gabaldon

From: Lori Thiel
To: CAP
Cc: Donna Bartlett-May
Subject: LWVSD CAP Advocacy
Date: Friday, February 5, 2021 6:32:51 PM

February 3, 2021

County of San Diego Planning & Development Services
Attn: Kelly Bray, CAP Project Manager
5510 Overland Ave, Suite 310
San Diego, CA 92123

Thank you for the invitation to comment on scoping for the County of San Diego'snew Climate Action Plan (CAP) Update, and your excellent presentation for the public on January 28th.

The League of Women Voters is a 100-year-old national organization that promotes informed participation of citizens in government, and advocates for policy positions that have been adopted by our membership. Our positions include support for action to mitigate and adapt for climate change. In San Diego County, there are two local leagues: the San Diego League and the North County San Diego League.

The League of Women Voters in San Diego County supports the board's directive to update the CAP with bold action to fight climate change. While there were many positive ideas in the 2018 CAP, we shared the disappointment of many that the 2018 version depended on carbon offset credits and did not show consistency with the SANDAG Regional Plan. Following are concerns we wish to raise at this time.

Carbon Offsets. We applaud the board's commitment to not use out-of-county carbon offset programs to meet mandated greenhouse-gas reductions. As the climate crisis has intensified even in the years since the 2018 CAP, we have come to see the urgency of preparing for various consequences of climate change, and ask that the new CAP give more attention to offset strategies that help our region adapt and build resilience.

Transportation and Land Use. The new CAP should relate to and coordinate with the County's General Plan in recognizing the importance of encouraging compact growth in order to reduce Vehicle Miles Traveled (VMT) and in supporting alternate modes of transportation. Reducing VMT is vital to reducing greenhouse-gas emissions. To that end we also urge consistency with and support for SANDAG's regional policies, especially the "5 Big Moves" as they relate to VMT.

Carbon Sequestration. We encourage the county to implement regenerative soil practices that result in carbon sequestration on county-held land in line with the California Healthy Soils Initiative and the Natural and Working Lands Climate Goal. Additionally, we encourage supporting climate-friendly agriculture throughout San Diego County as an essential tool for carbon sequestration.

Building Electrification. We support requiring that new residential developments be all-

electric, and that all-electric is the default for all new construction. We support programs to subsidize older homes' transition from gas to electric appliances, along with onsite solar power generation and electricity storage. Eliminating natural gas has co-benefits in protecting public health and safety. Distributed generation and storage can provide safety during power outages caused by storms or as precaution during wildfire conditions.

Regional Coordination. League positions urge regional agencies to coordinate intergovernmental policies and services such as transit and water supply. We encourage the County's close cooperation with the San Diego County Water Authority to support conservation efforts at all levels, and study use of local water resources. We commend the Board of Supervisors' commitment to a goal of zero carbon emissions in the region by 2035 by way of a Regional Sustainability Plan. We hope that one result of this effort would be more in-region offset opportunities.

Both LWVSD and LWVNCSD look forward to following the county's work on the CAP Update. We thank you for your work on this important policy that will deeply affect the future of our region.

--
Lori Thiel | President
she | her | hers
(949) 842-7931



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From:	Matouka, Neil@ARB
To:	CAP; Bray, Kelly
Cc:	Schilla, Annalisa@ARB; Hatcher, Shannon@ARB; Charlie Richmond; Poonam Boparai; Andrew Martin
Subject:	CARB Comment Letter on County of San Diego CAP Update
Date:	Tuesday, February 16, 2021 4:37:36 PM
Attachments:	image001.png CARB_SD_CAP_Comment_Letter_21_02_16.pdf

Dear Ms. Bray,

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the County of San Diego Climate Action Plan (CAP) Update. Please see the attached comment letter from Dr. Jennifer Gress, Chief of CARB's Sustainable Communities and Transportation Division.

Please let me know if you have any questions.

Thank you,
Neil Matouka

Neil Matouka
Air Pollution Specialist
Emerging Strategies Section
Sustainable Transportation and Communities Division
916.440.8206

CALIFORNIA
AIR RESOURCES BOARD

Gavin Newsom, Governor
Jared Blumenfeld, CalEPA Secretary
Liane M. Randolph, Chair

February 16, 2021

County of San Diego
Planning & Development Services
Attention: Kelly Bray
CAP Project Manager
5510 Overland Avenue, Suite 310
San Diego, California 92123
CAP@sdcounty.ca.gov

Dear Ms. Bray:

On behalf of California Air Resources Board (CARB) staff, I am writing to support the new San Diego County climate action plan (CAP) development process. I am encouraged by the Board of Supervisors' new direction to County staff to update the County's CAP, and look forward to additional engagement with the County during the CAP development process. Helping San Diego meet its climate targets in the near term is essential to supporting California's ability to meet our State targets. Further, developing this document, while prioritizing community input and environmental justice and equity, is key to ensuring local concerns and interests are addressed, and unintended impacts avoided or mitigated.

At the January 28, 2021, CAP Update Supplemental Environmental Impact Report (EIR) Virtual Scoping Meeting, San Diego County staff presented the County Board of Supervisors' direction for the new CAP, which included:

- No purchase of carbon offsets to meet emission reduction targets
- Emphasizes environmental justice and equity
- Shaped by community input
- Exceeds Senate Bill 32 greenhouse gas emissions reductions
- Meets net zero carbon emissions by 2035-2045

We support the County's efforts to pursue these goals in updating the CAP and I look forward to collaborating with County staff throughout the process. I hope that local governments across the State can learn from San Diego County's experience developing a CAP that is shaped by community input and meets net zero carbon emissions. If you have any questions, please feel free to contact Neil Matouka at (916) 440-8206 or by email at *neil.matouka@arb.ca.gov*.

Sincerely,

/s/ *Jennifer Gress*

Dr. Jennifer Gress, Chief
Sustainable Transportation and Communities Division

cc: See next page

cc: Kate Gordon, Director
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Kate.Gordon@opr.ca.gov

Robert Reider, Executive Officer
San Diego County Air Pollution Control District
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In-Process General Plan Amendment Project VMT and GHG Emission Forecast

SDC8 Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SDC8
Construction Start Date	1/1/2025
Operational Year	2035
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	36.4
Location	32.877137138603686, -116.70264008732502
County	San Diego
City	Unincorporated
Air District	San Diego County APCD
Air Basin	San Diego
TAZ	6103
EDFZ	12
Electric Utility	San Diego Gas & Electric
Gas Utility	San Diego Gas & Electric
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Single Family Housing	2,743	Dwelling Unit	891	5,348,850	32,128,367	—	7,653	—
Condo/Townhouse	117	Dwelling Unit	7.31	124,020	0.00	—	326	—
Mobile Home Park	104	Dwelling Unit	13.1	135,200	0.00	—	290	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	CO2e
Daily, Summer (Max)	—
Unmit.	21,370
Daily, Winter (Max)	—
Unmit.	20,735
Average Daily (Max)	—
Unmit.	14,630
Annual (Max)	—
Unmit.	2,422

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	CO2e
Daily - Summer (Max)	—
2025	6,814
2026	21,370

2027	21,002
2028	20,612
2029	20,201
2030	19,797
2031	19,351
2032	18,863
2033	18,525
2034	2,020
Daily - Winter (Max)	—
2025	6,803
2026	20,735
2027	20,384
2028	20,002
2029	19,607
2030	19,219
2031	18,789
2032	18,401
2033	17,982
2034	1,913
Average Daily	—
2025	4,567
2026	14,065
2027	14,630
2028	14,399
2029	14,075
2030	13,796
2031	13,484

2032	13,243
2033	11,620
2034	1,283
Annual	—
2025	756
2026	2,329
2027	2,422
2028	2,384
2029	2,330
2030	2,284
2031	2,232
2032	2,193
2033	1,924
2034	212

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	CO2e
Daily, Summer (Max)	—
Unmit.	205,825
Daily, Winter (Max)	—
Unmit.	202,885
Average Daily (Max)	—
Unmit.	110,231
Annual (Max)	—
Unmit.	18,250

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	CO2e
Daily, Summer (Max)	—
Mobile	53,275
Area	120,751
Energy	27,091
Water	940
Waste	3,729
Refrig.	40.2
Total	205,825
Daily, Winter (Max)	—
Mobile	50,786
Area	120,300
Energy	27,091
Water	940
Waste	3,729
Refrig.	40.2
Total	202,885
Average Daily	—
Mobile	51,183
Area	27,249
Energy	27,091
Water	940
Waste	3,729
Refrig.	40.2
Total	110,231

Annual	—
Mobile	8,474
Area	4,511
Energy	4,485
Water	156
Waste	617
Refrig.	6.65
Total	18,250

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	5,314
Dust From Material Movement	—
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	5,314
Dust From Material Movement	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,150
Dust From Material Movement	—
Onsite truck	0.00

Annual	—
Off-Road Equipment	190
Dust From Material Movement	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	169
Vendor	0.00
Hauling	0.00
Daily, Winter (Max)	—
Worker	159
Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	34.7
Vendor	0.00
Hauling	0.00
Annual	—
Worker	5.75
Vendor	0.00
Hauling	0.00

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—

Off-Road Equipment	6,622
Dust From Material Movement	—
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	6,622
Dust From Material Movement	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	3,291
Dust From Material Movement	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	545
Dust From Material Movement	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	193
Vendor	0.00
Hauling	0.00
Daily, Winter (Max)	—
Worker	182
Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	91.2
Vendor	0.00

Hauling	0.00
Annual	—
Worker	15.1
Vendor	0.00
Hauling	0.00

3.5. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Daily, Winter (Max)	—
Off-Road Equipment	6,621
Dust From Material Movement	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	389
Dust From Material Movement	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	64.4
Dust From Material Movement	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Daily, Winter (Max)	—
Worker	178

Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	10.6
Vendor	0.00
Hauling	0.00
Annual	—
Worker	1.75
Vendor	0.00
Hauling	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,577
Onsite truck	0.00
Annual	—
Off-Road Equipment	261
Onsite truck	0.00

Offsite	—
Daily, Summer (Max)	—
Worker	10,820
Vendor	8,144
Hauling	0.00
Daily, Winter (Max)	—
Worker	10,199
Vendor	8,130
Hauling	0.00
Average Daily	—
Worker	6,755
Vendor	5,333
Hauling	0.00
Annual	—
Worker	1,118
Vendor	883
Hauling	0.00

3.9. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405

Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,718
Onsite truck	0.00
Annual	—
Off-Road Equipment	284
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	10,636
Vendor	7,961
Hauling	0.00
Daily, Winter (Max)	—
Worker	10,030
Vendor	7,949
Hauling	0.00
Average Daily	—
Worker	7,231
Vendor	5,681
Hauling	0.00
Annual	—
Worker	1,197
Vendor	941
Hauling	0.00

3.11. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,406
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,406
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,723
Onsite truck	0.00
Annual	—
Off-Road Equipment	285
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	10,439
Vendor	7,767
Hauling	0.00
Daily, Winter (Max)	—
Worker	9,838
Vendor	7,758
Hauling	0.00
Average Daily	—
Worker	7,118
Vendor	5,559
Hauling	0.00

Annual	—
Worker	1,178
Vendor	920
Hauling	0.00

3.13. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,718
Onsite truck	0.00
Annual	—
Off-Road Equipment	284
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	10,258
Vendor	7,537
Hauling	0.00
Daily, Winter (Max)	—

Worker	9,672
Vendor	7,530
Hauling	0.00
Average Daily	—
Worker	6,977
Vendor	5,380
Hauling	0.00
Annual	—
Worker	1,155
Vendor	891
Hauling	0.00

3.15. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,718
Onsite truck	0.00
Annual	—
Off-Road Equipment	284

Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	10,087
Vendor	7,304
Hauling	0.00
Daily, Winter (Max)	—
Worker	9,513
Vendor	7,301
Hauling	0.00
Average Daily	—
Worker	6,862
Vendor	5,216
Hauling	0.00
Annual	—
Worker	1,136
Vendor	864
Hauling	0.00

3.17. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—

Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,718
Onsite truck	0.00
Annual	—
Off-Road Equipment	284
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	9,898
Vendor	7,048
Hauling	0.00
Daily, Winter (Max)	—
Worker	9,337
Vendor	7,046
Hauling	0.00
Average Daily	—
Worker	6,734
Vendor	5,032
Hauling	0.00
Annual	—
Worker	1,115
Vendor	833
Hauling	0.00

3.19. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,723
Onsite truck	0.00
Annual	—
Off-Road Equipment	285
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	9,662
Vendor	6,797
Hauling	0.00
Daily, Winter (Max)	—
Worker	9,201
Vendor	6,795
Hauling	0.00
Average Daily	—
Worker	6,654
Vendor	4,867
Hauling	0.00

Annual	—
Worker	1,102
Vendor	806
Hauling	0.00

3.21. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,530
Onsite truck	0.00
Annual	—
Off-Road Equipment	253
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	9,552
Vendor	6,568
Hauling	0.00
Daily, Winter (Max)	—

Worker	9,010
Vendor	6,567
Hauling	0.00
Average Daily	—
Worker	5,786
Vendor	4,176
Hauling	0.00
Annual	—
Worker	958
Vendor	691
Hauling	0.00

3.23. Paving (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Daily, Winter (Max)	—
Off-Road Equipment	1,516
Paving	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	119
Paving	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	19.6

Paving	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Daily, Winter (Max)	—
Worker	118
Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	9.32
Vendor	0.00
Hauling	0.00
Annual	—
Worker	1.54
Vendor	0.00
Hauling	0.00

3.25. Paving (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	1,516
Paving	—
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	1,516

Paving	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	484
Paving	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	80.1
Paving	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	123
Vendor	0.00
Hauling	0.00
Daily, Winter (Max)	—
Worker	116
Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	37.5
Vendor	0.00
Hauling	0.00
Annual	—
Worker	6.21
Vendor	0.00
Hauling	0.00

3.27. Architectural Coating (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	134
Architectural Coatings	—
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	134
Architectural Coatings	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	52.9
Architectural Coatings	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	8.75
Architectural Coatings	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	1,886
Vendor	0.00
Hauling	0.00
Daily, Winter (Max)	—
Worker	1,779

Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	709
Vendor	0.00
Hauling	0.00
Annual	—
Worker	117
Vendor	0.00
Hauling	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	369
Condo/Townhouse	10.6
Mobile Home Park	10.7
Total	390
Daily, Winter (Max)	—

Single Family Housing	369
Condo/Townhouse	10.6
Mobile Home Park	10.7
Total	390
Annual	—
Single Family Housing	61.0
Condo/Townhouse	1.75
Mobile Home Park	1.77
Total	64.6

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	25,139
Condo/Townhouse	773
Mobile Home Park	789
Total	26,701
Daily, Winter (Max)	—
Single Family Housing	25,139
Condo/Townhouse	773
Mobile Home Park	789
Total	26,701
Annual	—
Single Family Housing	4,162
Condo/Townhouse	128
Mobile Home Park	131

Total	4,421

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	CO2e
Daily, Summer (Max)	—
Hearths	120,300
Consumer Products	—
Architectural Coatings	—
Landscape Equipment	451
Total	120,751
Daily, Winter (Max)	—
Hearths	120,300
Consumer Products	—
Architectural Coatings	—
Total	120,300
Annual	—
Hearths	4,474
Consumer Products	—
Architectural Coatings	—
Landscape Equipment	36.8
Total	4,511

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	875
Condo/Townhouse	34.4
Mobile Home Park	30.6
Total	940
Daily, Winter (Max)	—
Single Family Housing	875
Condo/Townhouse	34.4
Mobile Home Park	30.6
Total	940
Annual	—
Single Family Housing	145
Condo/Townhouse	5.70
Mobile Home Park	5.06
Total	156

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	3,421
Condo/Townhouse	163

Mobile Home Park	145
Total	3,729
Daily, Winter (Max)	—
Single Family Housing	3,421
Condo/Townhouse	163
Mobile Home Park	145
Total	3,729
Annual	—
Single Family Housing	566
Condo/Townhouse	27.0
Mobile Home Park	24.0
Total	617

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	38.3
Condo/Townhouse	0.89
Mobile Home Park	0.97
Total	40.2
Daily, Winter (Max)	—
Single Family Housing	38.3
Condo/Townhouse	0.89
Mobile Home Park	0.97

Total	40.2
Annual	—
Single Family Housing	6.34
Condo/Townhouse	0.15
Mobile Home Park	0.16
Total	6.65

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—
Total	—
Annual	—
Total	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—

Total	—
Annual	—
Total	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—
Total	—
Annual	—
Total	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—
Total	—
Annual	—
Total	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—
Total	—
Annual	—
Total	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	CO2e
Daily, Summer (Max)	—
Avoided	—
Subtotal	—
Sequestered	—
Subtotal	—
Removed	—
Subtotal	—
—	—
Daily, Winter (Max)	—
Avoided	—
Subtotal	—
Sequestered	—
Subtotal	—
Removed	—

Subtotal	—
—	—
Annual	—
Avoided	—
Subtotal	—
Sequestered	—
Subtotal	—
Removed	—
Subtotal	—
—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/1/2025	4/21/2025	5.00	79.0	—
Grading	Grading	4/22/2025	1/30/2026	5.00	204	—
Building Construction	Building Construction	1/31/2026	11/21/2033	5.00	2,036	—
Paving	Paving	11/22/2033	6/12/2034	5.00	145	—
Architectural Coating	Architectural Coating	6/13/2034	12/29/2034	5.00	144	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40

Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	12.0	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.63	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT

Grading	—	—	—	—
Grading	Worker	20.0	12.0	LDA,LDT1,LDT2
Grading	Vendor	—	7.63	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,147	12.0	LDA,LDT1,LDT2
Building Construction	Vendor	317	7.63	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	12.0	LDA,LDT1,LDT2
Paving	Vendor	—	7.63	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	229	12.0	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.63	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	11,356,342	3,785,447	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	119	0.00	—
Grading	—	—	612	0.00	—
Paving	0.00	0.00	0.00	0.00	30.2

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	30.2	0%
Condo/Townhouse	—	0%
Mobile Home Park	—	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	589	0.03	< 0.005
2026	0.00	589	0.03	< 0.005
2027	0.00	589	0.03	< 0.005

2028	0.00	589	0.03	< 0.005
2029	0.00	589	0.03	< 0.005
2030	0.00	589	0.03	< 0.005
2031	0.00	589	0.03	< 0.005
2032	0.00	589	0.03	< 0.005
2033	0.00	589	0.03	< 0.005
2034	0.00	589	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	76,487	76,487	76,487	27,917,885

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	960
Gas Fireplaces	1509
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	274
Conventional Wood Stoves	0
Catalytic Wood Stoves	137

Non-Catalytic Wood Stoves	137
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	41
Gas Fireplaces	64
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	12
Conventional Wood Stoves	0
Catalytic Wood Stoves	6
Non-Catalytic Wood Stoves	6
Pellet Wood Stoves	0
Mobile Home Park	—
Wood Fireplaces	36
Gas Fireplaces	57
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	10
Conventional Wood Stoves	0
Catalytic Wood Stoves	5
Non-Catalytic Wood Stoves	5
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
11356341.75	3,785,447	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	16,845,524	7.99	0.0000	0.0000	78,221,948
Condo/Townhouse	483,135	7.99	0.0000	0.0000	2,406,074
Mobile Home Park	488,882	7.99	0.0000	0.0000	2,454,929

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	96,370,025	586,827,480
Condo/Townhouse	4,110,570	0.00
Mobile Home Park	3,653,840	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	1,814	—

Condo/Townhouse	86.4	—
Mobile Home Park	76.9	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.3	annual days of extreme heat
Extreme Precipitation	6.25	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	30.9	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A

Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—

AQ-Ozone	78.2
AQ-PM	4.79
AQ-DPM	0.47
Drinking Water	62.6
Lead Risk Housing	48.8
Pesticides	0.00
Toxic Releases	10.9
Traffic	1.46
Effect Indicators	—
CleanUp Sites	71.6
Groundwater	22.1
Haz Waste Facilities/Generators	0.00
Impaired Water Bodies	12.5
Solid Waste	70.4
Sensitive Population	—
Asthma	17.9
Cardio-vascular	11.4
Low Birth Weights	67.2
Socioeconomic Factor Indicators	—
Education	36.9
Housing	0.08
Linguistic	0.00
Poverty	18.2
Unemployment	60.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	63.31322982
Employed	14.53868857
Median HI	78.01873476
Education	—
Bachelor's or higher	52.99627871
High school enrollment	100
Preschool enrollment	73.96381368
Transportation	—
Auto Access	98.98626973
Active commuting	8.943924034
Social	—
2-parent households	44.29616322
Voting	96.58668035
Neighborhood	—
Alcohol availability	78.86564866
Park access	59.74592583
Retail density	2.55357372
Supermarket access	2.399589375
Tree canopy	65.07121776
Housing	—
Homeownership	88.6179905
Housing habitability	96.50968818
Low-inc homeowner severe housing cost burden	92.04414218
Low-inc renter severe housing cost burden	99.08892596
Uncrowded housing	56.30694213

Health Outcomes	—
Insured adults	60.27203901
Arthritis	0.0
Asthma ER Admissions	42.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	34.5
Cognitively Disabled	21.0
Physically Disabled	42.3
Heart Attack ER Admissions	40.0
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	82.2
SLR Inundation Area	0.0

Children	47.4
Elderly	36.8
English Speaking	98.1
Foreign-born	2.7
Outdoor Workers	68.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	95.6
Traffic Density	0.7
Traffic Access	23.0
Other Indices	—
Hardship	35.2
Other Decision Support	—
2016 Voting	96.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	13.0
Healthy Places Index Score for Project Location (b)	64.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	Only CO2e intensity factor is available from the project, hence CH4 and N2O EF are zeroed out.
Construction: Construction Phases	No demolition required

SDC8 Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	SDC8
Construction Start Date	1/1/2025
Operational Year	2050
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.60
Precipitation (days)	36.4
Location	32.877137138603686, -116.70264008732502
County	San Diego
City	Unincorporated
Air District	San Diego County APCD
Air Basin	San Diego
TAZ	6103
EDFZ	12
Electric Utility	San Diego Gas & Electric
Gas Utility	San Diego Gas & Electric
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Single Family Housing	2,743	Dwelling Unit	891	5,348,850	32,128,367	—	7,653	—
Condo/Townhouse	117	Dwelling Unit	7.31	124,020	0.00	—	326	—
Mobile Home Park	104	Dwelling Unit	13.1	135,200	0.00	—	290	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	CO2e
Daily, Summer (Max)	—
Unmit.	21,370
Daily, Winter (Max)	—
Unmit.	20,735
Average Daily (Max)	—
Unmit.	14,630
Annual (Max)	—
Unmit.	2,422

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	CO2e
Daily - Summer (Max)	—
2025	6,814
2026	21,370

2027	21,002
2028	20,612
2029	20,201
2030	19,797
2031	19,351
2032	18,863
2033	18,525
2034	2,020
Daily - Winter (Max)	—
2025	6,803
2026	20,735
2027	20,384
2028	20,002
2029	19,607
2030	19,219
2031	18,789
2032	18,401
2033	17,982
2034	1,913
Average Daily	—
2025	4,567
2026	14,065
2027	14,630
2028	14,399
2029	14,075
2030	13,796
2031	13,484

2032	13,243
2033	11,620
2034	1,283
Annual	—
2025	756
2026	2,329
2027	2,422
2028	2,384
2029	2,330
2030	2,284
2031	2,232
2032	2,193
2033	1,924
2034	212

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	CO2e
Daily, Summer (Max)	—
Unmit.	199,430
Daily, Winter (Max)	—
Unmit.	196,749
Average Daily (Max)	—
Unmit.	104,042
Annual (Max)	—
Unmit.	17,225

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	CO2e
Daily, Summer (Max)	—
Mobile	46,880
Area	120,751
Energy	27,091
Water	940
Waste	3,729
Refrig.	40.2
Total	199,430
Daily, Winter (Max)	—
Mobile	44,651
Area	120,300
Energy	27,091
Water	940
Waste	3,729
Refrig.	40.2
Total	196,749
Average Daily	—
Mobile	44,994
Area	27,249
Energy	27,091
Water	940
Waste	3,729
Refrig.	40.2
Total	104,042

Annual	—
Mobile	7,449
Area	4,511
Energy	4,485
Water	156
Waste	617
Refrig.	6.65
Total	17,225

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	5,314
Dust From Material Movement	—
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	5,314
Dust From Material Movement	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,150
Dust From Material Movement	—
Onsite truck	0.00

Annual	—
Off-Road Equipment	190
Dust From Material Movement	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	169
Vendor	0.00
Hauling	0.00
Daily, Winter (Max)	—
Worker	159
Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	34.7
Vendor	0.00
Hauling	0.00
Annual	—
Worker	5.75
Vendor	0.00
Hauling	0.00

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—

Off-Road Equipment	6,622
Dust From Material Movement	—
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	6,622
Dust From Material Movement	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	3,291
Dust From Material Movement	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	545
Dust From Material Movement	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	193
Vendor	0.00
Hauling	0.00
Daily, Winter (Max)	—
Worker	182
Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	91.2
Vendor	0.00

Hauling	0.00
Annual	—
Worker	15.1
Vendor	0.00
Hauling	0.00

3.5. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Daily, Winter (Max)	—
Off-Road Equipment	6,621
Dust From Material Movement	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	389
Dust From Material Movement	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	64.4
Dust From Material Movement	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Daily, Winter (Max)	—
Worker	178

Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	10.6
Vendor	0.00
Hauling	0.00
Annual	—
Worker	1.75
Vendor	0.00
Hauling	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,577
Onsite truck	0.00
Annual	—
Off-Road Equipment	261
Onsite truck	0.00

Offsite	—
Daily, Summer (Max)	—
Worker	10,820
Vendor	8,144
Hauling	0.00
Daily, Winter (Max)	—
Worker	10,199
Vendor	8,130
Hauling	0.00
Average Daily	—
Worker	6,755
Vendor	5,333
Hauling	0.00
Annual	—
Worker	1,118
Vendor	883
Hauling	0.00

3.9. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405

Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,718
Onsite truck	0.00
Annual	—
Off-Road Equipment	284
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	10,636
Vendor	7,961
Hauling	0.00
Daily, Winter (Max)	—
Worker	10,030
Vendor	7,949
Hauling	0.00
Average Daily	—
Worker	7,231
Vendor	5,681
Hauling	0.00
Annual	—
Worker	1,197
Vendor	941
Hauling	0.00

3.11. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,406
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,406
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,723
Onsite truck	0.00
Annual	—
Off-Road Equipment	285
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	10,439
Vendor	7,767
Hauling	0.00
Daily, Winter (Max)	—
Worker	9,838
Vendor	7,758
Hauling	0.00
Average Daily	—
Worker	7,118
Vendor	5,559
Hauling	0.00

Annual	—
Worker	1,178
Vendor	920
Hauling	0.00

3.13. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,718
Onsite truck	0.00
Annual	—
Off-Road Equipment	284
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	10,258
Vendor	7,537
Hauling	0.00
Daily, Winter (Max)	—

Worker	9,672
Vendor	7,530
Hauling	0.00
Average Daily	—
Worker	6,977
Vendor	5,380
Hauling	0.00
Annual	—
Worker	1,155
Vendor	891
Hauling	0.00

3.15. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,718
Onsite truck	0.00
Annual	—
Off-Road Equipment	284

Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	10,087
Vendor	7,304
Hauling	0.00
Daily, Winter (Max)	—
Worker	9,513
Vendor	7,301
Hauling	0.00
Average Daily	—
Worker	6,862
Vendor	5,216
Hauling	0.00
Annual	—
Worker	1,136
Vendor	864
Hauling	0.00

3.17. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—

Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,718
Onsite truck	0.00
Annual	—
Off-Road Equipment	284
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	9,898
Vendor	7,048
Hauling	0.00
Daily, Winter (Max)	—
Worker	9,337
Vendor	7,046
Hauling	0.00
Average Daily	—
Worker	6,734
Vendor	5,032
Hauling	0.00
Annual	—
Worker	1,115
Vendor	833
Hauling	0.00

3.19. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,723
Onsite truck	0.00
Annual	—
Off-Road Equipment	285
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	9,662
Vendor	6,797
Hauling	0.00
Daily, Winter (Max)	—
Worker	9,201
Vendor	6,795
Hauling	0.00
Average Daily	—
Worker	6,654
Vendor	4,867
Hauling	0.00

Annual	—
Worker	1,102
Vendor	806
Hauling	0.00

3.21. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	2,405
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	1,530
Onsite truck	0.00
Annual	—
Off-Road Equipment	253
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	9,552
Vendor	6,568
Hauling	0.00
Daily, Winter (Max)	—

Worker	9,010
Vendor	6,567
Hauling	0.00
Average Daily	—
Worker	5,786
Vendor	4,176
Hauling	0.00
Annual	—
Worker	958
Vendor	691
Hauling	0.00

3.23. Paving (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Daily, Winter (Max)	—
Off-Road Equipment	1,516
Paving	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	119
Paving	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	19.6

Paving	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Daily, Winter (Max)	—
Worker	118
Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	9.32
Vendor	0.00
Hauling	0.00
Annual	—
Worker	1.54
Vendor	0.00
Hauling	0.00

3.25. Paving (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	1,516
Paving	—
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	1,516

Paving	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	484
Paving	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	80.1
Paving	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	123
Vendor	0.00
Hauling	0.00
Daily, Winter (Max)	—
Worker	116
Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	37.5
Vendor	0.00
Hauling	0.00
Annual	—
Worker	6.21
Vendor	0.00
Hauling	0.00

3.27. Architectural Coating (2034) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	CO2e
Onsite	—
Daily, Summer (Max)	—
Off-Road Equipment	134
Architectural Coatings	—
Onsite truck	0.00
Daily, Winter (Max)	—
Off-Road Equipment	134
Architectural Coatings	—
Onsite truck	0.00
Average Daily	—
Off-Road Equipment	52.9
Architectural Coatings	—
Onsite truck	0.00
Annual	—
Off-Road Equipment	8.75
Architectural Coatings	—
Onsite truck	0.00
Offsite	—
Daily, Summer (Max)	—
Worker	1,886
Vendor	0.00
Hauling	0.00
Daily, Winter (Max)	—
Worker	1,779

Vendor	0.00
Hauling	0.00
Average Daily	—
Worker	709
Vendor	0.00
Hauling	0.00
Annual	—
Worker	117
Vendor	0.00
Hauling	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	369
Condo/Townhouse	10.6
Mobile Home Park	10.7
Total	390
Daily, Winter (Max)	—

Single Family Housing	369
Condo/Townhouse	10.6
Mobile Home Park	10.7
Total	390
Annual	—
Single Family Housing	61.0
Condo/Townhouse	1.75
Mobile Home Park	1.77
Total	64.6

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	25,139
Condo/Townhouse	773
Mobile Home Park	789
Total	26,701
Daily, Winter (Max)	—
Single Family Housing	25,139
Condo/Townhouse	773
Mobile Home Park	789
Total	26,701
Annual	—
Single Family Housing	4,162
Condo/Townhouse	128
Mobile Home Park	131

Total	4,421

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	CO2e
Daily, Summer (Max)	—
Hearths	120,300
Consumer Products	—
Architectural Coatings	—
Landscape Equipment	451
Total	120,751
Daily, Winter (Max)	—
Hearths	120,300
Consumer Products	—
Architectural Coatings	—
Total	120,300
Annual	—
Hearths	4,474
Consumer Products	—
Architectural Coatings	—
Landscape Equipment	36.8
Total	4,511

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	875
Condo/Townhouse	34.4
Mobile Home Park	30.6
Total	940
Daily, Winter (Max)	—
Single Family Housing	875
Condo/Townhouse	34.4
Mobile Home Park	30.6
Total	940
Annual	—
Single Family Housing	145
Condo/Townhouse	5.70
Mobile Home Park	5.06
Total	156

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	3,421
Condo/Townhouse	163

Mobile Home Park	145
Total	3,729
Daily, Winter (Max)	—
Single Family Housing	3,421
Condo/Townhouse	163
Mobile Home Park	145
Total	3,729
Annual	—
Single Family Housing	566
Condo/Townhouse	27.0
Mobile Home Park	24.0
Total	617

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Single Family Housing	38.3
Condo/Townhouse	0.89
Mobile Home Park	0.97
Total	40.2
Daily, Winter (Max)	—
Single Family Housing	38.3
Condo/Townhouse	0.89
Mobile Home Park	0.97

Total	40.2
Annual	—
Single Family Housing	6.34
Condo/Townhouse	0.15
Mobile Home Park	0.16
Total	6.65

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—
Total	—
Annual	—
Total	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—

Total	—
Annual	—
Total	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—
Total	—
Annual	—
Total	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—
Total	—
Annual	—
Total	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	CO2e
Daily, Summer (Max)	—
Total	—
Daily, Winter (Max)	—
Total	—
Annual	—
Total	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	CO2e
Daily, Summer (Max)	—
Avoided	—
Subtotal	—
Sequestered	—
Subtotal	—
Removed	—
Subtotal	—
—	—
Daily, Winter (Max)	—
Avoided	—
Subtotal	—
Sequestered	—
Subtotal	—
Removed	—

Subtotal	—
—	—
Annual	—
Avoided	—
Subtotal	—
Sequestered	—
Subtotal	—
Removed	—
Subtotal	—
—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/1/2025	4/21/2025	5.00	79.0	—
Grading	Grading	4/22/2025	1/30/2026	5.00	204	—
Building Construction	Building Construction	1/31/2026	11/21/2033	5.00	2,036	—
Paving	Paving	11/22/2033	6/12/2034	5.00	145	—
Architectural Coating	Architectural Coating	6/13/2034	12/29/2034	5.00	144	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40

Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	12.0	LDA,LDT1,LDT2
Site Preparation	Vendor	—	7.63	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT

Grading	—	—	—	—
Grading	Worker	20.0	12.0	LDA,LDT1,LDT2
Grading	Vendor	—	7.63	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	1,147	12.0	LDA,LDT1,LDT2
Building Construction	Vendor	317	7.63	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	12.0	LDA,LDT1,LDT2
Paving	Vendor	—	7.63	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	229	12.0	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	7.63	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	11,356,342	3,785,447	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	119	0.00	—
Grading	—	—	612	0.00	—
Paving	0.00	0.00	0.00	0.00	30.2

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	30.2	0%
Condo/Townhouse	—	0%
Mobile Home Park	—	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	589	0.03	< 0.005
2026	0.00	589	0.03	< 0.005
2027	0.00	589	0.03	< 0.005

2028	0.00	589	0.03	< 0.005
2029	0.00	589	0.03	< 0.005
2030	0.00	589	0.03	< 0.005
2031	0.00	589	0.03	< 0.005
2032	0.00	589	0.03	< 0.005
2033	0.00	589	0.03	< 0.005
2034	0.00	589	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	73,979	73,979	73,979	27,002,499

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	960
Gas Fireplaces	1509
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	274
Conventional Wood Stoves	0
Catalytic Wood Stoves	137

Non-Catalytic Wood Stoves	137
Pellet Wood Stoves	0
Condo/Townhouse	—
Wood Fireplaces	41
Gas Fireplaces	64
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	12
Conventional Wood Stoves	0
Catalytic Wood Stoves	6
Non-Catalytic Wood Stoves	6
Pellet Wood Stoves	0
Mobile Home Park	—
Wood Fireplaces	36
Gas Fireplaces	57
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	10
Conventional Wood Stoves	0
Catalytic Wood Stoves	5
Non-Catalytic Wood Stoves	5
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
11356341.75	3,785,447	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	16,845,524	7.99	0.0000	0.0000	78,221,948
Condo/Townhouse	483,135	7.99	0.0000	0.0000	2,406,074
Mobile Home Park	488,882	7.99	0.0000	0.0000	2,454,929

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	96,370,025	586,827,480
Condo/Townhouse	4,110,570	0.00
Mobile Home Park	3,653,840	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	1,814	—

Condo/Townhouse	86.4	—
Mobile Home Park	76.9	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Mobile Home Park	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Mobile Home Park	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.3	annual days of extreme heat
Extreme Precipitation	6.25	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	30.9	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A

Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—

AQ-Ozone	78.2
AQ-PM	4.79
AQ-DPM	0.47
Drinking Water	62.6
Lead Risk Housing	48.8
Pesticides	0.00
Toxic Releases	10.9
Traffic	1.46
Effect Indicators	—
CleanUp Sites	71.6
Groundwater	22.1
Haz Waste Facilities/Generators	0.00
Impaired Water Bodies	12.5
Solid Waste	70.4
Sensitive Population	—
Asthma	17.9
Cardio-vascular	11.4
Low Birth Weights	67.2
Socioeconomic Factor Indicators	—
Education	36.9
Housing	0.08
Linguistic	0.00
Poverty	18.2
Unemployment	60.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	63.31322982
Employed	14.53868857
Median HI	78.01873476
Education	—
Bachelor's or higher	52.99627871
High school enrollment	100
Preschool enrollment	73.96381368
Transportation	—
Auto Access	98.98626973
Active commuting	8.943924034
Social	—
2-parent households	44.29616322
Voting	96.58668035
Neighborhood	—
Alcohol availability	78.86564866
Park access	59.74592583
Retail density	2.55357372
Supermarket access	2.399589375
Tree canopy	65.07121776
Housing	—
Homeownership	88.6179905
Housing habitability	96.50968818
Low-inc homeowner severe housing cost burden	92.04414218
Low-inc renter severe housing cost burden	99.08892596
Uncrowded housing	56.30694213

Health Outcomes	—
Insured adults	60.27203901
Arthritis	0.0
Asthma ER Admissions	42.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	34.5
Cognitively Disabled	21.0
Physically Disabled	42.3
Heart Attack ER Admissions	40.0
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	82.2
SLR Inundation Area	0.0

Children	47.4
Elderly	36.8
English Speaking	98.1
Foreign-born	2.7
Outdoor Workers	68.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	95.6
Traffic Density	0.7
Traffic Access	23.0
Other Indices	—
Hardship	35.2
Other Decision Support	—
2016 Voting	96.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	13.0
Healthy Places Index Score for Project Location (b)	64.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Utility Information	Only CO2e intensity factor is available from the project, hence CH4 and N2O EF are zeroed out.
Construction: Construction Phases	No demolition required

FEHR PEERS

Memorandum

Date: October 2, 2023

To: Meghan Kelly, County of San Diego

From: Katy Cole and Andrew Scher, Fehr & Peers

Subject: County of San Diego In-Process General Plan Amendments VMT Assessment

SD21-0394

This memorandum provides of the results of the transportation/Vehicle Miles Traveled (VMT) modeling completed for the County of San Diego in process General Plan Amendments. This memorandum summarizes the study scenarios, land use changes, travel demand model procedures, and vehicles miles traveled (VMT) calculations.

The SANDAG ABM 2+ model using land use data set ("DS") 39 for 2035 and 2050 was used to determine the VMT estimates for the General Plan Amemndment scenario. This is consistent with the model version and procedures used for the Climate Action Plan (CAP) Supplemental Environmental Report (SEIR).

Scenarios

The following scenarios were modeled/analyzed:

- Project scenario – SANDAG Regional Plan EIR Alternative 2 land uses and transportation network.
- General Plan Amendment scenario – Project scenario cumulative land use totals and transportation network with the addition of new households associated with current General Plan Amendment projects.

Project Scenario

The SANDAG Regional Plan EIR Alternative 2 (Data Set 39) model version, land uses, and VMT results are used to represent the proposed Project for the CAP SEIR. The land use assumptions contained in Data Set 39 are consistent with historical growth patterns in the unincorporated County and reflect expected growth consistent with the General Plan for the county. Additionally, the transportation network and policy inputs consist of "transportation projects with

environmental clearance, that have full funding, are under construction, or are otherwise reasonably foreseeable based on current plans…" (SANDAG 2021 Regional Plan EIR, Chapter 6 Alternatives Analysis, Page 6-3).

Table 1 shows the housing totals and growth modeled within the county for the Project.

Table 1: DS 39 Unincorporated Land Use Totals by Model Year

Year	Total Households	Growth from Base Year
Base Year (2016)	180,543	-
2035	195,249	14,706
2050	199,250	18,707

Source: SANDAG, Fehr & Peers.

General Plan Amendment Scenario

This scenario adds households associated with current General Plan Amendment project to the Project scenario. The following changes were made to model land uses compared to the Project scenario:

- Residential growth for any given general plan amendment project was added to the MGRA(s) overlapping the project's estimated location/size.
- All growth was distributed proportionally based on land area of the MGRAs (uniformly increasing the density of the MGRAs) for projects overlapping more than one MGRA.
- Household characteristics (single family, multifamily, income, size, etc) were sampled based on household characteristics in similar MGRAs nearby.

This scenario assumes 2,964 additional households compared to the Project scenario. This includes 2,743 single family homes, 117 multi-family homes, and 104 mobile homes. These additional households were assumed for both 2035 and 2050.

Table 2 shows the list of General Plan Amendment projects considered and the households associated with each project.

Table 2: General Plan Amendment Project Land Use Totals

Year	Total Households
Ivanhoe Ranch	120
Warner Springs Ranch Resort	45
Peppertree Park	685
Passerrelle-Campus Park	138
Abdali Gas Station	-
Labrador Lane	104
Rancho Librado	56
Castle Creek	63
Preserve at Riverbend	1,300
Harmony Grove Village South	453
Total:	**2,964**

Source: SANDAG, Fehr & Peers.

Methodology for Determining Total VMT

Fehr & Peers utilized the model outputs for the model scenarios evaluate changes in VMT for the unincorporated County. Total VMT and transportation metrics were evaluated for 2035 and 2050 conditions using the "CAP" method[1] as follows:

- Total VMT produced using the "CAP" method includes all internal VMT, ½ of internal to external VMT, and ½ of external to internal VMT. For example, all VMT originating from trips that start and end in the unincorporated area are included. One half of the VMT that originates in the unincorporated County but ends in one of the region's cities is included AND one half of the VMT that originates in one of the cities but ends in the unincorporated area is included.

Total VMT Generated (CAP)	All vehicle-trips are traced to the zone or zones of study. This includes internal to internal (II), 1/2 internal to external (IX), and 1/2 external to internal (XI) trips. May use final assignment origin-destination (OD) trip tables or production (P) and attraction (A) estimates multiplied by distance skims. When the model has multiple assignment periods, OD trip tables and congested skims from each period should be used.	

[1] "The "CAP" method for estimating total VMT is used throughout California and is the ICLEI (ICLEI-Local Governments for Sustainability) recommended methodology. In addition, it is documented in the SANDAG Regional Climate Action Planning Framework (ReCAP), December 2020, Appendix I, Pages 18-21.

In addition, adjustments were made to account for military and tribal land, which is not within the County's jurisdiction. The *Military and Tribal VMT Adjustment for the San Diego County CAP Model Scenarios* (Fehr & Peers, February 2023) describes the process for the adjustment.

Results

Table 3 shows base year CAP VMT as well as 2035 CAP VMT for the Project and General Plan Amendments scenario[2]. **Table 4** shows 2016 CAP VMT as well as 2050 CAP VMT for the Project and the General Plan Amendments scenario.

Table 3: 2035 Total VMT

Alternative	Unincorporated County Total Weekday VMT[1]	Change from Project Alternative	Percent Change
Base Year (2016)	8,853,215	-	-
Project	9,635,081	0	0.0%
General Plan Amendments	9,715,536	80,455	0.84%

Notes: [1] CAP VMT = II VMT + 1/2*IE VMT + 1/2*EI VMT
Source: SANDAG, Fehr & Peers.

Table 4: 2050 Total VMT

Alternative	Unincorporated County Total Weekday VMT[1]	Change from Project Alternative	Percent Change
2016	8,853,215	-	-
Project	10,216,009	0	0.0%
General Plan Amendments	10,293,826	77,817	0.76%

Notes: [1] CAP VMT = II VMT + 1/2*IE VMT + 1/2*EI VMT
Source: SANDAG, Fehr & Peers.

The General Plan Amendments scenario results in a 0.84% increase in unincorporated County VMT for 2035 and a 0.76% increase in unincorporated County VMT for 2050. These changes appear very small; however, it is important to consider that in the base year (2016) the unincorporated County already generates approximately 8.8 million VMT. Only minor decreases in VMT associated with the existing population are expected due to the assumptions in the DS 39 version of the model. Therefore, Fehr & Peers expects the magnitude overall VMT reduction

[2] VMT results for the General Plan Amendments alternative were calibrated to be consistent with results published for the County's CAP GHG Inventory sourced from model results provided directly from SANDAG. Each model run performed produces varied results since travel demand modeling is a simulation; therefore, the calibration was made to allow for direct comparison to the County's CAP GHG Inventory.

between the Project and these two alternatives to be small since the vast majority of unincorporated County VMT under future year alternatives can be attributed to existing land uses.

Another way to understand the VMT outcomes of additional land use within the County is to evaluate the VMT associated with the land use growth. For example, assuming the VMT associated with existing residents is held constant at the 2016 base year levels, the change in VMT from 2016 base year levels for the Project and the General Plan Amendments scenario would represent the VMT associated with new development beyond base year. This is shown in **Table 6** and **Table 7** for 2035 and 2050 respectively.

Table 6: 2035 Change in VMT compared to Project Growth in VMT

Alternative	County Total VMT[1]	Change in VMT from Base Year	Percent of Project Growth in VMT	Change in VMT Growth
Base Year (2016)	8,853,215	-	-	-
Project	9,635,081	781,866	100.0%	0.0%
General Plan Amendments	9,715,536	862,321	110.3%	10.3%

Notes: [1] CAP VMT = II VMT + 1/2*IE VMT + 1/2*EI VMT
Source: SANDAG, Fehr & Peers.

Table 6: 2050 Change in VMT compared to Project Growth in VMT

Alternative	County Total VMT[1]	Change in VMT from Base Year	Percent of Project Growth in VMT	Change in VMT Growth
Base Year (2016)	8,853,215	-	-	-
Project	10,216,009	1,362,794	100.0%	0.0%
General Plan Amendments	10,293,826	1,440,611	105.7%	5.7%

Notes: [1] CAP VMT = II VMT + 1/2*IE VMT + 1/2*EI VMT
Source: SANDAG, Fehr & Peers.

Focusing on the growth in VMT since 2016, growth in VMT due to General Plan Amendment projects is 10.3% higher than the Project for 2035 and 5.7% higher for 2050. VMT is not reduced because the General Plan Amendments as modeled (including only additional households in the model) do not provide closer retail, schools, and other destinations for existing households, therefore having a limited effect on reducing commute distances and other trip distances for existing residents.

Note that no employment changes associated with the General Plan Amendment projects assumed in the modeling. Many of the General Plan Amendment projects have limited information on non-residential uses and the residential component is the major component of most of the projects. The modeling therefore reflects the highest VMT outcomes since it does not capture the typical benefits associated with mixed-use developments and neighborhood serving

retail and focuses only on growth in housing units. Denser development would likely catalyze growth in employment and mixed-use development and would result in greater VMT benefits than shown.

Additional reductions in VMT could also occur if transportation network changes were made compared to the Project model scenario to encourage transit and active transportation.

Appendix C

Smart Growth Alternative VMT Forecast

FEHR PEERS

Memorandum

Date: October 2, 2023

To: Meghan Kelly, County of San Diego

From: Katy Cole and Andrew Scher, Fehr & Peers

Subject: County of San Diego Climate Action Plan SEIR VMT Assessment

SD21-0394

This memorandum provides of the results of the transportation/Vehicle Miles Traveled (VMT) modeling completed for the County of San Diego Climate Action Plan (CAP) Supplemental Environmental Impact Report (SEIR). This memorandum summarizes the project study scenarios, land use changes, travel demand model procedures, and vehicles miles traveled (VMT) calculations.

The SANDAG ABM 2+ model using land use data set ("DS") 39 for 2035 and 2050 was used to determine the VMT estimates for the CAP SEIR. As a cross-reference, the "County of San Diego Climate Action Plan Inventory Transportation Modeling Overview" Memorandum (Fehr & Peers, October 2023) documents that the DS 39 land use data set is appropriate to use as the basis for CAP SEIR model scenarios. It also documents that the SANDAG ABM 2+ is the appropriate tool for analyzing existing and future VMT at a regional scale for the unincorporated county.

Alternatives

The following CAP alternatives scenarios were modeled/analyzed:

- Project scenario – SANDAG Regional Plan EIR Alternative 2 land uses and transportation network.
- 2021 Regional Plan Sustainable Communities Strategy (SCS) Alternative – SANDAG 2021 Regional Plan land uses and transportation network.
- Fire Safe and VMT Efficient Alternative – Project scenario cumulative land use totals and transportation network. Moves half of unincorporated County household growth to unincorporated VMT efficient areas that are considered fire safe.
- Village Support Areas Alternative – Project scenario cumulative land use totals and transportation network. Moves all unincorporated County household growth to

designated unincorporated villages or unincorporated areas within a half-mile of those villages.

Project Scenario

The SANDAG Regional Plan EIR Alternative 2 (Data Set 39) model version, land uses, and VMT results are used to represent the proposed Project for the CAP SEIR. The land use assumptions contained in Data Set 39 are consistent with historical growth patterns in the unincorporated County and reflect expected growth consistent with the General Plan for the county. Additionally, the transportation network and policy inputs consist of "transportation projects with environmental clearance, that have full funding, are under construction, or are otherwise reasonably foreseeable based on current plans…" (SANDAG 2021 Regional Plan EIR, Chapter 6 Alternatives Analysis, Page 6-3).

Table 1 shows the housing totals and growth modeled within the county for the Project.

Table 1: DS 39 Unincorporated Land Use Totals by Model Year

Year	Total Households	Growth from Base Year
Base Year (2016)	180,543	-
2035	195,249	14,706
2050	199,250	18,707

Source: SANDAG, Fehr & Peers.

2021 Regional Plan/SCS Alternative

The adopted SANDAG 2021 Regional Plan assumes 9,902 new households in the unincorporated County between the base year and 2050 (with almost all of the growth occurring between the base year and 2035). Additionally, the 2021 Regional Plan/SCS version of the model includes the Road User Charge as a funding source for the Regional Plan. The Road User Charge directly affects auto operating costs; including the Road User Charge results in lower VMT forecasts than scenarios without the Road User Charge. On September 23, 2022 the SANDAG Board directed SANDAG staff to prepare an amendment to the 2021 Regional Plan without the Road User Charge. The amendment is expected to be brought to the SANDAG Board of Directors for consideration on October 27, 2023. In addition, the SANDAG Board voted on September 22, 2023 against including the Road User Charge in the 2025 Regional Plan.

Table 2 shows the number of households in the county by model year for the SCS alternative.

Table 2: SCS Alternative Unincorporated Land Use Totals by Model Year

Year	Total Households	Growth from Base Year
2016	180,543	-
2035	188,988	8,445
2050	190,445	9,902

Source: SANDAG, Fehr & Peers.

Fire Safe and VMT Efficient Alternative

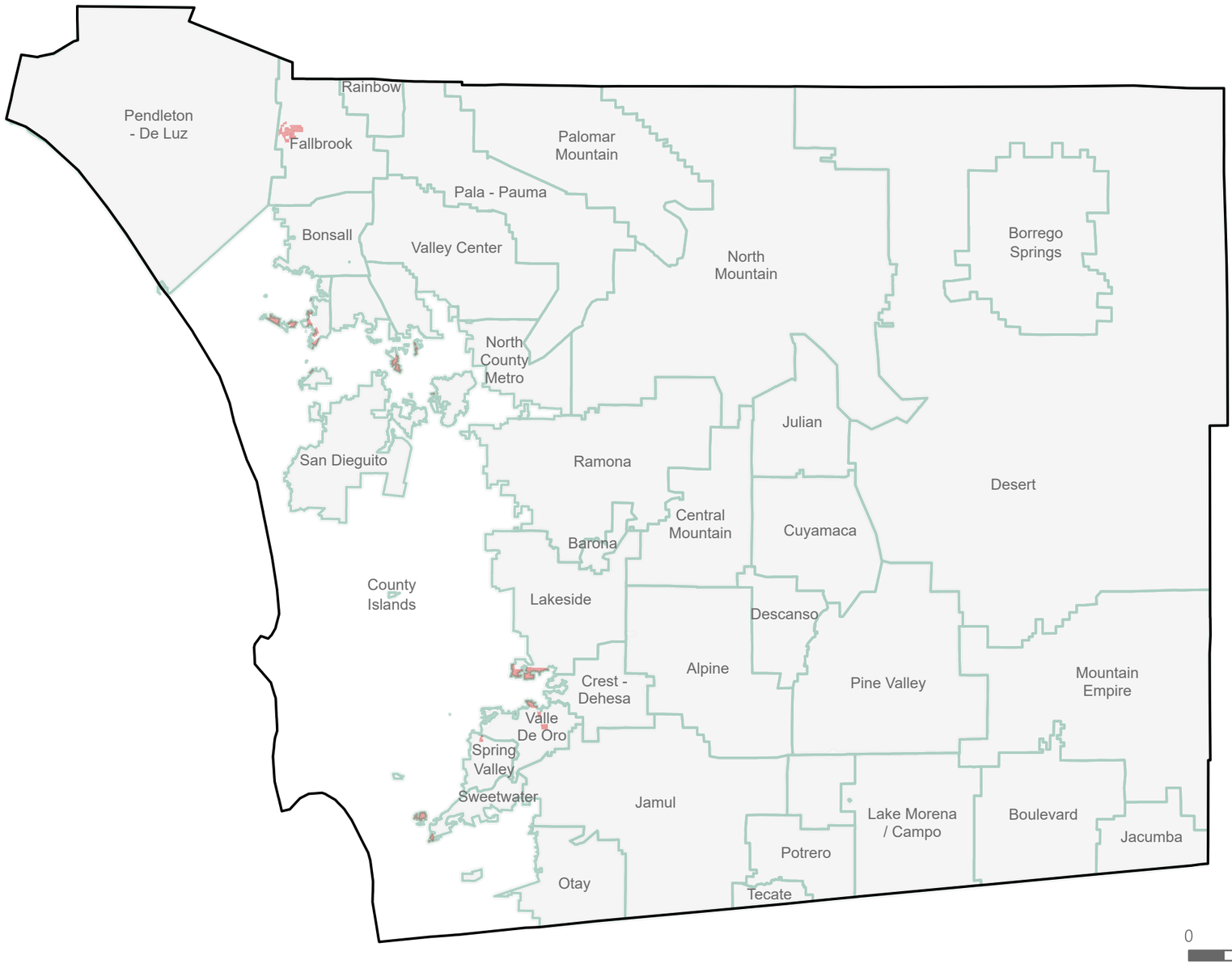
This alternative reassigns housing growth from the Project scenario to VMT efficient areas that are considered fire safe. Specifically, half the housing growth in units in the unincorporated County would occur in areas designated as fire safe and VMT efficient. These areas are shown on **Figure 1** and represent areas that are both not designated "high" or "very high" fire and that have a VMT per resident of 15% below the SANDAG regional average.

The following changes were made to model land uses compared to the Project alternative:

- Half of all unincorporated County growth outside fire safe and VMT efficient master geographic reference areas (MGRAs) was moved to those MGRAs (MGRAs within VMT efficient TAZs and outside high and very high fire hazard areas). The other half of unincorporated County growth was not moved.
- No growth was moved from unincorporated MGRAs that are over 90% tribal, military, federal, or state land (not under County control) with growth greater than 10 households.
- All growth moved to VMT efficient MGRAs was distributed proportionally based on land area of the MGRAs (uniformly increasing the density of the MGRAs).

Table 3 shows the number of households moved to fire safe and VMT efficient areas by Community Plan Area (CPA).

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Legend

- SANDAG Region
- Community Plan Area
- Fire Safe and VMT Efficient Areas

Figure 1: Fire Safe and VMT Efficient Areas

Table 3: Households moved from CPAs to VMT Efficient Areas that are Fire Safe

CPA	Number of Households Moved from a CPA to a VMT Efficient Area that is Fire Safe by Model Year	
	2035	2050
Spring Valley	387	534
Sweetwater	158	219
Otay	1,032	1,528
County Islands	0	0
Valle De Oro	151	224
Crest-Dehesa	13	14
Lakeside	493	602
Alpine	6	6
Barona	0	0
Ramona	160	161
Central Mountain	12	12
San Dieguito	629	896
Fallbrook	149	153
Bonsall	283	359
Pendleton-De Luz	12	12
Rainbow	13	13
Pala-Pauma	24	24
North Mountain	3	3
Valley Center	148	149
North County Metro	1,895	2,429
Julian	11	11
Desert	0	0
Mountain Empire	2	2
Jamul-Dulzura	81	81
Total	**5,662**	**7,432**

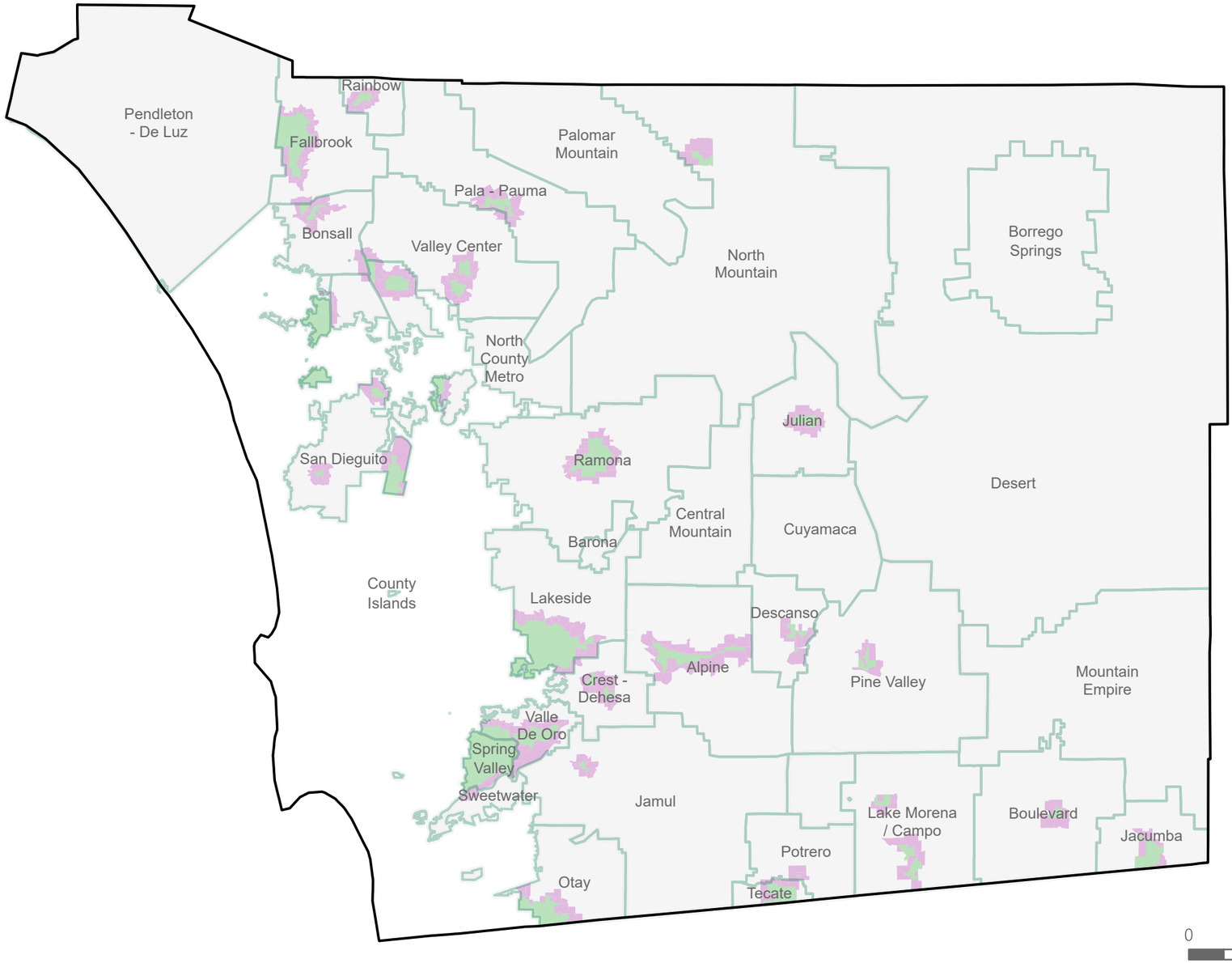
Source: SANDAG, Fehr & Peers.

Village Support Areas Alternative

This alternative assumes that all growth in housing in the unincorporated County will occur within designated villages or within a half-mile of those villages (collectively referred to as Village Support Areas). These areas are shown on **Figure 2**. The following changes were made to model land uses compared to the Project alternative:

- All unincorporated county growth was allocated to MGRAs which have centers in the Village Support Areas.
- No growth was moved to MGRAs in the Village Support Areas that are over 80% tribal, military, federal, or state land (not under County control).
- No growth was moved from unincorporated MGRAs that are over 90% tribal, military, federal, or state land (not under County control) with growth greater than 10 households.
- All growth was kept within the Community Plan Area where feasible. For example, growth outside the Village Support Areas in the Ramona CPA was moved to Village Support Areas within the Ramona CPA.
- Only the Barona, Desert, County Islands, and Pendleton – De Luz CPAs contained no Village Support Areas. Growth in these areas was manually assigned to the nearest Village Support Area.
- All growth moved to Village Support Area MGRAs within a given CPA was distributed proportionally based on land area of the MGRAs (uniformly increasing the density of the MGRAs).

Table 2 shows the number of households moved to Village Support Areas by CPA.



Legend

- SANDAG Region
- Community Plan Area
- Village Support Areas
- County Village Areas

Figure 2: County Village Areas and Village Support Areas

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Table 2: Households moved from CPAs to Village Support Areas

CPA	Number of Households Moved from a CPA to a Village Support Area	
	2035	2050
Spring Valley	0	0
Sweetwater	290	396
Otay	0	0
County Islands	142	161
Valle De Oro	122	232
Crest-Dehesa	17	18
Lakeside	51	69
Alpine	3	3
Barona	0	0
Ramona	115	118
Central Mountain	11	11
San Dieguito	257	434
Fallbrook	97	101
Bonsall	381	530
Pendleton-De Luz	18	18
Rainbow	8	8
Pala-Pauma	24	24
North Mountain	3	3
Valley Center	197	198
North County Metro	2,591	3,220
Julian	8	8
Desert	0	0
Mountain Empire	2	2
Jamul-Dulzura	149	150
Total	**4,486**	**5,704**

Source: SANDAG, Fehr & Peers.

Methodology for Determining Total VMT

Fehr & Peers utilized the model outputs for the CAP SEIR alternatives evaluate changes in VMT for the unincorporated County resulting from the alternatives. Total VMT and transportation metrics were evaluated for 2035 and 2050 conditions using the "CAP" method[1] as follows:

- Total VMT produced using the "CAP" method includes all internal VMT, ½ of internal to external VMT, and ½ of external to internal VMT. For example, all VMT originating from trips that start and end in the unincorporated area are included. One half of the VMT that originates in the unincorporated County but ends in one of the region's cities is included AND one half of the VMT that originates in one of the cities but ends in the unincorporated area is included.

Total VMT Generated (CAP)	All vehicle-trips are traced to the zone or zones of study. This includes internal to internal (II), 1/2 internal to external (IX), and 1/2 external to internal (XI) trips. May use final assignment origin-destination (OD) trip tables or production (P) and attraction (A) estimates multiplied by distance skims. When the model has multiple assignment periods, OD trip tables and congested skims from each period should be used.	

In addition, adjustments were made to account for military and tribal land, which is not within the County's jurisdiction. The *Military and Tribal VMT Adjustment for the San Diego County CAP Model Scenarios* (Fehr & Peers, February 2023) describes the process for the adjustment.

[1] "The "CAP" method for estimating total VMT is used throughout California and is the ICLEI (ICLEI-Local Governments for Sustainability) recommended methodology. In addition, it is documented in the SANDAG Regional Climate Action Planning Framework (ReCAP), December 2020, Appendix I, Pages 18-21.

Results

Table 4 shows base year CAP VMT as well as 2035 CAP VMT for the Project and three alternatives[2]. **Table 5** shows 2016 CAP VMT as well as 2050 CAP VMT for the Project and three alternatives.

Table 4: 2035 Total VMT

Alternative	Unincorporated County Total Weekday VMT[1]	Change from Project Alternative	Percent Change
Base Year (2016)	8,853,215	-	-
Project	9,635,081	0	0.0%
RTP SCS	8,892,653	-742,428	-7.71%
Fire Safe and VMT Efficient	9,583,847	-51,234	-0.53%
Village Support Areas	9,627,226	-7,855	-0.08%

Notes: [1] CAP VMT = II VMT + 1/2*IE VMT + 1/2*EI VMT
Source: SANDAG, Fehr & Peers.

Table 5: 2050 Total VMT

Alternative	Unincorporated County Total Weekday VMT[1]	Change from Project Alternative	Percent Change
2016	8,853,215	-	-
Project	10,216,009	0	0.0%
RTP SCS	9,247,568	-968,441	-9.48%
Fire Safe and VMT Efficient	10,174,451	-41,558	-0.41%
Village Support Areas	10,212,348	-3,661	-0.04%

Notes: [1] CAP VMT = II VMT + 1/2*IE VMT + 1/2*EI VMT
Source: SANDAG, Fehr & Peers.

The SCS Alternative results in the greatest reduction in VMT compared to the project. This is a result of a much smaller growth in households in the unincorporated County, inclusion of the Road User Charge, and significant investments and policy changes related to the transportation network (such as SANDAG's 5-Big Moves[3] which are part of the 2021 Regional Plan). These transportation network policies and network changes included in the SCS alternative result in

[2] VMT results for the Fire Safe and VMT Efficient alternative and Village Support Areas alternatives were calibrated to be consistent with results published for the County's CAP GHG Inventory sourced from model results provided directly from SANDAG. Each model run performed produces varied results since travel demand modeling is a simulation; therefore, the calibration was made to allow for direct comparison to the County's CAP GHG Inventory.

[3] SANDAG - 5 Big Moves

significant transportation mode shifts to transit, active transportation, and reduced driving in general.

The Fire Safe and VMT Efficient alternative results in a 0.53% reduction in unincorporated County VMT for 2035 and a 0.41% reduction in unincorporated County VMT for 2050. The Village Support Areas alternative results in a 0.08% reduction in total VMT in 2035 and a 0.04% reduction in total VMT in 2050. These changes appear very small; however, it is important to consider that in the base year (2016) the unincorporated County already generates approximately 8.8 million VMT. Only minor decreases in VMT associated with the existing population are expected due to the assumptions in the DS 39 version of the model, which is not the case under the SCS alternative since the policy assumptions result in large shifts in the existing population's travel choices. Therefore, Fehr & Peers expects the magnitude overall VMT reduction between the Project and these two alternatives to be small since the vast majority of unincorporated County VMT under future year alternatives can be attributed to existing land uses.

Another way to understand the VMT outcomes of moving land use within the County is to evaluate the VMT associated with the land use growth. For example, assuming the VMT associated with existing residents is held constant at the 2016 base year levels, the change in VMT from 2016 base year levels for the Project and each alternative would represent the VMT associated with new development beyond base year. This is shown in **Table 6** and **Table 7** for 2035 and 2050 respectively.

Focusing just on the growth in VMT since 2016, changes in VMT associated with the Fire Safe and VMT Efficient Areas alternative are more apparent. Growth in VMT is 6.6% lower than the Project for 2035 and 3.0% lower than the Project for 2050.

Table 6: 2035 Change in VMT compared to Project Growth in VMT

Alternative	Unincorporated County Weekday Total VMT[1]	Change in VMT from Base Year	Percent of Project Growth in VMT	Change in VMT Growth
Base Year (2016)	8,853,215	-	-	-
Project	9,635,081	781,866	100.0%	0.0%
RTP SCS	8,892,653	39,438	5.0%	-95.0%
Fire Safe and VMT Efficient	9,583,847	730,632	93.4%	-6.6%
Village Support Areas	9,627,226	774,011	99.0%	-1.0%

Notes: [1] CAP VMT = II VMT + 1/2*IE VMT + 1/2*EI VMT
Source: SANDAG, Fehr & Peers.

Table 6: 2050 Change in VMT compared to Project Growth in VMT

Alternative	Unincorporated County Total Weekday VMT[1]	Change in VMT from Base Year	Percent of Project Growth in VMT	Change in VMT Growth
Base Year (2016)	8,853,215	-	-	-
Project	10,216,009	1,362,794	100.0%	0.0%
RTP SCS	9,247,568	394,353	28.9%	-71.1%
Fire Safe and VMT Efficient	10,174,451	1,321,236	97.0%	-3.0%
Village Support Areas	10,212,348	1,359,133	99.7%	-0.3%

Notes: [1] CAP VMT = II VMT + 1/2*IE VMT + 1/2*EI VMT
Source: SANDAG, Fehr & Peers.

Growth in VMT for the Village Support Areas alternative is 1.0% lower than the Project for 2035 and 0.3% lower for 2050. While it may move households closer to retail, school, and other destinations, keeping the household growth in its respective CPA (or nearest CPA with a Village support area) likely has a limited effect on reducing commute distances.

For purposes of the analysis presented herein, households were moved to Village Support Areas within their original Community Plan Area in randomized process weighted to ensure approximately equal growth in density across a Village Support Area. Greater VMT benefits would likely occur if new households were concentrated in specific Village Support Areas, specifically in areas closer to incorporated areas. Growth in the Fire Safe and VMT Efficient alternative is concentrated closer to incorporated areas and the reduction in VMT compared to the project scenario is clear. A similar conclusion could be drawn if development was concentrated only in Village Support Areas overlapping VMT efficient areas that are fire safe.

Note that, while households were moved, socioeconomic data associated with those households was not changed. These household characteristics may vary from existing households in Fire Safe and VMT Efficient areas as well as Village Support Areas. While the change in location reduces trip lengths associated with the relocated households, it may not change the likelihood to use transit, to use alternative modes of transportation, or to commute a long distance to work using a personal vehicle.

Note that no employment changes associated with non-residential development were assumed in the modeling. The modeling reflects the highest VMT outcomes since it does not capture the typical benefits associated with mixed-use developments and neighborhood serving retail and focuses only on growth in housing units. Denser development for both the Fire Safe and VMT Efficient alternative as well as the Village Support Areas alternative would likely catalyze growth in employment and mixed-use development and would result in greater VMT benefits than shown.

Additional reductions in VMT could also occur if transportation network changes were made compared to the Project model scenario to encourage transit and active transportation.

Appendix D

Attachments to Letter I-3

World Climate Declaration

THERE IS NO CLIMATE EMERGENCY

1609 SIGNATORIES



GLOBAL CLIMATE INTELLIGENCE GROUP

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World Climate Declaration

THERE IS NO CLIMATE EMERGENCY



GLOBAL CLIMATE INTELLIGENCE GROUP

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There is no climate emergency

Climate science should be less political, while climate policies should be more scientific. Scientists should openly address uncertainties and exaggerations in their predictions of global warming, while politicians should dispassionately count the real costs as well as the imagined benefits of their policy measures

Natural as well as anthropogenic factors cause warming

The geological archive reveals that Earth's climate has varied as long as the planet has existed, with natural cold and warm phases. The Little Ice Age ended as recently as 1850. Therefore, it is no surprise that we now are experiencing a period of warming.

Warming is far slower than predicted

The world has warmed significantly less than predicted by IPCC on the basis of modeled anthropogenic forcing. The gap between the real world and the modeled world tells us that we are far from understanding climate change.

Climate policy relies on inadequate models

Climate models have many shortcomings and are not remotely plausible as policy tools. They do not only exaggerate the effect of greenhouse gases, they also ignore the fact that enriching the atmosphere with CO_2 is beneficial.

CO_2 is plant food, the basis of all life on Earth

CO_2 is not a pollutant. It is essential to all life on Earth. More CO_2 is favorable for nature, greening our planet. Additional CO_2 in the air has promoted growth in global plant biomass. It is also profitable for agriculture, increasing the yields of crops worldwide.

Global warming has not increased natural disasters

There is no statistical evidence that global warming is intensifying hurricanes, floods, droughts and suchlike natural disasters, or making them more frequent. However, there is ample evidence that CO_2-mitigation measures are as damaging as they are costly.

Climate policy must respect scientific and economic realities

There is no climate emergency. Therefore, there is no cause for panic and alarm. We strongly oppose the harmful and unrealistic net-zero CO_2 policy proposed for 2050. Go for adaptation instead of mitigation; adaptation works whatever the causes are.

OUR ADVICE TO THE EUROPEAN LEADERS IS THAT SCIENCE SHOULD STRIVE FOR A SIGNIFICANTLY BETTER UNDERSTANDING OF THE CLIMATE SYSTEM, WHILE POLITICS SHOULD FOCUS ON MINIMIZING POTENTIAL CLIMATE DAMAGE BY PRIORITIZING ADAPTATION STRATEGIES BASED ON PROVEN AND AFFORDABLE TECHNOLOGIES.

To believe the outcome of a climate model is to believe what the model makers have put in. This is precisely the problem of today's climate discussion to which climate models are central. Climate science has degenerated into a discussion based on beliefs, not on sound self-critical science. Should not we free ourselves from the naive belief in immature climate models?



photo: Simon Skafar

The undersigned:

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TOTAL SIGNATORIES 1609



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SCIENTISTS AND PROFESSIONALS FROM AUSTRALIA

1. *Ian Plimer, Professor Earth Sciences, The University of Melbourne; WCD Ambassador*
2. *Viv Forbes, Geologist with Special Interest in Climate, Founder of www.carbon-sense.com, Queensland, Australia; WCD Ambassador*
3. D. Weston Allen, Physician and Medical Director of Kingscliff Health, New South Wales, Author of a number of Climate-related papers
4. Don Andersen, Retired Teacher, Programmer
5. David Archibald, Research Scientist
6. Rick Armstrong, retired metallurgist and strategic planner
7. Michael Asten, Retired Professor in Geophysics and Continuing Senior Research Fellow at the Monash University, Melbourne
8. József Balla, retired teacher and manager of a small business
9. Stuart Ballantyne PhD, Senior Ship Designer, Sea Transport Corp.
10. Jeremy Barlow, Energy and Mining professional, Director and CEO
11. Dr. Colin M. Barton, Geologist, Retired Civil Engineer with Experience in Project Control, Research and Professional Training, Honorary Fellow RMIT University Australia
12. Gordon Batt, Director GCB Investments Pty Ltd.
13. Maxwell Charles S. Beck, lifetime of experience in law, retired Magistrate and Coroner on the bench
14. Robert M. Bell, Retired Geologist, Victoria
15. Karen Benn, Double major PhD Biologist and Environmental Scientist, Government Policy, Educator and University Lecturer in Sciences, Biology, Environmental Sciences, Water Quality and Water Resource Management
16. Richard Blayden, Professional Engineer
17. Colin Boyce, Engineer, Member of Parliament, Queensland State Parliament, Engineer, Farmer and Entrepreneur
18. Howard Thomas Brady, Member Explorers Club of New York, Member of the Australian Academy of Forensic Sciences
19. Geoff Brown, Organizer of a Critical Climate Group
20. Andrew Browne, Exploration Geoscientist, Fellow AusIMM (CP), 50 Years Global Experience
21. Frank Brus, holds a B. Comm from UNSW, spent most of his working life with the Electricity Commission of NSW
22. Ernest Buchan, Chartered Engineer MIET, Kardinya, W. Australia
23. Douglas Buerger, Fellow Australasian Institute of Mining and Metallurgy, Member of Australian Institute of Comapany Directors
24. Mike Bugler, Retired Environmental Consultant
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31. Martin Clark, Expert in Building Design, Planning and Landscaping, Townsville NQ
32. Richard Corbett, Member Royal Australian Chemical Institute, Member of The Clean Air Society of Australia and New Zealand

33. Dr. Michael Creech, lifetime active as Geologist; Dr. Creech informs the public by giving presentations on Climate Change
34. Matt Crisanti BSc, UniSA, Science Faculty Coordinator at St. Columba College in 2008
35. Majorie Curtis, Retired Geologist, Stratigrapher and Palaeoclimatic Studies, Canberra
36. Eric Daniel, Retired IT Consultant
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38. Dr. Geoff Deacon PhD, MSc, BSc (hons), geologist, palaeontologist, advocate for geological truth in Climate Science
39. David H. Denham, lifetime experience as Architect (B Arch), active in giving talks and writing opinion articles on climate change
40. Geoff Derrick, Geologist
41. Trish Dewhirst, Retired Geologist, Queensland
42. Bevan Dockery BSc (UWA), Grad.Dip.Computing (Curtin U), Exploration Geophysicist in minerals world-wide
43. Aert Driessen, Geologist, Fellow Australian Institute of Geoscientists
44. John A. Earthrowl, Retired Geologist, Brisbane
45. Mike Elliott, Dux of School in Mathematics, Co-Founder of Climate Realists of Five Dock
46. Jeremy K. Ellis, Retired Chairman of BHP, now Chairman of the Saltbush Club Australia
47. Dr. Stephen David English, PhD in Crop Physiology from University of New England, Retired Agricultural Scientist
48. Matthew J. Fagan, Founder and President of FastCAM Inc.
49. Paul S. Forbes, Financial Advice Specialist
50. Nick Franey MSc Mineral Exploration, Mineral Exploration Management Consultant
51. Dr. Rodney Fripp, Mining Geologist and Chemist by education, lifetime experience in the fields of Mining and Exploration Geology, Analytical Chemistry and Physics of the Earth
52. Michael Fry PhD, retired Professor, ex Head of School and Dean of IT
53. Christopher J.S. Game, Retired Neurophysiologist
54. Robin George, Geologist, Canterbury
55. David Gibson, Experimental Physicist
56. Andrew Gillies, Geologist
57. Gavin Gillman, Former Senior Principal Research Scientist with SCIRO Australia, Founding Director of the IITA Ecoregional Research Centre in Cameroon for the International Institute for Tropical Agriculture (IITA)
58. Paul R.C. Goard BSc Sydney University, Physics & Maths, + Two years geology, one year Chemistry, member of the Australian Meteorological & Oceanographic Society
59. Brendan Godwin, Weather Observations and General Meteorology, Radio (EMR and Radar) Technical Officer, Retired from Bureau of Meteorology
60. Hamish Grant, MR Spectroscopy & Imaging Consultant, Victoria
61. Dr. Kesten C. Green, Leading Researcher on forecasting Methods and Applications, University of South Australia, first author of "Validity of Climate Change forecasting for public policy decision making
62. Jeffrey R. Grimshaw MSc Information Technology specialising in computer modelling, prediction, optimisation and advanced AI, Author of Trigger Warming, Everything You Wanted To Know About Global Warming But Were Afraid To Ask
63. Guy Grocott MSc Engineering Geology, Retired Consulting Engineering Geologist/ Geotechnical Engineer
64. Lindsay Hackett BSc, Author of the paper "Global Warming Misunderstood" (https://www.scribd.com/document/383385011/) and the paper "The Impact of Greenhouse Gases on Earth's Spectral Radiance" (https://www.scribd.com/document/529064626/), Founding Member of the Saltbush Club in Australia
65. Maureen Hanisch PhD, Biochemistry, Medical Research 1997, Australian National University, Retired
66. Erl Happ, Managing Director at Happs
67. John Happs, Geoscientist, Retired University Lecturer
68. Peter J.F. Harris, Retired Engineer (Electronic), now Climate Researcher
69. Paul Leonard Harrison, Geophysicist with an M.Sc in Geology and Geophysics, over 45 years experience in research and exploration for the geo-energy industry
70. Jarvis Hayman, Retired Surgeon, Recently retired Archaeologist and Visiting Fellow at the Australian National University
71. Mark Henschke, Retired Geologist in Mining, Oil and Gas

72. Stewart Hespe, Consulting Civil and Forensic Engineer, Critic of Government Policy on Climate Related Matters
73. Gerhard Hofmann, Geologist and Palaeontologist, Former Director of the Geological Survey of Queensland
74. Robert Ian Holmes PhD in Climate Science/Mitigation, University Lecturer (retired) and Climate Scientist
75. Selwyn Hopley, MSSSI, Retired Land and Engineering Surveyor
76. Antonia Howarth-Wass, Mathematician
77. Geraint Hughes, Climate Researcher, Mechanical Building Engineer, Climate Researcher
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79. David Hyde MEnvSt, Environmental Biology, Former Scientific Chairman of Australian Underwater Federation (NSW)
80. Paul Ingram, Qualified Geologist, Member of the Australian Institute of Mining and Metallurgy, studying Palaeoanthropology and Human Evolution
81. Mr. Anthony Jackson, Bachelor of Arts degree, Bachelor of Laws degree, retired
82. Ian Johnson, Bachelor of Engineering, consultant
83. Mike Jonas, IT consultant, retired, frequent contributor to Watts Up With That?
84. Prof. Aynsley Kellow, Professor emeritus of Government, College of Arts, Law and Education, University of Tasmania
85. Alison Kelsey PhD, Palaeoclimatogist and Archaeologist University of Queensland
86. Kevin Kemmis, Climate Researcher, Expert in Information Technology
87. Neil Killion, MA in Psychology, active in the climate debate, member of the Saltbush club
88. Bill Kininmonth BSc (UWA), MSc (CSU), M. Admin. (Monash), Former Superintendent of the Bureau of Meteorology National Climate Center
89. David Knox, IT professional, bachelors in business (Uni of South Australia) and a Masters degree in business administration (Charles Sturt University)
90. Rosemarie Kryger PhD, Biochemistry, Retired, University of Queensland, Brisbane
91. Hugh H. Laird, Retired Tropical Agriculture Executive
92. John Leisten OBE, Expert in Physical Chemistry
93. Brian Levitan, Worked for NASA, now Technology Consultant to Multinationals
94. Ian Levy, CEO Australian Bauxite Ltd.
95. Matthew David Linn, Fellow of the Institution of Engineers of Australia
96. Ian Longley, Geologist, BSc (Hons) Petroleum Geologist, Fellow of the Geological Society
97. Kevin A. Loughrey, LtCol(Ret'd) BAppSc, BE Mech(hons), psc, jssc, Grad Dip Strategic Studies
98. Finlay MacRitchie, Professor Emeritus in the Department of Grain Science and Industry at Kansas State University USA
99. John Ross May BSc, Adip, Cres., Management of Forests and National Parks in Victoria
100. Gerard McGann, Technical Director Eon NRG
101. Rodney McKellar, Retired Geologist, Queensland
102. John McLean, Author of First Major Review of HadCRUT 4 Climate Temperature Data, Member of New Zealand Climate Science Coalition
103. Toby McLeay, General Medical Practitioner AM, MBBS, FRACGP, FACRRM
104. Ross McLeod, Retired Environmental Health Officer
105. Peter R. Meadows, Agricultural Scientist
106. Paul Messenger PhD, Earth Science
107. John Michelmore, Retired Industrial Chemist
108. Des Moore, Former Deputy Secretary of the Federal Treasury, Founder and Leader of the Institute for Private Enterprise
109. Alan Moran, Contributor and Editor of the Mark Steyn Compilation: "Climate Change, the Facts", Author of Climate Change: "Treaties and Policies in the Trump Era"
110. Hugh Morgan, Prominent Australian Mining Executive, Fellow of the Australian Academy of Technology, Science and Engineering (FTSE)
111. Peter Murphy PhD, Adjunct Professor, Social Sciences, La Trobe University (Melbourne) and the Cairns Institute, James Cook University
112. John Edward Nethery, Consultant Geologist, Bachelor of Science Fellow of Australasian Institute of Mining and Metallurgy (Chartered Professional), Fellow

Australian Institute of Geoscientists, Fellow Society of Economic Geologists, Member of Geological Society of Australia

113. John Nicol PhD, Retired Senior Lecturer Physics and one time Dean of Science, James Cook University, North Queensland
114. Clifford David Ollier DSc, Geologist, Emeritus Professor of Geology and Honorary Research Fellow at the School of Earth and Geographical Sciences, University of Western Australia
115. Paul John O'Keeffe, MB, BS, FRCS, FRACS, Retired Surgeon
116. David Parsons B.E Mech. FIE Aust CPEng NER, Principal Design Engineer, specialised in boiler design and gas radiation analysis
117. M. Louise Petrick MSc Applied Science, Materials and Welding Engineer
118. Alistair Pope PSc, CM, Sceptical Scientific Contrarian in the Climate Debate
119. Robert Pyper, Geologist and Director of Minnelex Pty Ltd.
120. Tom Quirk, Nuclear Physicist
121. Art Raiche PhD, Mathematical Geophysics, Retired CSIRO Chief Research Scientist
122. Campbell Rankine, Barrister and Solicitor
123. Peter Ridd, Oceanographer and Geophysicist
124. Tim Riley, Mining Geologist
125. John Cameron Robertson, Author of CO2 Feeds the World and The Climate Change Delusion
126. Philip Lance Robinson, Chemical Engineer, lifetime experience in the aluminium and steel industry
127. Nigel Rowlands, Retired from Mining and Exploration Industry
128. George (Rob) Ryan, Professional Geologist
129. Judy Ryan, Editor Principia Scientific Institution Australia
130. Robert Sambell PhD, Physics, Professional Geophysicist
131. Tony Schreck, Managing Director, 35 yrs experienced geologist, Member of the Australian Institute of Geoscientists, Member of the Australian Institute of Company Directors
132. Pasquale Seizis, Mechanical Engineer, climate critic
133. Jim Simpson, Retired from Managing Positions in different International Telecommunications Firms, nowadays Convenor of 'The Climate Realists of Five Dock', Sydney Australia."
134. Case Smit, Physicist, Expert in Environmental Protection, Co-Founder of the Galileo Movement
135. Edward Smith, Charted Chemist, member of the Royal Australian Institute of Chemistry (RACI), lifetime of experience in the Pharmaceutical industry
136. Lee Smith, University Lecturer in Spatial Technology, Responsible for State Government Precise Monitoring of Sea Level and International Sea Boundaries
137. Peter Smith, Geologist (Retired), New South Wales
138. Darren Speirs, Independent Business Owner, Rangeland NRM Consultants
139. Geoffrey Stocker, Professor and Head of Department of Forestry, PNG University of Technology, Director of PNG Forest Research Institute
140. John Stone, Former Head of the Australian Treasury and Executive Director of both the IMF and the World Bank, Former Senator for Queensland in the Australian Parliament and Leader of the National Party in the Senate, Principal Founder of The H.R. Nicholls Society and the Principal Founder of The Samuel Griffith Society
141. Dr. Nancy Enid Stone, B.Sc (Hons), University of Western Australia. (1950), Ph.D Cantab. (1956), Retired Research Biochemist
142. Rodney R. Stuart, Retired Expert in Energy Industry, Tasmania
143. Roger Symons, Professional Engineer, Expert in Temperature Control of Industrial Buildings
144. James Taylor, Electrical Aerospace and Astrophysics Engineer, Computer Modelling Researcher
145. Rustyn Wesley Thomas, Retired Aircraft Engineer
146. Tony Thomas MA, BEc, journalist and author for more than 60 years
147. Baki M. Top, Senior Agricultural Scientist, Freelance Consultant Agricultural and Food Production & Agribusiness
148. John W. Turner, Science Educator, Noosa Heads
149. Ralph J. Tyler, Retired Senior Principal Research Chemist, CSIRO, expert in conversion of coal and natural gas to liquid fuel
150. Peter Tyrer, Project Controls Engineer in Mining Industry

151. Dr. Julian Vearncombe PhD, Geologist, Fellow Australian Institute of Geoscientists
152. Terrence Vincent, Security Engineer, Small Business Adviser AIST, ASIAL, SMBE
153. John Vucko, Bachelor of Electrical Engineering (Hons)
154. James Walter, Medical Doctor
155. John Warnock, Astro Economist
156. Chris Warren, Retired Engineer, Design and Construction of Dams and feasibility of Coal Mines
157. Alan C. Watts, Medical Practitioner specialized in Effects of Infrasound on Human Health
158. Colleen J. Watts, Retired Environmental Scientist with specialization in Aquatic Chemistry and Environmental Consequences of Renewable Energy
159. Glyn Weatherall, Energy Resources Advisor
160. Neil Wilkins, Retired Geologist
161. Richard Willoughby, retired electrical engineer with thirty years experience in the Australian mining and mineral processing industry
162. Lawrence A. Wilson, Professional Chemical Engineer, Melbourne
163. Michael Wilson PhD, DSc, Emeritus Professor, former Executive Dean UWS, Former Chief Research Scientists CSIRO, Low Emissions Transport Fuels Leader
164. P.C. Wilson, Former Journalist with the A.B.C. Queensland
165. Philip Wood, Qualified Lawyer in four Jurisdictions (Australia, New York, UK and Hong Kong), CEO of two ASX-listed Companies operating in the Mining and Minerals Processing Fields
166. Michael Wort, BSc Mining Geology, MSc Mineral Process Design, PhD Mineral Technology, Geologist interested in impact of high levels of atmospheric levels of CO2 as trigger for formation of limestone deposits



SCIENTISTS AND PROFESSIONALS FROM AUSTRIA

1. Dr. Gerhard Kirchner, Berg Ingenieur, Climate Realist
2. Dipl Ing, Dr rer techn Heribert Martinides, European Space Agency, retired
3. Rudolf Posch PhD, Retired Software Engineer of a Technical Multinational, Expert in Nonlinearities and Feedbacks
4. Dr. Eike Roth, retired physicist, author of several climate books, latest one in press: “Das große Klimarätsel: Woher kommt das viele CO2?”
5. Hans Dirk Struve, Dipl. Ing., Mechanical Engineer with large experience in business
6. Konrad Falko Wutscher, Doctor of Engineering Sciences, specialist in treatment of water and wastewater



SCIENTISTS AND PROFESSIONALS FROM BANGLADESH

1. Aftab Alam Khan PhD, Active Professor Geological Oceanography, BSMR Maritime University, Retired Professor of Geology and Geophysics of Dhaka University



SCIENTISTS AND PROFESSIONALS FROM BARBADOS

1. Fred Corbin, Director of CSW Engineering 2000, a company that is leading the Caribbean Region in Sustainable Economic Project Design, and co-founder of The FREEWINDS organization that is aiming at the enhancement of the economic opportunities of the 18 Caricom Territories



SCIENTISTS AND PROFESSIONALS FROM BELGIUM

1. *Henri A. Masson, Professor Emeritus Dynamic System Analysis and Data Mining, University of Antwerp, French speaking Belgium; WCD Ambassador*
2. *Ferdinand Meeus, Retired Dr. Sc (Chemistry, photophysics, photochemistry), IPCC Expert Reviewer AR6; WCD Ambassador*
3. Rudy Berkvens, Information Security and Quality Management Auditor in ICT and Aviation, Commercial Pilot, Flight Instructor
4. Eric Blondeel, Retired Civil Engineer
5. Emiel van Broekhoven †, Emeritus Professor of Economics, University of Antwerp
6. Christophe de Brouwer MD, Honorary Professor of Environmental and Industrial Toxicology, Former President of the School of Public Health at the Université Libre de Bruxelles

7. Alexandre G. Clauwaert, Brussels polytechnic, civil engineer AiBr and Insead Cedep general management program, Former VP marketing & communication nv AGM sa Antwerp, VP customer relations Electrabel distribution, VP group strategy & development Suez Tractebel sa Brussels & Paris, VP strategy Suez/Engie, Corporate auditor Engie
8. Rudi Creemers, Eur. Ing. MSc Electronics-ICT, Network engineer/manager
9. Benjamin Damien, Docteur en Biologie et Entrepreneur en Biotechnologie
10. Ferdinand Engelbeen, Former Chemical Process Automation Engineer, Akzo Nobel Chemicals
11. Samuel Furfari, Professor of Energy Geopolitics at the Free University of Brussels
12. Georges Geuskens, Emeritus Professor of Chemistry, Free University of Brussels and Expert Publicist on Climate Science
13. Drieu Godefridi PhD, Law, Author of several books
14. Jan Goffa, Civil Engineer Applied Mechanics, Retired lecturer in thermo- and aerodynamics
15. Dr. Volkmar Hierner, degree in business administration and economy, retired coach of companies in increasing the effectiveness of their organization
16. Jan Jacobs, Science Journalist specializing in Climate and Energy Transition
17. Guy Janssen MSc Applied Sciences (civil engineer electromechanics), MSc Nuclear Engineering, Reactor Sciences, experienced conventional electric power expert
18. Raymond Koch, Retired Research Director at Lab. Plasma Physics, RMA Brussels and Fellow Lecturer at Umons
19. Rob Lemeire, Publicist on Environmental and Climate Issues
20. Jean Meeus, Retired Meteorologist, Brussels Airport, Author of the Best Seller Astronomical Algorithms
21. Ernest Mund, Honorary Research Scientist, Honorary Research Director, FNRS, Nuclear Engineering
22. Bart Ooghe, Geologist & Geophysicist, Independent Scientist
23. Luc Opdecamp, "The agronomist-philosopher" (independent researcher), Agronmist (Soil science)
24. Jaak Peeters, Psychologist and Writer
25. Eric Perpète, Microcomputed Tomography Scientist, FNRS Senior Research Associate in Chemical Physics
26. Dr. Hugo Poppe, Emeritus hoogleraar, Weer- en Klimaatkunde, KU-Leuven, 1966-2002
27. Alain R. Préat PhD in Geology, Emeritus Professor at Université Libre de Bruxelles
28. Phil Salmon, Computer Tomography Scientist, Kontich
29. Jozef Verhulst PhD, Chemistry, Author
30. Jean van Vliet, Retired Specialist in Space Weather
31. Dr. Marc Wathelet, PhD in Molecular Biology, Free University of Brussels
32. Appo van der Wiel, Senior Development Engineer



SCIENTISTS AND PROFESSIONALS FROM BOLIVIA

1. Ambassador Jose Brechner, retired Congressman and Ambassador for the Bolivian Government, Chair of the Foreign Affairs Committee, currently Syndicated Columnist and Senior Political Analyst



SCIENTISTS AND PROFESSIONALS FROM BRAZIL

1. *Dr. Thiago Maia, Nuclear Physicist, PhD in Astrophysics; WCD Ambassador*
2. Dr. Peter Brian Bayley PhD, lifetime experience in Aquatic Ecology and Fisheries, retired from Dep. Fisheries & Wildlife, Oregon State University
3. Jose Nestor Cardoso, Professor on first oceanography course in Latin America, Pioneer on Brazilian expedition to Antartic, First scientific diver for Brazil from CMAS
4. Mario de Carvalho Fontes Neto, Agronomist, Editor of 'The Great Global Warming Swindle'
5. José Bueno Conti, Geographer and Professor of Climatology, Full Professor of the Geography Department at the University of Sao Paulo (USP)
6. Dr. Johnson Delibero Angelo, Master and PhD in Material Science, Industrial Chemist, Emeritus Collaborating Professor of Postgraduate Studies in Mechanical Engineering at UFABC

7. Prof. Dr. Ricardo Augusto Felicio BSc Meteorology - USP, MSc Antarctic Meteorology and Satellites - INPE, PhD in Climatology - Physical Geography - USP
8. Richard Jakubazsko, Executive Editor of Agro DBO Magazine and Co-Author of the Book 'CO2, Warming and Climate Change: Are you kidding us?'
9. Dr. George Lentz Cesar Fruehauf, BSc Doctor of Sciences – USP, MSc Meteorology – SJSU, expert in environmental engineering
10. Agnaldo Martins, professor and researcher at the Department of Oceanography and Ecology at the Federal University of Espírito Santo
11. Luiz Carlos Badicero Molion, Emeritus Professor of the Federal University of Alagoas (UFAL), Formerly of the National Institute of Space research (INPE)
12. Prof. Marcos José de Oliveira, Environmental Engineer, Master in Climatology, Author of research articles about climate cycles and natural causes of climate change
13. Fernando Paiva PhD Animal Science, Full professor at the Federal University of Mato Grosso do Sul
14. José Carlos Parente de Oliviera, Physicist, Professor at the Federal Institute of Education, Science and Technology of Cearà (IFCE), Retired Associate Professor of the Federal University of Cearà (UFC)
15. Guilherme Polli Rodrigues, Geographer, Master in Climatology, Environmental Consultant
16. Adelino De Santi Júnior, BSc Biology and Ecology, MSc Applied Ecology, Biologist, works with environmental education, licensing, restoration, sustainability management and staff supervision
17. Geraldo Luis Saraiva Lino, Geologist, Author of 'How a Natural Phenomenon Was Converted into a False Global Emergency'
18. Marcello Silva Sader, Graduated in Veterinary Medicine and Computer Sciences
19. Daniela de Souza Onca, Professor of the Geography Department of the State University of Santa Catarina (UDESC)
20. Igor Vaz Maquieira, Biologist, Specialist in Environmental Management



SCIENTISTS AND PROFESSIONALS FROM BULGARIA

1. Ivan Daraktchiev MSc Applied Science (Electronics engineering, Chemistry, Physics), Independent Researcher
2. Fabrice Toussaint, lifetime of experience in the Geo-Energy Industry, expert in complex numerical modelling



SCIENTISTS AND PROFESSIONALS FROM CANADA

1. *Dr. Patrick Moore, Ecologist, Chair CO2 Coalition, Co-Founder Greenpeace; WCD Ambassador*
2. *Reynald Du Berger, Retired Professor of Geophysics, Université du Québec a Chicoutimi, French Canada; WCD Ambassador*
3. Steven Ambler PhD, Full Professor University of Quebec, Dept. of Economics
4. John Andersen BSc, Honours, University of Alberta
5. Dr. Grant Armstrong, Leadership development and coaching
6. Russ Babcock, retired biochemist, lifetime experience in the mining and smelting industry with emphasis on pollution abatement
7. Tim Ball †, Emeritus Professor Geography, University of Winnipeg and Advisor of the International Science Coalition
8. Ron Barmby M.Eng in Engineering with major in Geoscience, Author of 'Sunlight in Climate Change: A Heretic's Guide to Global Climate Hysteria
9. Timothy J. Barrett PhD, Geochemical Researcher, Ore Systems Consulting
10. Callum Beck PhD in Religious Studies, Sessional Professor in Religious and University Studies
11. Mario Blais, Science and Mathematics Teacher
12. Kevin Burke MSc in Marine Biology, high school teacher, author/co-author of 2 technical reports with the Departement of Fisheries and Oceans and 2 scientific articles published in the Journal of Shellfish Research
13. Robert Douglas Bebb, Professional Engineer (Mechanical), MBA
14. Rick Beingessner, BSc, BA and LLB University of Alberta, lifetime experience in the Geo-Energy Industry, recently involved in researching Climate Change Matters
15. Jean Du Berger, Ingénieur Retraité, Bell
16. Alain Bonnier PhD, Physique, INRS-Centre de Recherche en Énergie, Montréal

17. Andrew Bonvicini, Professional Geophysicist, President of Friends of Science Society
18. Jacques Brassard, Minister of Recreation (1984), Minister of Environment (1994), Minister of Transport and Intergovernmental Affairs of Canada (1996), Minister of Natural Resources (incl. Hydro-Québec) and House Leader
19. Chris Carr, BSc (Hons) Engineering Geology and Geotechnics, retired Geoscientist
20. Michel Chapdelaine MSc, Géologie, Montréal
21. Henry Clark, Thermal/Power Engineer
22. Ian Clark, Professor of Earth and Environmental Sciences, University of Ottawa
23. Edmond (Ted) Clarke MSc, Engineering, Member of Friends on Science Society
24. Paulo N. Correa, Biophysicist and Oncologist, Inventor, Author of numerous books and research papers, Director of Research at Aurora Biophysics Research Institute
25. Hortense Côté, Ingénieur Géologue, Goldminds
26. Susan Crockford, Zoologist and Polar Bear Expert, Former Adjunct Professor University of Victoria
27. Norman Curry, Technical College, Design Engineering-Mechanical Engineering, President of National Zephyr Research
28. Ronald Davison, Professional Chemical Engineer
29. Dr. E. David Day BSc, PhD, Chemistry
30. A.E. (Ted) Dixon PhD, Emeritus Professor of Physics, University of Waterloo
31. Eric Ducharme MSc, Géologie, Abitibi
32. Michel Dumais, Ingénieur Civil Retraité, Université d'Ottawa
33. Dr. George Duncan PhD, retired Environmental Consultant from A&A Environmental Consultants Inc.
34. Claude Duplessis BcSc, Géologie, Ingénieur Géologue, Goldminds
35. Craig A. Elliott MSc Mechanical Engineering, Design Consultant, President at CAElliott Inc
36. Ashton Embry, Research Geologist, Embry Holdings
37. David Fermor, Anaesthesiologist, B.A., M.D., FRCPC
38. Jeffrey Foss †, Professor of Philosophy of Science, University of Victoria
39. Joseph Fournier PhD, Expert in Physical Chemistry
40. Paul M. Gagnon, Professional Engineer
41. Thomas P. Gallagher, Earth Scientists, life-long career in the study of paleoclimate, geology and earth ocean systems, see https://www.youtube.com/watch?v=pj-Iu1i317E
42. J. Claude Gobeil BSc, Geology
43. Douglas Goodman, Life of time experience in the geo-energy industry
44. Kenneth B. Gregory, Professional Engineer, Director Friends of Science Society
45. Dr. Paul Hamblin, Retired Research Scientist Environment Canada, Advisor to the Georgian Bay Association
46. Mark T. Hohm, Professional Engineer registered with the Association of Professional Engineers and Geoscientists of Alberta (APEGA)
47. R.G. Holtby, profesional agrologist
48. Patrick Hunt, former member of the Royal Canadian Navy, former member of the Legislative Assembly of Nova Scotia, retired entrepreneur in the high-tech field (35 Years)
49. Rick Ironside, Director Fortress ESG, provides specialized expertise to help clients map out their journey to attempt to achieve the goal of net zero by 2050
50. Eric Jelinski M. Eng. P. Eng., Alumni and Contract Lecturer, University of Toronto, Department of Chemical Engineering and Applied Chemistry, CHE568 Lecturer, Nuclear Plant Engineering
51. Paul A. Johnston, Associate Professor, Paleontology, Paleoecology, Department of Earth and Environmental Sciences, Mount Royal University, Calgary, Alberta
52. Richard T. Jones, experimental physicist, researched in the field of fission energy
53. E. Craig Jowett, Geologist and Environmental Researcher PhD University of Toronto
54. Andre Julien, MSc Mechanical Engineering, Thermodynamics Expert, over 40 patents published
55. Klaus L.E. Kaiser, Retired Research Scientist, National Water Research Institute, Author of Numerous Press Articles
56. Bogdan Kasprzak, Professional Geoscientist, life time experience in data modelling, data analysing and data interpretation
57. Madhav Khandekar, Expert Reviewer IPCC 2007 AR4 Report
58. David Koop BSc, Analytical Chemist

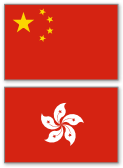
59. Kees van Kooten, Professor of Economics and Canada Research Chair in Environmental Studies and Climate, University of Victoria
60. Emil Koteles PhD in solid state physics, Max Planck Institute for Solid State Research in Stuttgart, GTE Labs in Waltham (Massachusetts), National Research Council of Canada in Ottawa (Ontario), visiting professor at Zhejiang University in Hangzhou, retired
61. Jean Laberge, Professeur Retraité de Philosophie, CEGEP du Vieux Montréal
62. Sherri Lange, CEO North American Platform Against Wind Power, Great Lakes Wind Truth
63. M.J. Lavigne MSc, Professional Geologist
64. Douglas Leahey PhD, Meteorology, past President of Friends of Science
65. Professor Denis Leahy, PhD in Astrophysics, Full Professor in the Department of Physics and Astronomy, University of Calgary
66. Robert Ledoux PhD, Professeur Retraité en Géologie, Université Laval
67. Dick Leppky, Retired businessman and Independent Truth Seeker
68. Richard Lewanski BsC (Hons) in Geophysics from the university of Manitoba, lifetime experience as an exploration geophysicist, founder and CEO of several exploration and production companies in the oil industry, as well as several private companies
69. H. Douglas Lightfoot, Research Engineer in the Chemical Industry, Co-Founder of the Lightfoot Institute, papers on Alternative Energy and Atmospheric CO2
70. Gerald Machnee, Retired Meteorologist, Environment Canada
71. Allan M.R. MacRae, Retired Engineer
72. Paul MacRae, Independent Climate Researcher
73. J. David Mason, Applied Geologist, B.A.Sc, Applied Geology, M.Eng, Mining
74. Stuart McDonald, Retired Canadian Insurance Broker
75. Dwight McIntosh, degree in physics and geology at the University of Alberta, lifetime of experience in the geo-energy industry, advisor on GHG quantification and regulation
76. Norman Miller, Former P.Eng, now Retired
77. Ron Mills, Geologist/geochemist Emeritus NS Geological Survey
78. Randall S. Morley, veterinary epidemiologist, retired
79. Dr. Thomas F. Moslow PhD, P. Geol., President Moslow Geoscience Consulting Ltd., Adjunct Professor Department of Geoscience, University of Calgary
80. Roland Moutal, Teacher Physics and Chemistry at Vancouver Community College
81. Prof. Frank Mucciardi, retired Professor in the Department of Mining and Materials Engineering at McGill University in Montreal, my research was focused primarily on energy, heat transfer, fluid mechanics and modeling
82. Christian Olivier, former Postdoc @ UC Berkeley
83. Robert Orr, Historical Linguist
84. Scott Patterson, Professional Geologist
85. Andy Pattullo, Associate Professor of Medicine at the University of Calgary
86. Prof. David A. Penny PhD, Former Associate Professor, Dept. of Computer Science, University of Toronto, veteran Software Industry Executive
87. Jozinus Ploeg, retired Vice-President, Engineering and Technology, National Research Council, Field of expertise Energy transfer from atmosphere to surface of ocean, wave mechanics
88. Joe Postma, Research Analyst, Physics & Astronomy, University of Calgary
89. Brian R. Pratt, Professor of Geological Sciences, University of Saskatchewan
90. Michael Priaro, BSc Chem.Eng, P.Eng, Member of Association of Professional Engineers and Geoscientists of Alberta
91. Gerald Ratzer, Professor Emeritus, Computer Science McGill University, Montreal
92. John Angus Raw, aerospace engineer, specialised in aerodynamics, life time career in the international aerospace industry
93. Dr. Michael Raw PhD in Mechanical Engineering, specialization in computer modelling of fluid flow and heat transfer, current field of work in technology management
94. Robert James Reid, BSF degree, Registered Professional Forester, lifetime experience in the forestry industry
95. Norman Reilly, Professor Emeritus of Mathematics, Simon Fraser University, British Columbia
96. Gérald Riverin PhD, Géologie, Géologue Retraité
97. John Robson, Historian, Journalist, Documentary Filmmaker
98. Peter Salonius, Retired Research Scientist, Natural Resources

99. Marcelo C. Santos, Professor of Geodesy, University of New Brunswick
100. Paul R. Schmidt BSc, Professional Engineer Ontario, Research Scientist, Author/ Lecturer 'Review & Analysis of Climate Change', Member Friends of Science
101. Ian de W. Semple, Retired Exploration Geologist and Mining Investment Analyst of McGill University
102. Afshin Shahzamani, Retired professional (Medical Science Liaison) pharmaceutical industry
103. Élie Shama, Ingénieur Retraité en Électromécanique, Président d'Éconoden, Montréal
104. Wayne Shepheard MSc Geology, Retired oil and gas explorer
105. H.F. (Gus) Shurvell, Emeritus Professor of Chemistry, Queen's University
106. Brian Slack, Distinguished Professor Emeritus, Concordia University Montreal, Department of Geography, Planning and Environment
107. Rodolfo (Rudy) Spatzner, graduated from Environmental/Civil Engineering Technology, Humber College, Ontario, lifetime experience in wireless networks across North America
108. Michelle Stirling, Writer/Researcher with focus on 'consensus' social proofs, Top 10% downloaded author on SSRN, Communications Manager, Friends of Science Society
109. Mary Taitt PhD Zoology, MSc Ecology, retired
110. Graydon Tranquilla, BScEE, Electrical Power, Senior Electrical Engineer (retired), now an energy advisory consultant
111. Marc Vallée PhD, Geophysicien
112. Petr Vaníček Dr. Sc, Professor Emeritus of Geodesy, University of New Brunswick
113. Duncan Veasey, psychiatrist with a particular interest in mass hysteria, authoritarianism and social compliance
114. Prof. Dr. Ir. Frank C.J.M. van Veggel, Full Professor at the University of Victoria, M.Eng and PhD in Chemical Technology, University of Twente, The Netherlands, Since 2015 Fellow of the Royal Society of Canada
115. Jean-Joel Vonarburg PhD, Professeur Ingénieur, Université du Québec à Chicoutimi
116. Dr. Ronald Voss PhD Chemistry, lifetime career in the environment department of a research consortium
117. Robert Wager, BSc and MSc, Microbiological Sciences and Immunology, Biochemistry and Molecular Biology, Retired
118. Dr. Helen Warn PhD in Fluid Dynamics from McGill University
119. Dr. Thorpe W. Watson, material science, lifetime career in the mining industry with focus on intellectual property protection
120. Larry Weiers, energy engineer, retired, author of "Sustainability of the Modern Human Economy"
121. William van Wijngaarden, Professor of Physics, York University
122. Ken Wilson, Professional Engineer (retired)



SCIENTISTS AND PROFESSIONALS FROM CHILE

1. *Douglas Pollock, Civil Industrial Engineer, University of Chile; WCD Ambassador*
2. Rafael Muñoz Canessa, Part time Academic University of Talca, Economics and strategic management
3. Juan Luis Edwards Velasco, Civil engineer in hydraulics, Universidad Católica de Chile, Master in hydraulic engineering, Universidad de Santander, Spain
4. Carlos Varea, Energy Engineer



SCIENTISTS AND PROFESSIONALS FROM CHINA / HONG KONG

1. Dr. Robert Hanson, PhD, BA (Hons), MA, LL.M, PGCE, CPE, Barrister
2. Wyss Yim, Retired Professor, Department of Earth Sciences, The University of Hong Kong, Deputy Chairman Climate Change Science Implementation Team, UNESCO International year for Planet Earth 2007-2009, Expert Reviewer IPCC AR2
3. NG Young, Principal Geoscientist, Danxiashan Global Geopark of China



SCIENTISTS AND PROFESSIONALS FROM COSTA RICA

1. Eugenio G. Araya, Theoretical Physicist, Researcher, former scientist at University of Costa Rica



SCIENTISTS AND PROFESSIONALS FROM REPUBLIC OF CROATIA

1. *Dušan Bižić MSc, Meteorologist; WCD Ambassador*
2. Zorislav Gerber MSc, Meteorologist



SCIENTISTS AND PROFESSIONALS FROM CYPRUS

1. Darko Krstic, editor of https://philosophyofgoodnews.com/



SCIENTISTS AND PROFESSIONALS FROM CZECH REPUBLIC

1. Pavel Dudr, Ing, Independent publicist and climatologist / Pravy prostor, EP Shark/
2. Marek Eiderna, Agricultural Engineer and graduated in General Biology
3. Tomas Furst PhD, teacher of mathematics at Palacky University in Olomouc and a proponent of correct, i.e. Bayesian inference
4. Vaclav Hubiner, Retired Ambassador, Anthropologist, Climate Policy Commentator for www.forum24.cz
5. Pavel Kalenda PhD, CSc., Coal Expert
6. Václav Klaus, Former President of the Czech Republic, Professor of Economics, Founder of the Václav Klaus Institute
7. Lubos Motl PhD, former Harvard faculty, high energy theoretical physicist, co-author of the 2009 NIPCC report
8. Ivan Spicka, Professor of Internal Medicine at Charles University with speciality in Hemato-Oncology, Prague
9. Dalibor Štys, professor of Applied physics, Faculty of Fisheries and Protection of Waters, University of South Bohemia in České Budějovice
10. Gary M. Vasey PhD, Geology, Managing Partner and Analyst in Commodity Technology Advisory llc
11. Ing. Miroslav Žáček PhD, aplied geochemistry, been working on the climate for more than 10 years as a geochemist



SCIENTISTS AND PROFESSIONALS FROM DENMARK

1. *Jens Morten Hansen PhD, Geology, Professor at Copenhagen University, Former Vice Managing Director for the Geological Survey of Denmark and Greenland, Former Director General for the Danish National Research Agency and National Research Councils, Former President of the Nordic Research Council under Nordic Council; WCD Ambassador*
2. Bjarne Andresen, Professor of Physics, Niels Bohr Institute, University of Copenhagen
3. Dr. Hans Götzsche, Emeritus Associate Professor, Linguistics and Philosophy of Science, President Nordic Associaton of Linguists (NAL), Director, Center for Linguistics, Aalborg University
4. Frank Hansen, Emeritus Professor, Department of Mathematics, University of Copenhagen
5. Niels Harrit PhD, Emeritus Associate Professor of Chemistry, Dept. Chemistry, University of Copenhagen
6. Sören Kjärsgaard, Professional Chemical Engineer
7. Johannes Krüger, Emeritus Professor, Dr. Scient, Department of Geosciences and Natural Resource Management, University of Copenhagen
8. Knud Larsen PhD, Natural Sciences
9. Peter Locht, Senior Lecturer, Business Academy Aarhus (statistics)
10. Peter Kjær Poulsen, Metering Engineer
11. Steen Rasmussen Bsc in Electrical Engineering from Denmark Technical University, lifetime career at IBM Denmark Aps
12. Niels Schrøder, Geophysist/Geologist, Associate Professor Institute of Nature and Environment, Roskilde University
13. Pavel Svennerberg, Master of engineering, Technology of oil and gas processing



SCIENTISTS AND PROFESSIONALS FROM ESTONIA

1. Andres Saukas, Diploma Electrical Engineer, Estonian Society of Moritz Hermann Jacobi



SCIENTISTS AND PROFESSIONALS FROM ECUADOR

1. Fernando Villon MSc, Industrial Engineer, Lifetime Experience in the Geo-Energy Industry



SCIENTISTS AND PROFESSIONALS FROM FINLAND

1. Simo Mykkanen, Ba Econ, small business owner, retired
2. Dr. Antero Ollila, Emeritus Adj. Ass. Professor Aalto University, expert in atmospheric modeling
3. Simo Ruoho, President Ilmastofoorumi ry Finland, Signature of association https://ilmastofoorumi.fi including its scientists and professional members
4. Boris Winterhalter, Retired Marine Geology, Geological Survey of Finland



SCIENTISTS AND PROFESSIONALS FROM FRANCE

1. *Benoît Rittaud, Assistant Professor of Mathematics at University of Paris-Nord, President of the French Association des climato-réalistes; WCD Ambassador*
2. Jean-Charles Abbé, Former Research Director at CNRS, Labs Director (Strasbourg, Nantes) in Radiochemistry, Expert at NATO and IAEA
3. Pascal Acot, Centre National de la Recherche Scientific, Paris
4. Bertrand Alliot, Environmentalist
5. Frédéric Antoine, graduated from Sciences Politiques in France
6. Charles Aubourg, Full Professor at the University of Pau, Geophysicist
7. Hervé Azoulay, Engineer (CNAM), Specialist of Networks and Systemics, CEO and President of several Associations
8. Guy Barbey, Alumnus of Harvard Business School, Retired Investment Banker, Founder and President of 'Climate et Vérité'
9. Jean-Pierre Bardinet, Ingénieur ENSEM, Publicist on Climate Issues
10. Yorik Baunay, Geographer (Master 2) specialized in the natural risk and crisis management, CEO of Ubyrisk Consultants (firm specialized on natural hazard mitigation)
11. Bernard Beauzamy, University Professor (Ret.), Chairman and CEO, Société de Calcul Mathématique SA (Paris)
12. Serge Bellotto PhD, Geology
13. Guy Bensimon, Retired Associate Professor of Economics at Institute of Political Studies of Grenoble (SciencesPo Grenoble)
14. Jean-Claude Bernier, Emeritus Professor (University of Strasbourg), Former Director of the Institute of Chemistry of the CNRS
15. Pierre Beslu, Former Researcher and Head of Department in the French Nuclear Energy Commission (CEA)
16. Michel Bouillet PhD, Human Geography, Emeritus Professor, Former Associate Researcher at the MMSH (Aix-en-Provence)
17. Christian Buson PhD, Agronomy, Director of Research in a Company (impact studies in Environmental Issues, Sewage Treatment)
18. Jean-Louis Butré, Head of Laboratory at Grenoble Nuclear Research Center, Chief Executive Officer of the Pharmacie Centrale de France, President of Procatalyse, President of the Fédération Environnement Durable and the European Platform Against Windfarms, Knight of the National Order of Merit
19. Emmanuel Camhi MSc in Physics, life time experience in Complex Systems Modeling and Data Analysis in the Aerospace industry
20. Bernard Capai, Retired Chemistry Engineer, Specialist of Industrial Processes avoiding the use of Carcinogenic Solvents
21. Patrick de Casanove, Doctor of Medicine, Chairman of the Cercle Frédéric Bastiat
22. Philippe Catier, Medical Doctor
23. Vincent Chaplot PhD Soil Science, Senior Research Scientist
24. Bruno Chaumontet, Engineer ENSEA, specialized in Feedback Systems
25. Pascal Chondroyannis, Forest Engineer, Retired Director of the National Alpine Botanical Conservatory (2008-2013)
26. Jean Michel Colin PhD, Retired Chemist Engineer, Expert for the French Academic Evaluation Agency (AERES)
27. Philippe Colomban, CNRS Research Emeritus Professor, Former Head of Laboratory at Université Piere-et-Marie Curie, Expert in Hydrogen-based Energy Storage

28. Jacques Colombani, Former Research Director ORSTOM-IRD, numerous Studies in Hydrology and Climatology and Specialist in Fluid Mechanics, Member of the Board of ORSTOM for twenty years
29. Christian Coppe PhD, Organic & Analytical Chemistry
30. Philippe Costa, Energy Engineer at ENSEM Nancy, specialist in Industrial Process and Energy Saving
31. Vincent Courtillot, Geophysicist, Member of the French Academy of Sciences, Former Director of the Institute de Physique du Globe de Paris
32. Pierre Darriulat, Professor of Physics, Member of the French Academy of Sciences
33. Jean Davy, Engineer (ENSAM), Digital Modeling Software Developer
34. Dr. Stephen John Dearden, Retired Research Chemist, lifetime R&D experience in the general chemical, pharmaceutical and photographic industries
35. Pierre Delarboulas, CEO of a Robotics Company, Former R&D Director at Partnering Robotics, Silver Medal at the 2016 Lépine contest of the Ministry of Foreign Affairs and International Development
36. Jean-Pierre Desmoulins, Retired Professor of Thermal and Energy Engineering at the "Institut Universitaire de Technologie, Université-Grenobles-Alpes"
37. Gérard Douhet PhD, Nuclear Physics, Retired Engineer at CERN, Technical Manager on Digital Transmission and Video Encoding
38. Hubert Dulieu, Emeritus Professor Applied Ecology, Formerly Senior Researcher in the CNRS, President of the National Scientific Research Committee, Vegetal Biology Section (XXVII)
39. Doctor Denis Dupuy, Urologist, climate realist
40. Bruno Durieux, Economist, Former Minister of Health and of Foreign Trade, Ancient Administrator of the French National Institute of Statistics and Economic Studies (INSEE)
41. Ralph Ellis, Bsc in Aviation, ATPL
42. Max Falque, International Consultant in Environmental Policy
43. Serge Ferry PhD, Retired Teacher-Researcher (MCF), University of Lyon
44. Patrick Fischer, Associate Professor in Applied Mathematics, University of Bordeaux
45. Michel Frenkiel, Engineer (Arts et Métiers), Former Researcher at NCAR in Boulder
46. Francis le Gaillard PhD, Natural Sciences and Pharmaceutical Sciences, Emeritus Professor of Biochemistry at the Faculty of Pharmaceutical Sciences of Toulouse
47. François Gauchenot, Governance Specialist, Founder of Saint George Institute
48. Jean Gergelé, Engineer Graduate from the Ecole Centrale de Lyon, R&D Director, Freelance Consultant, mainly in the Li-ion battery development
49. Christian Gérondeau, Former Advisor of several French Prime Ministers, Formerly responsible for the Road Traffic Safety Policy for France and the European Union
50. Francois Gervais, Emeritus Professor of Physics and Material Sciences, University of Tours
51. Philippe Giraudin, Ecole Polytechnique Paris, Geographic Sciences
52. Bernard Grandchamp, Agronomic Engineer and Environment & Plant Defense Expert, Managing Director of Famoux Chateaux Viticoles in Bordeaux
53. Gilles Granereau, Former Meteorologist, currently Project Manager Environment and Tourism in a Public Institution, Worked on Coastal Risks, Marine Erosion, Sand Dune Fixation, Hydraulics, Forest Management, Botany
54. Maximilian Hasler, Associate Professor in Mathematics, University of French West Indies
55. Charles Hazan, Retired Chemist (ENSCP) and Chemical Engineer (UMIST) Former Technical Director Nosolor
56. Manfred Horst, MD, PhD, MBA, lifetime career in healthcare and pharmaceuticals
57. Yvon Jarny, Emeritus Professor in Thermal and Energy Sciences, Nantes University
58. Claude Jobin, Retired A&M Engineer specialized in Microwave Communication
59. Vladimir Klein, lifetime career in renewable energy projects, patent holder in aerobic composting of organic waste
60. Alexandre Krivitzky, Psychoanalyst, Member of the International Psychoanalytical Association
61. Roger Lainé, Retired Geological Engineer
62. Philippe de Larminat, Professor at École Centrale de Nantes, specialist of Business Process Modeling
63. Jacques Laurentie, Aeronautical Engineer, and CEO of a software publishing company
64. René Laversanne, Researcher at the CNRS, 16 patents

65. Christian Liegeois PhD Physics, patent holder in photonics
66. Jean-Marie Longin, Engineer (Saint-Cyr), Chief of the Pole Operations of Security Inventory Management
67. Guy Lucazeau, Emeritus Professor (Institut Polytechnique de Grenobel) in Material Sciences and Spectroscopy
68. Philippe Malburet, Emeritus Associated Professor of Mathematics, Founder of the Planetarium of Aix-en-Provence, Member of the Academy of Aix-en-Provence
69. Christian Marchal, Astronomer and Mathematician, Former Research Director at the French National Office for Aerospace Studies and Research
70. Dr. Yves G. Maria-Sube PhD in Geosciences Montpellier University, lifetime career in the geo-energy industry
71. Paolo Martinengo, Applied Physicist, Senior Staff Member in the Experimental Physics Department, Detector Technologies Group, CERN
72. Patrick Mellett, Architect and CEO
73. Marc le Menn PhD, Head of Metrology-Chemistry Oceanography Lab, Brest
74. Henri Mertz, Ingénieur Civil de l'école de la Métallurgie et des Mines de Nancy, Chef d'Entreprises
75. Serge Monier, former manager of various multinational companies, at present Co-founder and Treasurer of 'Climat et Vérité'
76. Jean-Laurent Monnier, Emeritus Research Director, CNRS-Université de Rennes, Research Worker at the CNRS from 1973 to 2013, speciality in Pleistocene Geology in Western Europe
77. Jacques-Marie Moranne, Retired Engineer (Ecole Centrale de Lille), Specialist in Air and Water Purification, Chemical and Nuclear Engineering
78. Serge Morin, Emeritus Professor Geography at Université Michel de Montaigne, Bordeaux, Honorary Mayer of Branne
79. Cédric Moro, Geographer on Natural Hazards Management, Co-Founder of Visov, a NGO in Civil Defense
80. Philippe Morvan, Engineer ENSTA and Génie Maritime, specialist in Software Development
81. Charles Naville, R&D Exploration Geophysicist, IFP Energies Nouvelles
82. Michel le Normand, Emeritus Professor of Botany and Plant Pathology and Chairman of Plant Production Department, National Superior School of Agronomy, Rennes
83. Ludovic Penin, former Senior Executive - Chief Information Officer (IT) and former Entrepreneur/Investor, Co-founder and Vice-president of 'Climat et Vérité', member of 'Association des Climato-réalistes'
84. Dr Patrice Poyet, Graduated at Ecole des Mines de Paris as a geochemist and defended a D.Sc. (1986) at Nice University / INRIA, author of 'The Rational Climate e-Book'
85. Rémy Prud'homme, Emeritus Professor in Economics at University of Paris-Est, Former Deputy-Director, Environment Directorate, OECD
86. Jean Marie Ravier, Engineer of ECOLE CENTRALE DE PARIS, and diplomed SCIENCES POLITIQUES PARIS, recently retired MD of small industrial company
87. Pierre Richard, Engineer ESPCI Paris, Former Research Geochemist at Institut de Physique du Globe de Paris (IPGP)
88. Pierre Ripoche, Engineer INSA in Chemistry, Retired Project Manager in R&D, Expert in High Temperature Plasma for Optical Fiber Process
89. Isabelle Rivals, Associate Professor in Statistics at ESPCI Paris
90. Betrand Rouffiange, Doctor of Medicine, specialized in Radiology
91. Jean Rouquerol, Emeritus Research Director at CNRS Marseille, Expert in Gas Adsorption and Calorimetry
92. Georges de Sablet, Retired Associate Professor at University of Paris Descartes, Formerly in charge of Operating Systems and Networks at IUT Paris
93. François Simonet PhD, Biology, Former Director for Planning and Foresight in a State Agency for Water and Aquatic Ecosystems Management
94. Luc C. Tartar, mathematician, corresponding member of Académie des Sciences in Paris (since 1987), University Professor of Mathematics emeritus at CMU (Carnegie Mellon University, Pittsburgh, PA)
95. Marcel Terrier, Ex Engineers in Industry, Former Teacher at the Douai School of Mines
96. Michel Thizon, Chemical engineer, ACR (Association des Climato-Réalistes, France) member, former researcher at the Ecole Polytechnique, consultant, retired
97. David Uzal PhD philosophy of technics and PhD of practical philosophy

98. Etienne Vernaz, Former Director of Research of CEA (Commissariat à l'Énergie Atomique) in France, Professor at INSTN (Institut National des Sciences et Techniques Nucléaires)
99. Camille Veyres, Retired Engineer at École des Mines, specialist in Telecommunications and Broadband Networks
100. Brigitte van Vliet-Lanoë, Geoscientist, Emeritus Research Director (CNRS, Université de Bretagne Occidentale), Stratigraphy and Paleoenvironments, Quaternary and Holocene
101. Théa Vogt, Retired CNRS Searcher, Géomorphology, Quaternary Palaeoenvironments, Soil and Desertification Remote Sensing
102. Henry Voron, Retired Civil Chief Engineer, specialized in Water Management



SCIENTISTS AND PROFESSIONALS FROM GERMANY

1. *Fritz Vahrenholt, Professor (i.R.) am Institut für Technische und Makromolekulare Chemie der Universität Hamburg; WCD Ambassador*
2. Detlef Ahlborn PhD, Expert on German Energy Transition (Energiewende)
3. Hans-Jürgen Bandelt, Emeritus Professor of Mathematics, University of Hamburg
4. Dietrich Bannert, Professor Honoris Causa, University of Marburg
5. Graham George Baumber, former Agronomist & Irrigation Crop Specialist, Business Man & Investor
6. Lars Birlenbach, Dr. in Chemistry, University of Siegen
7. Michael Bockisch, Emeritus Professor Chemistry at the Technical University of Berlin
8. Klaus-Dieter Böhme, Dipl. Physicist, professional experience in X-ray spectroscopy
9. Thomas Brey, PhD in Natural Sciences (Dr. rer. nat), Marine Ecological Researcher
10. Stephan Bujnoch, Wirtschaftsingenieur (i.e. a combination of Economics and Engineering), Retired Manager with the Automotive Industry
11. Eike-Mattias Bultmann, Geoscientist
12. Eberhard Burkel, Prof. (i.R.) Dr.rer.nat , Physics of New Materials, University of Rostock
13. Dr. Arthur Chudy, Agricultural Chemist OT Warsaw
14. Günter Dedié, Physicist
15. Dr. Ing. Rolf Diederichs, Studie Eisenhüttenkunde in Clausthal-Zellerfeld, climate realist
16. Prof. Dr. Klaus D. Döhler, Professor of Pharma sciences, University of Hannover
17. Wolf Doleys, Retired teacher (high school, college) and writer (essay, poetry, novel)
18. Joerg Dornemann Msc in Geology, lifetime career in the Geo-Energy Industry
19. Jörg Eichner, Specialist in situational awareness in crises and risk management
20. Friedrich-Karl Ewert, Emeritus Professor Geology, University of Paderborn
21. Ludwig E. Feinendegen, Emeritus Professor Medicine
22. Dr. Dieter Freundlieb, Retired Senior Lecturer Griffith University, School of Humanities, Brisbane, Australia
23. Gerhard Gerlich, Emeritus Professor of Mathematical Physics, TU Braunschweig
24. Axel Robert Göhring, Doctor of Natural Sciences, EIKE e.V.
25. Dr. Klaus-Jürgen Goldmann, worldwide experienced petroleum geologist
26. Christian Habermann, Dr. in Economics, Investment Manager
27. Eberhard Happe, Eisenbahningenieur
28. Hermann Harde, Emeritus Professor of Experimental Physics and Materials Science, Helmut Schmidt-University, Hamburg
29. Prof. Dr. Bernd Hartke, Professor in Theoretical Chemistry, Expert Knowledge in Computer Modelling, University of Kiel
30. Manfred Hauptreif, Natural Scientist
31. Dennis J. Hendricks, Graduated Engineer of Environmental Technologies, Technischen Hochschule Ostwestfalen-Lippe, University of Applied Sciences and Arts
32. Dietmar Hildebrand PhD Biophysics and Nuclear Physics, patent holder in fuzzy logic based suveillance, IT expert and development manager
33. Dr. Andreas Hoppe, Systems biologist, Institute for Bee Research
34. Prof. Axel Janke PhD, professor of evolutionary genomics
35. André Karutz, Chemist, Dr. rer. nat. expert in environmental matters
36. Professor Dr. Gerhard Kehrer, Retired Physician, Internist and Physiologist
37. Dr. Udo Kienle, Agricultural Scientist at University of Hohenheim
38. Werner Kirstein, Emeritus Professor of Climatology, University of Leipzig

39. Bernhard Kleinhenz, Collage teacher of Biologie, Chemistry and Physics
40. Gunther Klessinger, Physicist, University at Regensburg Germany and Boulder Colorado
41. Stefan Kröpelin, Dr. in Geosciences, Free University of Berlin and University of Cologne (Retired), specialized in Climate Change of the Sahara
42. Dr. rer. nat Gunter Kümel, lifetime career in virus research in the natural siences
43. Max Kupillas, Dipl.-Ing. Masch.-Bau, retired Prod.Ltr.
44. Ulrich Kutschera, Professor of Plant Physiology & Evolutionary Biology at the University of Kassel and Visiting Scientist in Stanford USA
45. Wolfgang Laub, Physics (J.W.Goethe University, 1977-1986), Medicine (Physiology-Biomechanics, Max-Planck Institute, 1980-1986), patent holder in different areas
46. Michael Limburg, Vice-President EIKE (Europäisches Institute für Klima und Energie)
47. Martin Lindner PhD in Chemistry, Dipl. in Chemistry, President of the Bürger für Technik
48. Prof. Dr. Kai van de Loo, Dr. rer. oec. Honorarprofessor der THGA und Senior Consultant im Forschungszentrum Nachbergbau
49. Dr. Stephan Lorenzen PhD Theoretical Biology, Bioinformatician, worked with nonlinear modelling
50. Professor Dr. Knut Löschke, studied crystallography, chemistry, physics, mathematics and computer science. He is an honorary professor at the University of Technology, Economics and Culture in Leipzig. As part of his work at the university, he deals with the energy industry and climate change
51. Horst-Joachim Lüdecke, Professor of Operations Research (i.R.) HTW of Saarland, Saarbrücken
52. Wolfgang Merbach, Professor Dr. Agrar. Habil. at Institut für Agrar Ernährungswissenschaften
53. Lothar W. Meyer, Emeritus Professor of Material Engineering, Chemnitz University of Technology, Saxony Entrepreneur 'Nordmetall GmbH', Member of the Board of 'Vernunftkraft Niedersachsen'
54. Jens Möller, Graduate Economist, Climate Realist
55. Wolfgang Monninger PhD, lifetime career in Petroleum Geology (Exploration, Petrophysics)
56. Werner Mormann, Emeritus Professor of Macromolecular Chemistry, Universität Siegen
57. Dipl. Phys. Raimund Müller, education in physics and thermodynamics, climate realist
58. Holger Neulen, Retired Mechanical Engineer
59. Prof. Dr.rer.nat Dr.med Peter Nielsen, retired Biochemist and Physician from the Universital Hospital Hamburg-Eppendorf, medical faculty of the University of Hamburg
60. Rainer Olzem, Diplom-Geologe, Aachen
61. Hans Penner PhD, Dipl.-Chem. Dr. rer. nat., Linkenheim-Hochstetten
62. Dr. Dr. Wätzold Plaum, Physicist and YouTuber
63. Michael Principato MSc in Electrical Engineering, specialised in Control Engineering and Modeling
64. Dieter Ramcke, retired geophysicist
65. Siegfried Reiprich, Dipl.-Ing, Geoscientist and Oceanography
66. Andreas Salzman, Dr. rer. nat., Diplom Chemiker
67. Dr. Hendrik Schlesing, Environmental Expert and Consultant
68. Dr. Jens-Christoph Schneider PhD in Isotope Chemistry, life time career in palaeoclimate and atmospheric geochemistry
69. Dr. rer. nat. Michael Schnell, Retired chemist
70. Prof. Dr. Dr. Karl-Heinz Schulz, Germany, University Hospital Hamburg-Eppendorf, interdisciplinary research in Medicine, Psychology and exercise science (https://www.researchgate.net/profile/Karl-Heinz-Schulz-2)
71. Dipl. Psych. Ulrike Schwan, Professional Psychotherapist, Psychotherapist look at the IPCC Organization
72. W.H. Eugen Schwartz, Emeritus Professor of Theoretical Chemistry, Universitaet Siegen
73. Dr.-Ing. Christian Singewald, Dipl.-Geologist, PhD Mining Engineering
74. Attila Sonal, Dipl.-Ing. der Elektrotechnik, Retired am Technischen Universität Kaiserslautern, Stadtratsmitglied Kaiserslautern, Preisträger Ansaldo Ricerche Price
75. Dr. Fritz Sontheimer, Retired Physicist, PhD in Condensed Matter Physics

76. Dr. Wolfgang Strehlau, Phys. Chemist, Technology Fellow in Johnson Matthey Plc, UK
77. Lothar Strenge, strategy and concept developer, full time writing on a large SF project
78. Manuel Tacanho, founder and president of the Afrindependent Institute
79. Matthias Thiermann, Parliamentary adviser in the Bavarian Parliament
80. Dr. Holger Thuss, President EIKE Institute
81. Jost Trier PhD, Retired Experimental Physicist at the Federal Institute in Braunschweig, Dept. of Atomic Physics
82. Ralf D. Tscheuschner PhD in Physics
83. Helmut Waniczek Dr. Dipl. Ing., Scientist, working 40 years in chemical industry
84. Thomas Weimer, Process Engineer (Dr.-Ing.), worked on CO2 capture from atmosphere and during hydrogen generation
85. Carl-Otto Weiss, Emeritus Professor in Non-linear Physics, Advisor to the European Institute for Climate and Energy, Former President of the German Meteorological Institute, Braunschweig
86. Peter Willingmann, Dr. rer.nat



SCIENTISTS AND PROFESSIONALS FROM GREECE

1. *Stavros Alexandris, Associate Professor Agricultural University of Athens, Dept. of Natural Resources and Agricultural Engineering, Sector of Water Resources ; WCD Ambassador*
2. Costas Fasseas, Emeritus Professor of Plant Anatomy & Electron Microscopy, Department of Crop Science, Agricultural University of Athens
3. Anthony Foscolos, Emeritus Professor of Mineral Resources at the Technical University of Crete, Energy Consultant for the United Nations Development Program (UNDP)
4. r. Vassilios C. Kelessidis, former Professor at Khalifa University, Texas A&M at Qatar and Technical University of Crete Greece, Lifetime of Experience in Petroleum Engineering
5. Christos J. Kolovos PhD, Mining & Metallurgy Engineer, Former Director of Mine Planning & Contractor Works Dept., Public Power Corporation of Greece
6. Emmanouil Kopanakis, Mechanical Engineer, Teacher at the Environmental Education Center of Karpenisi
7. Demetris Koutsoyiannis, Professor of Hydrology and Analysis of Hydrosystems at the National Technical University of Athens
8. Aristotelis Liakatas, Emeritus Professor of the Agricultural University of Athens on Agrometeorology, Member of the Greek Agricultural Academy
9. Nikos Mamassis, Associate Professor of Engineering Hydrology and Hydrometeorology at the National Technical University of Athens
10. Charilaos Markopoulos MSc in Waste Management
11. Spyridon Nikiforos, Economist, MBA
12. Sonia Perez † PhD, Biology/Immunology, Scientific Coordinator Cancer Immunology and Immunotherapy Center Saint Savas Cancer Hospital, Athens
13. G.-Fivos Sargentis, Dr Engineer-Sculptor, Dept. of Water Resources; School of Civil Engineering, National Technical University of Athens



SCIENTISTS AND PROFESSIONALS FROM GUATEMALA

1. Christopher Lingle PhD Economics Universidad Francisco Marroquín



SCIENTISTS AND PROFESSIONALS FROM HUNGARY

1. *Laszlo Szarka, Geophysicist, O.M.; WCD Ambassador*
2. Dr. Dezso Csejtei, retired professor of philosophy at the University of Szeged
3. Dr. Endre Fuggerth, Chemist, lifelong experience in gas-chromatography
4. Istvàn Héjjas PhD, Retired R&D Electrical Engineering
5. József Király, Chemical Engineer and one of the Authors of the Hungarian site www.klimarealista.hu
6. Dr. József Majer, Senior Professor of Ecology and Environment Protection at University of Pecs
7. Gábor Simon MSc Chemical Engineering, University teacher General, Anorganic, Environmental and Analytic Chemistry

8. Dr. Gábor Szász, Professor Emeritus, College Professor Dennis Gabor College Department of Economics and Engineering



SCIENTISTS AND PROFESSIONALS FROM INDIA

1. Dr. M.M. Ali, MSc in Meteorology and Oceanography with a PhD in Meteorology, Center for Ocean-Atmospheric Prediction Studies, Florida State University, USA
2. Dornadula Chandrasekharam, retired professor from Indian Institute of Technology Bombay, currently working in Izmir Institute of Technology as TUBITAK Professor working on geothermal energy systems
3. Vijay Jayaraj, Research Associate at CO2 Coalition, Contributor to Cornwall Alliance
4. Prem raj Pushpakaran, PhD in BioTechnology, Professor
5. Sanjeev Sabhlok, Economist with focus on Climate and Energy Policy



SCIENTISTS AND PROFESSIONALS FROM INDONESIA

1. Purwono Wahyudi, Entrepreneur and informed climate realist



SCIENTISTS AND PROFESSIONALS FROM IRELAND

1. *Jim O'Brien, Founder of the Irish Climate Science Forum, Expert Reviewer of IPCC AR6; WCD Ambassador*
2. Tom Baldwin, Electrical Engineer, specialist in Power System Security
3. Dr Timothy Dunne, DPsych, MSc, BA, ASFBPS, AFPSI, Consultant Clinical Psychologist, full member of the Psychological Society of Ireland and of the British Psychological Society
4. Gerald Fitzgibbon, Physical Chemist specializing in Electrochemistry and Thermodynamics
5. David Horgan, MA (Cambridge), MBA (Harvard), Resource Company Director
6. Seamus Hughes, BAgricSc, Specialist in Genetics
7. Mark Gerard Keenan, Former Science Advisor, Department of Energy and Climate Change, U.K., Former Environmental Affairs Officer, United Nations Environment Division, Geneva, Switzerland
8. Ultan Murphy, BSc (Hons) Chemistry, Industry Science Professional
9. Owen O'Brien, Business Founder and Entrepreneur, MBA, DBA
10. Patrick L O'Brien, MSc, MPhil, Senior International Environmental Consultant
11. Donal O'Callaghan, electrical engineer, retired food industry research scientist
12. J. Phillip O'Kane, Emeritus Professor, School of Engineering, University College Cork
13. Peter O'Neill, Retired, School of Engineering, University College Dublin, Expert Reviewer of IPCC AR6
14. Fintan Ryan, Retired Senior Airline Captain, Fellow Royal Aeronautical Society
15. Christian Schaffalitzky, FIMMM, Founder Institute of Geologists of Ireland, EurGeol
16. Norman Stewart PhD, former astrophysicist and meteorologist
17. Brian N. Sweeney, Founding Chairman of Science Foundation Ireland
18. Pat Swords, BE, CEng, FIChemE, PPSE, CEnv, MIEA, Challenger of Over-Reach in Environmental Legislation
19. Sean Tangney, Business Entrepreneur, Former Technical Director, CRH plc
20. David Thompson, BAgricSc, MA, Animal Nutritionist
21. Edward Walsh, Former Chairman, Irish Council for Science, Technology and Innovation, Former Director Energy Research Group, Virginia Tech, USA



SCIENTISTS AND PROFESSIONALS FROM ISRAEL

1. Dr. Gaby Avital PhD in Aerospace, member of the Israeli forum for rational environmentalism
2. Uriel Cohen, MSc in Computer Science from Technion - Israel Institute of Technology
3. Prof. Yonatan Dubi PhD, Professor of Theoretical Physics and Chemistry at Ben-Gurion University, co-founder of the Israeli Forum For Rational Environmentalism
4. Yakov Itenberg, BSc of Meteorology and Climatology, MSc of Physics Education, 25 years reserve meteorological officer of Israeli Defense Forces Home Front Command
5. Micha Klein PhD, Emeritus Professor, The Department of Geography and Environmental Studies

6. Nir J. Shaviv PhD in Physics at the Israel Institute of Technology, Professor of Physics at the Racah Institute at the The Hebrew University of Jerusalem



SCIENTISTS AND PROFESSIONALS FROM ITALY

1. *Alberto Prestininzi, Professore di Rischi Geologici, Honorary Cherman NHAZCA Università of Rome Sapienza, già Scientific Editor in Chief della Rivista Internazionale IJEGE e Direttore del Centro di Ricerca, Previsione, Prevenzione e Controllo dei Rischi Geologici (CERI); WCD Ambassador*
2. Pietro Agostini, Ingegnere, Associazione Scienziati e Tecnologi per la Ricerca Italiana
3. Aldo Aluigi, Nuclear Engineer, Consultant in Power Plants, Cogeneration end District Heating
4. Piero Baldecchi, Lettore
5. Achille Balduzzi, Geologo, Agip-Eni
6. Antonio Ballarin, Fisico, “Chief Artificial Intelligence Officer” di una pubblica amministrazione
7. Cesare Barbieri, Professore Emerito di Astronomia, Università di Padova
8. Donato Barone, Ingegnere
9. Sergio Bartalucci, Fisico, Presidente Associazione Scienziati e Tecnologi per la Ricerca Italiana
10. Giuseppe Basini, Astrofisico, Deputato, già dirigente di Ricerca dell’INFN
11. Franco Battaglia, Professore di Chimica Fisica, Università di Modena, Movimento Galileo 2001
12. Marco Benini, Ingegnere Idraulico, Libero Professionista
13. Eliseo Bertolasi, Dottore di Ricerca in Antropologia Culturale
14. Giorgio Bertucelli, Ingegnere, già Dirigente Industriale, ALDAI
15. Alessandro Bettini, Professore Emerito (Fisica) Università di Padova
16. Antonio Bianchini, Professore di Astronomia, Università di Padova
17. Luciano Biasini, Professore Emerito, già Docente di Calcoli Numerici e Grafici, Direttore dell’Istituto Matematico e Preside della Facoltà di Scienze Matematiche, Fisiche e Naturali dell’Università di Ferrara
18. Paolo Blasi, Professore Emerito (Fisica) e già Rettore dell’Università di Firenze, già Presidente della Conferenza dei Rettori delle Università Italiane
19. Enrico Bongiovanni, Dottore Commercialista
20. Paolo Bonifazi, Ex Direttore dell’Istituto di Fisica dello Spazio Interplanetario (IFSI) dell’Istituto Nazionale Astrofisica (INAF)
21. Roberto Bonucchi, Insegnante in Pensione
22. Giampiero Borrielli, Ingegnere
23. Francesca Bozzano, Professore di Geologia Applicata, Università di Roma La Sapienza, Direttore del Centro di Ricerca Previsione, Prevenzione e Controllo Rischi Geologici (CERI)
24. Antonio Brambati, Professore di Sedimentologia, Università di Trieste, Responsabile Progetto Paleoclima-mare del PNRA, già Presidente Commissione Nazionale di Oceanografia
25. Gianfranco Brignoli, Geologo
26. Marcello Buccolini, Professore di Geomorfologia, Università di Chieti-Pescara
27. Paolo Budetta, Professore di Geologia Applicata, Università di Napoli
28. Antonio Maria Calabrò, Ingegnere, Ricercatore, Consulente
29. Monia Calista, Ricercatore di Geologia Applicata, Università di Chieti-Pescara
30. Massimo Canali, Associate Professor of Agricultural Economics and Policy, Department of Agriculture and Food Sciences, University of Bologna
31. Cristiano Carabella, Geologo, Borsista presso l’Università di Chieti
32. Giovanni Carboni, Professore di Fisica, Università di Roma Tor Vergata, Movimento Galileo 2001
33. Peppe Caridi
34. Franco Casali, Professore di Fisica, Università di Bologna e Accademia delle Scienze di Bologna
35. Dr. Agronomo Fausto Cavalli, Agronomist, specialisation in meteorology
36. Giuliano Ceradelli, Ingegnere e Climatologo, ALDAI
37. Augusta Vittoria Cerutti, Membro del Comitato Glaciologico Italiano
38. Franco Di Cesare, Dirigente, Agip-Eni

39. Alessandro Chiaudani PhD, Agronomo, Università di Chieti-Pescara
40. Luigi Chilin, Dirigente in Pensione
41. Claudio Ciani, Relazioni Internazionali, Scienza Politica, Università di Roma La Sapienza
42. Edoardo Cicali, Membro del C.I.R.N (Comitato Italiano Rilancio del Nucleare) e dell'associazione "Atomi per la pace", ex Dipendente di un Centro Medico Radiologico ed Attualmente Impiegato nel Settore dell'Informatica
43. Pino Cippitelli, Geologo Agip-Eni
44. Carlo Colomba
45. Enrico Colombo, Chimico, Dirigente Industriale
46. Vito Comencini, Onorevole, Membro della Camera dei Deputati Italiana dal 2018
47. Enrico Conti, Physicist, Istituto Nazionale di Fisica Nucleare (INFN)
48. Ferruccio Cornicello, Fotografo e Lettore di Studi sul Clima
49. Domenico Corradini, Professore di Geologia Storica, Università di Modena
50. Carlo Del Corso, Ingegnere Chimico
51. Uberto Crescenti, Professore Emerito di Geologia Applicata, Università di Chieti-Pescara, già Magnifico Rettore e Presidente della Società Geologica Italiana
52. Fulvio Crisciani, Professore di Fluidodinamica Geofisica, Università di Trieste e Istituto Scienze Marine, Cnr, Trieste
53. Salvatore Custodero
54. Francesco Dellacasa, Ingegnere, Amministratore di Società nel settore Energetico
55. Alessandro Demontis, Perito Chimico Industriale, Tecnico per la Gestione delle Acque e delle Risorse Ambientali, Pomezia
56. Serena Doria, Ricercatore di Probabilità e Statistica Matematica, Università di Chieti-Pescara
57. Roberto d'Arielli, Geologo, Borsista presso l'Università di Chieti
58. Carlo Esposito, Professore di Rischi Geologici, Università di Roma La Sapienza
59. Gianluca Esposito, Geologo
60. Prof. Stefano Falcinelli PhD, Professor of Chemistry and Materials Technology, Department of Civil and Environmental Engineering, University of Perugia
61. Antonio Mario Federico, Professore di Geotecnica, Politecnico di Bari
62. Aureliano Ferri, Vicepresidente Associazione Piceno Tecnologie
63. Maurizio Fiorelli, Sommelier Professionale, studioso dell'evoluzione nella Coltivazione delle Vigne
64. Mario Floris, Professore di Telerilevamento, Università di Padova
65. Gianni Fochi, Chimico, Ricercatore in Pensione della Scuola Normale Superiore, Giornalista Scientifico
66. Sergio Fontanot, Ingegnere
67. Luigi Fressoia, Architetto Urbanista, Perugia
68. Mario Gaeta, Professore di Vulcanologia, Università di Roma La Sapienza
69. Stefano Galli MSc in Chemical Engineering, retired researcher
70. Sabino Gallo, Ingegnere Nucleare e Scrittore Scientifico
71. Stefano Gallozzi, Degree in Physics (old italian rules), Researcher at the INAF, Italian Institute for Astrophysics, Astronomical Observatory of Rome and presidente of the Safegarding Astronomical Sky Foundation
72. Giuseppe Gambolati, Fellow della American Geophysical Union, Professore di Metodi Numerici, Università di Padova
73. Alessio Del Gatto, Liceo Scientifico, Collaboratore Attivita Solare.it
74. Rinaldo Genevois, Professore di Geologia Applicata, Università di Padova
75. Umberto Gentili, Fisico dell'ENEA, Climatologo per il Progetto Antartide, ora in pensione
76. Enrico Ghinato, Perito Fisico
77. Mario Giaccio, Professore di Tecnologia ed Economia delle Fonti di Energia, Università di Chieti-Pescara, già Preside della Facoltà di Economia
78. Daniela Giannessi, Primo Ricercatore, IPCF-CNR, Pisa
79. Roberto Grassi, Ingegnere, Amministratore G&G, Roma
80. Roberto Graziano, Ricercatore di Geologia Stratigrafica e Paleoclimatologia/ Paleoceanografia, Università di Napoli, già Geologo presso il Servizio Geologico d'Italia
81. Alberto Guidorzi, Agronomo
82. Roberto Habel, Professore di Fisica Medica, Università di Cagliari
83. Thomas Kukovec, Tropical Agronomist and Subtropical Field Biologist in the private sector, specialised in semi-arid agriculture, ecophysiology and phytogeography of

Sahelian and Saharan plants. Scientific adviser and consultant in research-projects and learned societies

84. Nicola Iacovone, Physicist
85. Alberto Lagi, Ingegnere, Presidente di Società Ripristino Impianti Complessi Danneggiati
86. Dr Francesco Lamberti PhD in Material Science of the University of Padova, working on next generation PV
87. Luciano Lepori, Ricercatore IPCF-CNR, Pisa
88. Carlo Lombardi, Professore di Impianti Nucleari, Politecnico di Milano
89. Walter Luini, Geometra
90. Roberto Madrigali, Meteorologo
91. Angelo Maggiora PhD, INFN Senior Researcher, more than 40 years experience in research at CERN, Saclay, Dubna and Frascati
92. Franco Maloberti, Emeritus Professor, expert on microelectronics and modelling
93. Ettore Malpezzi, Ingegnere
94. Vania Mancinelli, Geologo, Borsista presso l'Università di Chieti
95. Ludovica Manusardi, Fisico Nucleare e Giornalista Scientifico, UGIS
96. Luigi Marino, Geologo, Centro Ricerca Previsione, Prevenzione e Controllo Rischi Geologici (CERI), Università di Roma La Sapienza
97. Maurizio Marsigli, Graduated in Geological Sciences and science author on the Sun and Space Meteorology
98. Alessandro Martelli, Ingegnere, già Dirigente ENEA
99. Francesco Martelli, Professor Emeritus of University of Florence, Former President of European Turbomachinery Society
100. Paolo Martini, consultant petroleum geologist with 30+ years of experience
101. Salvatore Martino, Professore di Geologia Applicata all'Ingegneria al Territorio ed ai Rischi, Università di Roma "Sapienza"
102. Maria Massullo, Tecnologa, ENEA-Casaccia, Roma
103. Enrico Matteoli, Primo Ricercatore, IPCF-CNR, Pisa
104. Paul P.A. Mazza, Associate Professor of Quaternary Geology and Paleontology and of Archeozoology, University of Florence
105. Paolo Mazzanti, Professore di Interferometria Satellitare, Università di Roma La Sapienza
106. Adriano Mazzarella, Professore di Meteorologia e Climatologia, Università di Napoli
107. Marcello Mazzoleni, Docente e imprenditore nel settore della formazione, fondatore del sito web MeteoSincero
108. Carlo Merli, Professore di Tecnologie Ambientali, Università di Roma La Sapienza
109. Enrico Miccadei, Professore di Geografia Fisica e Geomorfologia, Università di Chieti-Pescara
110. Gabriella Mincione, Professore di Scienze e Tecniche di Medicina di Laboratorio, Università di Chieti-Pescara
111. Umberto Minopoli, Presidente dell'Associazione Italiana Nucleare
112. Alberto Mirandola, Professore di Energetica Applicata e Presidente Dottorato di Ricerca in Energetica, Università di Padova
113. Aurelio Misiti, Professore di Ingegneria sanitaria-Ambientale, Università di Roma La Sapienza, già Preside della Facoltà di Ingegneria, già Presidente del Consiglio Superiore ai Lavori Pubblici
114. Maurizio Montuoro, Medico
115. Maria Luisa Moriconi, CNR researcher at Institute of Atmospheric Physics (retired) and associate to INAF until 2020
116. Renzo Mosetti, Professore di Oceanografia, Università di Trieste, già Direttore del Dipartimento di Oceanografia, Istituto OGS, Trieste
117. Daniela Novembre, Ricercatore in Georisorse Minerarie e Applicazioni Mineralogichepetrografiche, Università di Chieti-Pescara
118. Francesco Oriolo, Professore di Impianti Nucleari, Università di Pisa
119. Paolo Emmanuele Orrù, Professore di Geografia Fisica e Geomorfologia, Università di Cagliari
120. Sergio Ortolani, Professore di Astronomia e Astrofisica, Università di Padova
121. Alessandro Pagano, Geologist
122. Giorgio Paglia, Geologo, Borsista presso l'Università di Chieti
123. Massimo Pallotta, Primo Tecnologo, Istituto Nazionale Fisica Nucleare

124. Antonio Panebianco, Ingegnere
125. Giuliano Panza, Professore di Sismologia, Università di Trieste, Accademico dei Lincei e dell'Accademia Nazionale delle Scienze, detta dei XL, vincitore nel 2018 del Premio Internazionale dell'American Geophysical Union
126. Prof. Andrea Pardini PhD, University of Florence
127. Antonio Pasculli, Ricercatore di Geologia Applicata, Università di Chieti-Pescara
128. Ernesto Pedrocchi, Professore Emerito di Energetica, Politecnico di Milano
129. Davide Peluzzi, Ambasciatore del Parco Nazionale del Gran Sasso e dei Monti della Laga nel Mondo nel 2017
130. Corrado Penna, Docente di Matematica
131. Enzo Pennetta, Professore di Scienze Naturali e Divulgatore Scientifico
132. Gianni Pettinari, Impiegato Amministrativo, Fondatore del gruppo Facebook: "Falsi allarmismi sul riscaldamento globale"
133. Alessandro Pezzoli, Ricercatore Universitario e Professore aggregato in Weather Risk Management, Politecnico di Torino e Università di Torino
134. Tommaso Piacentini, Professore di Geografia Fisica e Geomorfologia, Università di Chieti-Pescara
135. Stefano De Pieri, Ingegnere Energetico e Nucleare
136. Paolo M.J. Pilli, Pensionato
137. Massimo Pilolli PhD Physics, Physicist, Meteorologist, Teacher
138. Mirco Poletto, Geologo libero professionista, registered at 'Ordine dei geologi del Veneto'
139. Andrea Pomozzi, Presidente Associazione Piceno Tecnologie
140. Guido Possa, Ingegnere Nucleare, già Viceministro del Ministero dell'Istruzione, Università e Ricerca con delega alla Ricerca
141. Alfonso Pozio PhD, Senior Researcher, ENEA CR Casaccia, Rome
142. Giorgio Prinzi, Ingegnere, Direttore Responsabile della Rivista "21mo Secolo Scienza e tecnologia"
143. Franco Prodi, Professore di Fisica dell'Atmosfera, Università di Ferrara
144. Franco Puglia, Ingegnere, Presidente CCC, Milano
145. Francesca Quercia, Geologo, Dirigente di Ricerca, Ispra
146. Nunzia Radatti, Chimico, Sogin
147. Arnaldo Radovix, Geologo, Risk Manager in Derivati Finanziari
148. Maurizio Rainisio, Mathematician, Lifetime career in Clinical Development and Epidemiology
149. Mario Luigi Rainone, Professore di Geologia Applicata, Università di Chieti-Pescara
150. Mario Rampichini, Chimico, Dirigente Industriale in Pensione, Consulente
151. Arturo Raspini, Geologo, Ricercatore, Istituto di Geoscienze e Georisorse (IGG), Consiglio Nazionale delle Ricerche, Firenze
152. Renato Angelo Ricci, Professore Emerito di Fisica, Università di Padova, già Presidente della Società Italiana di Fisica e della Società Europea di Fisica, Movimento Galileo 2001
153. Marco Ricci, Fisico, Primo Ricercatore, Istituto Nazionale di Fisica Nucleare
154. Renzo Riva, Comitato Italiano Rilancio Nucleare (C.I.R.N.), Buja
155. PierMarco Romagnoli, Ingegnere, Milano
156. Vincenzo Romanello, Ingegnere Nucleare, Ricercatore presso il Centro di Ricerca Nucleare di Rez, Repubblica Ceca
157. Piergiorgio Rosso, Ingegnere Chimico
158. Stefano Rosso, Insegnante di Geografia, Storia e Italiano, Scuola Secondaria, Modena
159. Alberto Rota, Ingegnere, Ricercatore presso CISE ed ENEL, Esperto di Energie Rinnovabili
160. Ettore Ruberti, Ricercatore ENEA, Docente di Biologia Generale e Molecolare
161. Giancarlo Ruocco, Professore di Struttura della Materia, Università di Roma La Sapienza
162. Sergio Rusi, Professore di Idrogeologia, Università di Chieti-Pescara
163. Massimo Salleolini, Professore di Idrogeologia Applicata e Idrogeologia Ambientale, Università di Siena
164. Nicola Scafetta, Professore di Fisica dell'Atmosfera e Oceanografia, Università di Napoli
165. Emanuele Scalcione, Responsabile Servizio Agrometeorologico Regionale ALSIA, Basilicata

166. Nicola Sciarra, Professore di Geologia Applicata, Università di Chieti-Pescara
167. Francesco Sensi, Generale di Divisione Aerea (R)
168. Massimo Sepielli, Direttore di Ricerca, ENEA, Roma
169. Leonello Serva, Geologo, Accademia Europa delle Scienze e delle Arti, Classe V, Scienze Tecnologiche e Ambientali, già Direttore Servizio Geologico d'Italia
170. Roberto Simonetti, Geologo, R&D c/o Azienda S.I.I.
171. Elio Sindoni, Professore Emerito dell'Università di Milano Bicocca
172. Enzo Siviero, Professore di Ponti, Università di Venezia, Rettore dell'Università e-Campus
173. Rinaldo Sorgenti, Deputy Chairman of ASSOCARBONI
174. Ugo Spezia, Ingegnere, Responsabile Sicurezza Industriale, Sogin, Movimento Galileo 2001
175. Luigi Stedile, Geologo, Centro di Ricerca Previsione, Prevenzione e Controllo Rischi Geologici (CERI), Università di Roma La Sapienza
176. Emilio Stefani, Professore di Patologia Vegetale, Università di Modena
177. Flavio Tabanelli, Fisico
178. Maria Grazia Tenti, Geologo
179. Umberto Tirelli, Visiting Senior Scientist, Istituto Tumori d'Aviano, Movimento Galileo 2001
180. Giorgio Trenta, Fisico e Medico, Presidente Emerito dell'Associazione Italiana di Radioprotezione Medica, Movimento Galileo 2001
181. Roberto Vacca, Ingegnere e Scrittore Scientifico
182. Gianluca Valensise, Dirigente di Ricerca, Istituto Nazionale di Geofisica e Vulcanologia, Roma
183. Prof. Paolo Sebastiano Valvo PhD - Associate Professor of Solid and Structural Mechanics, University of Pisa
184. Corrado Venturini, Professore di Geologia Strutturale, Università di Bologna
185. Flavio Vetrano, Honorary Professor of General Physics, DiSPeA, University Carlo Bo , Urbino
186. Benedetto De Vivo, Professore di Geochimica in Pensione dall'Università di Napoli, ora Professore Straordinario presso Università Telematica Pegaso, Napoli
187. Andrea Zaccone, Geologo, Dirigente Protezione Civile Regione Lombardia
188. Luigi Zanotto, Docente in Pensione
189. Franco Zavatti, Ricercatore di Astronomia, Università di Bologna
190. Antonino Zichichi, Professore Emerito di Fisica, Università di Bologna, Fondatore e Presidente del Centro di Cultura Scientifica Ettore Majorana di Erice



SCIENTISTS AND PROFESSIONALS FROM JAPAN

1. Masayuki Hyodo, Professor of Earth Science, Kobe University
2. Yoshihiro Muronaka, Professional Engineer, PE Office President, Energy & Environment
3. Mototaka Nakamura, Atmospheric and Oceanic Scientist (ScD in Meteorology, MIT)
4. Dr. Hiroshi L. Tanaka, Professor in Atmospheric Science, Centre for Computational Sciences, University of Tsukuba



SCIENTISTS AND PROFESSIONALS FROM KUWAIT

1. Mohammad A. AlKhamis, DVM, MPVM, PhD, Assistant Professor of Epidemiology, Department of Epidemiology and Biostatistics, Faculty of Public Health, Health Sciences Center, Kuwait University



SCIENTISTS AND PROFESSIONALS FROM MALAYSIA

1. Chris Schoneveld, Earth Scientist and Retired Shell Exploration Geophysicist



SCIENTISTS AND PROFESSIONALS FROM MALTA

1. Joseph Attard, Retired Scientist, PhD chemical engineering MSc Electronics Communication



SCIENTISTS AND PROFESSIONALS FROM MEXICO

1. Rubén Coronal Méndez, Master degree in Applied Economics, Industrial Engineer
2. Luis Frausto, Chemical Engineer
3. Armando Páez PhD, Urbanism, Expert in Sustainability and Energy Transitions
4. Victor Manuel Velasco Herrera PhD, Space Engineer



SCIENTISTS AND PROFESSIONALS FROM NAMIBIA

1. Dr Simon Idris Beshir, Cardiologist, currently involved in Green Project in Kalahari Desert



SCIENTISTS AND PROFESSIONALS FROM THE NETHERLANDS

1. *Prof. Dr. Ir. Guus Berkhout, Emeritus Professor of Geophysics, Delft University of Technology, Member of the Royal Netherlands Academy of Arts and Sciences; WCD Ambassador*
2. *Dr. Cornelis le Pair, Physicist, Former CEO Physics & Technology Research Organisations; WCD Ambassador*
3. Jan H. Akkerman MSc, Structural Geology, worked 19 years with Billiton in Mining and Geology and the last 20 years with DGA van Akkerman Exploration BV
4. Maarten van Andel, Author of the 'Groene Illusie'
5. Jan Asselbergs, Mechanical Engineer who started his career with IHC. Since 1990 he is active in revitalizing medium sized companies
6. Dries Ausems MSc, Earth Sciences, Lifetime Experience as Geologist in the Geo-Energy Industry
7. René Bakers, Former Lawyer and Attorney Liability and Insurance
8. Dr. Thomas W. Bakker, Lifetime Experience in the Geo-energy Industry, Founder and former (or retired) CEO of Well Engineering Partners BV
9. Robert Becht, Lifetime R&D Experience in Water Management with emphasis on water management in East Africa
10. Frans van den Beemt, Nuclear Physicist, Former Program Director Technology Foundation STW
11. Drs. A (Toine) J. A. Beukering, Bgen (b.d.), Member of the Provincial Council of Zuid Holland, Member of the Senate (Eerste Kamer) of the Dutch Parliament (the States General)
12. Jim van Beusekom, Retired Captain B747-400 with KLM, 35 years observational knowledge of the Earth's atmosphere
13. Maarten Biesheuvel MSc and PhD Chemical Technology, University of Twente, Senior Scientist Chemical Engineering and Water Technology, Wetsus
14. Andre Bijkerk, Retired Officer Royal Dutch Air Force, now Climate Researcher
15. Dr. Frans Bijlaard, professor-emeritus steel constructions, TU Delft
16. Dr. Ruud Binnekamp Msc. Integral Design and Management, teacher and researcher in design and decision systems at TU Delft
17. Peter Bloemers, Emeritus Professor of Biochemistry, Radbout University, Nijmegen
18. Albert F.T. de Booij †, Founder Speakers Academy Int. BV, Founder en CEO World of Consciousness.com
19. Hans Bouman MSc, Chemistry, Professional in Production Technology and Asset Management
20. Dr. Ir. Arnold Bovy, retired, former Director Energy Transmission Company MEGALIMBURG
21. Ben Braam Msc in Physics, lifetime career in space instrumentation
22. Paul M.C. Braat, Emeritus Professor of Pulmonary Physics, University of Amsterdam
23. Solke Bruin, Emeritus Professor of Product-driven Process Technology, University of Eindhoven and Former Member Management Committee Unilever Research, Vlaardingen
24. Dr. Theo Claassen, Aquatic Ecologist
25. Paul Cliteur, Professor of Legal Sciences, Member of the Senate of The Netherlands
26. Albert J.H.G. Cloosterman, Retired Chemical Engineer, Publicist on Climate and Cosmological Matters
27. Charles Coleman, former executive Olivetti Group International
28. Marcel Crok, Climate Researcher and Science Journalist

29. Gerhard Diephuis MSc, Geosciences, specialized in Geophysics, Lifetime Experience in the Geo-Energy Industry, Guest Lecturer TU Delft
30. Henck van Dijck, Sculptor, designer and innovator
31. David E. Dirkse, Former Computer Engineer and Teacher Mathematics
32. Dr. Tjibbe Dokter MBA, Expert in Scenario Analysis and Risk Assessment, retired from AkzoNobel
33. Marco Draaisma, ICT Process Coördinator
34. Vincent van Driel, MSc Mechenical Engineering TU Delft, Design and Construction of gas/oil processsing plants, Retired
35. Dr. Jan W. Drukker, Emeritus Professor Industrial Design Delft University of Technology, University of Twente and (Visiting Professor) Tsinghua University (Beijing PRC). Elected Member Regional Parliament of the Dutch Province Drenthe
36. Arjan Duiker, Process Technologist at Tata Steel, specialist on Thermodynamics and Fluid Mechanics
37. Louw Feenstra, Emeritus Professor Erasmus University and Philosopher, Rotterdam
38. Arnold Fellendans, Physics at TU Delft, 40 years at Unilever (retired), www.omdeaarde.nl
39. Frans Galjee, Mechanical Engineer, Retired Researcher at ECN
40. Jan van Gils, Teacher in Physics
41. Henk Goemans MSc, Geosciences, specialized in Reservoir Engineering
42. Frans H Gortemaker, Former Vice president Unilever Global R&D
43. W. J. Evert van de Graaff, Consulting Geologist, 50+ years Global Experience
44. Ton J.T. Grimberg, Oil & Gas Professional, Finance Adviser
45. Katharina Grimm Msc Agroecology and Sustainable Food Systems, Project Leader energy transition at the municipality of Epe
46. Kees de Groot, Former Director Upstream Research Lab. Shell
47. Paul de Groot PhD, Geoscience, Manager dGB Earth Sciences
48. Lex A. van Gunsteren, Marine propulsion expert, former director of Corporate Planning and R&D of the Royal Boskalis Westminster Group, former professor of Technology at TU Delft and Erasmus University
49. Leo Halvers, Former Director Billiton Research Arnhem and Former Director Technology Foundation STW
50. Hans Hamaker, University Degree in Phonetic Sciences, expert in biomechanics of speech, supporter of plasma cosmology, former wireless communication officer
51. Maarten Hardon BSc, Civil Engineering, Lifetime Experience in Offshore Industry, Director Venty BV
52. Eduard Harinck, Former Logistics Expert, Nedlloyd Group/KPMG Consulting
53. Godard Hazeu MSc, Geoscciences, specialized in Geology, past Technical Director of the Dutch State Oil and Gas Company EBN
54. Edward Heerema Msc in Civil Engineering TU Delft, President of Allseas, worldwide active in offshore pipelaying and platform lifting
55. J.R Hetzler, Retired WUR Engineer Forestry Economics
56. Dr. Tom van der Hoeven, Energy Transport Modeling Expert
57. Dr. Martijn Hoevenaar, Independent Researcher, Physics, Education, Medicine
58. Jan F. Holtrop †, Emeritus Professor of Petroleum Engineering, Delft University of Technology
59. Hans Hombroek MSc, Geoscience, Lifetime Experience in the International Geo-Energy Industry
60. Tom Hoornstra, Air-conditioning Engineer
61. Jan Horstink, Earth Scientist, Exploration Projects Oil & Gas ME & FE
62. A. Huijser, Physicist and Former CTO Royal Philips Electronics
63. Jan de Jager, emeritus professor Geology (VU University Amsterdam, University of Utrecht)
64. Jan C. de Jong Msc Process Engineering TU Delft, expert in energy-and thermal process engineering, lifetime career in the oil and gas industry
65. Jan de Jong, former director Sampo Industrial Insurance NV. Benelux and Electrorisk Verzekeringsmaatschappij N.V.
66. Wouter J. Keller, Emeritus Professor of Statistical Methods, Former Member Board of Directors, Central Bureau of Statistics (CBS)
67. Jacques van Kerchove, Economist and Marketeer, Former CFO Rabobank, now Climate and Environment Researcher

68. Henri G. Kerkdijk-Otten, Msc History, University of Nijmegen (graduated in 1998), Founder and chairman of Restoring Africa's Wildlife Foundation, Founder and former chairman (until august 2017) of True Nature Foundation https://truenaturefoundation.org/
69. Rob de Kok, Principal Geophysicist, researching Influence of CO2 on Atmospheric Temperatures
70. Hans Kolmschate, Chemical Engineer, University of Twente
71. Henk de Koning MSc, former Principal Management Consultant Atos Consulting with specialisation Logistics, IT and Information Security
72. Rob W.J. Kouffeld †, Emeritus Professor of Energy Conversion, Delft University of Technology
73. Hans H.J. Labohm, Former Expert Reviewer IPCC
74. Arjan Lenoir, MSc Industrial Sciences
75. B.G. Linsen, Former Director Unilever Research Vlaardingen
76. Jaap M. van Luijk, Msc. Petroleum Engineering, lifetime experience in the international geo-energy industry
77. Pieter Lukkes, Emeritus Professor of Economic and Human Geography, University of Groningen
78. Hugo Matthijssen, Former Teacher Meteorology, now Publicist on Climate Matters
79. Leo D. Minnigh, retired scientist in structural geology, lecturer/speaker for non-professionals
80. Dr. Rob Mooij, PhD in Nuclear Physics at University of Utrecht, MS Computer Science at Drexel University, Philadelphia, Retired as Medical Physicist from University of Pennsylvania
81. Ir. J.M. Mulderink, Former General Director Akzo-Nobel
82. Rob Nijssen, Radar Engineer and Publicist on Climate Matters
83. Rutger van den Noort PhD, Advisor in Innovation Processes, CEO Newcalf
84. Dr. Chris Oldenhof PhD in Photochemistry, Retired from the Dutch chemical company DSM
85. Peter Oosterling, Former Scientist E & P Shell, now active as Climate Researcher
86. Daan Osinga, Geologist
87. Kees Pieters, Mathematician, Former Operational Research and ICT manager at Shell
88. Robert J van der Plas MSc Applied Physics, MSc Development Studies, Sustainable Energy Management and Development Specialist
89. Reynier Pronk, Former IT Manager, Accredited Project Management Consultant and Trainer
90. Paul Ras Msc Geophysics TU Delft, Geophysical Consultant, climate realist
91. Ir B. Peter Rauwerda Msc. in nuclear engineering, TU Delft
92. Louis M.P.T. van den Reek, PharmD, Member of 'De Groene Rekenkamer'
93. Jan C. Reinoud, retired CEO Dutch chain of Supermarkets
94. A.G. Reitsma, MSc in Social technology, planned change (University of Groningen 1978) Social Technician
95. Kees Remi, Electrical Engineer, lifetime experience in Energy Distribution and Industrial Automation
96. Joseph Reynen, Finite Element Modeling Expert, Retired from EU Joint Research Centre in Ispra, Emeritus Associate professor TU Delft
97. G.T. Robillard, Emeritus Professor of Biochemistry and Biophysics
98. Jaap Romijn Msc in Civil Engineering TU Delft, lifetime experience in water management projects
99. Kees Roos, Emeritus Professor of Optimization Technology, Delft University of Technology
100. Rutger van Santen, Emeritus Professor of Anorganic Chemistry and Catalysis, Former Rector Magnificus, Eindhoven University
101. Don Schäfer, Former Director Shell Exploration & Production and New Business, Shell
102. Juleon Schins PhD in Molecular Physics, specialist in near infrared spectroscopy
103. Dr. Rob Schoevaart, Biocatalist, Co-founder and Managing Director of ChiralVision, being specialised in making chemical processes greener
104. Frans Schrijver, Strategy Consultant and Climate Publicist
105. Bert Sigmond, Geologist, Founder of EuGeNe Company in Geothermal Energy
106. Hendrick Smit, Chemical Engineer, specialised in Environmental Instrumentation
107. Jos de Smit, Emeritus Professor of Stochastic Operations Research and Former Rector Magnificus of the University of Twente

108. Barend-Jan Smits, Geologist, Former Director of Wintershall Nederland, BASF Group
109. Jack van Soest BSc, Geography teacher (retired)
110. Dr. Engel van Spronsen PhD in Physics, Lifetime career in Shell as researcher, reservoir engineer, and technical manager. After Shell he also worked for Maersk OiI, IMPaC Engineering, and Eneco
111. Albert Stienstra †, Emeritus Professor of Computer Simulation and Micro-Electronics, Delft University of Technology
112. P.J. Strijkert, Former Member Board of Directors of DSM, Delft
113. Hans van Suijdam, Former Executive Vice President Research and Development DSM
114. Dick Swart, MSC; worldwide drilling expert, lifetime of experience in the geo-energy industry
115. Dr. Harry C. M. de Swart, Emeritus Professor of Logic and Language Analysis, University of Tilburg and Erasmus University Rotterdam, Author of the book 'Philosophical and Mathematical Logic'
116. Peter van Toorn, Former Research Geophysicist Shell
117. Fred Udo, Emeritus Professor of Nuclear Physics, Vrije Universiteit Brussels
118. Ir. Arnold Uijlenhoet, retired electrical engineer with degree from Technical University Delft and postgraduate studies at the University of Pittsburgh (U.S.A). Lifetime international experience in power generation, transmission, and distribution
119. Maarten Vasbinder MD, specialized in prion theories and practice
120. J.F. van de Vate, Former Director ECN, Petten, Former UN Delegate IPCC
121. Jan Verheij, Retired Scientist Applied Physics at TNO Delft, Emeritus Professor of Noise Control Engineering at Eindhoven University of Technology
122. Hans Verschuur MSc, Geosciences, specialized in Mining
123. H. Verveer, Civil Engineer, lifetime experience in maritime infrastructure and building services
124. Jannes. J. Verwer, Former Director ECN and Former Chairman Supervisory Board State Owned Radio Active Waste Storage Facilities
125. Dr Koen Vogel, Geologist and Geostatistician, lifetime experience in numerical modelling, proficient in evaluating and developing global energy projects
126. Henk van der Vorst, Emeritus Professor of Numerical Mathematics, University of Utrecht
127. Bart Vos, Msc Petroleum Engineering, Lifetime of Experience in the Geo-energy Industry
128. Rob de Vos, Geographer and Editor of "Klimaatgek"
129. Henk de Vries, lifetime experience in organised crime, expert in digital forensics
130. Jaap van der Vuurst de Vries, Emeritus Professor of Petroleum Engineering, Former Dean Faculty of Applied Earth Sciences, Delft University of Technology
131. Dr. Jules de Waart PhD in Physical Geography, Exploration Geologist in Africa, Past-member of the Dutch Parliament, author of the book on Climate Change and Energy Transition "Don't believe everything"
132. Dr. André Wakker, energy expert, lifetime experience in nuclear energy, speaker and writer on energy transition
133. Karel Wakker, Emeritus Professor of Astrodynamics & Geodynamics, Delft University of Technology
134. Robert N. Walter MSc E.E., Member Advisory Board 'De Groene Rekenkamer'
135. Cyril Wentzel, Multi-Physics Engineer and Chairman of Environmental Think Tank 'Groene Rekenkamer'
136. Frans A. van der Werf, Master of Law, Owner of an International Business for Management, Consultancy and Finance
137. Dolf van Wijk, Formerly AkzoNobel Environmental Research Laboratory and Former Executive Director Cefic-Euro Chlor, Brussels
138. Jaap Wijsman, Mechanical Engineer, active in the offshore industry
139. Jan Winkel MSc, Chemical Engineering, specialization in Natural Gas Projects, Lifetime Experience in the Geo-Energy Industry
140. Theo te Winkel, Geo Scientist and International Health Care Specialist
141. W.J. Witteman, Professor of Applied Physics and CO2 Lasers, University of Twente
142. Dr. Hans Wolkers PhD in Dierfysiologie en natuurbeheer en ruim 20 jaar onderzoekservaring, onder andere in arctische ecotoxicologie, nu actief als wetenschapsjournalist en universitair docent in 'Schrijven over Wetenschap'
143. Theo Wolters, Chairman Environment, Science & Policy Foundation, Co-founder 'Groene Rekenkamer' and 'Climategate.nl'

144. Govert Zijderveld, MSc Mining Engineering, Consultant for all Drilling, Mining and Naval Engineering activities
145. Dr. E.J. (Ed) Zuiderwijk, Retired Astrophysicist and Data Manager
146. Diederik Zwager MSc Petroleum Engineering, CEO Air Drilling Associates



SCIENTISTS AND PROFESSIONALS FROM NEW ZEALAND

1. *Barry Brill OBE, Previously Minister of Science and Techology; WCD Ambassador*
2. Deborah Alexander, Agricultural Scientist
3. Jock Allison, Retired Agricultural Scientist, Ministry of Agriculture
4. Paul A. Catchpole, Qualified Land Surveyor & Fellow of New Zealand Institute of Surveyors, Retired Ex Commissioner of the New Zealand Environment Court
5. Roger High Dewhurst, Retired, Geologist/Hydrogeologist
6. Terry Dunleavy † MBE, Co-Founder (2006) and Honorary Secretary New Zealand Climate Science Coalition
7. Geoffrey. G. Duffy, Professor Emeritus, University of Auckland
8. Doug Edmeades, Managing Director agKnowledge Ltd.
9. Professor Michael J Kelly, MA, PhD, SCD, MAE, Emeritus Prince Philip Professor of Technology at the University of Cambridge, Fellow of the Royal Society, Fellow of the Royal Academy of Engineering, Fellow of the Institute of Physics, Fellow of the Institution of Engineering and Technology, Senior Member of the Institute of Electronic and Electrical Engineering
10. Joe Fone, CAD Engineer, Enatel Ltd.
11. Gary Kerkin, Retired Chemical Engineer, Upper Hutt. Executive member New Zealand Climate Science Coalition
12. Brian Leyland, Power Systems Engineer and Experienced Renewable Energy Specialist
13. Gerrit J. van der Lingen, Geologist and Paleoclimatologist, New Zealand, Author of the Book "The Fable of Stable Climate"
14. Dr. John Maunder, Climate Scientist, President of the WMO Commission for Climatology 1989-1996
15. Dr Richard Reaney, Climate Researcher, Post Graduate Qualification in Antarctic Studies, University of Canterbury New Zealand
16. Darag S. Rennie MBChB, Lifetime explorer of truth
17. John Scarry ME (Civil), Structural Engineer, Member of the New Zealand Climate Science Coalition
18. John Sexton, Member of the New Zealand Climate Coalition
19. David Shelley, Emeritus Associate Professor Geology and latterly Dean of Postgraduate Studies, University of Canterbury, Christchurch
20. David Steward, Electronic Engineer, Supporter of truth seeking in climate change
21. Philip Strong, Science Research Leader & Member of the New Zealand Climate Coalition
22. Richard Treadgold, Executive Member NZ Climate Scienc Coalition, Convenor Climate Conversation Group
23. Ian Wright, Professional Geologist



SCIENTISTS AND PROFESSIONALS FROM NORWAY

1. *Ivar Giaever, Nobel Laureate Professor, Nobel Prize Winner in Physics, Emeritus Professor of the Rensselaer Polytechnic Institute, Chief Technology Officer of Applied Biophysics Inc., Fellow of the American Physical Society; Honorary WCD Ambassador*
2. *Jan-Erik Solheim, Professor Emeritus Astrophysics, University of Tromsø – The Arctic University of Norway; WCD Ambassador*
3. Gunnar Abrahamsen, Professor Emeritus Soil Science, University of Life Sciences
4. Knut Åm, retired geoscientist, holding positions at the Geological Survey of Norway, the Norwegian Petroleum Directorate, Statoil (R&D Manager), several positions with Phillips Petroleum Company both in Norway and the United States and adjunct Professor of Geophysics at the University of Bergen, Norway. Knut Åm is Honorary member of The Norwegian Academy of Technological Sciences
5. Egil Bergsager MSc of UCLA, and also University of Oslo, Petroleum Geologist, Director Norwegian Petroleum Directorate, President Rogaland Science Park. Board member of many advanced technology companies

6. Stein Sorlie Bergsmark, Phycisist, Former Head of Renewable Energy Studies Programmes, University of Agder
7. Einar R. Bordewich, multidiscipline Engineering
8. Dr. Hans Borge, Associate Professor in Mathematics, University of Stavanger
9. Reidar Borgstrøm, Professor Emeritus in Fishbiology and Nature Conservation, University of Life Sciences
10. Ole Henrik Ellestad, Physical Chemist. Former Research Director and Professor in Petrochemistry at the Centre for Industrial Research and University of Oslo. Former Managing Director of Norwegian Computer Centre. Former Division Director of Norwegian Research Council. Previous Chairman of the Board, Klimarealistene
11. Jon Gulbrandsen PhD, Biologist, Associate Professor NOFIMA and NOAA (USA)
12. Arve Gleissner Gustavsen, Msc in Cybernetics, Lifelong Experience in Design and Engineering
13. Rögnvaldur Hannesson, Professor Emeritus, Norwegian School of Economics
14. Geir Hasnes, Adjunct Associate Professor, Institute of applied Cybernetics, Norwegian University of Science and Technology
15. Martin Torvald Hovland, Geophysical and Geological Advisor, Former Lecturer at University of Tromsø
16. Ole Humlum, Professor Emeritus in Physical Geography, University of Oslo
17. Morten Jødal †, Biologist, Former Employee of the Norwegian Research Council and the Centre for the Development and Environment at the University of Oslo
18. Dr. Ing. Hans Konrad Johnsen, Dr. Ing.
19. Olav Martin Kvalheim, Emeritus Professor, Chemistry, Bergen University
20. Arnfinn Langeland, Professor Emeritus Biology, Norwegian University of Science and Technology
21. Mikael Lindgren, MS Applied Phyics and electronics, PhD Chemical Physics, Prof Applied Physics (Optics) and Biophysics (spectroscopy)
22. Willy Nerdal, Professor of Chemistry, University of Bergen
23. Johannes Oraug, Landscape Architect, Researcher for 11 years at the Norwegian Institute for Urban and Regional Research
24. Egil Pedersen, Dr. Eng. and Professor of Technology at UiT The Arctic University of Norway
25. Elen Roaldset, Emertitus Professor in Geology, University of Oslo, Former Director of Natural History Museum Oslo, Professor at Norwegian University of Science and Technology
26. Ulf Torgny Rock, Master of Chemical Engineering, Norsk Hydro
27. Håkon Gunnar Rueslåtten, Geological Researcher, Trondhheim
28. Tom V. Segalstad, Associate Professor Emeritus of Geochemistry, University of Oslo
29. Einar Sletten PhD, Professor in the Dept of Chemistry, University of Bergen
30. Jørgen Stenersen, Professor Emeritus Eco-Toxicology, University of Oslo



SCIENTISTS AND PROFESSIONALS FROM PARAGUAY

1. Albrecht Glatzle, Retired Director Research of INTTAS (Iniciativa para la Inverstigación y Transferencia de Tecnología Agraria Sostenible)



SCIENTISTS AND PROFESSIONALS FROM THE PHILIPPINES

1. Melanchthon Bernil, Professional Chemical Engineer



SCIENTISTS AND PROFESSIONALS FROM POLAND

1. Marek Boinski, Chairman of the National Section of Energy Workers' Union NSZZ
2. Zbigniew Gidzinski, Advisor to the Chairman of the Silesian Region of the Solidarity Union in charge of the climate policy as well as a former Secretary of the National Energy Security Team of the Chancellery of the President of Poland
3. Jaroslaw Grzesik, Chairman of the National Secretariat of Mine and Energy Workers' Union NSZZ
4. Dominik Kolorz, Chairman of the Slasko-Dabrowski Region of NSZZ



SCIENTISTS AND PROFESSIONALS FROM PORTUGAL

1. Demétrio Carlos Alves, Chemical Engineer, specialized in Processes and Systems, Postgraduate in Legal Issues of Urban Planning, University of Lisbon
2. Rui Cruz, Pharmaceutical Development Scientist, PhD In Chemical and Biological Engineering (Material Science Focus for Solar Energy Applications)
3. Pieter IJzerman, entrepreneur in modern energy solutions and electric mobility
4. J.M.S. Martins, retired agrarian researcher
5. Pamela Matlack-Klein, Member of Portuguese Sea Level Project, USA
6. Dr. Peter Stallinga, Professor Associado com Agregação, Universidade do Algarve, Portugal, Faculty of Sciences and Technology, Department of Electronic Engineering and Informatics
7. João Tilly, Mechanical Engineer and Maths teacher



SCIENTISTS AND PROFESSIONALS FROM ROMANIA

1. Marius Bratu, Senior Meteorologist, short and medium range weather forecast



SCIENTISTS AND PROFESSIONALS FROM RUSSIAN FEDERATION

1. Habibullo Abdussamatov, Head of the Space Research Sector of the Sun, Pulkova Observatory RAS and Head of the Lunar Observatory Project on Monitoring of the Climate
2. Prof. Vladimir N. Bashkin, DrSc (biol), Professor in Biogeochemistry and Risk Assessment in Moscow State University, Cornell University, Seoul National University, Bangkok King Mongkut Technological University; vice-chairperson of WG of UN Convention on Long-Range Transboundary Air Pollution and PR in the Institute of Physico-chemical and Biological Problems of Soil Sciences RAS, Pushchino, Russia
3. Pavel Bizyukov PhD in Metallurgical Engineering, faculty member at Moscow State Institute of Steel and Alloys
4. Gleb I. Evgenev, Professor of Environment, Moscow State Technical University (MADI)
5. Vladimir G. Kossobokov, Chief Scientist, Professor Expert, Russian Academy of Sciences Past Vice-Chair, IUGG "GeoRisk" Commission (IUGG Commission on Geophysical Risk and Sustainability) Core Member, ISSO (International Seismic Safety Organization)
6. Eugene Nagibin, MA in Economics, CIR, Territorial Development and Management Consultant
7. Henni Ouerdane, Assistant Professor, Manager of the Energy Systems PhD Programme, Skolkovo Institute of Science and Technology, Moscow Region
8. Dr. Michael Petelin, professor of the University of Nizhny Novgorod, head researcher of the Institute of Applied Physics, Nizhny Novgorod



SCIENTISTS AND PROFESSIONALS FROM SAUDI ARABIA

1. Christopher M. Fellows Phd, physical chemist



SCIENTISTS AND PROFESSIONALS FROM SERBIA

1. Ivan Stefanovic, Curator of collection, Faculty of Mining and Geology, University of Belgrade



SCIENTISTS AND PROFESSIONALS FROM SINGAPORE

1. Andrew Frazer, offshore drilling, earth sciences and renewables
2. Dr. Lars Schernikau, Energy Economist, Entrepreneur & Author



SCIENTISTS AND PROFESSIONALS FROM SLOVENIA

1. Borut Bohanec, Emeritus Professor of Biotechnology, active to explain major missinterpretations of scientific discoveries
2. Ján Lakota MD, PhD molecular biology
3. Rafael Mihalič, Professor of Electrical Engineering, University of Ljubljana



SCIENTISTS AND PROFESSIONALS FROM SOUTH AFRICA

1. Rosemary Falcon, Emeritus Professor Clean Coal Technology Research Group at the University of Witwatersrand, Director Fossil Fuel Foundation
2. Dennis Shaun Garisch BSc (Civil) Eng, Professional Engineer registered with Engineering Council of South Africa (ECSA), over 30 years of practice, inclusive of many storm water management designs
3. Dr Hans Hofmann-Reinecke, nuclear physicist, author of several books "Grün und Dumm", articles an videos on global warming and alternative energies for the general public
4. Rob Jeffrey, Economic Risk Consultant: Senior Economist and Managing Consultant, leading expert in energy and electricity
5. Kelvin Kemm PhD, Nuclear Physicist, CEO Nuclear Africa, Pretoria
6. Dr. John Ledger PhD, Visiting Associate Professor at the University of the Witwatersrand, Energy and Environmental Consultant, Consulting Editor, Freelance Writer, Editor and Lecturer
7. Prof. Richard Meissner, Associate Professor, Department of Political Sciences, University of South Africa
8. Don Mingay, Retired Professor of Nuclear Physics
9. Dr. Henrique J.S. de Barros Pinheiro, Geologist, Invited Associate Professor, Universidade Fernando Pessoa, Porto, Portugal
10. Professor Martin R. Sharpe, PhD from University of Exeter, retired Geologist, Geochemist, Analyst and Field Mapper at University of Pretoria, Founder of geological consulting and exploration companies in Southern Africa



SCIENTISTS AND PROFESSIONALS FROM SOUTH KOREA

1. *Dr. Seok Soon Park, Professor of Environmental Science and Engineering, Ewha Womans University, Seoul, Founder of the Climate Truth Forum; WCD Ambassador*
2. Zonghie Han, economist at Daegu University



SCIENTISTS AND PROFESSIONALS FROM SPAIN

1. *Blanca PargaLanda PhD, Modelling Expert, specialist in Environmental Law; WCD Ambassador*
2. Dr. Saúl Blanco, Associate Professor of Ecology at the University of León
3. Ferran Brunet, Professor on the European Economy, Unniversitat Autònoma de Barcelona
4. Maria Teresa Estevan Bolea, Ingeniero Laureado 2019 Royal Spanish Academy of Engineering. World Award 2018 In Engineering WFEO (World Federation of Engineering Organizations), National Prize in Industrial Engineering 2019.
5. José Carlos Gonzàlez Hidalgo, Professor of Physical Geography, teaching more than 20 years on Climatology and doing Research on the Topic, University of Zaragoza, Dep. Geografia
6. Antonio J. Huertas, Engineer with 35 years experience in Energy Politics and Operation, and Environmental Care
7. Isabel López García PhD on Chemical Engineering, Assistant Professor of Physical Chemistry and applied Thermodynamics , University of Córdoba
8. Alexander Keith Martin PhD Geology and Geophysics, Consultant geologist
9. Antonio Jesús Muñoz Cobo Doctor in Environmental Sciences from the University of Jaén member of the research group TEP-233 (Environmental Technologies) of the Department of Chemical, Environmental and Materials Engineering
10. Luis Pomar, Emeritus Professor of the University of the Balearic Islands, Spain, Sedimentologist specialized in the study of Carbonate Rocks which the Impact of CO_2 and Paleoclimate are essential to understand the origin of these rocks
11. Javier Vinós PhD, Scientist and independent climate researcher
12. Wynn Williamson, co-founder and managing partner of real estate developer BWRE



SCIENTISTS AND PROFESSIONALS FROM SWEDEN

1. *Ingemar Nordin, Emeritus Professor Philosophy of Science, Linköping University; WCD Ambassador*

2. Michael Andersson Bsc in biology, medical doctor, retired Chief Medical Officer at a battalion of the Swedish Airforce
3. Leif Åsbrink PhD, Technology at KTH in Molecular Physics, Stockholm
4. Sture Åström MSc, Technology, Professional in Climate Issues, Secretary of the Swedish Network Klimatsans
5. Erik Axelkrans MSc in physics and physical oceanography, University of Gothenburg
6. Rolf Bergman, Emeritus Professor of Physical Chemistry, Uppsala University
7. Dr. Lars Bern, Member of The Royal Swedish Academy of Sciences, Retired CEO in Incentive AB
8. Joakim Blomqvist, Sr. Design Manager for design and energy solutions within a larger construction company
9. Magnus Cederlöf, Software Specialist, Stockholm
10. Tore Dalväg Msc, Physics, Research Engineer in Hydrodynamics and Thermodynamics, Senior Advisor in Environmental Standards, Author of 'CO_2 a source of life or a threat'
11. Hans Eklund PhD, Technology, Acting Professor at the Department of Laser-and Electro-optics, Chalmers University of Technology, Gothenburg
12. Per-Olof Eriksson, Physicist, Former CEO of Sandvik Group
13. Dr. Anders Flodin PhD, Mechanical Engineering, NC, USA
14. David D. Gee, Professor Emeritus Orogen Dynamics, Uppsala University
15. Anders Grufman MSE, MA Economics, Industrial and Environmental Economics
16. Jan Hagberg PhD, Statistics, Stockholm
17. Björn Hammarskjöld MD, PhD in Biochemistry, Assistant Professor in Pediatrics
18. Lars Hässler PhD, Rock and Soil Mechanics, Bsc Chemistry and Biology, MSc Civil Engineering
19. Eilif Hensvold PhD, Mathematics, Associate Professor of Mathematics (Retired), Simulation of Large-scale Industrial Systems, Uppsala University, Luleå Technical University
20. Gunnar Holmgren PhD, Space Physics, Retired Head of Dept. of Engineering Sciences, Uppsala University
21. Mats Janson MSc, Electrical Engineering, KTH Royal Institute of Technology, Stockholm
22. Hans Jelbring, Climate Researcher
23. Göran Johansson, Specialist in Energy Systems
24. Claes Johnson, Emeritus Professor of Mathematics at Royal Institute of Technology, Stockholm
25. Gunnar Juliusson, Professor of Hematology, Lund University, Senior Consultant, Skåne, University Hospital, Lund
26. Sten Kaijser, Emeritus Professor of Mathematics, Uppsala University
27. Johnny Kronvall Mah, Emeritus Professor in Building Physics, Malmö University and Lund University
28. Lars E. Linder, Associate Professor of Medicine, Gothenburg
29. Rune Lundgren MSc, Helsinki University of Technology, Energy System Expert
30. Johan Montelius, Associate Professor of Computer Science at the Royal Institute of Technology, Stockholm
31. Jacob Nordangård PhD, Technology and Social Change at the University of Linköping, Researcher on Climate Change History
32. Gabriel Oxenstierna PhD, retired, currently author for Klimatupplysningen.se
33. Gösta Pettersson, Emeritus Professor in Biochemistry, University of Lund
34. Marian Radetzki, Emeritus Professor of Economics, Luleå University of Technology
35. Mats Rosengren, Mathematics, Space Flight Trajectory Specialist
36. Torsten Sandström, Professor Emeritus, Department of Law, University of Lund
37. Rabbe Sjöberg PhD, Geology, Member of Paleogeophysics & Geodynamics Institute
38. Peter Stilbs, Emeritus Professor of Physical Chemistry, Royal Institute of Technology (KTH), Stockholm
39. Prof. Jan-Olov Strömberg, Emeritus Professor of Mathematics at Royal Institute of Technology, Stockholm
40. Tege Tornvall, Member of Klimatrealisterna and of its election committee, active in network Klimatsans
41. Lars H. Thylen, Professor Emeritus in Photonics, Dept. of Theoretical Chemistry and Biology, Royal Institute of Technology, Stockholm, specializing in Low Power Nanophotonics Technology

42. Gösta Walin, Proffessor Emeritus in Oceanography at Univerity of Gothenburg
43. Elsa Widding, Consultant, Author on Climate Change, Stockholm
44. Lech Wosinski, Researcher Emeritus, Associate Professor, Royal Institute of Technology, Stockholm
45. Örjan Wrange PhD, Emeritus professor in Molecular Genetics



SCIENTISTS AND PROFESSIONALS FROM SWITZERLAND

1. Dr. Denis Bednyagin, researcher specialised in integrated (Energy-Economy-Environment) assessment modelling
2. Thomas Binder, Cardiologist and Internist
3. Majed Chergui, Emeritus Professor of Chemistry and Physics
4. Helmut Elben PhD in Physics, working as Strategy, Technology and IT Consultant
5. Dr. Michael Esfeld, full professor of philosophy of science, University of Lausanne
6. Ferruccio Ferroni, Dipl.Ing. ETH, Energy Consultant
7. Rene Funk, Software engineer, specialized in Analysing Satellite, Sea and land Temperature
8. Werner Furrer MSc, Mathematics and Physics, President of the Climate Realistic Group in Switzerland
9. Christian Jacot, Pharmacist
10. Markus D. Knecht, chemist, 15 years research on climate change
11. Joseph Ongena, Member of the Permanent Monitoring Panel for World Energy, World Federation of Scientists, Geneva
12. Dr. Jean-Claude Pont, Dr. Math., Emeritus Professor of The History of Philosophy of Sciences, University of Genève
13. Dr. Franz-Karl Reinhart, Emeritus Professor of Physics, Lausanne
14. Claude Roessiger, Entrepreneur and Author of several Books on Organizational Management and Public Policy, Organiser and Chairman of the Portsmouth Conference 2018 on Climate Policies
15. Heinz Schmid, Dipl. Ing. Agr ETH, more than 10 years involement in climate science and climate communication
16. Dr. Ralf Lorenz Schmitt PhD in Chemistry, Product Manager
17. Thomas Stadler MSc in Physics, ETH Zürich, Geophysics, Specialty in Geothermics
18. Prof. Dr. Eric P. Verrecchia, Full professor at the University of Lausanne, Chair of Biogeochemistry at the Institute of Earth Surface Dynamics; expert in the terrestrial carbon cycle of the tropical and temperate zones
19. Dr. Eric Vieira retired PhD (organic chemistry), 27 years at Roche Pharmaceuticals (Principal Scientist)



SCIENTISTS AND PROFESSIONALS FROM TURKEY

1. Prof. Kerem Cankocak, Professor in Particle Physics at Istanbul Technical University
2. Ufuk Coscun, columnist at Milat Newspaper



SCIENTISTS AND PROFESSIONALS FROM UKRAINE

1. Vsevolod Lozitsky, DrSci, Astronomical Observatory of Taras Shevchenko National University of Kyiv, expert in area of solar physics, solar activity and magnetic field, as well as solar-terrestrial connections
2. Irina Vasiljeva CSc, Research Fellow at the Main Astronomical Observatory of National Academy of Science of Ukraine, research interests include solar physics



SCIENTISTS AND PROFESSIONALS FROM UK

1. *Christopher The Viscount Monckton of Brenchley, Peer of the Realm and Author of several reviewed papers on Climate; WCD Ambassador*
2. Neils C. Arveschoug, Geophysicist, Private start-up Oil E&P Company
3. Nigel Banks PhD Geology, Petroleum Geologist
4. Andrew P. Barker, Biological Chemist
5. John Anthony Barney, Retired Scientist and Technologist
6. Nik Bartley, Mechanical Engineer

7. Nigel Beckwith, professional graduate Podiatrist, Post Grad. in Sports Science, Post Grad. in Science Education
8. Alan Richard Belk, retired Mechanical Engineer with a 40+ year international career in energy, industrial gas and chemical industries
9. Roshan Bhunnoo, Mathematics and Statistics, former Climate Data Analyst at the Meteorological Office
10. Paul Binns, Former Research Geoscientist and Climate Researcher
11. David Bodecott, Geologist/Geophysicist, Fellow of the Geological Society of London
12. Dr. Richard Booth, retired Special Merit mathematician in the UK Civil Service
13. D.Q. Bowen, Emeritus Professor of Earth and Ocean Sciences, Fellow International Union for Quaternary Research, Cardiff University
14. Dr Phillip A. W. Bratby, Physicist, Member of the Institute of Nuclear Engineers, retired energy consultant
15. Michael Brown, Expert in Large Scale Thermal Fluid Dynamic Models
16. Paul Burgess, BSc, MSc, C.eng retures, Retired water resources engineer
17. Derrick Byford BSc (Hons) holder of 10 patents, previously Deputy Director Research & Statistics Inner London Education Authority
18. Gerry Byron BSc in Physics, MBA which included modules on statistical anylysis
19. Peter Cale, Solicitor, co founder and fund raiser for wave energy research project as Director of Staithe Energy Products (1988 1995)
20. George Carey, BSc Hons. Physics and Geology, Lifetime Physics teacher and amateur astronomer
21. Brian R. Catt, Physicist, Electrical Engineer, Retired, publishing papers on Energy and Climate Change
22. Arthur Champion, retired European Environmental Coordinator and CofE Diocesan Environmental Adviser
23. John Church, Earth Science Professional, Retired from Energy Sector
24. David Coe, MA(Oxon) in physics, Retired after a lifetime in industry working on gaseous absorption spectroscopy, Lead author of the paper “The Impact of CO2, H2O and Other Greenhouse Gases on Equilibrium Earth Temperatures”
25. John C.W. Cope, Professor of Geology, National Museum Wales, Cardiff
26. Richard Courtney, Retired Material Scientist, Expert Peer Reviewer of the IPCC
27. Chas Cowie, GDE Mining Engineering, Wits University, Retired IT Professional worked primarily in Mining and Logistics Industries
28. Dr. David Critchley, Senior Clinical Pharmacologist, mathematical modelling of complex systems
29. Michael Cross, Chemical Engineer
30. Peter Cunningham, Expert in Mathematical Modelling of Complex Physical Phenoma
31. Isabel Davies, Geophysicist and Entrepreneur
32. Dr Philip George Davies, Principal Lecturer in the Department of Computing and Informatics at Bournemouth University
33. Robert Davies BSc Airline pilot
34. Dr. Keith P. Dawson, Environmental and Agricultural Researcher
35. Jeremy Dawson, retired Chartered Engineer with a career in the oil and gas industries
36. John Dewey, Emeritus Professor of Geology at the University College Oxford, Distinguished Emeritus Professor University of California, Member of the US National Academy of Sciences, Fellow of the Royal Society
37. Howard Dewhirst FGS, Geologist, Initiator Open Letter to the Geological Society of London
38. James Dillon BSc Physics, DPhil Nuclear Physics, Former research physicist
39. Gregor Dixon FGS, Geologist, Former Member Geological Society of London
40. Peter Dorey BSc Physics, Senior Project Manager, (and unpaid educator & Climate Scientist)
41. Timothy (Tim) C. Duckworth, Retired Mechanical Engineer in the Oil & Gas industry, Senior Auditor in Management/Facility/HSE
42. Dr. Michael Earle, international earth scientist, energy professional, author
43. Dr. John S. Easterby, Retired Senior Lecturer in Biochemistry University of Liverpool, Research area: Protein chemistry, Enzymology, Metabolic Modelling
44. Roderick Paul Eaton, MBA FIET MCMI, Retired Consultant Energy Industry Analyst/ Management Consultant
45. Debra Eddy, Entrepreneur and Guest Lecturer in Business Management

46. Dr Andrew Edmonds, data scientist with a strong background in AI, past CTO of a publicly traded US tech company, currently CEO of a private US company, ThinkBase LLC
47. Peter Etherington-Smith, Geologist/Oceanographer, Coral Reef Researcher, MSc Petroleum Engineering (Imperial), life-time international experience in developing countries, retired from BG
48. Kevin Foo MSc, DIC, Dip. Met, AusIMM, IOM3, SME, Ch.Eng., President Tianshan Jade (UK) Ltd
49. Sean Galbally, Project Manager Water and Wastewater Systems
50. Kalghatgi Gauram PhD Aeronautical Engineering, Consultant Professor, 50 Years' experience in R&D in combustion, fuels and energy
51. Gil Gilchrist, Geophysicist
52. Alan Gill, Retired Engineer in South Wales
53. Peter Gill, Physicist, Ex Chair Institute of Physics Energy Group, Ex London Branch Chair & Fellow of EI
54. Paul R. Goddard, retired Professor of Radiology, University of the West of England
55. John D. Goss-Custard PhD Ecology, University of Aberdeen, Visiting Professor in the Department of Life and Environmental Sciences, Bournemouth University
56. Alastair Gray, retired geologist, 50 years in oil exploration, production and asset evaluation
57. Delphine Gray-Fisk, Former airline pilot, and parliamentary candidate for both the UK Independence Party and Brexit Party
58. Mick Greenway, specialized in Research and Development of Flight Control Systems for Modern Civil and Military Aircraft, Retired Head of Research and Development within a Multi-Million-Dollar Company
59. David P. Gregg, retired Unilever Research group leader and scientist, former visiting professor in control engineering, book author on studies of historical climate time series based on modern spectral analysis techniques
60. Brian Gregory, MA. in Natural Sciences, MSc. in Business Studies, Lifetime Career in the UK Chemical Industry, currently Policy Director of the Alliance of British Drivers
61. Jimmy Haigh, Independent Geological Consultant
62. Stephen Hardcastle, Retired Electronics Engineer, 10 years experience in the design of NDIR gas detectors, for gases including CFC's CO2, CH4 and N2O
63. Tim Harper, Geomechanics Consultant and Researcher, previous Recipient of the Royal Academy of Engineering MacRobert Award for Engineering Innovation
64. John Harrison, Former Chartered Physicist and Chartered Engineer
65. Ken Harrison, Retired Chartered Physicist
66. Peter Harvey, Project Manager – Renewable offshore wind industry
67. Raymond Hayes, BA (Lond) M.Litt (Oxon) FRGS Solicitor Hong Kong and England and Wales
68. Robert Heath, Retired Geophysicist, Honorary member of the Indian Society of Petroleum Geologists
69. Alex Henney, Formerly London Electricity Board, Consultant on Electricity Matters
70. Roger Higgs, DPhil (Oxon), Independent Geological Consultant, Geoclastica Ltd.
71. Tatiane Melchior Stefanello Hodson, Oceanographer, author, undertaking a Master's degree in International Public Policy at Queen Mary University of London
72. Dr Sinclair Holland, MBChB(Edin) Medical Doctor
73. Paul Homewood, Climate & Energy Policy Analyst
74. Keith H. James PhD, Consultant Geologist
75. Anthony Janio PhD in Physics, Independent Elected Councillor in Brighton and Hove
76. David A.L. Jenkins, Geologist, Director Hurricane Energy plc
77. Dr. Chris Jesshope, Emeritus Professor University of Amsterdam, Director Techne Consulting Ltd.
78. David Jessop C.Eng., M.I.C.E., lifetime career in the water industry
79. Robert Jones, BSc and PhD Mining Engineering, Director at Warwick Energy
80. Stephen Latimer Jones BA Chemistry, IT professional
81. Zana Juppenlatz, Consultant in environment, environmental law and sustainability, including renewable energy projects
82. John L.D. Kerr B.A. (Hons) in Environmental Science & Technology; B.Sc. (Hons) in Chemistry, active as Environmental Consultant
83. David A. Kirkwood MSc MIET, Professional engineer working in IT, Deputy Chairman of Reform UK Scotland

84. Geoffrey W. Lane, retired Marine Engineer and Technical Author
85. Roger Longstaff, Experimental Space Physicist and Company Director
86. Anthony Lowe BSc Hons Polymer Chemistry and Physics, Consultant Polymer Solutions
87. Peter Justin Lunt MSc Geology London, adjunct lecturer in geology (stratigraphy) at Universiti Teknologi Petronas and Shandong University of Science and Technology (SDUST) Qiangdao
88. Tom Mackay BSc, Geologist, Fellow of the Geological Society (FGS) of London
89. Chris MacKenzie MSc, Director and Geological & Environmental Consultant at Peak Minerals Ltd.
90. Stephen Martin, retired exploration geophysicist
91. CJ Matchatte-Downes, Geologist and Geochemist, particularly involved in studies about past Climates including Glaciation
92. William James McAuley MSc from Imperial College and an M.B.A. from Lehigh University, retired Chemical Engineer with a 40+ year international career in energy, industrial gas and chemical industries
93. Dr. Niall McCrae PhD in Mental Health
94. Krov Menuhin, Expert on ocean life, underwater filmmaker, professional diver, pilot and writer, explored the Earth's extremities, experiencing the oceans and the atmosphere first-hand
95. Geoffrey Middleton, Chartered Architect, Socal Science
96. Terence Mordaunt, Accomplished businessman, Self taught climate scientist mentored by Professor David Bellamy
97. Dr. William Morgan, Retired Clinician
98. Dr Ian Mortimore BSc, Phd, MB, BS, FRCP, retired Consultant Respiratory Physician in the NHS with research affiliations to Edinburgh and Newcastle Universities
99. Philip Mulholland, Geoscientist, Life time experience in the Geo-Energy Industry, co-author of the DAET climate model
100. Stuart Munro, Exploration Geologist and Geophysicist
101. Edward Nealon, Geologist Member of the Australian Institute of Mining & Metallurgy
102. Alex Nichols, BSc Geography, MSc Environmental Assessment, 27 years in sustainability consultancy, programmes and projects
103. Blair Nimmo, Electronic Engineer, working in Computer Networking and Optical Surface Metrology and Fibre Optics
104. Gerard O'Donovan, Entrepreneur, Business Owner, career in building international and multinational organisations
105. Michael John Oates, Geologist, Lifetime Experience in the Geo-Energy Industry, Fellow of the Geological Society of London
106. Peter Owen FGS, Fellow of the Geological Society of London
107. Jonathan R. Partington, Emeritus Professor of Mathematics, University of Leeds
108. Dennis Paterson, Geologist, Retired
109. Dr. James Petch, Physical Geographer, formerly Reader in Environmental Science at MMU and Head of Distributed Learning at the University of Manchester
110. Peter Phillips BSc Hons Mechanical Engineering, lifetime experience in the geo-energy industry
111. Graeme Phipps, geologist and geophysicist, Jersey Channel Islands
112. Dr. James Pindell, Geologist, specialised in plate tectonics and palaeographic evolution, Director of Tectonic Analysis Ltd (UK), Adjunct Professor at Rice University (USA)
113. Gerry A. Quinn, Research Scientist, Ulster University, lifetime career in microbiology, biochemistry and environmentalism
114. Clive Randle, Geologist, Fellow of the Geological Society of London
115. Michael J. Rath, Professional Forrester
116. Jonathan Charles Read, Honours degree in Physics from the University of Durham, member of the Institute of Physics (MInstP), Fellow of the Chartered Association of Certified Accountants (FCCA)
117. Dr. Colin Richard Reeves, Emeritus Professor of Operational Research, Expert in Mathematical Modelling
118. Ceri Reid, PhD Electrical and Electronic Engineering, Sonar Specialist
119. Steven Andrew Richards MSc, Retired Chartered Engineer, Retired Lecturer from Portsmouth University and Southampton Solent University
120. Michael F. Ridd, Geologist, Fellow of the Geological Society of London

121. Anthony Robb PhD, Retired Chemist
122. Salmaan Saleem, Family Medicine Doctor
123. Richard Saumarez, Biomedical Engineer from Imperial College
124. Robert M. Schneider MSCE, retired Civil Engineer
125. Michael Seymour, Geologist, Fellow of the Geological Society of London
126. Mike Sluman, Retired teacher with an honours Degree in Environmental Biology
127. Dr. Ian Smith, MSc Maritime Archaeology, PhD Chemistry
128. Mike Stigwood, Environmental Researcher
129. Stephen Taylor PhD, Infra-Red Physicist and Tidal Hydrographer, MD Geomatix Ltd., Member of Inst. of Physics, Member of Inst. of Electrical and Electronic Engineers, Associate Fellow of Royal Institute of Navigation, Member of the Hydrographic Society
130. Leslie Thomson, Retired Vice President Operations, BP Exploration, Aberdeen
131. Derek Tipp, BSc honours degree in chemistry, former research chemist and retired science teacher, currently councillor on New Forest District Council
132. David Todd, retired Associate Member of the Institute of Bankers, Post Graduate Certificate in Business and Management
133. Edwin Thwaites, Retired Principal Lecturer in Organisational Analysis and Crisis Management, University of Central Lancashire, Predton
134. Matthew D. Waggener, Financial professional, strategic consultant on business investments
135. Dr. Glenn K. Wakley, Emeritus Associate Professor Biological Science, Fellow of the Royal Society of Biology and member of The Anatomical Society
136. Professor David Wastell, Emeritus Professor of Information Systems at the University of Nottingham
137. Philip Linden Wilkes, Life time Experience in Marine Biology
138. Jay Willis, Marine Scientist, Associate of the OxNav Group of Oxford University
139. Paul White, BSc Physics, Durham University, Retired, Former Higher Scientific Officer Marine Climatology
140. Matt Wood, BSc in Metallurgy & Materials Science, Retired Airline Pilot, Patent holder
141. Valentina Zharkova, Professor of Mathematics and Astrophysics, Northumbria University, Newcastle upon Tyne
142. Ivor Zoeftig, International communications coach specialised in chaodynamics and NLP LP



SCIENTISTS AND PROFESSIONALS FROM USA

1. *Dr. John F. Clauser, Nobel Laureate Physicist; WCD Ambassador*
2. *Richard Lindzen, Emeritus Professor Atmospheres, Oceans and Climate, MIT; WCD Ambassador*
3. Edward Abbott MD, Retired obstetrician, BSc in math and chemistry
4. Dr. Syun-Ichi Akasofu, Professor of Geophysics, Founding Director of the International Arctic Research Center of the University of Alaska Fairbanks from 1998 until 2007. Previously, prof. Akasofu had been director of the University's Geophysical Institute
5. Ralph B. Alexander, Emeritus Professor of Physics, Science Writer
6. Michael Antonetti P.G., Professional geologist for 35+ years in Pennsylvania with Ms in glacial geomorphology
7. Anthony J. Armini, Retired Founder and CEO Implant Sciences Corp.
8. Dr. Malgorzata Askanas, Senior R&D Associate at the Aurora Biophysics Research Institute
9. Hans-Peter Bähr, Emeritus Professor of Pharmacology, Canada and Former Dean of Basic Medical Sciences, American University of Barbados, Barbados
10. Jeffrey Baldwin, petrophysicist and rock physicist specialist
11. Lynne Balzer, certification in Biology, Chemistry and Physics, founder of Faraday Science Institute, retired high school teacher (chemistry, physics and biology), adjunct college science professor
12. Donna Barr, lifetime career as investigative journalist worldwide
13. Bryan Barrilleaux, MD, Physician of Internal Medicine
14. Joe Bastardi, chief meteorologist Weatherbell.com, Author of Amazon weather/climate best sellers: The Climate Chronicles: Inconvenient Revelations you Won't Hear from Al Gore and others; 2cnd Book: The Weaponization of Weather in the Phony Climate War

15. Captain Walter Bates, flew virtually all of United Airline's aircraft all over the world, including everything from the old DC-6 up through the largest Boeings such as the B-777 and the B 747-400; from his lifetime of experience he knows that the so-called man-made Mid-Troposhere Hot Zone just does not exist
16. Charles G. Battig, Climate Adviser, Heartland Institute
17. Eric Baum PhD in Theoretical Physics, Princeton University
18. Scott Beattie, Juris Doctor Degree (Law), studied history of science for 25 years and climate science for ten years
19. Dr. Ernest Calvin Beisner, Expert on the Ethics and Economics of Climate and Energy Policy, Founder and Spokesman of The Cornwall Alliance for the Stewardship of Creation
20. Larry Bell, Endowed Professor of Space Architecture, University of Houston
21. Frank X. Bellini, Geologist and Environmental Scientist, lifetime experience in the nuclear power industry
22. Dr. Shmuel Ben-Shmuel PhD in Aerospace & Mechanical Engineering, retired aerospace engineer, worked on the Space Shuttle, doing Computational Fluid Dynamics simulations
23. David J. Benard, Chemical Physicist & Co-inventor of the Oxygen-iodine Chemical Laser
24. Haym Benaroya, Distinguished Professor of Mechanical and Aerospace Engineering, Rutgers University
25. Edward X. Berry PhD, Atmospheric Physicist, American Meteorological Society, Author, Climate Physics LLC
26. Ronald Berti, lifetime career in the semiconductor industry
27. Brent J. Bielema, studied Economics at Northern Illinois University, professional nutritional counseler
28. Dr. David L. Black, Clinical and Forensic Toxicologist (Microbiology, Immunology, Pathology, Pharmacology), Vanderbilt University Nashville, currently adjunct and member of Department of Medicine Board of Visitors
29. Jared L. Black, Numerical Analysis Consultant, ScD
30. Thomas Lindsay Blanton PhD in Tectonophysics, Texas A&M University, Over 40 years experience as an advisor and consultant in geomechanics specializing in compaction, subsidence, and lithospheric stress determination
31. Elliott D. Bloom, Emeritus Professor of Particle Physics and Astrophysics, KIPAC-SLAG, Stanford University
32. David Boleneus, Professional Geologist
33. Daniel Botkin, Emeritus Professor of Biology, Climate Researcher, Author of the Book: Twenty-five Myths That Are Destroying the Environment
34. Robert L. Bradley jr., CEO and Founder of the Institute for Energy Research
35. Dr. William Briggs, Alumnus Cornell University, Writer and Philosopher
36. Daniel Brimhall, MS Extractive Metallurgy, University of Utah, retired Vice President Operations, American Chemet, East Helena, MT, now active as consultant
37. Clare Livingston (Bud) Bromley III, BS Natural Sciences, scientific instruments executive
38. Joel M.G. Brown, retired petroleum engineer
39. Dr.Larry Frank Brown PhD in Range Plant Ecology (Ecophysiology) from Colorado State University (1974), President of L.F. Brown & Assoc. Inc.
40. Gerald Brunetto, Retired after lifetime career in engineering & building nuclear & fossil fuel fired steam power plants
41. James W. Buell PhD, Aquatic Biologist, Consultant
42. Robert Bugiada, Senior Process Engineer at R.C. Costello & Assoc. Inc
43. Dr. H. Sterling Burnett PhD, Applied Philosophy with a specialization in Environmental Ethics, past Senior Fellow of the National Center for Policy Analysis, now Senior Fellow Heartland Institute
44. David Burton, System and Computer Scientist, Expert Reviewer of AR5 and AR6, Member of the CO2 Coalition, and Creator of the SeaLevel.info website
45. Mark Shane Butler, MA in mathematics, lifetime career in data science
46. Roger Caiazza, Pollution Meteorologist, life time experience in the electric generating business, retired Director of the Environmental Energy Alliance of New York, currently managing the blog Pragmatic Environmentalist of New York
47. Ron Cakebread, mechanical engineer with 35 years in the industrial automation business; experience in modeling, simulation, and analysis of very complex systems
48. Sharon R. Camp PhD, Retired Analytical Chemist and Environmental Scientist

49. Nick Capaldi PhD, Author Books on Logic, the Scientific Method and the Philosophy of Science
50. John M. Cape, P.E. former military officer and economics instructor at West Point, Licensed Professional Engineer, Energy Consultant - Upstream Oil and Gas, now writing Net Zero themed novels
51. John Carr, Electronic Engineer, specialised in antenna and satellite installations
52. Marion G. Ceruti PhD Chemistry, Retired Research Scientist, Space and Naval Warfare Systems Center Pacific
53. Dr. Francis Cheng, Professor of Chemistry with specialties in carbon materials, batteries and energy conversion, University of Idaho
54. Mitchell R. Childress, Archaeologist and Cultural Resource Environmental Compliance Specialist, Commonwealth Heritage Group
55. Prof. Krishnan Chittur, emeritus-professor in chemical engineering and biotech, Univ of ALabama Huntsville, cofounder of medical diagnostics startup (genecapture)
56. Terigi Ciccone, Engineer, author of "A Hitchhiker's Journey Through Climate Change," and a proud former Sierra Club member
57. Dr. Claudio Cioffi-Revilla, PhD, DSc Pol, University Professor Emeritus at George Mason University, Jefferson Science Fellow of National Academy of Sciences, Fellow of AAAS American Association for the Advancement of Science, Member of AMS American Mathematical Society
58. Roy Clark, Climate Researcher, Retired Engineer, California
59. Bob Cohen, Certified Consulting Meteorologist (CCM), MS in (physical) oceanography from Texas A&M University and a BS in meteorology from Penn State University, I have been working with weather data and applications of this data for over 40 years
60. Dr. Richard Collingham PhD in Engineering, Professor for 16 years teaching Graduate Level Heat Transfer and Fluid flow courses
61. Sabin W. Colton PhD, Biochemist and Marine Biologist
62. Gary Cooke MSc Geophysical Sciences, Laboratory analyst and manager, studied sea level curves since the 1980s
63. Martin Cornell, Retired Senior Scientist, Dow Chemical Company
64. David T. Cramer, MS, Instructor of Sociology and Psychology, Pratt Community College
65. Daniel Clyde Cummings, M.D. University of Utah School of Medicine, B.A. mathematics, political advocate against all treaties and most legislative proposals to limit use of fossil fuels
66. John Curtin Msc in Economics, lifetime experience in strategic planning and forecasting
67. Joseph S. D'aleo, Professor of Meteorology and Climatology at Lyndon Stage College, Founder of Icecap.us, First Director of meteorology of the Weather Channel
68. Raphael D'Alonzo, Analytical Chemist, Retired Associate Director, the Proctor & Gamble Company
69. George Davey, Physicist, University of Iowa
70. Donn Dears, GE Company Engineer, and Senior Executive, Retired, Author of 'Net-zero Carbon, The Climate Policy Destroying America'
71. Ken DeGraaf, MSc Engineering Mechanics, Structural Dynamics, Colorado House of Representatives, USAF pilot, Instructor: USAFA AP Calc; weather for pilots, Environmental Manager, Michigan ANG
72. James DeMeo PhD, Retired Expert in Earth and Atmospheric Science, Oregon
73. David Deming, Professor of Arts & Sciences, University of Oklahoma
74. William Robert Detzner, retired special education teacher, fighter agains the continuing reduction of personal freedom
75. David Dilley MSc, Meteorologist-Climatologist-Paleoclimatologist, CEO Global Weather Oscillations Inc.
76. Robert G. Dillon, retired physician and astronomist
77. Robert G. Dodge, Attorney
78. Terry Donze, BS-Geological Engineering, Lifetime Career in Geophysical Consulting
79. Michael Down, Petroleum Engineer, lifetime experience in the geo-energy industry
80. Jack D. Downing, Geologist and Geophysicist
81. Gordon A. Dressler MSc, 36-year professional career as a rocket and spacecraft propulsion engineer, awarded six patents in the field of rocket propulsion
82. Paul Driessen, Senior Policy Advisor, Committee for a Constructive Tomorrow (CFACT) and Congress of Racial Equality (CORE)
83. John Droz jr., Physicist, Founder of AWED Alliance

84. Dr. William DuBroff PhD Metallurgy, Former Director of Research Inland Steel, Former Asst. Professor Clemson University
85. John Dueker, MBA University of Houston, BSEE University of Notre Dame, 45 years of experience in environmental permit compliance
86. Murray Duffin, BScEE, MBA, former Corporate Vice President for Total Quality and Environmental Management, Retired
87. John Dale Dunn MD, JD, Lecturer Carl R. Darnall Army Medical Center, Fort Hood, Texas
88. Prof. James E. Enstrom PhD, MPH, FFACE, Retired UCLA Research Professor in Epidemiology, President of the Scientific Integrity Institute, Los Angeles
89. Richard G. Eramian, BA in MPthematics and physics
90. Willis Eschenbach, Generalist and Author of many (peer-reviewed) critical Climate Articles with numerous Citations
91. Vincent Esposito, Adjunct Professor University of Pittsburg, PA, Doctor of Science in Nuclear Engineering (Un. FoViginia), Retired Manager fromWestinghouse Electric Company
92. Douglas Fairobent, Retired Physicist trained in Condensed Matter Theory, PhD (Physics), University of Michigan, 1978
93. Peter Farrell, Fellow of the US National Academy of Engineering
94. Ralph English Fisler, Professional Aerospace Engineer
95. Edward Patrick Flaherty, American lawyer based in Geneva, litigating against the UN, WMO, WIPO and other IOs on behalf of staff members, whistleblowers and injured third parties
96. Rex Fleming, Research Scientist, Author of Book on Carbon Dioxide Fallacy, Retired President Global Aerospace
97. Jim Folcik, Geosciences Manager Extraction Oil & Gas
98. James Forensky B.S.E.E., M.D. with background in Physics, Engineering and Medicine
99. Dr. Geoffrey Q. Fox, Retired neuroscientist, PhD in Anatomy and Physiology from the University of California, Berkeley in 1973, post doctorate fellowship in the Department of Neuroscience at Albert Einstein College of Medicine, Wissenschaft Assistant in the Department of Neurochemistry at the Max Planck Institut fűr biophysikalische Chemie in Göttingen Germany, 1975
100. Dr. Neil Frank, Lifetime of Experience in Research and Forecasting in Tropical Meteorology, Former Director National Hurricane Center
101. Patrick Frank PhD, SLAC National Accelerator Laboratory, Stanford University
102. Robert S. (Steve) Friberg, Trend Resources LLC, Resources Exploration Geologist with +55 years of experience in the geological sciences field
103. Gordon J. Fulks, Astrophysicist, Board of Directors CO2 Coalition, Co-founder Global Warming Realists
104. S. Fuller Hunt, Biology Teacher at Preparatory High School of Mathematics, Science, Technology and Careers, Calabash, North Carolina
105. Lynn Warren Funk, accelerator physicist, climate realist
106. Terry Gannon, Physicist, Retired Semiconductor Executive
107. Dr. Philip Garrou PhD Chemistry 1974 Indiama Univ. Retired Director of Technology at Dow Chemical's electronics division. Serves DARPA and the DoD as a microelectronics subject matter expert (SME)
108. Louis Genevie PhD, Epidemiologist, www.LitStrat.com
109. Nicholas De Gennaro PhD, PE, Coastal Engineer, Southport North Carolina
110. Prof. Lee C. Gerhard PhD in Geology, Retired Getty Professor of Geological Engineering from the Colorado School of Mines and Retired Director and State Geologist of the Kansas Geological Survey
111. Ulrich H. Gerlach, Professor of Mathematics, Ohio State University
112. Ivar Giaever, Nobel Laureate Professor, Nobel Prize Winner in Physics, Emeritus Professor of the Rensselaer Polytechnic Institute, Chief Technology Officer of Applied Biophysics Inc., Fellow of the American Physical Society; Honorary WCD Ambassador
113. Thomas A. Gilliam PhD, Professor of Accounting, Retired
114. Alan Glabe PhD Organic Chemistry, University of California, Retired
115. Dr. William Glassco, PhD in Medicinal Chemistry, former researcher, currently Instructor
116. Curtis Fred Goddard, Retired Geologist
117. Dr. Indur M. Goklany, Science policy advisor in the United States Department of the Interior, Helped develop the work plan for the IPCC's First, Second and Fourth Assessment Reports, and served as expert reviewer for several IPCC reports,

Leaderof the U.S. delegation to, and Executive Secretary of the IPCC Resource Use and Management Subgroup (1988-90)

118. Dr. J.D. Gold, lifetime experience in Clinical Psychology; worked in the frontlines of the war against the madness of terrifying people
119. Leo Goldstein, MSc in Mathematics, lifetime experience in computer software, computer networks and cyber security. He is also a successful author and start-up founder
120. Derek Gordon, CEO HTS Engineering
121. Timothy W. Gordon, Retired USAF/USN Veteran, Independent Researcher
122. Steve Goreham, Executive Director, Climate Science Coalition of America
123. Laurence I. Gould, Professor of Physics, University of Hartford, Past Chair, New England Section of the American Physical Society
124. Jim Granato, Dean of the Hobby School of Public Affairs, University of Houston, lifetime career in research methodology
125. Charles F. Gritzner PhD, Professor Emeritus of Geography, author of the book "Changing Climates" (2010)
126. Mike Gruntman, Professor of Astronautics, Space Physics and Space Technology, Space and Rocket History University of Southern California
127. Thomas Gyorog, P.E., Project Manager and Designer of transportation infrastructure projects
128. Kenneth Haapala, President of the Science and Environmental Policy Project (SEPP), compiler of The Week That Was newsletter, and contributor to the NPCC reports. He is an energy and economics modeler and past president of the oldest science society of Washington
129. Stephen Hallin, Retired from Atmospheric Science (BA 81 MS 91)
130. Dale B. Halling, BSEE, MS Physics, JD, Retire Patent Attorney
131. Lyle W. Hancock, Professional Mathematician
132. Kip Hansen, Independent Science Research Journalist
133. Dr. William Happer, Professor Emeritus in the Department of Physics at Princeton University
134. Brett T. Harding, Materials Scientist in Sustainable Technology, over 20 granted patents in nanoceramics, OLED, photocatalyst, optical devices, and related materials
135. Steven Harford PhD chemistry and lifetime career in renewable energy and aerospace research
136. Richard Harris PhD atmospheric physics and chemistry as applied to radiation transport modeling, laser propagation, high power microwave propagation
137. Korbi Hart, Marketing Director Inland Crude Purchasing
138. Peter J. Hatgelakas, Masters in Petroleum Engineering, petroleum geologist, geophysicist, and petroleum engineer at Hatgelakas Consulting
139. Bryan Haycock PhD, Adjunct Faculty at a University in the state of Utah
140. Howard C. Hayden, Emeritus Professor of Physics, University of Connecticut
141. David Heald, Retired Electrical Engineer
142. Donald R. Healy, BS Degree in Forest Management from Oregon State University, Participated in Anthony Watts' first Surface Station Project
143. Dennis E. Hedke, Lifetime Career in Earth Sciences, Consulting Geophysicist; in 2018 Hedke was co-presenter of the testimony on Sea Level Rise before the Committee on Environmental protection of the New York City Council
144. **Tony Heller, Geologist, electrical engineer, climate communicator at realclimatescience.com 1500th signee**
145. Edward G. Helmig, Environmental Engineering Professional in the field of Industrial Water Treatment and Environmental Protection
146. Oliver Hemmers, Retired Executive Director of the Harry Reid Center at the University of Nevada, Las Vegas
147. James D. Henry, Consulting Geologist, BS Geology, U Texas Austin, 1970, founder of Old Aulacogen, L.P. in 1991
148. Glenn C. Hillam, Big Data Architect/Scientist
149. Gary L. Hoe P.E., Retired Colonel USAF, Technical Director of several Nuclear Weapon Effects Tests at the Nevada Test Site, Member Scientists for Accurate Radiation Information (SARI)
150. Jim Hollingworth, Social Scientist, Book: 'Climate Change: A Convenient Truth'
151. Dr. Gary M. Hoover, Geophysicist, Lifetime Experience in the Geo-Energy Industry, Retired Member Board of Directors Geo-Service Company

152. Christopher Paul Horger, lifetime experience in optical network design
153. Walter Horsting, leads national and international teams in high-profile projects, including Clean Energy, Entertainment Venues, Governmental Headquarters, Performance Centers, Resorts, Stadia, and Theme Parks. He is advocate of 4th generation Molten Salt Reactors
154. Captain Thomas C. Houghton USNR (Rtd), Qualfied Nuclear Engineering Officer; Sr. Director, Reactor Programs, Nuclear Energy Institute
155. J. Stephen Huebner PhD, Retired Research Geologist, U.S. Geological Survey
156. Edward Huff PhD, Retired NASA Senior Scientist
157. Kanzan Inoue, MS & PhD in Physics, President & Physicist of Exponential Future LLC
158. Jim Janota, Developing and improving petroleum based Chemicals, Plastics and applications
159. Laurence N. Johnson, Lt Col, USAF (Ret), MS in meteorology, MSE in aerospace engineering
160. Dr. Thomas J. Karr, PhD physicist, Retired Principal Director in the U. S. Office of the Undersecretary of Defense for Research & Engineering
161. James Kelly PhD Physics, data science executive
162. Kathryn E. Kelly, President Delta Toxicology
163. Kerry Kelly, Geology degree. Energy and Environment Professional
164. Michael L. Kelly, US Navy, BS, Tool Design Engineer (retired)
165. Hugh Kendrick PhD, Retired Director Plans and Analysis, Office of Nuclear Reactor Research, US Dept. of Energy, Fellow American Physical Society
166. Kevin T. Kilty, Adjunct Prof. Mechanical Engineering at University of Wyoming
167. Fred Kinsley, Retired Geologist (MSc)
168. Kevin Kirchman, Editor of the Climate Science Journal, more than a decade in renewable energy engineering
169. Floyd Lee Knapp BSc, Portland State University, 300 level Geography and Climatology
170. Stephen C. Knowles, Marine Scientist and Geologist, Beacon, New York
171. Kenneth D. Kok, retired Nuclear Engineer, ASME Fellow, Past Chair of the ASME Nuclear Engineering Division and the ASME Energy Committee
172. Alex Kozinski, Retired Judge on the US Court of Appeals
173. Wayne P. Kraus, Member American Institute of Chemical Engineers (AIChE)
174. Kirk Laird, retired. Oceanographer and Meteorologist (US Navy), Geologist with US Bureau of Land Management
175. Prof. Donald Langmuir PhD in Geological Sciences from Harvard University, Emeritus Professor of Chemistry and Geochemistry at the Colorado School of Mines, served on and chaired multiple committees related to water quality, and nuclear waste disposal; held also a US Presidential appointment to the US Nuclear WasteTechnical Review Board
176. David R. Legates PhD, Retired Professor of Climatology in the Department of Geography and Spatial Sciences at the University of Delaware, Cornwall Alliance for the Stewardship of Creation
177. Jay Lehr † PhD, Senior Policy Analyst for the International Climate Science Coalition, Former Science Director of the Heartland Institute
178. David P. Lentini, Chemist and Patent Attorney, New Hampshire
179. Dr. David H. Lester, PhD in Chemical Engineering, Advisor to allaboutenergy.net
180. James M. Leverentz, Instructor UCI, Manager, California
181. Ulf Lindqwister, PhD theoretical particle physics, Princeton University, Business executive with 30+ years of industry experience
182. Howard R. Lowe, Prof. Eng., Geologist
183. Dean Lusby, IT professional, business owner, Pennsylvania
184. Jeffrey Mahn, Retired Nuclear Engineer Sandia National Laboratories (New Mexico), Member Scientists for Accurate Radiation Information (SARI), Member Nuclear Society (ANS)
185. Matt Malkan PhD, Distinguished Professor of Physics and Astronomy, UCLA
186. Wally Manheimer, Retired from the US Naval Research Lab and life fellow of APS and IEEE
187. Prof. Paul Manner MD FRCSC, Joint Replacement/Hip and Knee Arthritis, Department of Orthopaedics and Sports Medicine, University of Washington
188. James A. Marsh, Emeritus Professor of Immunology, Cornell University, Dept. of Microbiology and Immunology

189. David Martinovich, General Science Teacher, grades K-12, United States, China, and Belize
190. John Mauer PhD in Atomic and Molecular Physics, 20 years experience as a physicist, currently business owner in statistical analysis and software
191. Kirk Maxey, BS Organic Chemistry, MD, President and Founder of Cayman Chemical Inc
192. Andy May, Writer and Retired Petrophysicist
193. Gene McCall, Consultant to the Defense Science Board, Former Consultant to the Department of Energy on Issues related to Inertial Fusion, Former Member and Chairman of the USAF SAB, Former Member of the Senior Review Group to the Defense Airborne, Airborne Reconnaissance Office (DARO) and Former Chairman of the Technology Assistance panel fir DARO
194. William McCann PhD Seismology, lifetime career in Earthquake Hazard modeling and analysis
195. Dr. Neil J. McCarthy, Financial Consultant at N J Mc Carthy & Assoc, PhD in Organic Chemistry Cornell University
196. Craig McCluskey PhD, Physics
197. Richard McFarland, Retired NASA Physicist
198. Sean McGrew, Analytical Chemist, lifetime career in Chromatography/Mass Spectrometry, applications to semi-volatile organic compounds in the environment
199. Edward P. McMahon PhD in Systems Science, has been involved with atmospheric physics at General Research
200. Mark Meier PhD, Professor of Physics, University of Houston
201. Samuel Melfi, Emeritus Professor of Physics, UMBC, Retired NASA Scientist
202. Kenneth Melvin MD, Retired Professor of Medicine, Portland, Oregon
203. Dr. Daniel M. Merfeld, systems engineer (BSME U Wisconsin-Madison; MSE Princeton; PhD MIT), neuroscientist/neuroengineer by vocation, former Professor at the Harvard Medical School, Professor at the Ohio State University
204. Dr. Peter B. Merkle, Associate Professor in the School of Engineering at Benedictine College, educator in the area of environmental science and engineering, previously served in the U.S. government in an advisory role with respect to modeling and simulation of catastrophic events
205. Patrick J. Michaels †, Competitive Enterprise Institute, Washington DC
206. Michelle Michot Foss PhD, fellow in energy, minerals and materials at Rice University's Baker Institute
207. Steven Milloy, MHS, JD, LLM, Publisher
208. Ference M. Miskolczi, Retired NASA/AS&M Senior Scientist, Foreign Associate Member of the Hungarian Academy of Sciences
209. Michael J. Mitchell, Mechanical Engineer
210. Guy K. Mitchell Jr., graduate mechanical engineer and physicist with extensive research in the field of anthropogenic global warming
211. Brian Moody, Former GET Specialist for SMS Equipment in Ft McMurray
212. James Moore, Commercial Fisherman, President Alaska Trawlers Association, Executive Committee Northern Southeast Regional Aquaculture Association, Board member Amstrong Keta Inc.
213. James R. Morris, Geophysical Exploration Oil & Natural Gas
214. Thomas L. Moser, Retired NASA Senior Executive - Program Manager of the Space Station and Space Shuttle, Chief Engineer at NASA Johnson Space Center, Fellow of the AIAA, Founder of the "Right Climate Stuff", a group of former NASA Engineers & Scientists
215. David R. Motes, Chemical Engineer, lifelong experience in the geo-energy industry
216. James F. Mundy, Retired Meteorologist
217. Daniel W. Nebert, Professor Emeritus, Department of Environmental Medicine and Center for Environmental Genetics, University of Cincinnati
218. Prof. Eric L. Nelson PhD, Assistant Clinical Professor, Department of Public Health Sciences, University of California
219. Danny L. Newton, Retired from Federal Aviation Administration (FAA), Experience in Working with NOAA with respect to Experimental Weather Data Collection
220. Richard Nicholson, MD University Of South Alabama 1988, Family Medicine
221. Ned Nikolov PhD, Physical Scientist at the USFS Rocky Mountain Research Station in Fort Collins CO, Managing a Fire-Weather Intelligence Project
222. Paul Noel, Research Scientist (retired)

223. Thomas O'Connor, Member American Association of Petroleum Geologists, Washington
224. Kenton Oma, Retired PE Chemical Engineer, Environmental Engineering, Environmental Consultant, R&D at DOE Nuclear Facility
225. Jane M. Orient, President of Doctors for Disaster Preparedness
226. Tench C. Page, MSc & BSc in Geology including study of causes and effects of earth's climatic history
227. Charlie Pappis, retired Semiconductor Industry Executive
228. Trueman D. Parish, Retired Director of Engineering Research Eastman Chemical Company
229. Arvid Pasto PhD, Ceramics, Retired from the Oak Ridge National Laboratory, TN
230. Chad M. Paton PhD, Associate Professor at University of Georgia
231. Bill Pekny, MS Physics, Retired atmospheric physicist and soldier scientist, specializing in battlefield atmospherics. Former U.S. Navy Meteorologist and Hurricane Hunter during "Project Stormfury-1969." Author of the book: A Tale of Two Climates—One Real, One Imaginary
232. Charles W. Pennington, Senior Vice President of Engineering NAC International (Retired), Secretary, XLNT Foundation, Board of Directors
233. Jeffrey S. Philbin, Retired Nuclear Engineer Sandia National Laboratories (New Mexico), Independent Consultant in Nuclear Facility Design and Safety Analysis, Nuclear Criticality Safety and Weapon Response
234. Dr. Robert B. Phillips, retired from radio astrophysics, specialised in calibration and validation of orbital IR and visible sensors (GOESS, STSS-1 and -2)
235. James Richard Poirier, BS degree in Meteorology, Lifetime Career in Atmospheric Science
236. James M. Policelli, Registered Professional Engineer
237. Herman A. Pope, Retired Aerospace Engineer NASA-JSC
238. Willem Post, Independent Researcher regarding Energy and Environment
239. Darrell Potter, Retired Geologist/Environmental Hydrogeologist
240. Dr. William H. Pound PhD Major in Industrial Engineering with Minor in Materials Science, lifetime experience in the manufacturing industry with focus on technical, engineering, environmental, and quality assurance
241. Dr. Victor Privalsky PhD, ScD in physics and mathematics, UT Oceanographer and specialised in random processes, retired from Space Dynamics Laboratory, Logan
242. Kenneth L. Purdy, Management Consultant, Retired Naval Officer in Operational Intelligence
243. Brian D. Ray PhD in science education from Oregon State University, Salem
244. Dr. George Rebane, Scientist with degrees from UCLA in Physics (BS) and Engineering (MSE and PhD), lectured at UCLA and California State University as an Adjunct Professor
245. Edward A. Reid, lifetime experience in the US energy industry in technical research and development, market development, marketing and consulting
246. Fred A Reitman, career as petrochemical toxicologist, retired
247. Forrest J. Remick, Commissioner (Retired), US Nuclear Regulatory Commission
248. David K. Rogers, PE, CEG MS, Geological Engineering, Member of the Boards of Consultants for the Federal Energy Regulatory Commission
249. Dr. Jennifer Runquist PhD from Northwestern Unv, Evanston IL related to photosynthesis
250. Marius Russo, IT expert
251. James H. Rust, Emeritus Professor of Nuclear Engineering, Georgia Institute of Technology
252. Charles L. Sanders, Retired Radiobiologist, Author of Radiobiology and Radiation Hormesis: New Evidence and Its Implications for Medicine and Society (Springer)
253. Rick Sanders M.A., Scientists for Accuracy in Radiation Information (SARI), Associate Editor, 21st Century Science and Technology Magazine
254. Kent Satterlee, Executive Director at Gulf Offshore Research Institute (GORI)
255. Dana H. Saylor Sr., a lifelong agriculturalist, retired, article "Living a lifetime of climate change"
256. Jesse Schilling, Certified Management Accountant
257. Mike Schimmelpfennig, Degreed Mining Engineer with more than 40 years of experience

258. Brian Schmidt, Co-Founder and Chief Visionary Officer of Primary Ocean Aquaculture division and Primary Bio Agriculture - Agriculture division
259. Harold Grant Scoggins, retired IT professional
260. Edwin T. Sewall, Retired BS Electrical Engineering, Southern Methodist University 1960 Dallas Texas
261. Mark W. Sellers, PhD Systems Science, Modeling and Analysis of Complex Systems
262. John A. Shanahan, Civil Engineer with career in Nuclear Power, Public Education about Fossil Fuels (including question of man-made Global Warming) and Nuclear Power through website: allaboutenergy.net
263. Roscoe M. Shaw, meteorologist and portfolio manager
264. Dr. Thomas P. Sheahen, PhD in Physics at MIT, Chairman, Science & Environmental Policy Project, involved in energy-related research for 45 years
265. Dr. Roger Sheley, Ecologist, USDA-Agricultural Research Service; Editor-in-Chief of the international journal-Rangeland Ecology and Management
266. John D. Sheppard MD, MMSc, FACS, Professor of Ophthalmology, Microbiology & Immunology, Eastern Virginia Medical School
267. John Shewchuk, Meteorologist (CCM) and Atmospheric Researcher
268. Stephen W. Shipman, Institutional Investor
269. Ryan Shrout, Environmental Attorney with a Masters of Law in Environmental Law practicing in the air emissions field
270. Dr. Matthew Eric Shultz, University of Delaware, Dept. of Physics & Astronomy, specialised in Stellar Astrophysics, Annie Jump Cannon Fellow
271. **David Siegel, author, entrepreneur, critical thinker, communicator (1000th signee)**
272. Elliot Smith, airline pilot, climate realist, 30+ years of studying AGW data
273. Robert J. Smith, Bachelor of Physics, Aircraft test and evaluation engineer
274. Robert P. Smith PhD, P.E., Environmental Scientist and Professional Engineer'
275. Professor William H. Smith, Professor of Earth & Planetary Sciences; Astronomer and Planetary & Atmospheric Scientist; most recently involved in the Analysis of the Earth's Climate and Renewable Energy Systems
276. Willie Soon, Independent Scientist
277. Prof. George Sowers PhD, Space Resources, Colorado School of Mines
278. Prof. Rick Bernard Spielman, Senior Scientist & Professor of Physics, University of Rochester, Laboratory for Laser Energetics
279. Robert M. St. Louis MSc in geology, owner of Mine Water Consulting LLC
280. Kirk Douglas Stahnke, MS Educ. Prof of Design Tech (Retired), Independent Climate Researcher
281. Walter Starck PhD, Marine Science, Pioneer in Coral Reef Studies, Policy Advisor to The Heartland Institute
282. Jess L. Stark, Founder and CEO of Stark Industries, Houston, Texas
283. Jim Steele, Emeritus Director Sierra Nevada Field Campus, San Francisco State University
284. Phil Stegemoeller, Professional Forester, Partnership with the Quinault Indian Nation, a BS in forest management at the University of Minnesota, 1979
285. Ronald Stein, Professional Engineer
286. Kenneth S. Stevens PhD, Professor, University of Utah, Electrical and Computer Engineering Dept
287. Brent K. Stewart PhD, Professor Emeritus, Radiology, University of Washington School of Medicine
288. Gerald M. Sulzer, MS Chemical Engineer, Retired Director of Technology, Albemarle Corporation
289. Soames Summerhays, Marine Biologist, Film Maker
290. Dr. Daniel P. Taggart PhD in Experimental Plasma Physics, life time career in Controlled Thermonuclear Research and Radiation Protection at Los Alamos National Laboratory
291. Tomer D. Tamarkin, Physicist, Founder and President/CEO of Energycite Inc., President and Chairman of ClimateCite Inc.
292. Paul Taylor, Energy Economist, Recipient Rossitor Raymond Award, Golden Colorado
293. Bradley Thomas, M.A. Air Pollution Meteorology
294. David E. Thompson, Professor Emeritus Mechanical Engineering and Computer Science, Dean Emeritus College of Engineering, University of Idaho
295. Francis Thompson, Space Vehicle Engineer, Masters in General Relativity

296. Roane Thorpe, BSME California Polytechnic, MBA University of California, lifetime career in global energy projects
297. Gordon Tomb, Energy and climate writer, communications consultant, primary editor of Inconvenient Facts and Senior Advisor for the CO2 Coalition
298. Cecil Joe Tomlinson, Retired Boeing Senior Principle Engineer
299. Frank Trask, BS Degree in Mechanical Engineering, University of Maine
300. Kip Trout, Lecturer in Physics, The Pennsylvania State University – York Campus
301. Karl Michael Frederick Truitt, BSEE, IEEE, US Veteran, 6 US Patents, Climate Data Researcher, Host of the The Climate Change Hoax Podcast
302. Richard Trzupek, Chemist and Air Quality Expert
303. Mark Twaalfhoven, Executive CEO Technology Companies
304. Arthur Viterito PhD, Physical Geography, Policy Adviser to the Heartland Institute
305. Dariusz Vogelsinger, Psychologist
306. Whitson G. Waldo, Scientist and Engineer with MS Chemical Engineering from Clemson Univ, lifetime career in the semiconductor industry, owner of 13 awarded patents
307. William B. Walters, Guggenheim Fellow, Professor of Atmospheric, Nuclear and Environmental Chemistry, University of Maryland
308. James Wanliss, Professor of Physics, Presbyterian College
309. Steven E. Weismantel, Retired Engineer and Climate Researcher
310. Isaac William Wells, Lawyer in International Law and Foreign Affaires
311. Dr. Steven C. Wendelken, EPA, OGWDW/TSC, climate realist
312. Gary S. Westerman PhD, physical geography with specializations in climate science and remote sensing
313. Stephen H Westing PhD, Director Medical Affairs, Regeneron Pharmaceuticals, Inc.
314. Jim Whiting, MD from McGill U, Montreal, Fellow of the American College of Radiology
315. Chuck F. Wiese, Professional Meteorologist
316. Dr Matthew Wielicki PhD in Geochemistry from UCLA, Assistant Professor of Geological Sciences at the University of Alabama
317. David Wojick, Cognitive Scientist
318. Dr. Calvin M. Wolff, Adjunct Professor University of Houston at Clear Lake, Expertise in Energy Management
319. Gregory R. Wrightstone, Expert Reviewer IPCC, Geologist, Author, Member CO_2 Coalition
320. Dan Youra, publisher Youra media, creator and editor of Carbon Tax News
321. Bob Zybach, Program Manager, Oregon Websites and Watersheds Project Inc.



SCIENTISTS AND PROFESSIONALS FROM VIETNAM

1. Dr. Thi Thuy Van Dinh, PhD in environmental law, University of Limoges, former official of the UN Secretariat, former Environment and Health Lead at Intellectual Ventures Global Good Fund, Bellevue, Washington, USA

Colofon



The World Climate Declaration was initiated in 2019 by emeritus professor Guus Berkhout, founder of the Dutch Climate Intelligence Foundation (CLINTEL). The list of signatories is a living document that is regularly updated with new additions. The most up-to-date version can be found on www.clintel.org.

Graphic design: www.zinontwerpers.nl
Lay-out: Little Shop of Graphics (www.lsog.nl)



GLOBAL CLIMATE INTELLIGENCE GROUP

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Appendix E

Attachments to Letter I-30

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September 25, 2017

By e-mail: CAP@sdcounty.ca.gov

Planning and Development Services
County of San Diego
Attn: Maggie Soffel
5510 Overland Avenue
San Diego, CA 92123

Re: Comments on San Diego Climate Action Plan (PDS2015-POD-15-002) and Draft Supplemental Environmental Impact Report (PDS2016-ER-16-00-003)

Dear Ms. Soffel:

The law firm of Chatten-Brown & Carstens represents the Sierra Club on matters relating to the County's preparation of its revised Climate Action Plan ("Revised CAP") and Supplement to the 2011 General Plan Update Program Environmental Impact Report ("Supplemental Environmental Impact Report," or "SEIR").

As described more fully below, the Revised CAP and SEIR are legally inadequate by modifying or effectively deleting Mitigation Measure CC-1.2 without additional analysis; erroneously claiming that 2014 is the first year data was available for a greenhouse gas (GHG) inventory; allowing out-of-County offsets; failing to require a reduction in vehicle miles traveled (VMT's) for housing projects; providing only a token annual reduction of VMT's for County employees; and failing to exercise its influence to encourage the San Diego Airport Authority to reduce GHG emissions reductions from airport ground operations, increasing public transit to the airport, and reducing emissions from vehicles serving the airport. Of great importance, no open lands should be annexed or rezoned for greater development until there is an adequate CAP that actually achieves the 2020 emission reduction goals the County agreed to in its 2011 General Plan Update.

In addition to this letter addressing legal issues, we also incorporate herein the September 25, 2017 Sierra Club San Diego comment letter prepared by Mike Bullock, Chair of the Sierra Club San Diego's Transportation Subcommittee. The Sierra Club San

Diego's comment letter, attached as **Exhibit A**, has detailed strategies that must be evaluated to assure a legally adequate Revised CAP and SEIR.

We request the County perform additional analysis of the issues described below and those set forth in Mr. Bullock's letter. Once additional analysis has been performed, this analysis, along with additional enforceable and effective mitigation measures, must be set forth in a Revised SEIR. The SEIR must then be recirculated so that the public and public agencies may comment on this information, as required by CEQA.

I. The Revised CAP and SEIR Eliminates the Specified Greenhouse Gas Emissions Reductions from 2006 Levels by 2020.

Mitigation Measure CC-1.2 of the County's 2011 General Plan Update required the County to:

> Prepare a County Climate Change Action Plan with an update[d] baseline inventory of greenhouse gas emissions from all sources, more detailed greenhouse gas emissions reductions targets and deadlines; and a comprehensive and enforceable GHG emissions reduction measures that will achieve a 17% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emissions between 2006 and 2020.

(SEIR, p. 1-14.)

However, the Revised CAP and SEIR eliminate this requirement and replace it with general reductions of GHG emissions "consistent with state-legislative targets." (SEIR, p. 1-16.) This action is proposed even though Judge Taylor specifically rejected a proposed Supplemental Writ that would have allowed the County to amend or delete GHG mitigation measures adopted in 2011.

While generally mitigation conditions can be modified or deleted, the County made a firm commitment to reducing GHG emissions by 2020 when it adopted the 2011 General plan Update. Further, measures generally can only be deleted if they have become impractical or unworkable and the conclusion that they are is supported by substantial evidence. (*Lincoln Place Tenants Ass'n v. City of Los Angeles* (2007) 155 Cal. App. 4th 425, 449.) If the County continues to seek to modify or effectively delete Mitigation Measure CC-1.2, the SEIR must analyze why this measure has become impractical or unworkable. If the County does not demonstrate that Mitigation Measure CC-1.2 is impractical or unworkable, the County must show that the pro rata share of Mitigation Measure CC-1.2's GHG reductions have been achieved for County operations and community emissions.

II. The County's Claim It Does Not Have Baseline Data for Its GHG Inventory Prior to 2014 Is Belied By Its 2012 CAP, Which States the County Prepared Inventories With Baseline Years of 2005 and 2006.

In preparing its GHG inventory for the Revised CAP, the County uses baseline data from 2014. The County argues, "The County's base inventory of GHG emissions evaluated activities within the unincorporated county in the year 2014, the most recent year data is available." (SEIR, p. 1-6.) However, this conflicts with the 2012 CAP, which states the County prepared inventories with baseline years of 2005 and 2006. The 2012 CAP provides:

> The County prepared baseline inventories at the community-wide and local government levels. The community-wide inventory has a baseline year of 2005, and emissions are limited to the County's unincorporated communities. The local government inventory has a baseline year of 2006 and only includes emissions related to County government operations. Each inventory is used to establish a baseline level of emissions, which then serves as the starting point for forming emissions reduction targets and as a tool to gauge the performance of emissions-reduction measures.

(2012 CAP, p. 14, emphasis added.) The SEIR must explain why the County did not use the 2005 and 2006 GHG inventories, as well as provide an analysis of how the 2014 GHG inventory compares to the previously prepared inventories.

The County's decision to use 2014 as the baseline year from which it will establish the 2020 and 2030 CAP targets and 2050 goal must demonstrate that using this baseline will result in reductions that are equal or greater to reductions using a 1990 benchmark. In the event the County argues that data prior to 2014 is inadequate, the County should address the 1990 GHG emissions inventory estimate for San Diego County that has been prepared. That estimate is discussed in the document entitled, "An Analysis of Regional Emissions and Strategies to Achieve AB 32 Targets Revised and Updated to 2010." (Available at http://catcher.sandiego.edu/items/usdlaw/EPIC-GHG-2013.pdf). Presumably, the County's share of the total 1990 San Diego County GHG emissions could be developed from that data.

III. The Allowance of Offsets From Outside the County of San Diego Is Inconsistent with the County General Plan's Requirement to Achieve Specified Greenhouse Gas Emissions Reductions in the County.

Mitigation Measure CC-1.2 of the County's General Plan Update requires the County to "achieve a 17% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emissions between 2006 and 2020."

The Revised CAP and SEIR authorize the use of offsets from outside the County of San Diego. The Draft EIR identifies the County's "priority" list for consideration of GHG reduction features as follows:

> 1) project design features/on-site reduction measures; 2) off-site within the unincorporated areas of the County of San Diego; 3) off-site within the County of San Diego; 4) off-site within the State of California; 5) off-site within the United States; and 6) off-site internationally.

(DEIR, 2.7-48.) These offset priorities, which allow offsets outside of the County, outside of the state, and even outside of the United States, only have to be considered "to the satisfaction of the Director of Planning Development Services." (SEIR, p. 2.7-38.) This provision would impermissibly purport to give the County wide latitude to allow essentially unrestricted use of international credits to balance out local GHG emissions created by County projects. The use of offsets is inconsistent with the County's Mitigation Measure CC-1.2 to reduce GHG emissions *within the County of San Diego* by specified reduction amounts.

IV. The CAP Lacks A Requirement to Reduce VMT's from Newly Planned Housing Projects.

The CAP identifies Strategy T-1, which is intended to "Reduce Vehicle Miles Traveled." The CAP contains three measures designed to reduce achieve Strategy T-1: Measure T-1.1 - Acquire Open Space Conservation Land; Measure T-1.2 - Acquire Agricultural Easements; and Measure T-1.3 - Update Community Plans.

The CAP's strategy is an important one. The CAP purports to focus on density in the county villages. (CAP, p. 3-9.) "Focusing new development in and around existing unincorporated communities allows the County to maximize existing infrastructure … By not developing housing in the more remote areas, the county will avoid GHG emissions from transportation …" (*Ibid.*) The Sierra Club fully supports this goal.

However, none of the three measures the County identifies contains any enforceable requirements to locate residential housing closer to major sources of employment and transit. Mitigation Measure CC-1.15 does not include anything about limiting VMT's from newly planned housing projects. In fact, as discussed below, by allowing developers to purchase "carbon offsets" instead – which may even be based upon GHG emission reductions outside of the United States – the CAP actually facilitates sprawl.

The County may argue that Measure T-1.3 – Update Community Plans will assist in locating residential housing closer to jobs and transit. However, updating Community Plans does not address residential housing on a countywide basis. Additionally, the

County improperly passes responsibility for something that is clearly within its control – land use planning in the County – to individual communities.

The CAP's failure to address VMT's from newly planned housing projects is inconsistent with the Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008), which supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. The County should use its power to establish land use planning priorities for residential housing development in order to reduce VMT's.

Pursuant to SB 375, Metropolitan Planning Organizations, including the San Diego Association of Governments (SANDAG), are required to adopt strategies that show prescribed land use allocation in their regional transportation plans. SANDAG's Regional Plan (available at http://www.sdforward.com/pdfs/RP_final/The Plan - combined.pdf; October 2015) states, "More than 80 percent of new housing in the region will be attached multifamily" (p. 34). The plan also states, "By 2050, 87 percent of the region's new housing and 79 percent of new jobs will be situated within a half-mile of public transit." (p.75) "The projected increase in new housing capacity is generally higher for areas with densities above 20 dwelling units per acre." (Appendix C, Table C.3.) The County should analyze how SANDAG's estimates are impacted by the County's land use planning.

V. The CAP's 1.5% Annual Reduction of VMT's for County Employees Is Inadequate.

The County is one of the largest employers in San Diego County, and thus, the County has a huge amount of leverage to make significant GHG emissions reductions by taking actions to reduce VMT's for its employees. For example, San Luis Obispo County found that "two-thirds of the county government's greenhouse gas emissions are caused by employees commuting to and from work." ("SLO County Supervisors Approve Flex-time, Telecommuting Policies," available at http://www.sanluisobispo.com/news/local/article39123279.html.)

The CAP proposes Mitigation Measure T-2.3 to "[r]educe County employee commute Vehicle Miles Traveled (VMT) by 20% by 2030." However, this amounts to an annual reduction of VMT's of merely 1.5%. Facing a huge challenge to achieve significant GHG emissions reductions, a 1.5% annual reduction of VMT's is minimal and additional reductions of VMT's are feasible and necessary. Please see additional analysis of this issue in the Sierra Club San Diego's comment letter attached as **Exhibit A**.

VI. The Revised CAP and SEIR Must Account for GHG Emissions from County Airport Ground Operations.

San Diego International Airport is owned and operated by the San Diego County Regional Airport Authority. (http://www.san.org/Airport-Authority/About-the-Authority.) The Board of Supervisors appoints a representative to that Board. (http://www.sandiegocounty.gov/dpw/airports.html.)

Cities and counties that have an airport and an adopted CAP, frequently include the GHG generation of the airports' ground operations. Examples include the County of Sacramento, the City/County of San Francisco, and the cities of Fullerton and Livermore. These emissions are often significant. Sacramento County Airport, owned and operated by the Sacramento County Airport System, provides a useful comparison to San Diego County. The County of Sacramento prepared a CAP that included GHG emissions from airport ground operations in the GHG inventory. (http://www.ca-ilg.org/sites/main/files/file-attachments/sac_030843.pdf, p. 26.) The Sacramento County CAP concluded that 31% of total government emissions in the County came from operation of the Sacramento International Airport, including ground support equipment, roadways, and parking (but excluding aircraft emissions).

San Diego County should include airport ground operations in its GHG inventory, and provide an analysis of what percentage of total government emissions in the County stem from airport ground operations and work with the Airport Authority to reduce those emissions.

VII. The County Should Show Compliance with the 2011 General Plan Update's Mitigation Measures Prior to Annexations or Rezoning of Open Lands.

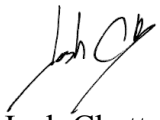
Finally, until a valid, legally adequate CAP is in place that demonstrably will achieve the 2020 emission reduction goals set out in the 2011 General Plan Update, no lands that are currently "greenfields" should be annexed and no General Plan Amendment should be authorized that would allow more intense development of those lands.

CONCLUSION

The SEIR must be revised with this new information and then recirculated for public comment. (CEQA Guidelines section 15088.5.) Pursuant to Public Resources Code section 21092.2, we request all notifications regarding this Project.

Thank you for your consideration.

Sincerely,



Josh Chatten-Brown
Attorney for Sierra Club

EXHIBIT A

San Diego Chapter
8304 Clairemont Mesa Blvd, Ste 101
San Diego, CA 92111
http://www.sandiego.sierraclub.org
858-569-6005

Sept. 25, 2017

County of San Diego
ATTN: Maggie Soffel
Climate Action Plan SEIR
Planning & Development Services
Project Processing Counter
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Email: CAP@sdcounty.ca.gov

Via E-mail

Subject: COUNTY OF SAN DIEGO CLIMATE ACTION PLAN (PDS2015-POD-15-002), GENERAL PLAN AMENDMENT (PDS2016-GPA-16-007), DRAFT SEIR (LOG NO. PDS2016-ER-16-00-003)

Land Use/Environmental Planner Soffel,

We appreciate the opportunity to comment on this project. At the same time, we regret that the County failed in its first effort to produce an acceptable set of CAP and CEQA documentation. We also regret that our efforts to provide feasible mitigation measures are still being ignored. We are also disappointed that your current efforts seems to plan for and thus enable sprawling, vehicle-miles-travelled-inducing (VMT-inducing) development, beyond what is allowed in the current General Plan.

In your Notice of Preparation (NOP) for this project, the Appellate Court ruling is properly identified. The precedent-setting, published ruling is Reference 1 of this letter.

Your NOP properly stated that the

> *Fourth District Court of Appeal held that the 2012 CAP did not meet the description set forth in the adopted mitigation measure (GPU PEIR Mitigation Measure CC-1.2) and that an EIR was needed for the plan.*

However, there was much more to the ruling. For example, the ruling also said:

> *The Sierra Club provided feasible mitigation measures. The County rejected these mitigation measures without substantial evidence for doing so.*

The County must admit this error and devise a strategy to ensure that it is not repeated. To our knowledge, the County has not admitted this error and is once again ignoring the feasible mitigations we proposed, in detail, during the last effort to produce an acceptable

CAP. We have proposed these mitigations, over and over, since that failed effort. Ignoring measures that might offend the political sensitivities of the Board of Supervisors, for example, is understandable but is also a path to CEQA violation.

Chapter 1 Project Description

On Page 1-1 the Project Description says, “The fundamental purpose of the project is to reduce County GHG emissions consistent with state legislative requirements”.

This stated fundamental purpose is incongruent with CEQA and the anthropogenic climate crisis humanity must confront and solve.

CEQA requires an analysis which uncovers and clearly describes the physical-world results to expect, from doing the project, considering the well-established concept of cumulative impacts of other such projects. The primary question posed by our anthropogenic climate crisis is whether humanity can stabilize the climate at a livable level or whether our greenhouse gas (GHG) emissions will cause our planet’s climate system to destabilize, causing a devastating collapse of the human population, leading to our extinction and the loss of most of the other life forms currently living on our planet. There is nothing provided in the SEIR Documents linking state legislative requirements with the climate stabilization question.

We will now show that the state legislative requirements will not result in avoiding climate destabilization.

From http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf (with excerpts shown in Reference 2) comes the following ominous information:

1. Scientific research indicates that an increase in the global average temperature of 2°C (3.6°F) above pre-industrial levels, which is only 1.1°C (2.0°F) above present levels, poses severe risks to natural systems and human health and well-being.
2. To have a good chance (not a guarantee) of avoiding temperatures above those levels, studies focused on a goal of stabilizing the concentration of heat-trapping gases in the atmosphere at or below the 450 parts per million (ppm) CO_2-equivalent (CO_2e, a metric that combines the climate impact of all well-mixed GHGs, such as methane and nitrous oxide, in terms of CO_2).
3. The CO_2e target is a somewhat approximate threshold, and the exact level of CO_2e is not precisely known because the sensitivity of the climate system to GHGs has uncertainty. Different models show slightly different outcomes within this range. An example of a pre-IPCC assessment study (Meinshausen et al. 2009)[15] which has synthesized many studies on climate sensitivities, concluded that we would need to stabilize at about 400 ppm CO_2e

Item 3 should bring shivers of fear and tears of regret. We are already at 410 PPM and we are far from reducing our emissions enough to stop atmospheric CO2_e from going up. To do that, the industrial countries would need to reduce their emissions to 80% below their 1990 emission levels, which is the basis for California’s Executive Order S-3-05 (“S-3-05”), which is an order to achieve the 80% below 1990 emission levels by the year of 2050. The problem is that the S-3-05 target is for year 2050 and that is obviously far too late, based on the 3 items above.

Humanity might have a chance to stabilize the climate at a livable level if we achieve emissions that are 80% below our 1990 emission levels by 2030. However, our current state mandate, SB 32, is to reduce our emissions to 40% below our 1990 levels by 2030. To support the achievement of climate-stabilizing targets, California must double its SB 32 mandate, from 40% to 80% or, stated another way, achieve it S-3-05 target 20 years sooner.

Project Background

The section leaves out fact that the County ignored the primary San Diego Sierra Club mitigation measure of installing a car-parking system that gives its employees more choice over how they spend their wage, while significantly reducing the frequency of the choice of arriving at work in a single-occupancy vehicle (SOV). The current project again ignores that mitigation measure, in clear violation of CEQA law, as has been established in the last lawsuit.

We also disagree with the premise of the third purpose stated on Page 1-4. Given that the earth's atmospheric CO2_e is at the outrageous value of 410 parts per million (PPM) and going up significantly every single year, there can be no "GHG Threshold" below which there is some reason that the emission can be deemed "insignificant". Every project must be shown to fall within the General Plan and the Climate Action Plan and the public must be invited to suggest mitigation measures to reduce emissions further. This means all projects must go through a CEQA evaluation. As stated in CARB scoping plan documentation, in all cases, mitigation measures must be adopted if they are "technologically feasible and cost effective".

GHG Emissions Inventory

We thank you for this information and point out that On Road Transportation category, at 45%, is larger than the next three categories of Electricity (24%), Solid Waste (11%) and Natural Gas (9%). Cars and Light duty trucks, or "light duty vehicles" or "LDVs" emit most of the On Road GHG and deserve significant focus. For electricity the achieved target must be 100% renewable by 2035 and we are severely disappointed that the Board recently decided to not participate in a feasibility study of establishing a Community Choice Energy District, under California Community Choice Aggregation (CCA) law.

General Plan Amendment

We appreciate your documentation about what you are proposing. However, it is unfortunate that you are undermining CEQA, or at least making the task of advocates much more difficult, by emitting the important words, "enforceable measures". By doing that you may make the plan a useless exercise, with nothing guaranteed. If measures are not enforceable what good are they? Why leave out those critically important words?

Here is the existing (2011) Goal, with highlights added:

> GPU Policy COS-20.1 (Climate Change Action Plan)
>
> Prepare, maintain, and implement a climate change action plan with a baseline inventory of GHG emissions from all sources; GHG emissions reduction targets and deadlines, and **enforceable** GHG emissions reduction **measures**.

Here is what you are proposing:

> GPU Policy COS-20.1 (Climate Change Action Plan)

> Prepare, maintain, and implement a Climate Action Plan for the reduction of community-wide (i.e., unincorporated County) and County-Operations greenhouse gas emissions consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5.

Guidelines Section 15183.8, which states, "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".

This "substantial evidence demonstrates" standard is much more difficult than the previous "enforceable" standard. This is no time to make climate action plans weaker or more difficult to evaluate.

As we have stated above, the point of CAPs should be ensuring that municipal governments are doing their part to help humanity achieve climate stabilization, not some artificial goal like a state mandate that may not be related to climate stabilization.

In order to comply with CEQA, which is about the physical world (and correct the grammar since "meet or exceed" is for a plural noun), the following new words (shown in ***bold italics***) must be added to COS-20:

> **GPU Goal COS-20 (Governance and Administration)**
>
> ***Reductions*** of community-wide (i.e., unincorporated County) and County Operations greenhouse gas emissions contributing to climate change that ***meet*** or ***exceed*** requirements of the Global Warming Solutions Act of 2006, as amended by Senate Bill 32 (as amended, Pavley. California Global Warming Solutions Act of 2006: emissions limit) ***and that meet or exceed targets for the industrialized countries of the world that are shown by climate scientists to, with reasonable assurance, stabilize the earth's climate at a livable level, meaning that there would be no devastating collapse of the human population***.

Likewise:

> **GPU PEIR Mitigation Measure (MM) CC-1.2**
>
> Prepare a Climate Action Plan for the reduction of community-wide (i.e., unincorporated County) and County Operations greenhouse gas emissions consistent with both state-legislative ***and current climate science specified, climate-stabilizing*** targets, as described in General Plan Goal COS-20, and consistent with CEQA Guidelines Section 15183.5 or as amended, as referenced in General Plan Policy COS-20.1. As described in Section 15183.5, the key elements of the Climate Action Plan would include:
>
> "CEQA Guidelines Section 15183.5(b)(1):
>
> (1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:
>
> (A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
>
> (B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review."

Once prepared, implementation of the Climate Action Plan will be monitored and progress reported on a regular basis, as follows:

- o Implementation Monitoring Report – prepared annually;
- o Greenhouse Gas Emissions Inventory – updated every two years; and
- o Climate Action Plan – updated every five years.

Guidelines for Determining Significance for Climate Change

Given the nature of our anthropogenic climate crisis, there is no such thing as a GHG emission that is insignificant. All GHG reduction measures must be implemented if they are technologically feasible and cost effective. Our best hope of identifying all such mitigation measures is to subject all projects to the CEQA process.

2.6 Energy

We appreciate your statement that Notice-of-Preparation (NOP) comments received showed "concern" (your word) for a Community Choice Energy (CCE) program and the impacts and location of large-scale renewable energy projects. We believe that support for CCE districts under California Community Choice Aggregation (CCA) law is widespread, for good reason. We understand that there will be concern about any large scale project to generate energy.

The transportation-related measures appear in

2.7 Greenhouse Gas Emissions

This section starts by purporting to summarize the NOP comments you received on this critical topic. However, that summary is contradicted by your Appendix A, which shows comment letters numbered 1 and 18 that point out the need for achieving climate-stabilizing targets. Your summary says nothing about the need to define, explain, and achieve climate-stabilizing targets. Comment letter 18 has significant details on this topic. This topic is the most important in all of our earth's history, because life is sacred and most of it is under threat, by a crisis that humanity can either chose to solve or ignore. The fact that you think that topic (again, whether we will stabilize the climate at a livable level) is so unimportant that it should be ignored is significant.

We agree with the NOP's first paragraph and especially these words, in that paragraph: "significant environmental impacts". "Environmental impacts" are in the physical world, not in the world of laws or executive orders. In this case, the primary negative impact or outcome, that should be avoided, is climate destabilization. Therefore, the term, "climate destabilization" must be defined and also described.

In the first paragraph of the NOP, it is written that the EIR must identify possible ways to mitigate or avoid the significant effects. Again, the “effects” are environmental in nature. This means that what will happen in the physical world must be considered. Besides this, how to avoid what would happen in the physical world must be considered.

What is needed is a description of climate destabilization and how to avoid the catastrophe of climate destabilization. CEQA and common sense require that negative environmental impacts be described, including the negative impact of climate destabilization.

General Plans and CAPs must first describe the difference between stabilizing the climate at a livable level and destabilization, where warming-system-feedbacks, such as methane gas leaking from melting permafrost, a process which is both driven by warming and creates more warming, become dominant. If they become too large, humanity will lose control, and the climate will transition to one which will no longer support most life forms on the planet, including our own species. Failing to provide this description is a CEQA violation. One authoritative source says, “the Earth is on a trajectory to warm by more than 4 degrees Celsius [and this] would be ***incompatible with continued human survival***.”

Avoidances of significant environmental impacts need to be described. Therefore, a discussion of “Greenhouse Gas Emissions” needs to state that there is a need for the EIR to have a description of how a climate is stabilized at a livable level.

We would like to help in this regard. Climate stabilization Step 1 is to get the earth’s atmospheric CO2_e to stop increasing. This Step is shown in Figure 1.

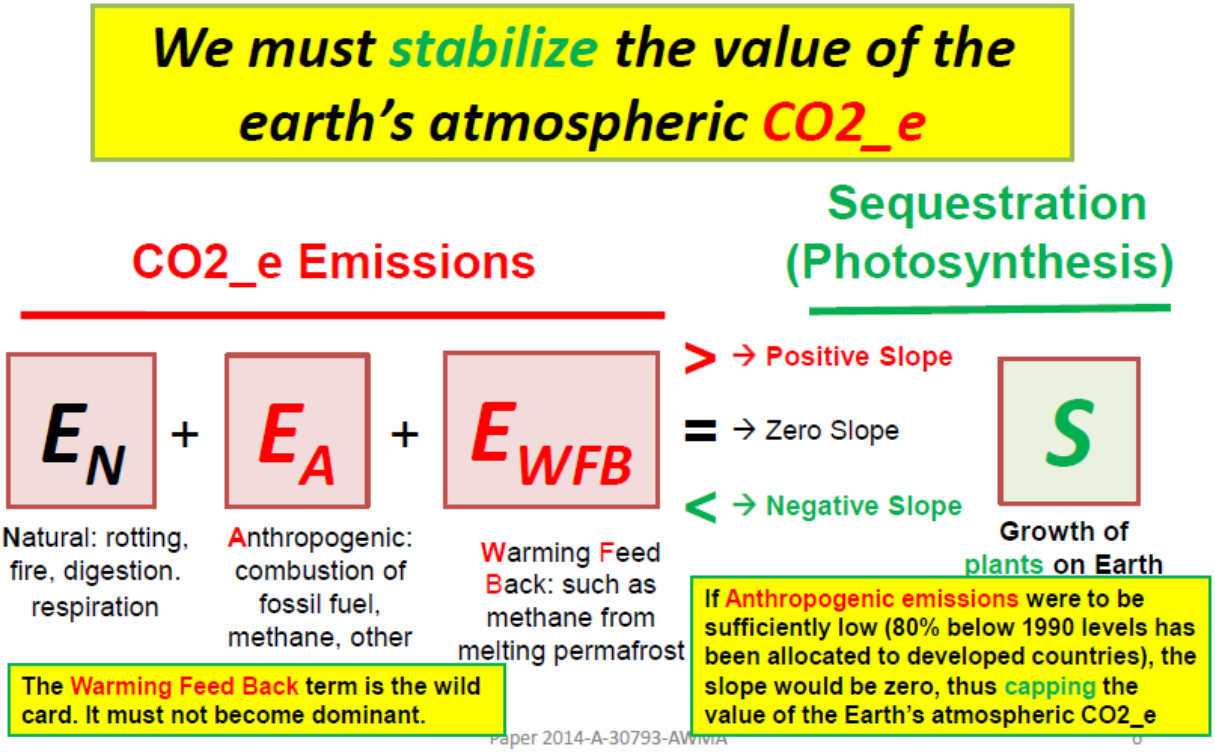


Figure 1 Stabilizing Atmospheric CO2_e

It has been written that the industrial world must get its emissions down to a level that is 80% below 1990 levels to achieve the equality sign, which is one of the three possibilities

shown in Figure 1. It was thought that to achieve climate stabilization, humanity could do this as late as 2050 and that the atmospheric level of CO2_e would then be at 450 PPM, corresponding to a 2 degree Celsius increase. However, it is now known that it is dangerous to allow a 2 degree Celsius change and that, even worse, an earth's atmospheric level of only 400 PPM of CO2_e corresponds to a 2 degree Celsius change. As we all know, the earth's atmosphere is already at 410 PPM CO2_e. This information about climate stabilization is shown in References 2 and 3.

In Figure 1, the zero slope condition will cap atmospheric CO2_e, meaning that it will not go up and not go down. Currently, we have a positive slope condition, because our anthropogenic emissions are too high. We will require a negative slope to return our atmospheric CO2_e to a safe level. The "wild card" in this problem is the warming feedback term. If it gets too large, we will have no hope of avoiding catastrophe.

You therefore must identify a climate-stabilizing target and then define enforceable measures to *achieve* that target. The principle of cumulative effects is being used here, as it must. The County must do its part. If it doesn't, it must assume that other municipal governments (around the world) will do the same and destabilization will result.

Besides this, to comply with CEQA, the CAP and its SEIR must describe destabilization's impact to our environment, to see if that is the outcome the decision makers want. During the process of destabilization, the earth will lose most of its life forms. This will not be pleasant for us or the animals, from aardvarks to zebras. We will all starve to death. This may take decades. The low-income people will starve first; the billionaires last. Of course there will be food riots; we will need to become a police state; and so on. Mass suicide and cannibalism may occur. A majority of the Board of Supervisors would rather avoid this, I assume. It is your job to make sure they understand this situation. The SEIR covers all of this up by not mentioning it. There is no excuse since it was described in NOP response Letter 18.

To achieve the CAP's identified climate-stabilizing targets, California state actions will be needed, driven by legislation and implemented by such entities as CARB, Caltrans, and the California Road User Charge Technical Advisory Committee (SB 1077.)

However, the County must also take strong actions. The County must show how climate-stabilizing targets can be achieved in each of the categories that emit greenhouse gas (GHG), assuming reasonable California actions, according to reasonable plans. These plans need to be either identified or written.

Cars and light-duty trucks emit the most GHG of any category in the County. Therefore, one thing that is needed to support the EIR is described in Reference 4, which is a sub-plank of the 2016 California Democratic Party (CDP) Platform:

> *[A] state plan showing how cars and light-duty trucks can hit climate-stabilizing targets, by defining enforceable measures to achieve the needed fleet efficiency and per-capita driving*

To show that this is not impossible, as well as to offer a plan that the County may wish to use, we have included Reference 5, *Climate-Stabilizing, California Light-Duty Vehicle Requirements, Versus Air Resource Board Goals*.

Reference 5 shows that a climate stabilizing target is 80% below the 1990 level, by year 2030. Note that this is 20 years sooner than the final target of Executive Order S-3-05 and is double the drop from the 1990 level specified in SB 32, for 2030.

The SEIR, CAP, and GPU are proposing to only achieve legislative requirements, sometimes referred to as our “state mandates”.

However, where is it stated that “consistent with legislative requirement” is enough to avoid climate destabilization? The fact is that it is not stated. It is almost as if the authors hoped the reader won’t notice this.

It is true that the EIR needs to show how to achieve the “legislative requirement” but nowhere is it acknowledged that this is not enough to avoid catastrophe. Laws that happen to pertain to climate change, such as SB 32, do not replace or amend CEQA. CEQA may be humanity’s most important law, given our climate crisis. We must stop ignoring its most important set of requirements, related to climate: The environmental impacts of climate destabilization must be described and avoidance measures must be devised and implemented.

Effects of Climate Change on the Environment (Page 2-7-3)

This section violates CEQA. Your list of effects is incomplete. You fail to mention the fact that this crisis is essentially unbounded in the harm it can and probably will produce to humans and other life forms. This letter has already spelled that out. It shows exactly what needs to be said.

Governor Brown, in the week before the start of the *Paris Climate Talks*, said to the Pope these seven words, “Humanity must reverse course or face extinction”. Governor Brown was not exaggerating. He simply told the truth. CEQA requires the truth.

Executive Order S-3-05 (Page 2.7-5)

The Court ruled that S-3-05 was grounded in science. That is true. However, it is 2005 science. We now know much more. S-3-05 is now known to be too little too late. This was explained above, in this letter.

Assembly Bill 32 Climate Change Scoping Plan and Updates (Page 2.7-6)

This section leaves out the 3 items listed on Page 2 of this letter, showing that our climate crisis is much more urgent than we thought.

Senate Bill 375 (Page 2.7-7)

What this section fails to state is that when CARB assigned driving-reduction targets to the San Diego Association of Governments (SANDAG) and the other Metropolitan Planning Organizations (MPOs), they did not bother to make the targets part of an overall plan to ensure that cars and light-duty vehicles (LDVs) will achieve climate-stabilizing targets. If they had done that, the 2035 targets would have been about a 32% reduction in per-capita driving, with respect to 2005 levels (the SB 375 baseline), even assuming a rapid conversion to zero-emission vehicles (ZEVs). The basis for this is shown in Reference 5.

Proposed GHG Reduction Measures (Page 2.7-17)

These will be discussed in our comments regarding Chapter 3 of the Draft CAP.

CAP Impact Analysis (Page 2.7-22)

We note the words:

> *As climate change science and policy continues to advance, the County will be able to apply new reductions toward meeting the long-term 2050 GHG emissions reduction goal in future CAP updates, as outlined in Chapter 5 of the CAP.*

However, climate science may also find that they have underestimated the reductions needed and/or underestimated the warming feedback of some effect. To comply with CEQA, the County must have a plan that contains a sufficient list of enforceable measures to achieve climate-stabilizing targets.

2.7.5.1 Issue 1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (Page 2.7-36)

These words concern us:

> *There are no additional feasible mitigation measures available to mitigate this impact based on information currently known. Therefore, this impact would be* ***significant and unavoidable****.*

As we have stated and as we will state with more detail in this letter, we have been suggesting a feasible car-parking-system mitigation measure that was ignored during the CEQA process of the last CAP and is being ignored during the CEQA process of this CAP. Also, energy-efficient zoning (not approving more sprawl development) is another mitigation measure that we repeatedly suggest. Again, the County ignores this suggestion by acting as if approving more sprawl development is not particularly harmful to efforts to achieve climate state mandates and climate-stabilizing targets.

It says on Page 2.7-37:

> *CARB recommends that "lead agencies prioritize on-site design features and direct investments in GHG reductions in the vicinity of the project" (CARB 2017). CARB also recognizes that "[w]here further design or regional investments are infeasible or not proved to be effective, it may be appropriate and feasible to mitigate project emissions through purchasing and retiring carbon credits issued by a recognized and reputable accredited carbon registry" (CARB 2017).*

The County is taking the odd position that it might approve additional sprawl developments and offset the additional GHG emissions that will come with the additional driving through purchasing and retiring carbon credits issued by a recognized and reputable accredited carbon registry. But the key on-site design feature, as described by CARB above, is to not approve the additional sprawl development. Obviously, the General Plan Update design is, to a large degree, zoning. Said another way, zoning is a fundamental design parameter. To follow the CARB recommendation is to select a design, primarily zoning, which does not result in a significant increase in GHG emissions. There is nothing infeasible about selecting the design feature of not approving more sprawl development. In fact, the 2016 San Diego County Measure B ballot measure lost, even though a developer outspent the project opposition by over a 10-1 margin. The Measure B ballot measure was to approve a large additional sprawl development. This is an indication that the voters do not favor the approval of an additional sprawl development. We understand that developers who want to get their sprawl developments approved are often big contributors to candidates for the Board of Supervisors. However, casting a vote that will disappoint a big campaign

contributor is not infeasible, however painful it might be to some San Diego County Supervisors.

The discussion on Pages 2.7-37 through 2.7-40 shows a failure to understand that General Plan Updates (GPUs, or zoning changes, or additional sprawl developments) are project design features and they do not have to be approved. They in no way justify purchasing and retiring carbon credits issued by a recognized and reputable accredited carbon registry or any other such off site measure. It is true that CARB recognized if no local design feature is possible it might be acceptable to justify purchasing and retiring carbon credits issued by a recognized and reputable accredited carbon registry or any other such off site measure. However, that is not the case because GPUs do not have to be approved.

If a developer wanted an approval that required a GPU and it was going to pioneer a method of operation that would reduce emissions in a way that could be widely adopted, then it may be reasonable and conform to CEQA to allow it.

Table 2.7-1 County Greenhouse Emissions by Category (2014) (Page 2.7-42)

We note that on-road vehicles are 57% of the total. We know from the work (available on line) of our friends at the Energy Policy Initiatives Center (EPIC) that most of the on-road emissions are from LDVs. For this reason there needs to be a rigorous treatment of LDVs.

Table 2.7-2 County Emissions Forecasts, Reduction Targets and CAP Reductions (MTCO$_2$e/year) (Page 2.7-42)

Often municipal governments have no records of GHG emissions for year 1990, which is a baseline year for S-3-05. S-3-05 requires that 1990 levels are achieved in 2020. The table says that the target for year 2030 is 40% below the 2014 level, which means, since SB 32 calls for a 40% reduction from 1990 levels, that the 2014 level is coincidentally equal to what is being assumed to be the 1990 level. However, if this is true, the -2% in the 2020 column should be 0% and the -77% in the 2050 column should be -80%, to match the S-3-05 target. Please explain the discrepancies.

2.12 Transportation and Traffic (Page 2.7-12-1)

This section attempts to summarize the impacts of the transportation-related measures. We will comment on the measures as described in Chapter 3 of the CAP itself, because it seems to have the most detail. We find much of the discussion of transportation off base because it fails to recognize the overriding need to improve the methods by which we pay for the use of roads and parking.

Section 3 of the CAP

Built Environment and Transportation

Strategy T-1 is described as reducing VMT. It only has 3 measures, which would:

- acquired open space,
- acquire agricultural easements and
- update Community Plans

The first two would only “reduce VMT” in the sense that they would stop additional sprawl development which would increase VMT. If all we do is “hold the line” we have no hope of stabilizing the climate at a livable level. Updating Community Plans could be important.

We will comment on T-2 through T-4 below.

T-1.1 Acquire Open Space

It is clear that this is an on-going program that would happen in any case. The claim is made that it prevents a total of 491 homes. We agree it might, if the Supervisors were so unconcerned about climate change that they would approve additional sprawl development, without this acquisition of land. We understand this to be legitimate if the "baseline" or what is sometimes called the "business as usual" case included these homes. Is that correct or are these savings not real? To compute the GHG savings, what is the average number of trips per year per household and what is the average mileage (MPG) and trip length assumed?

T-1.2 Acquire Agricultural Easements

It looks like this is an on-going program. It is a Purchase of Agriculture Conservation Easement (PACE) Program and it is said to be an acquisition of 443 acres of agricultural easements by 2020 and an additional 4,430 acres between 2021 and 2030. The claim is made that it prevents a total of 198 homes. We agree it would, if the Supervisors were so unconcerned about climate change that they would approve additional sprawl development, without this purchase of land. We understand this to be legitimate if the "baseline" or what is sometimes called the "business as usual" case included the homes that could be approved on this land. Is that correct or are these savings not real? To compute the GHG savings, what is the average number of trips per year per household and what is the average mileage (MPG) and trip length assumed?

T-1.3 Update Community Plans

How do you compute the anticipated GHG Reduction? How do you know that the future Board of Supervisors will take this action? If they take this action, what allows you to assume how useful it will be? How do you quantify "Transit Oriented Development"? Many times the Sierra Club Transportation Chair has urged the San Diego Association of Government to replace "Smart Growth" with "VMT-Reducing Growth". This would be far better because "VMT-Reducing Growth" can be quantified but "Smart Growth" cannot be quantified. Not one member of SANDAG's Board or Staff gave any notice of the suggestion. Likewise, it may be that "Transit Oriented Development" has no definition and is not quantifiable in any way.

If a Community Plan has transit service is there any standard for that service to qualify it as being good enough to serve a so-called TOD? If so, what is that standard?

In an attempt to perhaps help you quantify VMT reductions, we offer the following Figure 2.

Are there any standards of density increase or maximum height increase that you are looking for in making these communities a better "TOD", or, expressed in a more realistic way, more 'VMT-Reducing"? Is there a metric for improving the jobs-housing balance or are you operating free of any numerical standards for that consideration?

Why does the County constantly assume that how drivers pay for parking is inconsequential? Every study of the matter finds that if, for example, all employees pay for parking with a reduced wage, whether they drive or not, many more people will drive than if the payment for parking is associated with the choice to drive.

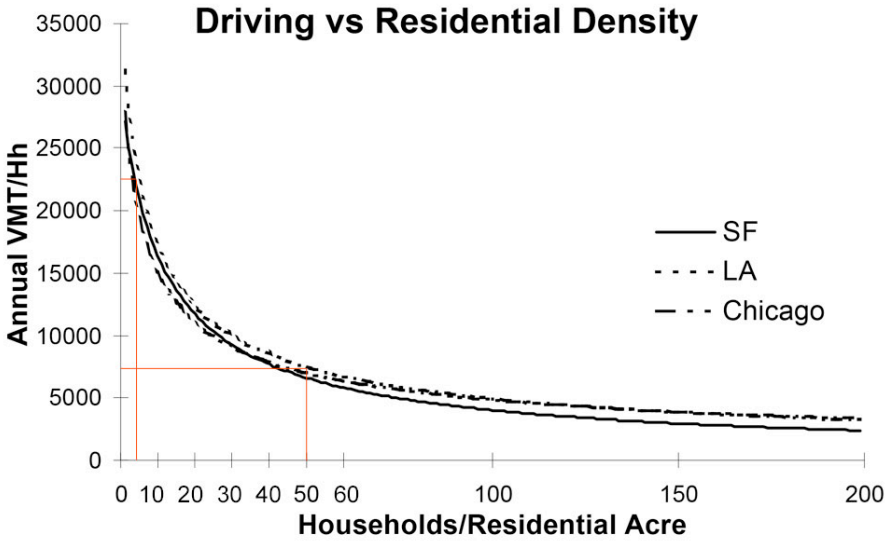


Figure 2 VMT Reductions from Increased Density

Reference 6 describes the modern round-a-bout. It includes a definition, how they improve traffic flow, how they improve air quality and reduce GHG, how they improve safety, and how much they cost. They should be part of any effort to do traffic calming or complete streets. As shown, each round-a-bout can eliminate 189 metric tons of CO2_e per year. Will you replace stop lights in Community Plans with round-a-bouts?

The *Supporting Efforts* table on Page 3-15 is not encouraging. Those are simple things that should have been done years ago. To "study, collaborate, and promote" are not enforceable and show that the County has not yet realized the urgency of our climate crisis. Enforceable changes in policy regarding density, height, car parking, and round-a-bouts should have been done by now.

Your "Performance Metric" table means almost nothing since your "Supporting Efforts" mean almost nothing.

Strategy T-2 Shift Toward Alternative Modes of Transportation (Page 3-17)

We agree with words written on Page 3-17.

T-2.1 Improve Roadway Segments as Multi-modal

There is an insufficient definition of the "multi-model enhancements" that are being considered and how much this would reduce VMT. We know of no definition for "bikeway". Would this be Class 1 (separated from cars), 2 (bike lanes), or 3 (marked routes)? There may be a place for all 3 and you may have data showing that each of these 3 can encourage riding and thereby reduce VMT. However, your lack of specificity suggests that you know little of this topic.

We believe in well-maintained roads. Since we must convert rapidly to a fleet of cars that no longer burns gasoline, the answer to having enough money to perform timely road maintenance is to design and implement an environmentally-sound road-use charge (RUC) pricing and payout system. A road user charge (RUC), has been proven feasible by the work of SB 1077. Currently, the gas tax rate, although improved by SB 1, is still too low to

pay the full cost of road maintenance. Besides this, the gas tax has a poor future. How do you propose to pay for whatever improvements are being considered? We oppose raising general taxes, such as a sales tax, to pay for roads. We should not be making it artificially cheap to drive cars. What is the County's position on this issue? We fully support "complete streets". Please explain how you computed the 2030 and 2050 GHG reductions of 604 and 1292. Why did you not mention "road diet" and round-a-bouts? Cycle tracks are controversial among bicyclists. How did you decide you favor them?

T-2.2 Reduce New Non-residential Development Vehicle Miles (Page 3-20)

There is a claim of a 15% reduction by 2030. This may be based on SANDAG's Regional Transportation Plan's VMT reduction as required by SB 375. If so, the County is doing nothing to claim this reduction. Is this based on SANDAG's Regional Transportation Plan's VMT reduction as required by SB 375? If so, there may be a mismatch because SB 375 is for 2035 but the County is claiming a reduction in 2030. Please explain this mismatch in target year. There is a mention of a Transportation Demand Management (TDM) ordinance. Why has the County not passed a TDM ordinance by now? Where can we read the proposed ordinance? Can we see the calculations of the driving reduction based on the imagined ordinance? We notice that the County is still unaware that "free" parking at work is really not free because it reduces everyone's wages, even those that never drive to work. We have repeatedly explained this issue and it discourages us that the County is still unaware that so-called "free" parking is unfair to those that drive less and that if increases the mode split of single-occupancy vehicle (SOV) driving.

The county's performance metric of a 15% reduction is too low to support light-duty vehicles achieving a reasonable climate-stabilizing target, as will be shown later in this letter. Is that value per-capita? Is it with respect to the SB 375 baseline year of 2005? If it is with respect to 2014, please show how you convert an SB 375 target for year 2035 to a value with a different target year and a different baseline year.

T-2.3 Reduce County Employee Vehicle Miles Travelled (Page 3-22)

In the original Sierra Club letter to San Diego County, regarding its first effort to produce a CAP, we proposed a car-parking-pricing-and-payout system that would increase fairness and reduce the choice of driving to work. That letter, dated March 19, 2012, is Reference 7. Throughout that lawsuit we stressed this mitigation measure as a policy that could be implemented for County employees. We were very specific in our proposal.

This feasible mitigation was ignored by the County in their legally-deficient Climate Action Plan (CAP) which they subsequently rescinded under court order. This is the mitigation measure that was described during oral arguments in Appellate Court, when a Justice asked the Club lawyer to describe a feasible mitigation measure that was ignored by the County.

After hearing the description, the Justice commented, "That sounds like feasible mitigation to me."

Here is a brief description of this feasible mitigation measure. This strategy would be a "game-changer", not only for the County, but for improving our prospects for achieving climate-stabilizing targets, wherever driving is a significant source of GHG emissions and so-called "free parking" at work is common.

Demonstration Project to Eliminate the Harm of Bundled-Benefit Parking at Work

San Diego County (“County”) would develop a Demonstration Project to, in effect, Unbundle the Benefit of Parking (“Demonstration Project”) where County employees work (“Proposed Location”).

BACKGROUND: Currently, County employees do not have the ability to choose between earnings and driving – employees effectively pay for parking out of their salary, whether or not they use the parking. The Demonstration Project will provide the opportunity for the employees to choose between earnings and driving. This is functionally equivalent to the implementation of the California Air Pollution Control Officers Association (CAPCOA) measure of unbundling the cost of parking.

PROJECT: Parking would be charged at a given rate (for example $0.02/min – roughly $10.80/day, considering 8 hours of work and 1 hour for lunch). Funds generated from these parking charges would be distributed as earnings to all employees working at the proposed location in proportion to each employee’s time spent at work, at the proposed location. Those who decide not to drive will not be charged for parking but will still receive earnings based on their time spent at work at the location. Implemented correctly, this free-market approach will substantially reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions, by reducing the drive-alone mode.

For employees whose parking charges are greater than their parking-lot earnings, an “add-in” may be included so that no employee loses money, compared to “free parking”. (Some documentation of this method refers to this payment as a “must-drive bonus”.) With such “add-in” payments, there could be an “Opt in” or “Opt out” choice. This would mean that, if the charges and payments associated with this system were included on employee pay checks, those that “Opt out”, would see no changes on their pay check, relative to how their pay check looked during the days of “free parking”. If the charges and payments associated with this system were shown on a separate, mailed statement, those that opt out would receive no such statement.

This project may be helped by receiving a grant to pay the development and installation cost, as well as the “add in” payments, for some specified number of years. The County would need to apply for such a grant.

This feasible and sensible mitigation measure is actually a demonstration project of an overall system that would operate all types of parking, as described in Reference 8. Reference 9 is a more detailed description of this demonstration project.

Based on Table 1 of Reference 8, the driving reduction could be 25%, at places of employment. Table 1 shows driving reductions resulting from introducing a new price differential for parking, for 10 cases. Its average reduction in driving is 25% and its smallest, single-case reduction is 15%. Again, these systems can be set up so that no driver loses money. Grant possibilities include the California Air Resources Board’s *Low Carbon Transportation* program and the Strategic Growth Council’s (SGC’s) *Transformative Climate Community* program.

T-2.4 Shared and Reduced Parking in New Non Residential Development (Page 3-22)

The system we are proposing as a demonstration project (shown in the T-2.3 section, in this letter, just above this section) is a sub-system of an overall system of parking we are currently calling a “Dividend-Account Parking” system. The “Dividend” word denotes that

some people receive parking lot earnings. The “Account” word denotes that the cars parked are associated with an account, of a person responsible to pay the cost of the parking. “Account” also denotes that the cost of parking is being taken into account, instead of being ignored and hidden, as is often the case. It is documented in Reference 8. It is a system where all parking is naturally shared.

Ultimately, based on the system we are proposing, we see no reason to restrict this to either New” or to “Non Residential”, as is suggested in the County’s title of this section. The system we are proposing was peer reviewed in 2010, when it was accepted for presentation at an Air and Waste Management Association (AWMA) Conference, in Calgary, Canada. The presentation received two standing ovations: once upon the conclusion of the presentation and again at the conclusion of the question and answer portion of the presentation. The system is hosted by the National Sierra Club: .http://sierraclub.typepad.com/files/mike-bullock-parking-paper.pdf.The County received this paper as a reference to the Reference 7 letter, back in 2012. We have never been given any indication that anyone at the County has read the paper. The T-2-4 section, which is about parking, gives no indication that anyone at the County has read the paper. We have certainly received no criticism of the paper from the County. Since there has been no criticism, we wonder why its ideas are being ignored. Is there any County employee working for the County on the CAP and its SEIR that is aware of the Sierra Club’s submittals to the County regarding car-parking? If so, what is their opinion of the proposals? Why has the County ignored the Sierra Club’s car parking proposals for over 5 years? Could you please show us how you compute the 1454 and the 2508 GHG reductions shown? How would you handle the sharing in terms of enforcement?

T-3 Decarbonize On-road and Off-road Vehicle Fleet (Page 3-27)

We support efforts to decarbonize vehicles. This includes the efforts shown in your sections T-3.1, T-3.2, T-3.3, and T-3.4. Beyond what is shown in these subsections, we have asked the SANDAG Board to put electrifying the Coaster train into their “Unconstrained” (unconstrained by money) Regional Transportation Plan, for example. We are joining with other groups to push for purchasing only Battery Electric busses. We have not heard that the County is interested in these efforts.

We appreciate your efforts to make construction less polluting. As far as retiring old model cars that get poor gas mileage, we would like to see the County join us in advocating for a plan of enforceable measures, whereby light-duty vehicles (LDVs) achieve a climate-stabilizing target. This would require actions such as what is described in T-3.3. We would like to see the County become a force for climate stabilization at SANDAG. Could you show us how you computed the GHG reduction of 866, shown on Page 3-32? Is the County supportive of electric transit vehicles and if so, what is your plan to help bring that about?

T-3.4 Reduce the County’s Fleet Emissions (Page 3-34)

We are disappointed that the County’s goal is only 50% of new vehicle purchases. We have a climate crisis. Would you please change that to 100%?

T-4 Invest in Local Projects to Offset Carbon Emissions (Page 3-37)

We accept that many of the projects named are worthwhile. However, the car parking system that we describe above is also a worthy project. Once that system is designed, other employers will want to use it, because it increases fairness while it decreases driving.

It can spread to other types of parking because it supports the sharing of parking. It will need to spread to all types of parking, in one unified system, if we are going to have a chance to achieve climate-stabilizing targets.

Energy (Page 3-40)

We appreciate the target of 90% renewable energy in the County by 2030. This will require the measures you named, which we want to be made enforceable, and more.

San Diego is conducting a study of feasibility of CCE. Carlsbad and other cities to its South are joining together to investigate the feasibility of forming a Community Choice Energy (CCE) District, under California Community Choice Aggregation (CCA) law. In the last three years, the rise of Community Choice Energy in California has been dramatic. The first Community Choice Agency (CCA), *Marin Clean Energy*, launched in 2010, and was the only one for four years until *Sonoma Clean Power* launched in 2014, followed soon after by *Lancaster Choice Energy* in 2015. By mid-2015 a critical mass of information-sharing and proof-of-concept had spread throughout California and by late 2016 nearly half the counties in the state and over 300 cities were either operational or at some stage of evaluation of Community Choice. The CAP and SEIR should include, as a recommended mitigation measure, joining a CCE. To do this, the County needs to act to determine the feasibility of this measure and its effectiveness in moving towards your stated goal of 90% clean energy by 2030. This target is certainly a strength of your effort.

In 2014, Lancaster started to require all new residential construction project to include solar power. There is a minimum average solar generating capability of 0.5 to 1.5 kW per unit, depending on lot size and location. Are you willing to meet or exceed that standard?

The Need for a Concerted Effort to Ensure that Light-Duty Vehicles Will Achieve a Realistic Climate-Stabilizing Target

First, You Need a Plan:

The well-known and well-respected Energy Policy Initiative Center reported that 41% of the GHG emitted in San Diego County comes from cars and light-duty trucks, denoted as “LDVs” in this report. This is larger than the sum of the next two largest emitters: electricity, at 25% and natural gas, at 9%. Because LDVs are so important, there needs to be a plan showing a set of enforceable measures ensuring that LDVs will achieve a climate-stabilizing target. The first step is to show how a reasonable climate-stabilizing target is derived. As has been shown in the letter, there are strong indications that state mandates, such as SB 32 are not good enough.

This is not just understood by us. The California Democratic Party (CDP) has come to the same conclusion, as shown in its 2016 Platform. This bullet is from that platform (Reference 4) (http://www.cadem.org/our-california/platform/2016-platform-energy-and-environment).

- ***Demand a state plan showing how cars and light-duty trucks can hit climate-stabilizing targets, by defining enforceable measures to achieve the needed fleet efficiency and per-capita driving***

CARB should probably do this but so far, they have issued no such plan, perhaps because they have no such plan. However, CEQA requires that decision makers understand the

environmental consequences of what they may approve. What does the state need to do, which has the primary responsibility for fleet efficiency requirements and how much it will cost to drive on the road and how will this fit with what local and regional government may do, understanding that they do RTPs, zoning, and other transportation-related policies such as complete streets, transit, and parking policies. Therefore, such a plan is required for any project that will have a significant impact on the LDV sector. This means that most EIRs have been approved in violation of CEQA law. This should come as no surprise because there are few systems engineers in the ranks of those that might challenge an EIR. Some things take time.

Reference 5 is an example of a state plan that is being requested by the CDP. It may not be perfect but it is an honest attempt and it may be the only such example on the planet. It is included to show that such a report is not impossible. The County or any other government could accept the plan as their own, if they find no errors. What the County cannot do is to take the position that no such plan is required. The County could modify the Plan if it thinks it could improve upon its methods or its assumptions.

Enforceable and Feasible Mitigation Measures to Achieve Driving Reductions

The following numbered mitigation measures must be implemented unless you can prove that they are either not “technologically feasible” or they are not “cost effective”. When considering how cost effective the measures are, keep in mind that climate destabilization, which is where humanity is currently headed, will result in a devastating collapse of the human population, which is very expensive, in many ways.

1.) Reallocate SANDAG Funds Earmarked for Highway Expansion to Transit and Consider Transit-Design Upgrades

It is well-known that the induced traffic demand resulting from adding highway lanes will cause traffic congestion to remain constant. This is true, even if the new lanes are HOV (High Occupancy Vehicle) lanes; HOT (High Occupancy Toll) lanes; or Managed Lanes, which give priority to moving transit vehicles. Any project (or other change, such as autonomous vehicles that can travel at high speeds with very little distance between vehicles) that temporarily creates space on a freeway will induce enough traffic to fill that space, returning congestion to the level it was before the project (or other change.) Therefore, additional lanes will not reduce congestion one iota. The money spent to add lanes is not just a waste of money. With more lanes and the same level of congestion as before, the result is always more frustrated drivers, more air pollution, and more GHG emissions.

The sales tax measure called “Trans-Net” allocates approximately one-third for highway expansion, one-third for transit, and one-third for road maintenance. It has a provision that allows for a reallocation of funds, if supported by at least two-thirds of SANDAG Board members, including a so-called weighted vote, where governments are given a portion of 100 votes, proportional to their population. This feasible mitigation measure is to reallocate the Trans-Net amount, earmarked for all highway expansions, to transit. It is noted that perceived political risk for decision makers does not constitute infeasibility, for a suggested mitigation measure. SANDAG needs to help educate the public about the futility of adding lanes because of induced traffic demand, as well as our responsibility to have a plan showing how cars and light-duty trucks can achieve climate-stabilizing targets. This will reduce political risk.

This money could be used to fund additional transit systems; improve transit operations; and/or redesign and implement the redesign of an existing transit system. A redesign could be

the electrification and automation, or even a wholesale technology upgrading of the Coaster/AMTRAK and Sprinter rail lines. These systems need to be frequent and operate 24/7.

The money could also be used to implement a fixed-guideway connection between the San Diego Airport and both the Santa Fe Train Station and the Old Town Transit Center. A trade-off study is needed to find out if this should be done with a trolley extension or an automated system, perhaps using the technology that connects the Oakland Airport to the Coliseum BART station.

The County needs to assume this mitigation measure and then do everything it its power to convince the SANDAG Board that it must be done. (AB 805 would help.)

2.) A Comprehensive Road-Use Charge (RUC), Pricing-and-Payout System to Improve the Way We Pay for the Use of Roads

Comprehensive means that, for example, pricing, overall, is sufficient to cover all costs, including road maintenance and externalities such as harm to the environment and health; privacy is defined and achieved; the economic interests of low-income drivers doing necessary driving would be protected; that the incentive to drive fuel-efficient cars would be at least as large as it is under the current fuels-excise tax; and, as good technology becomes available, congestion pricing is used, if needed, to protect critical driving from congestion.

The word "*payout"* means that some of the money collected would go to people that are losing money under the current system.

Currently, user fees (gas taxes and tolls) are not enough to cover road costs. Even though general-fund money is being used to operate and maintain roads, California is not doing maintenance with enough frequency to minimize cost. It is well understood that deferred maintenance will cost more than timely maintenance. Besides this, the improved mileage of the Internal Combustion Engine vehicles (ICEs) and the large number of Zero-Emission Vehicles (ZEVs), both of which are needed to have the fleet efficiency required to achieve climate mandates, mean that gas-tax revenues will drop precipitously over the coming years. In view of these facts, California has passed and is implementing SB 1077, which creates a pilot project road user charge (RUC). The Road User Charge Technical Advisory Committee (RUC TAC) has twice visited San Diego. The first time, they met in the SANDAG Board Room. The second time, they met at the CALTRANS District 4 office. SANDAG Board Members and SANDAG staff were conspicuously absent from these meetings. SANDAG staff did not inform its Board of these meetings. This is unfortunate because a RUC is the future of road funding. Unfortunately, the SANDAG Board Majority seems to think that a new sales tax can be used to expand roads. The recent defeat of Measure A suggests that this is not true.

Both SANDAG and the County need to support California in its efforts to create an effective RUC pricing-and- payout system. As the pilot project finishes, legislation is needed to get the design and implementation moving. SANDAG and the County should lobby for a good system and then, in their EIRs, they should assume a good system. Such a system will play a useful role in reducing per-capita driving.

3.) Improving the Way We Pay for the Use of Car Parking

Bundled-cost parking increases the cost of everything, from rent to food; bundled-benefit parking reduces wages. These unsustainable practices are economically unfair to those that drive less or might like to drive less, if they could receive the fair, market-priced compensation for their effort, considering the high cost of providing parking. Surface parking only provides spaces at a rate of 120 car-spaces per acre of land. Parking garage construction costs are over $20,000 per space. Underground parking costs from $60,000 to $100,000 per space. The fourth bullet of the Transportation Sub-plank of the 2016 California Democratic Party Platform (Reference 4) calls for "*shared, convenient and value-priced parking, operated with a system that provides earnings to those paying higher costs or getting a reduced wage, due to the cost of providing the parking*."

This feasible mitigation was ignored by the County in their legally-deficient Climate Action Plan (CAP) which they subsequently rescinded under court order. This is the mitigation measure that was described during oral arguments in Appellate Court, when a Justice asked the Club to describe a feasible mitigation measure that was ignored by the County. It is described in this letter in Section **T-2.3 Reduce County Employee Vehicle Miles Travelled (Page 3-22)** on Page 13 of this letter.

4.) Good Bicycle Projects and Bicycle Traffic Skills Education

The best criterion for spending money for bicycle transportation is the estimated reduction in driving per the amount spent. It is hoped that the following strategies will come close to maximizing this important parameter.

a.) Projects to Improve Bicycle Access

All of the smart-growth neighborhoods, central business districts, and other high trip destinations or origins, both existing and planned, should be checked to see if bicycle access could be substantially improved with either a traffic calming project, a "complete streets" project, more shoulder width, or a project to overcome some natural or made-made barrier. One example is to build a Vista Way bicycle bridge over I-5 in Oceanside, to allow those walking or biking to travel between the South Oceanside coastal neighborhood and the regional shopping center, which contains such large stores as *Wal-Mart* and *Stator Brothers* grocery store. Currently, those walking or biking from the Vista Way area West of I-5 must travel much further and travel over a steep hill (Cassidy Street). There are no large grocery stores in the Coastal region of Oceanside, west of I-5. Vista Way was connected for bike riders and pedestrians before the construction of I-5.

b.) League of American Bicyclist Certified Instruction of "Traffic Skills 101"

Most serious injuries to bike riders occur in accidents that do not involve a motor vehicle. Most car-bike accidents are caused by wrong-way riding, riding on sidewalks, and errors in intersections; the clear-cut-hit-from-behind accident is rare.

After attending *Traffic Skills 101,* students that pass a rigorous written test and demonstrate proficiency in riding in traffic and other challenging conditions could be paid for their time and effort.

As an example of what could be done in San Diego County, if the average class size was 3 riders per instructor and each rider passes both tests and earns $100 and if the instructor, with overhead, costs $500 dollars, for a total of $800 for each 3 students, that would mean that $160M could teach $160M/$800 = 200,000 classes of 3 students, for a total of 600,000 students. This is approximately 20% of the population of San Diego

County. If a significant percentage of the graduates become every-day, utilitarian riders, this program will be a very cost-effective mitigation measure. It is certainly technologically feasible.

If SANDAG is unwilling to do this program countywide, the County could scale the program described above down to a County-run program. Members of Oceanside's Bicycle-Pedestrian Committee and others in the County are already teaching League-Certified classes, as described above.

5.) **Eliminate or Greatly Increase the Maximum Height and Density Limits Close to Transit Stops that Meet Appropriate Service Standards**

As sprawl is reduced, more compact, transit-oriented development (TOD) will need to be built. This strategy will incentivize a consideration of what level of transit service will be needed, how it can be achieved, and what levels of maximum height and density are appropriate. Having no limits at all is reasonable if models show that the development can function without harming the existing adjacent neighborhoods, given the level of transit service and other *supporting transportation policies*. One such *supporting transportation policy* would be the use of car-parking systems described in References 8 and 9, which support the full sharing of parking**,** less driving, and less car ownership. These are reasons that the County Supervisors and Staff need to weigh in on the redesign and rezoning of the area around its downtown San Diego location. This is probably not applicable in other locations under County control because the transit service is either nonexistent or it is insufficient.

6.) Work for Installing a "Dividend-Account" Parking System at Train Stations in the County

We understand it is difficult for the County to influence SANDAG and the North County Transit District (NCTD), which runs the Coaster. We are hopeful that AB 805 will reform the decision-making of the NCTD so that it will become open to progressive change and more responsible regarding the fact of our anthropogenic climate change crisis. We would like to see the County to develop a Plan to help the NCTD adopt the same sort of Dividend-Account Parking system at the Transit Centers as what we hope will be installed at your County offices downtown. In this case, the earnings or dividend are paid to adult train riders in proportion to the time they spend on round trip train rides. These beneficiaries are selected because the car parking is being provided for adult (driving age) train riders making round-trip train rides. The parking would be available to anyone driving a car that is in the Dividend-Account Parking system, meaning that there is an account with a person responsible for paying for the parking of the car being parked. This system would allow the parking to be used by any driver with an account, including non-train riders. Fully-shared parking is generally better than parking that is not shared or is less shared. "Free parking" at train stations maximizes driving to the station. A Dividend-Account parking system would maximize ridership. Currently, a person that could easily walk or bike to the station may drive. However, this is less likely to happen after the installation of a Dividend-Account parking system. The net cost (fare minus parking dividend) to ride will be reduced. This will increase ridership. This system will also ensure that someone that drives to the station can be assured of finding a parking place, because it will not be difficult to set the price of the parking to ensure vacancy, as is described in the paper shown here: http://sierraclub.typepad.com/files/mike-bullock-parking-paper.pdf (Reference 8). Note that the paper provides a dynamic pricing system

to guarantee a selected minimum vacancy rate. If a person drives to the station but does not find a parking place, they may become discouraged from riding the train.

Summary of the Six Mitigation Measures Described

Do you agree that Measure 3 above is feasible and if not, why not? Do you agree that Item 4 is feasible? Do you see the value in working for Mitigation Measures 1, 2, 5, and 6?

Need to Include Plots and Explanations of the Plots, in the EIR, to Leave No Doubt About the Cause and Grave Nature of Anthropogenic Climate Change

The SEIR must fully explain the urgency and danger of humanity's anthropogenic climate change crisis, sometimes referred to as simply "climate".

The best way to do this is to include plots and explanations of the plots, that leave no doubt about the validity and grave nature of climate.

Figure 3 shows the rise of the world's atmospheric CO2 over the last 50 years.

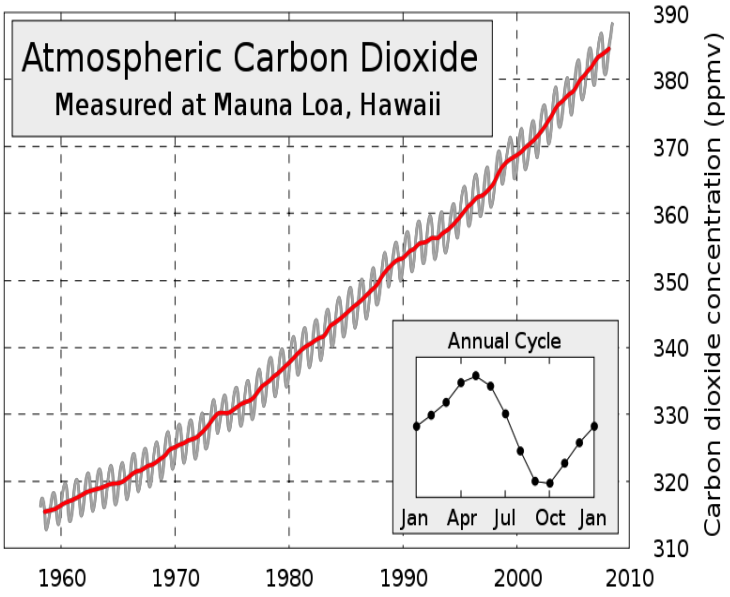


Figure 3 Atmospheric CO2, Increasing Over Recent Decades

Figure 4 shows both atmospheric temperature (averaged over a year and averaged over all of the earth, derived from an isotope analysis) and atmospheric CO2, over 800,000 years. (Our species is only around 300,000 years old.) Figure 4 shows that when climate deniers say that climate is always changing and so therefore climate change is normal, they are correct, except for one important consideration. There is nothing normal about the outrageous run up of atmospheric CO2, to over 400 PPM, in such a short time that it appears to be an instantaneous spike, on Figure 4. There is no doubt that the spike is the result of our combustion of fossil fuels. The spike is clearly anthropogenic climate change.

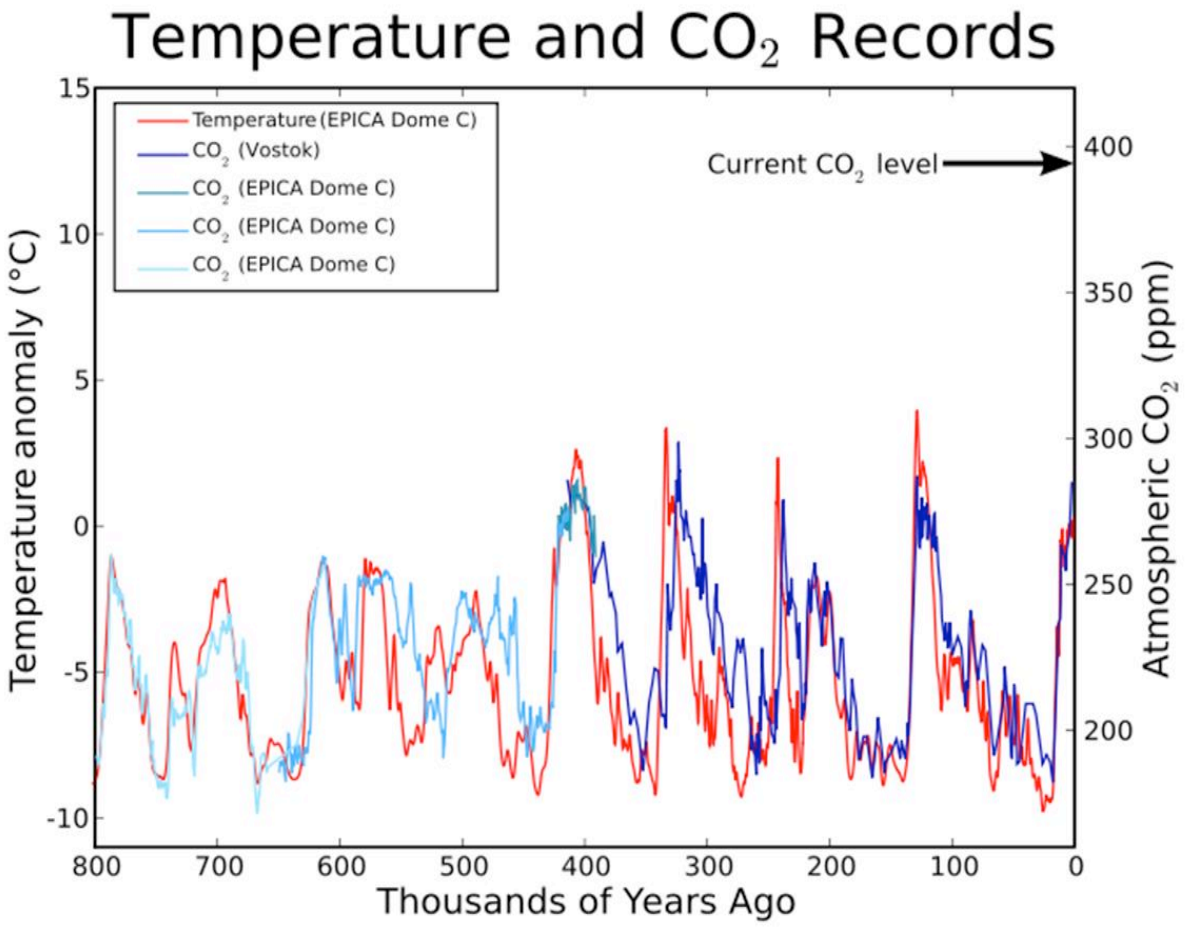


Figure 4 Atmospheric CO2 and Mean Temperature, from 800,000 Years Ago, with Current CO2 PPM Shown

Figure 5 covers all of the time of the development of our civilization. By focusing on just 1000 years, the spike's shape, in red, is revealed. Everything was normal until about 150 years ago, which is the start of our industrial revolution, when we started to burn fossil fuels. The ominous increase in temperature (in blue) is also shown. By doing extensive calculations we know how much CO2 we have produced from the combustion of fossil fuels. Then, by directly measuring the atmospheric CO2 and the acidity of the oceans, we know where all of that CO2 currently resides. We also know that atmospheric CO2 traps heat. There is no doubt that we have an Anthropogenic Global Warming (AGW) catastrophe in the making. Achieving climate-stabilizing targets is our only hope.

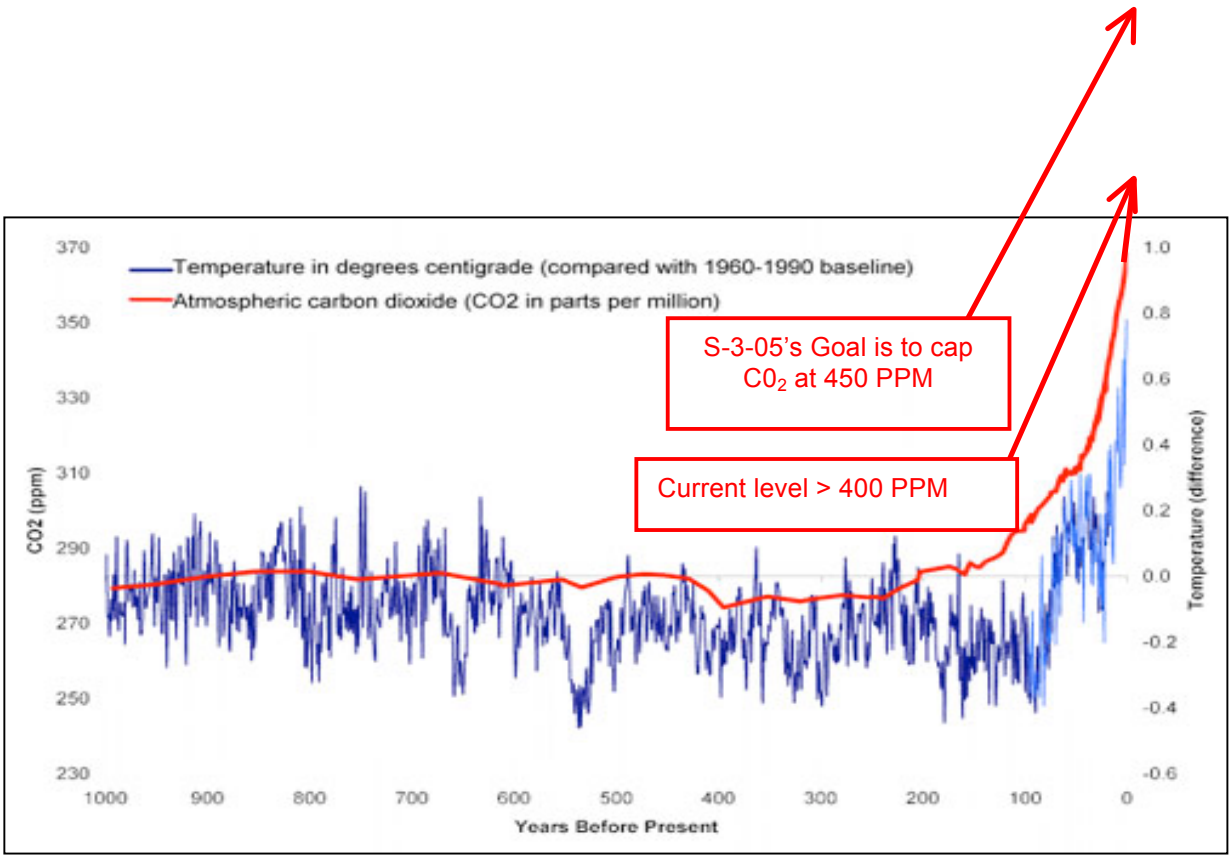


Figure 5 Atmospheric CO2 and Mean Temperature Over the Last 1,000 Years

Conclusion

We offer these words from Reference 10, which is the Superior Court Ruling, against the County (emphasis added):

> *There is no time for "building strategies" or "living documents;" as the PEIR quite rightly found, enforceable mitigation measures are necessary **now**.*

We need to keep in mind the following:

- climate change has the potential to end most life forms on the planet and
- our own species could be headed towards a "devastating collapse" of our population, to quote the June 2008 issue of *Scientific American*

We would like to meet with County representatives to discuss our concerns and our proposed mitigation measures. Thank you for doing this critical and challenging work.

Respectfully submitted,

Mike Bullock mike_bullock@earthlink.net
Chair, Transportation Subcommittee
Sierra Club San Diego

George Courser
Chair, Conservation Committee
Sierra Club San Diego

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9. Bullock, Michael*; Equitable and Environmentally-Sound Car-Parking Policy at a Work Site*; Aug. 30, 2015
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The San Diego Chapter of the Sierra Club is San Diego's oldest and largest grassroots environmental organization, founded in 1948. Encompassing San Diego and Imperial Counties, the San Diego Chapter seeks to preserve the special nature of the San Diego and Imperial Valley area through education, activism, and advocacy. The Chapter has over 14,000 members. The National Sierra Club has over 700,000 members in 65 Chapters in all 50 states, and Puerto Rico.

SIERRA CLUB
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REFERENCE 1

Filed 10/29/14

CERTIFIED FOR PUBLICATION

NOT TO BE PUBLISHED IN OFFICIAL REPORTS

California Rules of Court, rule 8.1115(a), prohibits courts and parties from citing or relying on opinions not certified for publication or ordered published, except as specified by rule 8.1115(b). This opinion has not been certified for publication or ordered published for purposes of rule 8.1115.

COURT OF APPEAL, FOURTH APPELLATE DISTRICT

DIVISION ONE

STATE OF CALIFORNIA

SIERRA CLUB, Plaintiff and Respondent, v. COUNTY OF SAN DIEGO, Defendant and Respondent.	D064243 (Super. Ct. No. 37-2012-00101054-CU-TT-CTL)

APPEAL from a judgment of the Superior Court of San Diego County, Timothy Taylor, Judge. Affirmed.

Thomas E. Montgomery, County Counsel, and C. Ellen Pilsecker, Chief Deputy County Counsel, for Defendant and Appellant.

Law Office of Malinda R. Dickenson, Malinda R. Dickenson; Chatten-Brown & Carstens, Douglas P. Carstens and Josh Chatten-Brown for Plaintiff and Respondent.

This action arises out of the County of San Diego's (County's) 2011 general plan update, wherein the County issued a program environmental impact report (PEIR), and adopted various related mitigation measures. In this action the Sierra Club sought, in a

petition for writ of mandate, to enforce one mitigation measure adopted by the County: the Climate Change Mitigation Measure CC-1.2 (Mitigation Measure CC-1.2). With Mitigation Measure CC-1.2, the County committed to preparing a climate change action plan with "more detailed greenhouse gas [GHG] emissions reduction [GHG] targets and deadlines" and "comprehensive and enforceable GHG emissions reductions measures that will achieve" specified quantities of GHG reductions by the year 2020.

However, the Sierra Club alleged that instead of preparing a climate change action plan that included comprehensive and enforceable GHG emission reduction measures that would achieve GHG reductions by 2020, the County prepared a climate action plan (CAP) as a plan-level document that expressly "does not ensure reductions." The County also developed associated guidelines for determining significance (Thresholds). According to the Sierra Club, review of the CAP and Thresholds project under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) was performed after the fact, using an addendum to the general plan update PEIR, without public review, without addressing the concept of tiering, without addressing the County's failure to comply with the express language of Mitigation Measure CC-1.2, and without a meaningful analysis of the environmental impacts of the CAP and Thresholds project.

The court granted the petition, concluding that the County's CAP did not comply with the requirements of Mitigation Measure CC-1.2 and thus violated CEQA. The court found that the CAP did not contain enforceable GHG reduction measures that would achieve the specified emissions reductions.

The County appeals, asserting (1) the statute of limitations bars the claim that the mitigation measures are not enforceable; (2) the CAP met the requirements of Mitigation Measure CC-1.2; and (3) that the trial court erred in finding that a supplemental EIR was required. We affirm.

FACTUAL AND PROCEDURAL BACKGROUND

A. *Executive Order S-3-05*

In 2005 then-California Governor Arnold Schwarzenegger issued Executive Order No. S-3-05,[1] which acknowledged California's vulnerability to the effects of climate change and established targets for reducing GHG emissions in California over time. Specifically, Executive Order No. S-3-05 set statewide targets for three points in time: 2010, 2020, and 2050. The target for 2010 (2010 Target) was to reduce emissions to the levels they were at in the year 2000. The target for 2020 is to reduce emissions to the levels they were at in 1990 (2020 Target). The target for 2050 is that emissions be 80 percent below the levels they were at in 1990 (2050 Target).

Executive Order No. S-3-05 was based on then-available climate science and represented California's share of worldwide GHG reductions necessary to stabilize climate. As the Attorney General explained, "Executive Order [No.] S-3-05 is an official policy of the State of California, established by gubernatorial order in 2005, and designed to meet the environmental objective that is relevant under CEQA (climate stabilization)."

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1 On March 24, 2014, the County requested that we take judicial notice of Executive Order No. S-3-05. We grant that request.

B. *The Legislature Addresses the Need for GHG Emission Reductions*

In response to Executive Order No. S-3-05, the California Legislature enacted the California Global Warming Solutions Action of 2006, Assembly Bill No. 32. (Health & Saf. Code, § 38500 et seq.) Consistent with Executive Order No. S-3-05, Assembly Bill No. 32 required the California State Air Resources Board (CARB) to determine 1990 levels of GHG emissions and then to establish "a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020." (Health & Saf. Code, § 38550.) Assembly Bill No. 32 also stated that GHG reductions must continue after 2020, requiring that the statewide greenhouse gas emissions limit established by CARB "remain in effect unless otherwise amended or repealed" (Health & Saf. Code, § 38551, subd. (a)) and further that "[i]t is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020." (Health & Saf. Code, § 38551, subd. (b).) Assembly Bill No. 32 also required that CARB "prepare and approve a scoping plan [for] achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions by 2020." (Health & Saf. Code, § 38561, subd. (a).)

In December 2008 CARB approved the scoping plan. The scoping plan "identifies California's cities and counties as 'essential partners' within the overall statewide effort, and recommends that local governments set a GHG reduction target of 15% below 2005-2008 levels by 2020." Thus, it was acknowledged that CARB would accept this target as a substitute for the 1990 level referenced in Assembly Bill No. 32 and Executive Order No. S-3-05.

C. *The County's General Plan Update PEIR*

The County acknowledged in the general plan update PEIR that it needed to "reduce GHG emissions to 1990 levels by 2020" and that changes were required both in the community and in the County's operations, buildings, vehicle fleet, and with respect to its employee commutes, water, and waste.

A GHG emissions inventory was prepared as a special appendix (Appendix K). Appendix K set forth projected emissions reductions and assumptions then-available, and promised that the "Greenhouse Gas Reduction/Climate Action Plan, which will be prepared as an implementation strategy, will further detail the County's GHG emissions and how those reductions will occur."

There was extensive public comment on the general plan update, including from the California Attorney General:

> "[W]e encourage the County to (l) commit in the General Plan to adopt by a date certain a CAP with defined attributes (targets, enforceable measures to meet those targets, monitoring and reporting, and mechanisms to revise the CAP as necessary) that will be integrated into the General Plan; (2) incorporate into the General Plan interim policies to ensure that any projects considered before completion of the CAP will not undermine the objectives of the CAP; and (3) for all GHG impacts the County has designated as significant, adopt feasible mitigation measures that can be identified today and that do not require further analysis." (Fn. omitted.)

D. *Mitigation Measures*

The County thereafter promised to take a series of additional actions. These promises took the form of a group of climate change-related mitigation measures: Mitigation Measures CC-1.1 through CC-l.19 (the Mitigation Measures). The Mitigation

Measures included requirements to update, review, and implement County programs; implement a strategic energy plan; revise the zoning ordinance; coordinate with other entities; educate the public; reduce vehicle miles traveled and encourage alternative modes of transportation; and, based thereon, to revise the County guidelines for determining significance.

The County made the following finding with regard to Mitigation Measure CC-1.2:

> "[Mitigation Measure] CC-l.2 requires the preparation of a County Climate Change Action Plan within six months from the adoption date of the General Plan Update. The Climate Change Action Plan will include a baseline inventory of greenhouse gas emissions from all sources and *more detailed greenhouse gas emissions reduction targets and deadlines*. The County Climate Change Action Plan *will achieve comprehensive and enforceable GHG emissions reduction* of 17% (totaling 23,572 MTC02E) from County operations from 2006 by 2020 and 9% reduction (totaling 479,717 MTC02E) in community emissions from 2006 by 2020. Implementation of this Climate Change Action Plan will contribute to meeting the [Assembly Bill No.] 32 goals, in addition to the State regulatory requirements noted above." (Italics added.)

Mitigation Measure CC-l.2 formed the basis for Mitigation Measure CC-l.8, which required "revision of the County Guidelines for Determining Significance based on the Climate Change Action Plan."

Mitigation Measure CC-1.8, in turn, formed the basis for Mitigation Measure CC-1.7, which required that the County guidelines for determining significance anticipated by Mitigation Measure CC-1.8 incorporate CARB's recommendation for a threshold for determining significance of impacts on climate change. Should the recommendation "not be released in a timely manner," the County would "prepare its own threshold."

As required by CEQA (Pub. Res. Code, § 21081.6), the County incorporated a mitigation monitoring and reporting program (MMRP) into the general plan update PEIR.

Included in the MMRP was a promise to achieve GHG reductions by 2020 through comprehensive and enforceable GHG emission reduction measures. In addition to committing to the 2020 Target, the County also committed to compliance with the Executive Order No. S-3-05 trajectory. The County found "significant impacts associated with substantial climate-related risks" such as those "on water supply, wildfires, energy needs, and impacts to public health" would occur as a result of its general plan update. However, as a result of its commitment to adopt a CAP and Thresholds, and other mitigation measures, the County was able to make a finding that the climate change impacts anticipated by the general plan update PEIR would be avoided or substantially lessened.

E. *The CAP and Thresholds Project*

According to the County, the CAP was prepared for the following purposes:

1. To mitigate the impacts of climate change by achieving meaningful greenhouse gas (GHG) reductions within the County, consistent with Assembly Bill No. 32, the governor's Executive Order S-3-05, and CEQA guidelines (Cal. Code Regs., tit. 14, § 15000 et seq. [CEQA Guidelines]).

2. To allow lead agencies to adopt a plan or program that addresses the cumulative impacts of a project.

3. To provide a mechanism that subsequent projects may use as a means to address GHG impacts under CEQA.

4. To comply with the 2011 adopted County General Plan Environmental Impact Report (EIR) Mitigation Measure CC-1.2, Preparation of a Climate Action Plan.

Although compliance with Mitigation Measure CC-1.2 was one purpose of the CAP, two of the four purposes relate to preparation of the CAP as a plan-level document so that environmental review could be avoided on future projects that were determined to be below specified "thresholds." (CEQA Guidelines, § 15183.5.) However, the CAP did not mitigate climate change impacts consistent with Assembly Bill No. 32 and Executive Order No. S-3-05, did not satisfy the plan-level requirements of CEQA Guideline 15183.5, and it did not meet the requirements of Mitigation Measure CC-1.2

Instead, the CAP expressly acknowledged the possibility that "communitywide inventories will indicate that the community is not achieving its reduction targets" and admitted that the CAP "does not ensure reductions." Further, the CAP did not include a meaningful analysis of "measures that extend beyond the year 2020." Rather, the County documented that instead of continuing to reduce GHG emissions after 2020, GHG emissions allowed as a result of the general plan update were anticipated to *increase* after 2020.

The CAP and Thresholds were presented to the planning commission and the board of supervisors as "the project." The Thresholds, like the CAP, purport to expressly facilitate post-2020 development that would have significant adverse climate change impacts, without any consideration of post-2020 climate science as required by Assembly Bill No. 32 and Executive Order No. S-3-05.

F. *The Comment Period*

The Sierra Club submitted extensive comments to the County. In particular, the Sierra Club commented on the need to take action consistent with climate science and achieve the Assembly Bill No. 32 and Executive Order No. S-3-05 GHG emissions reductions targets. The Sierra Club also provided specific examples of feasible GHG Reduction measures that would actually reduce GHG emissions and could be adopted without delay. The Sierra Club submitted additional comments and testified at the planning commission hearing, attempted to appeal the planning commission's decision, and testified at the board of supervisors hearing.

G. *Proceedings Before the Planning Commission*

The final agenda for the April 27, 2012 regular meeting of the County Planning Commission Regulation Meeting made no reference to the associated Thresholds, which were also presented to the planning commission. Despite acknowledging the significant climate change effects as well as the requirements of Assembly Bill No. 32 and Executive Order No. S-3-05, staff took the position that no additional environmental review was required. The planning commission voted to adopt staff's recommendation with one addition relating to installation of electric vehicle recharging stations.

H. *Proceedings Before the Board of Supervisors*

The Project was placed on the agenda for the June 20, 2012 board of supervisors meeting as "County of San Diego Climate Action Plan (District: All)." The staff report and supporting documents presented to the board of supervisors included (1) the CAP, (2) the Thresholds, (3) the environmental documentation , and (4) public documentation.

The environmental documentation included a memorandum referencing "CEQA Guidelines Section 15164 Addendum to the County of San Diego General Plan Update [PEIR] (SCH 2002111067)" (Addendum) which was dated the same day as the hearing, June 20, 2012. The addendum defined the project as "the CAP and Significance Guidelines." The addendum included attachments entitled "Environmental Review Update Checklist Form" (environmental checklist) and "Environmental Review Update Checklist for County of San Diego Climate Action Plan." The environmental checklist included a determination by staff that the "new information included in the CAP and Significance Guidelines represent minor technical additions to the previously certified EIR."

At the board of supervisors hearing, staff acknowledged that "[s]tate and local measures in the climate plan are insufficient to achieve our target in 2035" and explained that the CAP measures were not required, but rather that staff "believe[d]" that "education and incentives" might produce a result.

The County also documented that GHG emissions were anticipated to *increase*, not decrease, after 2020. Staff explained that the County would not comply with Executive Order No. S-3-05 because "the State's plan right now goes out to 2020." Staff further explained to the Board of Supervisors that the Thresholds would result in a less than significant finding for greenhouse gas emissions for future development projects.

Ultimately, the board of supervisors took the following actions:

1. Adopted environmental findings including in attachment C.

2. Adopted the plan titled "County of San Diego Climate Action Plan (Attachment A)."

The only findings made by the County were the following:

1. The environmental impact report (EIR) dated August 3, 2011 on file with the Department of Planning and Land Use (DPLU) as Environmental Review Number SCH 2002111067 was completed in compliance CEQA and the State and County CEQA Guidelines and that the Board of Supervisors has reviewed and considered the information contained therein and the Addendum thereto dated June 20, 2012 on file with DPLU and attached thereto; and

2. There were no changes in the project or in the circumstances under which the project was undertaken that involved significant new environmental impacts which were not considered in the previously certified EIR dated August 3, 2011, that there was no substantial increase in the severity of previously identified significant effects, and that no information of substantial importance had become available since the EIR was certified as explained in the environmental checklist dated June 20, 2012 and attached thereto.

I. *The Sierra Club Files Suit*

The Sierra Club filed a petition for writ of mandate, challenging the June 20, 2012 approval of the CAP and Thresholds project, including the associated environmental review. The Sierra Club alleged that the CAP did not meet the requirements of Mitigation Measure CC-1.2, the Thresholds were not adopted pursuant to the requirements of CEQA Guideline section 15064.7, and that an EIR should have been prepared.

J. *The Trial Court's Decision*

The trial court determined that the CAP did not comply with the requirements for a CAP as set forth in Mitigation Measure CC-l.2, and thus violated CEQA. The trial court found that the CAP neither contained enforceable GHG reduction measures that

will achieve the specified emissions reductions, nor detailed deadlines for GHG emission reductions.

The trial court further found that the approval process violated CEQA, noting: "There is no showing that the County properly considered whether the CAP is within the scope of the PEIR" and that "environmental review is necessary to ascertain whether the CAP met the necessary GHG emission reductions when considering the CAP is merely hortatory and contains no enforcement mechanism for reducing GHG emissions."

Further, the trial court determined that whether or not the Thresholds were adopted was a subsidiary issue that did not need to be reached in light of the trial court's decision on the CAP (which formed the basis for the Thresholds) and the process by which it was approved.

DISCUSSION

I. *STANDARD OF REVIEW*

The Sierra Club and the County agree as to the applicable standards of review.

In reviewing the County's actions under CEQA, we must determine whether there was "a prejudicial abuse of discretion." (Pub. Resources Code, § 21168.5.) "'Abuse of discretion is established if the agency has not proceeded in a manner required by law, or if the determination or decision is not supported by substantial evidence.'" (*Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 486.)

"[A] reviewing court must adjust its scrutiny to the nature of the alleged defect." (*Vineyard Area Citizens for Responsible Growth, Inc.* v. *City of Rancho Cordova* (2007) 40 Cal.4th 412, 435 (*Vineyard*).) Challenges to an agency's failure to proceed in the

manner required by CEQA are subject to a significantly different standard of review than challenges that an agency's decision is not supported by substantial evidence. (*Ibid.*) Where the challenge is that the agency did not proceed in the manner required by law, a court must "determine de novo whether the agency has employed the correct procedures, 'scrupulously enforc[ing] all legislatively mandated CEQA requirements.'" (*Ibid.*)

Furthermore, when a prior environmental impact report has been prepared and certified for a program or plan, the question for a court reviewing an agency's decision not to use a tiered EIR for a later project "is one of law, i.e., 'the sufficiency of the evidence to support a fair argument.'" (*Sierra Club* v. *County of Sonoma* (1992) 6 Cal.App.4th 1307, 1318.) "[I]f there is substantial evidence in the record that the later project may arguably have a significant adverse effect on the environment which was not examined in the prior program EIR, doubts must be resolved in favor of environmental review and the agency must prepare a new tiered EIR, notwithstanding the existence of contrary evidence." (*Id.* at p. 1319, fn. omitted.) The court "must set aside the decision if the administrative record contains substantial evidence that a proposed project might have a significant environmental impact; in such a case, the agency has not proceeded as required by law." (*Id.* at 1317.)

II. *OVERVIEW OF CEQA*

"The fundamental goals of environmental review under CEQA are information, participation, mitigation, and accountability." (*Lincoln Place Tenants Assn.* v. *City of Los Angeles* (2007) 155 Cal.App.4th 425, 443-444 (*Lincoln Place II*).) As the California Supreme Court has explained: "If CEQA is scrupulously followed, the public will know

the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees. [Citations.] The EIR process protects not only the environment but also informed self-government." (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 392 (*Laurel Heights*).)

CEQA requires a public agency to prepare an environmental impact report (EIR) before approving a project that may have significant environmental effects. (Pub. Resources Code, § 21100.) The EIR is "'the heart of CEQA' . . . an 'environmental "alarm bell" whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.'" (*Laurel Heights, supra,* 47 Cal.3d at p. 392.)

CEQA authorizes the preparation of various kinds of environmental impact reports depending upon the situation, such as the subsequent EIR, a supplemental EIR, and a tiered EIR. (Pub. Resources Code, §§ 21l66, 21068.5, 21093, 21094.) Whereas the subsequent EIR and supplemental EIR are used to analyze modifications to a particular project, a tiered EIR is used to analyze the impacts of a later project that is consistent with an EIR prepared for a general plan, policy, or program. (CEQA Guidelines, § 15385; compare Pub. Resources Code, § 21166 & CEQA Guidelines §§ 15162, 15163 & 15164 [referencing "the project"] with Pub. Resources Code, § 21093 [stating that later projects may use tiering].)

CEQA requires that "environmental impact reports shall be tiered whenever feasible." (Pub. Resources Code, § 21093, subd. (b).) Tiering means "the coverage of

general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs . . . incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared." (CEQA Guidelines, § 15385; Pub. Resources Code, § 21068.5.) In the context of program and plan-level EIR's, the use of tiered EIR's is mandatory for a later project that meets the requirements of Public Resources Code section 21094, subdivision (b). (Pub. Resources Code, § 21094, subd. (a).)

Another requirement of CEQA is that public agencies "should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." (Pub. Resources Code, § 21002.) "A 'mitigation measure' is a suggestion or change that would reduce or minimize significant adverse impacts on the environment caused by the project as proposed." (*Lincoln Place II*, *supra*, 155 Cal.App.4th at p. 445.)

If the agency finds that mitigation measures have been incorporated into the project to mitigate or avoid a project's significant effects, a "public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation." (Pub. Resources Code, § 21081.6, subd. (a)(1).)

If a mitigation measure later becomes "impracticable or unworkable," the "governing body must state a legitimate reason for deleting an earlier adopted mitigation

measure, and must support that statement of reason with substantial evidence." (*Lincoln Place Tenants Association v. City of Los Angeles* (2005) 130 Cal.App.4th 1491, 1509 (*Lincoln Place I*).)

III. *ANALYSIS*

A. *Statute of Limitations Defense*

The County asserts that the Sierra Club's claim that the mitigation measures it adopted are not enforceable is barred by the statute of limitations because the Sierra Club should have challenged the County's approval of the general plan update EIR, not the CAP. We reject this contention.

The petition was filed 30 days after the County's June 20, 2012 approval of the CAP. In addition, the lawsuit was filed 29 days after the County filed a notice of determination (NOD). The Sierra Club's July 20, 2012 petition was timely filed 29 days after. Thus, the County triggered the 30-day statute of limitations set forth in Public Resources Code section 21167, subdivisions (b) and (e).

The Sierra Club is not challenging the validity of the general plan update PEIR or the enforceability of the mitigation measures provided in that document. Rather, the Sierra Club is challenging the project before the Board of Supervisors on June 20, 2012, and seeks to enforce a key mitigation measure set forth in the EIR and MMRP - Mitigation Measure CC-1.2.

Further, the Court of Appeal in *Lincoln Place II, supra,* 155 Cal.App.4th 425 rejected a similar argument to that made by the County. In that case, a tenants' association sought to compel the City of Los Angeles to enforce mitigation measures

contained in a vesting tentative tract map issued by the city. The city argued that the 180-day statute of limitations contained in Public Resources Code section 21167 for challenges to approval of projects without determining whether they have a significant effect on the environment barred the plaintiffs' action. In rejecting that action, the Court of Appeal held "[t]he statute's plain language demonstrates it has no application to this case seeking to *enforce mitigating conditions.*" (*Lincoln Place II*, at p. 453, fn. 23, italics added.)

Moreover, the cases cited by the County in support of its position are inapposite. The County cites *River Valley Preservation Project* v. *Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154 and *Friends of Davis* v. *City of Davis* (2000) 83 Cal.App.4th 1004 for the proposition that because the time period within which to challenge the general plan update EIR has expired, the EIR is conclusively presumed to have complied with CEQA. Here, however, the Sierra Club is not challenging the general plan update EIR, but the CAP and Thresholds project, and is seeking to enforce Mitigation Measure CC-1.2.

The County's reliance upon *Environmental Council of Sacramento* v. *City of Sacramento* (2006) 142 Cal.App.4th 1018 and *Mount Shasta Bioregional Ecology Center v. County of Siskiyou* (2012) 210 Cal.App.4th 184 is also unavailing. The petitioners in those actions were challenging the adequacy of the mitigation measures themselves. Here, the Sierra Club does not attack the adequacy of the mitigation measure in the general plan update PEIR. To the contrary, the Sierra Club's lawsuit is in *support* of the County's past findings and promises to achieve GHG Reductions.

B. *Failure To Proceed in a Manner Required by Law*

As detailed, *ante*, implementation of Mitigation Measure CC-l.2 was only one of the purported purposes of the CAP and Thresholds project. The CAP and Thresholds project also purports to be a plan-level document for use in review of later projects.

As we shall explain, *post*, with respect to the CAP as mitigation for a plan-level document, the County failed to proceed in the manner required by CEQA by proceeding with the CAP and Thresholds project in spite of the express language of Mitigation Measure CC-l.2 that the CAP "include . . . more detailed greenhouse gas emissions reduction targets and deadlines" and that the CAP "will achieve comprehensive and enforceable GHG emissions reduction" by 2020. With respect to the CAP as a plan-level document itself, the County failed to proceed in the manner required by law by failing to incorporate mitigation measures into the CAP as required by Public Resources Code section 21081.6.

1. *The County failed to adopt a CAP that complied with the requirements of Mitigation Measure CC-1.2*

"Mitigating conditions are not mere expressions of hope." (*Lincoln Place I, supra,* 130 Cal.App.4th at p. 1508.) Once incorporated, mitigation measures cannot be defeated by ignoring them or by "attempting to render them meaningless by moving ahead with the project in spite of them." (*Lincoln Place II, supra,* 155 Cal.App.4th at p. 450.) This is true even where subsequent approvals are ministerial. (*Katzeff v.California Department of Forestry & Fire Protection* (2010) 181 Cal.App.4th 601, 614 [public agency "may not authorize destruction or cancellation of the mitigation—whether or not

the approval is ministerial—without reviewing the continuing need for the mitigation, stating a reason for its actions, and supporting it with substantial evidence"].) If a mitigation measure later becomes "impractical or unworkable," the "governing body must state a legitimate reason for deleting an earlier adopted mitigation measure, and must support that statement of reason with substantial evidence." (*Lincoln Place I*, *supra*, 130 Cal.App.4th at p. 1509.)

a. *The CAP does not include enforceable GHG emissions required by Mitigation Measure CC-1.2*

When it adopted the general plan PEIR, the County promised to achieve specified GHG reductions by 2020. However, when it approved the CAP and Thresholds project, the County stated that the CAP does not ensure the required GHG emissions reductions. Rather, the County described the strategies as recommendations.

Until this litigation was initiated, the County described the CAP as the most critical component of the County's climate change mitigation efforts. The CAP was intended to "'provide[] the specific details associated with [the General Plan] strategies and measures for greenhouse gas (GHG) emissions reduction *that were not available* during the program-level analysis of the General Plan.'" (Italics added.)

The County agreed to the mitigating requirement of a CAP containing "comprehensive and enforceable GHG emissions reduction measures that will achieve" the specified GHG Reductions by 2020. This is because, as the County acknowledges, Executive Order No. S-3-05 requires consistent emissions reductions each year from

2010 through 2020 and then a greater quantity of emissions reductions each year from 2020 through 2050.

The County asserts that "[f]ive of the reduction measures incorporated into the CAP are also embodied in state or federal law" and that "CEQA permits reliance on existing regulatory standards as mitigation when it is reasonable to believe compliance will occur."

However, the County acknowledges that these measures will not, alone, achieve the specified GHG emissions reductions by 2020. In fact, the record shows that without local measures the requirements of Assembly Bill No. 32 will not be met.

Further, the record demonstrates that many of the mitigation measures set forth in the MMRP are not likely to achieve GHG emissions reductions by 2020 as promised by Mitigation Measure CC-1.2 because they are not currently funded. The record show that the County has not funded essential programs like replacing its own vehicle fleet, implementing water conservation programs, preparing town center plans, and reducing water demand. The County cannot rely on unfunded programs to support the required GHG emissions reductions by 2020, as Mitigation Measure CC-1.2 requires.

Transportation is a major concern, which the County concedes is the largest source of community GHG emissions. The Sierra Club presented evidence below that driving reductions needed to achieve Assembly Bill No. 32 and Executive Order No. S-3-05 targets are not met. The County did not dispute this evidence. The record shows that transit-related measures are either unfunded, that the County is not making meaningful

implementation efforts, and in some instances that the County is acting contrary to mitigation measures incorporated into the general plan update PEIR.

For example, two of the four transportation measures, T1 (increase transit sse) and T2 (increase walking & biking), rely on at least one unfunded program. In addition, measures T1 and T2, as well as T3 (increase ridesharing), also rely on "coordination" with SANDAG and/or other entities.

In response to Sierra Club's comments relating to the effectiveness of these measures as a result of current SANDAG (San Diego Association of Governments) priorities, the County did not request funds based on the fact that it does not control how SANDAG spends its money. As the County stated, "The County does not control regional plans or allocation of regional transportation funding." This position was rejected by the Supreme Court in *City of Marina v. Board of Trustees of the California State University* (2006) 39 Ca1.4th 341, 367 [holding respondent could not disclaim responsibility for making payments without first asking for funds].

The CAP's transportation section also does not include an analysis of the County's own operations, and the record appears to include contradictions even over programs over which the County has exclusive control, such as replacement of its own vehicle fleet with alternatively fueled vehicles. Although the County suggests it will implement "1 % greater efficiency per year", the County has not formally bound itself do so. Indeed, there is no mention of potential funding sources with respect to reductions related to County operations.

b. *The CAP contains no detailed deadlines for reducing GHG emissions*

As the trial court found, the CAP contained no detailed deadlines. The County argues on appeal that the 2020 goal and the timeframes set forth in the MMRP are sufficient to meet the requirement of "more detailed . . . deadlines." However, Mitigation Measure CC-1.2 expressly required that the CAP provide more detailed deadlines. If the County did not intend for the CAP to do anything further with respect to deadlines than already set forth, the County would not have used the word "more." Indeed, in addition to not providing the promised deadlines, the CAP acknowledges that it will not be effective unless it is updated.

c. *The evidence cited by the County*

The County asserts that CAP measures will be effective because "[p]articipation rates were discussed and modified," and the "feasibility of attaining reduction targets was assessed." However, the County does not cite any evidence in the record to support its belief that people will participate in the various programs to the extent necessary to achieve the reductions asserted, or even assert that feasible measures will actually be implemented.

Rather, the County cites to entire appendices and chapters of the CAP. However, information contained in appendices are "'not a substitute for "a good faith reasoned analysis."'" (*Vineyard*, *supra*, 40 Cal.4th at p. 442.) "The audience to whom an EIR must communicate is not the reviewing court but the public and the government officials deciding on the project." (*Id.* at p. 443.)

The County also asserts that the CAP "demonstrates a [GHG emissions] reduction of 19%." However, the CAP expressly states that it does not ensure reductions. Instead, the County's evidence relates to quantification of the respective measures. Quantifying GHG reduction measures is not synonymous with implementing them. Whether a measure is effective requires more than quantification, but an assessment of the likelihood of implementation. There is no evidence in the record that the above-referenced mitigation measures will make any contribution to achieving GHG emissions reductions by 2020.

2. *The County's failure to make findings regarding the environmental impact of the CAP and Thresholds project*

Instead of analyzing and making findings regarding the environmental effects of the CAP and Thresholds project, the County made an erroneous assumption that the CAP and Thresholds project was the same project as the general plan update. (*Sierra Club, supra,* 6 Cal.App.4th at p. 1320 ["section 21166 and its companion section of the [CEQA] Guidelines appear to control only when the question is whether more than one EIR must be prepared for what is essentially the same project"].) As a result, the County failed to render a "written determination of environmental impact" before approving the CAP and Thresholds project. (*No Oil, Inc.* v. *City of Los Angeles* (1974) 13 Cal.3d 68, 81; Pub. Resources Code, § 21151.) This constitutes a failure to proceed in the manner required by law. (*No Oil, supra,* 13 Cal.3d at p. 81.)

By inaccurately assuming the CAP and Thresholds project was the same project as the general plan update, the County failed to analyze the environmental impacts of the

CAP and Thresholds project itself. (*Natural Resources Defense Council, Inc.* v. *City of Los Angeles* (2002) 103 Cal.App.4th 268, 283 [holding CEQA violated where "no evidence that the [County] formally addressed whether or not the [] project fell within the concept of a 'tiered' EIR"].) As a result, the County never made the required findings that the effects of the CAP and Thresholds project were examined, mitigated, or avoided. (Pub. Resources Code, § 21094, subd. (a).)

The facts of the present case, as the trial court found, are similar to *Center for Sierra Nevada Conservation* v. *County of El Dorado* (2012) 202 Cal.App.4th 1156 (*CSNC*). In *CSNC*, the county prepared a general plan and PEIR. (*Id.* at p. 1162.) In the PEIR, one of the mitigation measures was the preparation of a management plan, including a fee program, to mitigate the general plan's impacts on oak woodland habitat. (*Id.* at p. 1163.) The initial study concluded that the project was merely an implementation of the county's general plan. (*Id.* at p. 1176.)

The Court of Appeal rejected this argument, holding that a tiered EIR was required to examine the management plan since the PEIR did not include sufficient details, rejecting the argument that the management plan was merely an implementation of the general plan. (*CSNC, supra,* 202 Cal.App.4th at pp. 1176, 1184-1185.)

The County attempts to distinguish *CSNC* by asserting the general plan update PEIR analyzed the same environmental issue addressed in the CAP. However, the record reveals that the necessary details were not available to the County at the time the general plan update PEIR was certified. Indeed, no component of the project, the CAP or the Thresholds, had even been created at the time of the general plan update.

As the Court of Appeal in *CSNC* explained:

> "That the preceding 2004 program EIR contemplated adverse environmental impacts resulting from development under the 2004 General Plan does not remove the need for a tiered EIR for the oak woodland management plan. . . . Here, the specific project—the oak woodland management plan (including Option B fee program)—required a tiered EIR to examine its specific mitigation measures and fee rate." (*CSNC, supra,* 202 Cal.App.4th at p. 1184.)

The general plan update anticipated implementation of mitigation measures—CC-l.2, CC-1.7, and CC-l.8—as mitigating conditions to mitigate the adverse climate change environmental impacts of the general plan update. Those measures were analyzed in the PEIR. However, the PEIR never considered the use of the CAP and the Thresholds as a plan-level program. Thus, the environmental impacts of its use needed to be considered in an EIR. (*NRDC, supra,* 103 Cal.App.4th at p. 281 [project did not arise until after PEIR and thus was not contemplated therein].)

The County contends that the Board of Supervisors made an "implied finding" that the CAP complied with Mitigation Measure CC-1.2 and that finding is "entitled to great deference." However, "such an 'implicit finding' does not satisfy CEQA's requirement of express findings." (*Sacramento Old City Assn.* v. *City Council* (1991) 229 Cal.App.3d 1011, 1037.) "'[T]he board of supervisors must make findings . . . to permit a reviewing court to bridge the analytic gap between the evidence and the ultimate decision.'" (*People* v. *County of Kern* (1976) 62 Cal.App.3d 761, 777; see *Citizens for Quality Growth* v. *City of Mt. Shasta* (1988) 198 Cal.App.3d 433, 442 ["passing references to the mitigation measures are insufficient to constitute a finding, as nothing in City's resolutions binds it to follow these measures"].)

Moreover, even if "implied findings" were permissible, there can be no "interpretation" of Mitigation Measure CC-1.2 contrary to its express terms. (*Southern Cal. Edison Co.* v *Public Utilities Com.* (2000) 85 Cal.App.4th 1086, 1105 ["an agency's interpretation of a regulation or statute does not control if an alternative reading is compelled by the plain language of the provision"]; see *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita* (2011) 197 Cal.App.4th 1042, 1062 [agency's "view of the meaning and scope of its own ordinance" does not enjoy deference when it is "'clearly erroneous or unauthorized"'].)

3. *The County failed to proceed in the manner required by law by failing to incorporate mitigation measures directly into the CAP*

As discussed, *ante*, one of the major differences between the climate change action plan anticipated by Mitigation Measure CC-1.2 in the general plan update PEIR and the CAP and Thresholds project as prepared, is that the general plan update PEIR did not analyze the CAP as a plan-level document that itself would facilitate further development. As a plan-level document, the CAP is required by CEQA to incorporate mitigation measures directly into the CAP:

> "A public agency *shall provide the measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures*. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, *in the case of the adoption of a plan*, policy, regulation, or other public project, *by incorporating the mitigation measures into the plan*, policy, regulation, or project design." (Pub. Resources Code, § 21081.6, subd. (b), italics added.)

As authority for the assertion that it did not need to incorporate enforceable mitigation measures into the CAP directly, the County cites *Twain Harte Homeowners Assn. v. County of Tuolumne* (1982) 138 Cal.App.3d 664, 689-690. However, *Twain Harte* was decided before enactment of Public Resources Code section 21081.6, subdivision (b), which, as discussed, *ante*, requires "in the case of the adoption of a plan" that mitigation measures be fully enforceable "by incorporating the mitigation measures into the plan . . . ."

"The purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind." (*Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283.) By failing to consider environmental impacts of the CAP and Thresholds project, the County effectively abdicated its responsibility to meaningfully consider public comments and incorporate mitigating conditions. In addition to the example discussed, *ante*, related to transportation impacts, the Sierra Club also provided examples of mitigation implemented by other regions to mitigate the effects of climate change in the energy sector. The County neither implemented nor responded to these examples which have already been implemented elsewhere.

4. *The trial court's finding that the County must prepare an EIR*

As set forth in *Lincoln Place I*, a supplemental EIR must be prepared when a public agency determines a previously adopted mitigation measure is infeasible. (*Lincoln Place I*, *supra*, 130 Cal.App.4th at pp. 1508-1509.) In addition, CEQA guidelines,

section 15183.5, subdivision (b)(1)(F) provides that a plan for the reduction of GHG emissions should "[b]e adopted in a public process following environmental review."

The County's failure to comply with Mitigation Measure CC-1.2 and Assembly Bill No. 32 and Executive Order No. S-3-05 supports the conclusion that the CAP and Thresholds project will have significant, adverse environmental impacts that have not been previously considered, mitigated, or avoided.

a. *Substantial evidence supports the court's finding preparation of an EIR was required*

The County asserts that the substantial evidence standard of review applies to the question of whether a supplemental EIR was required, under which deference is given to an agency's determination. (*Latinos Unidos de Napa v. City of Napa* (2013) 221 Cal.App.4th 192, 200-202.) The Sierra Club, on the other hand asserts that the "fair argument" test applies, under which "deference to the agency's determination is not appropriate and its decision not to require an EIR can be upheld only when there is no credible evidence to the contrary." (*Sierra Club, supra,* 6 Cal.App.4th at p. 1318.) We conclude that under either standard, the trial court did not err in finding a supplemental EIR was required.

The fair argument versus substantial evidence test is of no moment because, here, there is no substantial evidence in the record supporting the County's erroneous conclusion that "activities associated with the CAP and Significance Guidelines are within the scope of the General Plan Program EIR."

The County does not dispute that "to avoid serious climate change effects, atmospheric GHG concentrations need to be stabilized as quickly as possible." In fact, the County warns that expected local adverse effects of climate change include "higher temperatures, [¶] a greater number of extremely hot days, [¶] changes in the pattern and amount of precipitation, [¶] decreased water supplies accompanied by increased demand, [¶] increased wildfire risk, [¶] changes in ecosystems, and [¶] decline or loss of plant and animal species." However, the CAP and Thresholds project was approved without the appropriate environmental analysis to avoid or mitigate these consequences. As the trial court found, "environmental review is necessary to ascertain whether the CAP met the necessary GHG emission reductions when considering the CAP is merely hortatory and contains no enforcement mechanism for reducing GHG emissions."

Moreover, as the County acknowledges, the details of the CAP "were not available during program-level analysis of the General Plan." For example, the general plan update PEIR did not provide a "baseline GHG emissions inventory; detailed GHG-reduction targets and deadlines; comprehensive and enforceable GHG emissions-reduction measures; and implementation, monitoring, and reporting of progress toward the targets defined in the CAP." In 2011 the County found that implementation of mitigation measures, including CC-l.2, CC-1.7, and CC-l.8, were part of the mitigation imposed to mitigate the climate change impacts of the general plan update. It cannot be said that failing to comply with Mitigation Measure CC-1.2, Assembly Bill No. 32, and Executive Order No. S-3-05 does not change the environmental conclusions in the general plan update PEIR.

Further, the general plan update PEIR did not contemplate that preparation of the CAP and Thresholds project was at the "plan-level." As a plan-level document, the CAP and Thresholds project was required to undergo environmental review as a matter of law. (CEQA Guidelines, § 15183.5, subd. (b)(l)(F).) The general plan update PEIR also did not contemplate that as a result of the CAP, "[m]ore projects will fall below the bright line threshold, and will not have to conduct detailed analysis", much less study the environmental impact of such. County staff, the planning commission, and the board of supervisors were all aware that approving the CAP and Thresholds project would allow more projects to avoid a climate change analysis, including projects with post-2020 climate change impacts without post-2020 environmental review.

Furthermore, in 2011, the County found that climate change impacts were mitigated not only by implementation of mitigation measures, but also by "compliance with applicable regulations" including Assembly Bill No. 32 and Executive Order No. S-3-05.

By contrast, the CAP and Thresholds project now acknowledges it does not comply with Executive Order No. S-3-05. Instead of maintaining a constant rate of GHG emissions reductions after 2020, as required by Executive Order No. S-3-05, the County admits that GHG emissions will instead increase after 2020. Thus, the County's own documents demonstrate that the CAP and Thresholds project will not meet the requirements of Assembly Bill No. 32 and Executive Order No. S-3-05 and thus will have significant impacts that had not previously been addressed in the general plan update PEIR.

The explanation given to the board of supervisors for failing to address the post-2020 impacts facilitated by the CAP and Thresholds project was that "the State's plan doesn't go out that far, and it would be speculative for us to do that."

However, contrary to the County's argument that it would be "speculative" to consider the environmental impacts of the CAP, the County has acknowledged that other agencies have, in fact, been able to do so. It is an abuse of discretion to reject alternatives or mitigation measures that would reduce adverse impacts without supporting substantial evidence. (CEQA Guidelines, §§ 15043, 15093, subd. (b).) The County's assumption that considering post-2020 impacts is "speculative" is not supported by substantial evidence. (Pub. Resources Code, § 21082.2, subd. (c) ["Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous . . . is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."].)

The Sierra Club provided feasible mitigation measures. The County rejected these mitigation measures without substantial evidence for doing so.

In sum, the CAP does not fulfill the County's commitment under CEQA and Mitigation Measure CC-1.2, to provide detailed deadlines and enforceable measures to ensure GHGF emissions will be reduced.

DISPOSITION

The judgment is affirmed. The Sierra Club shall recover its costs on appeal.

NARES, J.

I CONCUR:

McCONNELL, P. J.

I CONCUR IN THE RESULT:

HUFFMAN, J.

REFERENCE 2

First Update to the Climate Change Scoping Plan

Building on the Framework

From:
http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf

B. Achieving Climate Stabilization

Scientific research indicates that an increase in the global average temperature of 2°C (3.6°F) above pre-industrial levels, which is only 1.1°C (2.0°F) above present levels, poses severe risks to natural systems and human health and well-being. Considering knowledge from the paleo-climate record with changes currently observed in the Greenland and Antarctic ice sheets, we can expect substantial sea level rise, 0.4 to 0.8 meters, with upper end uncertainties approaching one meter above present day during the 21st Century and continued substantial increase after 2100 even with stringent mitigation of emissions to achieve 2°C stabilization. Increased climate extremes, already apparent at present day climate warming (~0.9°C), will no doubt be more severe. To have a good chance (not a guarantee) of avoiding temperatures above those levels, studies focused on a goal of stabilizing the concentration of heat-trapping gases in the atmosphere at or below the 450 parts per million (ppm) CO2-equivalent (CO2e, a metric that combines the climate impact of all well-mixed GHGs, such as methane and nitrous oxide, in terms of CO2).

The CO2e target is a somewhat approximate threshold, and the exact level of CO2e is not precisely known because the sensitivity of the climate system to GHGs has uncertainty. Different models show slightly different outcomes within this range. **An example of a pre-IPCC assessment study (Meinshausen et al. 2009)15 which has synthesized many studies on climate sensitivities, concluded that we would need to stabilize at about 400 ppm CO2e (Bullock note: We have already exceeded 400 PPM!!!!!!!!!) in order to likely avoid exceeding the 2°C threshold (even at that stabilization target, there is still about a 20 percent chance of exceeding the temperature target).** Further, a recent paper by an international team of scientists (**Hansen et al. 2013**)16 asserts that the **widely accepted target of limiting human-made global climate warming to 2°C above preindustrial levels is likely too high and may subject future generations and nature to irreparable harm. Recognizing this fact, the international community agreed in meetings in Cancun in 2012 to review, by 2015, progress to the 2°C target and consider whether it should be strengthened to a 1.5°C threshold.**

What is important to recognize in these studies of warming thresholds is the critical importance of non-CO2 gases, particularly the short-lived climate pollutants. For example, to avoid 2°C warming at a 66 percent confidence level, total carbon emissions (as CO2e) must be kept to 1000 GtC. Considering that we have already emitted about 500 GtC, which leaves 500 GtC to be divided up among nations. If the non-CO2 gases are included then

the total CO2e emissions are at 790 GtC, leaving only 210 GtC to be emitted. Thus, there is a compelling case to reduce the short-lived climate pollutants.
In early May 2013, the Mauna Loa monitoring station, which has been shown to provide excellent measurements of CO2 throughout the global atmosphere, recorded atmospheric CO2 of 400 ppm,17 substantially higher than the 316 ppm recorded when the station made its first measurements in 1958. The monitoring station offers the longest-running record of atmospheric CO2 measured directly from the air. This recent reading will take a few years to become the international average; however, reaching 400 ppm at Mauna Loa is significant and has surpassed a worrisome milestone.

Although stabilizing atmospheric GHG concentration below 450 ppm CO2e is important, it does not mean that once that level is reached, temperatures will immediately level off. Because of time lags inherent in the Earth's climate, the initial warming that occurs in response to a given increase in the concentration of CO2 ("transient climate change") reflects only about half the eventual total warming ("equilibrium climate change").

Observational data reveal that, in recent decades, some climate extremes are already increasing in response to relative modest warming; these extremes would likely increase considerably with warming of 2°C or more. While the findings suggest that even at relatively low levels of global warming the world will have to face significant sea level rise, the studies also demonstrate that the potential impacts are substantially greater if we allow warming to reach a level as high as 2°C. If they occur, changes such as these would not rapidly reverse, as even if the atmospheric CO2 amount declines, it would take many centuries for the deep ocean to cool.

To prevent exceeding 450 ppm CO2e, developed countries must substantially reduce their emissions in the near term. The 2008 World Energy Outlook suggests that Organization for Economic Co-operation and Development (OECD) countries must reduce emissions by about 40 percent below 2006 levels by 2030.18 The Union of Concerned Scientists has suggested a 2030 emissions target for the United States of 56 percent below 2005 levels (44 percent below 1990 levels).19 A governmental study from the Netherlands finds that Europe would have to reduce emissions by 47 percent below 1990 levels and the United States would have to reduce emissions by 37 percent below 1990 levels by 2030.20 The International Energy Agency comes to a similar conclusion, finding that the United States would have to reduce emissions by about 38 percent below 1990 levels by 2030.21 Note that percent reductions by 2030 depend on the assumed overall trajectory of emissions, including the amount after 2030.

Because of the cumulative effects of GHG emissions and resultant changes to the earth's energy balance and the inertia in the climate system, delaying efforts to reduce emissions will likely mean that global average temperature will increase by more than 2°C, increasing the costs associated with combatting climate change. Reducing the global concentration to 450 ppm CO2e after delaying mitigation actions for ten more years is estimated to cost an additional $3.5 trillion, compared to levels of investment needed now if low-carbon strategies were to be adopted immediately.22

REFERENCE 3

CENTER *for* BIOLOGICAL DIVERSITY

April 15, 2009

Via Electronic Mail

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Re: Comments on Survey of CEQA Documents on Greenhouse Gas Emissions Draft Work Plan and Development of GHG Threshold of Significance for Residential and Commercial Projects

This letter provides comments from the Center for Biological Diversity ("the Center") on the "Survey of CEQA Documents on Greenhouse Gas Emissions Draft Work Plan" as well as SCAQMD's continuing efforts to develop a greenhouse gas (GHG) threshold of significance for residential and commercial projects.

SCAQMD's survey of the GHG emissions from residential, commercial, and mixed-use projects should yield valuable data on the range of emissions resulting from these types of Projects in the South Coast air basin. Under the Work Plan, SCAQMD will use this data "to determine the level of GHG emissions for residential and commercial projects that constitute the 90th percentile … or other percentile desired." (Work Plan at 1.) According to SCAQMD, a threshold based on the 90% capture of sector emissions is consistent with the long-term emission reduction objectives set by Executive Order S-3-05, which calls for emission reductions to 80% below 1990 levels by 2050, or 90% below current levels. (SCAQMD Interim GHG Significance Threshold Staff Proposal (revised), at 3-2.) Compliance with Executive Order S-3-05 targets is presumed to be sufficient "to contribute to worldwide efforts to cap GHG concentrations at 450 ppm, thus, stabilizing the climate." (*Id.*)

While the Center appreciates SCAQMD's recognition that a GHG threshold must be based on long-term climate stabilization objectives, the best available scientific data now indicates that the threats posed by even small increases in temperature are far greater than previously thought. Stabilization of greenhouse gas emissions at 450 ppm as contemplated under Executive Order S-3-05 is insufficient to minimize the risk of catastrophic outcomes. Therefore, the capture of 90% of emissions from the residential and commercial sectors, which is based on compliance with Executive Order S-3-05, is

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not a sufficiently stringent capture rate to sufficiently contribute to preventing dangerous climate change.

Importantly, while the emission reduction targets embodied in AB 32 and Executive Order S-3-05 can inform a significance determination, it is only to the extent that these targets accurately reflect scientific data on needed emissions reductions. Under CEQA, regulatory standards can serve as proxies for significance where they accurately reflect the level at which an impact can be said to be less than significant. *See, e.g., Protect the Historic Amador Waterways v. Amador Water Agency*, 116 Cal. App. 4th 1099, 1109 (2004).

To ensure that an adopted threshold of significant is an accurate reflection of scientific and factual data, this letter sets for the best available science on climate change. As set forth below, the best available science most strongly support a threshold of zero. The further a threshold is from zero, the more tenuous the evidence to support a determination that the threshold is effective at meeting the environmental objective of avoiding dangerous climate change. Framed in the context of SCAQMD's methodology, the future a threshold is from a 100% capture rate, the more tenuous the evidence to support a determination that the threshold is effective. Accordingly, in the event SCAQMD is unwilling to set a zero threshold, SCAQMD should consider increasing the capture rate beyond 90% and also require projects with emissions less than this threshold to adopt measures to reduce their GHG emissions before reaching a determination that project impacts are less-than-significant. A non-zero quantitative threshold – assuming it is sufficiently stringent – coupled with performance standards that projects under this threshold must adopt recognizes that all projects must be part of the solution to global warming and would seem to be more equitable and defensible than a bright-line non-zero threshold alone.[1]

Finally, with regard to the Work Plan itself, it would be helpful to included data on emissions from categorically exempt projects. In the debate over an appropriate threshold of significance for GHGs, arguments have been forwarded that a low threshold would eliminate the application of categorical exemptions. Whether or not this is the case, actual data on the emissions typically resulting from projects invoking a categorical exemption would better inform this discussion.

1. A GHG Threshold That Purports to Be Consistent with Executive Order S-3-05 Emission Reduction Targets Is Insufficient to Prevent Dangerous Climate Change

CEQA calls for the identification of "any critical thresholds for the health and safety of the people of the state." Pub. Res. Code § 21000(d). With regard to GHGs, this

[1] Were the District to adopt a non-zero threshold, a quantitative threshold that does not require projects under this threshold to take any action to reduce GHGs may also create an improper *de minimis* exception. *See, e.g., Communities for Better Env't v. California Resources Agency*, 103 Cal. App. 4th 98, 121 (2002) ("Focusing on the de minimis effect in absolute terms isolates the effect individually, and this runs counter to the combined approach that CEQA cumulative impact law requires.").

critical threshold is avoiding dangerous anthropogenic interference (DAI) with the climate system. Article 2 of the United Nations Framework Convention on Climate Change (UNFCCC) calls for "stabilization of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference (DAI) with the climate system."[2] With the United States and over 180 other countries as signatories, the UNFCCC's objective of avoiding DAI with the climate is widely viewed as the international regulatory standard for protecting the global climate. The environmental objective of avoiding DAI is recognized in ARB's Draft GHG Threshold Guidance. (ARB Preliminary Draft Staff Proposal, Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the CEQA ("ARB Draft GHG Threshold"), Oct. 24, 2008 at 3.) In its Policy Objective for the Interim GHG Threshold for Industrial Projects, SCAQMD seems to set a roughly analogous objective of "reducing GHG emissions to stabilize climate change." (SCAQMD Interim GHG Significance Threshold Staff Proposal (revised), at 3-2.)

The policy objectives of both ARB and SCAQMD's threshold proposals both state that reaching the emission reduction targets set forth by Executive Order S-3-05, whereby emissions are reduced to 80% below 1990 levels by 2050, would contribute to avoiding dangerous climate change because these reductions are consistent with a pathway to the stabilization of atmospheric concentrations of GHG emissions at 450 ppm. (ARB Draft GHG Threshold at 3; SCAQMD Interim Threshold Proposal at 3-2.) Stabilization of GHGs at 450 ppm provides a 50/50 chance of limiting mean temperature rise to 2°C above pre-industrial levels.[3]

A pathway toward stabilization of GHGs at 450 ppm presents two serious concerns. First, the best available scientific evidence now indicates that a warming of 2°C is not "safe" and would not prevent dangerous interference with the climate system. Second, because the consequences of overshooting a 2°C threshold could include the displacement of millions due to sea level rise, irreversible loss of entire ecosystems, and the triggering of multiple climactic "tipping points" wherein climate change begins to feed on itself and spin rapidly out of control, the risk tolerance for overshooting a 2°C temperature rise should be extremely low. Yet a stabilization target of 450 ppm seems content to, at best, flip a coin in the hopes that future generations are not left with few choices beyond mere survival. While the emission reduction targets set forth under Executive Order S-3-05 is a significant improvement from business-as-usual, because these targets are insufficient to adequately minimize the risk of DAI, compliance with Executive Order S-3-05 is not a sufficiently stringent objective from which to develop a threshold of significance.

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[2] United Nations Framework Convention on Climate Change, art. 2, May 9, 1992, *available at* http://unfccc.int/essential_background/convention/background/items/1349.php.

[3] Union of Concerned Scientists, *How to Avoid Dangerous Climate Change: A Target for U.S. Emissions* 3 (Sept. 2007); Malte Meinshausen, *What Does a 2°C Target Mean for Greenhouse Gas Concentrations? A Brief Analysis Based on Multi-Gas Emission Pathways and Several Climate Sensitivity Uncertainty Estimates* in AVOIDING DANGEROUS CLIMATE CHANGE 268 (Cambridge Univ. Press 2006).

Projected risks and damages from global warming are more serious than believed even a few years ago. In 2001, the Intergovernmental Panel on Climate Change (IPCC) used five Reasons For Concern (RFCs) in its Third Assessment Report (TAR) to illustrate the temperature range at which impacts may be considered dangerous.[4] Relationships between the impacts reflected in each RFC and increases in global mean temperature were portrayed in a "burning embers" diagram, which reflected the severity of risk from rising temperature through gradations in color from white (no or little risk) to yellow (moderately significant risk) to red (substantial or severe risk).[5] Depending on the RFC, substantial impacts or risks (transition from yellow to red) occurred with a temperature rise from 1°C to 4°C from current levels.[6]

Since the release of the TAR, scientific understanding of the vulnerability of the climate to temperature rise has evolved considerably.[7] Based on new findings in the growing scientific literature since the TAR was released, the burning embers diagram was revised in 2008 to reflect the dangerous risks posed by smaller increases in temperature than originally identified in the TAR.[8] In the updated burning embers diagram, substantial impacts or risks now occur at or near current temperature levels for a number of RFCs.[9] As reflected in the updated RFCs, a 2°C temperature increase from pre-industrial levels (or 1.4°C increase from 1990 levels) is well past the point where severe and irreversible impacts will occur.[10]

It is now estimated that a mean global temperature increase of 1.5°C above pre-industrial levels has the potential to trigger irreversible melting of the Greenland ice sheet, a process that would result in an eventual 7m sea level rise over and above that caused by thermal expansion of the oceans, and potentially causing an additional sea level rise of 0.75m, as soon as 2100.[11] Specific consequences of a 2°C temperature rise from pre-industrial levels include the loss of 97% of the world's coral reefs and the transformation of 16% of global ecosystems.[12] At a 2°C temperature rise, approximately one to three

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[4] IPCC, CLIMATE CHANGE 2001: SYNTHESIS REPORT, SUMMARY FOR POLICYMAKERS 11 (2001). The five RFCs identified in the TAR are: 1) Risks to Unique and Threatened Systems; 2) Risks of Extreme Weather Events; 3) Distribution of Impacts; 4) Aggregate Impacts; and 5) Risks of Large Scale Discontinuities. *Id.*

[5] *Id.*; Joel B. Smith et al., *Assessing Dangerous Climate Change Though an Update of the Intergovernmental Panel on Climate Change (IPCC) "Reasons for Concern,"* PNAS- PROCEEDINGS OF THE NATIONAL ACADEMY OF SCIENCES USA EARLY EDITION 1 (2008), *available at* http://www.pnas.org/cgi/doi/10/1073/pnas/0812355106.

[6] IPCC, *supra* note 4, at 11. The RFC's assessed impacts from a baseline of 1990 temperature levels rather than pre-industrial levels. Because pre-industrial warming until 1990 was 0.6°C, an impact resulting from a temperature rise of 1°C equates to a 1.6°C rise from pre-industrial levels.

[7] Smith, *supra* note 5, at 1, 5.

[8] *Id.*

[9] *Id.* at 5.

[10] *Id.* 3.

[11] Rachel Warren, *Impacts of Global Climate Change at Different Annual Mean Global Temperature Increases* in AVOIDING DANGEROUS CLIMATE CHANGE 95 (Cambridge Univ. Press, 2006). Unlike the IPCC's RFC, Warren assessed impacts from temperature rise from pre-industrial levels, not 1990 levels.

[12] *Id.* Indeed, given increased confidence that 1°C to 2°C increase poses significant risks to many unique and threatened systems, including many biodiversity hotspots, the updated burning embers diagram indicates substantial impacts and/or moderate risks from warming that has already occurred. Smith, *supra* note 5, at 5.

billion people would experience an increase in water stress, sea level rise and cyclones would displace millions from the world's coastlines and agricultural yields would fall in the developed world.[13] In the Arctic, ecosystem disruption is predicted upon expectations of a complete loss of summer sea ice, with only 42% of the tundra remaining stable. This would destroy the Inuit hunting culture, cause the extinction of the polar bear and result in large losses in global bird populations. Moreover, because Arctic ice functions to reflect heat back into the atmosphere, its loss would allow more sunlight to heat the Arctic Ocean and further accelerate the buildup of heat and the melting of the Greenland ice sheet. As the devastating and irreversible impacts resulting from a 2°C mean global temperature rise are far in excess of any reasonable definition of DAI, limiting mean temperature rise to 2°C above pre-industrial levels is not a sufficient environmental objective for the purposes of developing a GHG significance threshold.

Specific impacts to California are also more dire than previously estimated. For example, in its most recent report, the Climate Action Team determined that the latest scientific findings indicate that "prior estimates [of sea-level rise] likely have been too low."[14] Based on two recent models, "[b]y 2050, sea-level rise could range from 30-45 cm (11 to 18 inches) higher than in 2000, and by 2100, sea–level rise could be 60 to 140 cm (23 to 55 inches) higher than in 2000. As sea level rises, there will be an increased rate of extreme high sea-level events, which can occur when high tides coincide with winter storms and there are associated high wind wave and beach run-up conditions." [15] Moreover, the rise in sea-level may be much higher than even these models predict because they do not account for the ice-melt contributions from the Greenland and Antarctic ice sheets and assume medium to medium high emissions scenarios. [16]

Not only are the climate impacts expected from a 2°C temperature increase far in excess of what should be considered "safe", but policies which propose greenhouse gas stabilization levels of 450 ppm CO_2eq present substantial risks of overshooting this target, thus exacerbating the problem. Equating a particular atmospheric concentration of greenhouse gases with a specific temperature increase involves a significant degree of uncertainty. This is because climate sensitivity – the extent to which temperatures will rise as a result of increasing concentrations of heat-trapping gases – depends on Earth's response to certain physical processes that are not fully understood.[17] Thus, due to uncertainty in climate sensitivity, scientists estimate that the mean probability of exceeding 2°C where stabilizing greenhouse gases at a CO_2eq level of 450 ppm is 54% with a 30% probability that global average temperature would rise more than 3°C.[18] At

[13] Warren, *supra* note 11 at 98.
[14] California Action Team, Draft Biennial Report (Mar. 2009) at 1.9.
[15] *Id.* at 1.10.
[16] California Climate Change Center, The Impacts of Sea-Level Rise on the California Coast, CEC-500-2009-024D (March, 2009) at 1.
[17] *See, e.g.*, Luers, Amy, Cayan Daniel, Franco Guido, Hanemann Michael, Croes Bart, California Climate Change Center, *Our Changing Climate: Assessing the Risks to California* at 4 (2006) CEC-500-2006-077.
[18] Malte Meinshausen, *What Does a 2°C Target Mean for Greenhouse Gas Concentrations? A Brief Analysis Based on Multi-Gas Emission Pathways and Several Climate Sensitivity Uncertainty Estimates* in AVOIDING DANGEROUS CLIMATE CHANGE (Cambridge Univ. Press) (2006) at 268-69. Meinshausen operates under assumptions that do not roughly equate CO_2 eq with CO2 concentrations. In *What Does a*

400 ppm CO_2eq, the mean probability of exceeding 2°C is 28%.[19] If greenhouse gas emissions were stabilized at 350 ppm CO_2eq, the mean probability of exceeding 2°C would be reduced to 7%.[20]

Properly accounting for climate sensitivity in climate policy is critical because, as dire as the projected impacts resulting from a 2°C mean temperature increase, increases above 2°C would result in impacts of apocalyptic proportions. If a 2-3°C increase in mean global temperature occurred, feedbacks in the climate system would cause a shift in the terrestrial carbon cycle. Currently, land-based carbon acts as a sink for CO_2, buffering the effects of anthropogenic climate change. If CO_2 concentrations continue to rise, this sink will become a source, owing to increased soil respiration, further exacerbating climate change. The most dramatic impacts will be a widespread loss of forests and grassland, including the Amazon rainforest, which would undergo a transition to savannah, triggering wide spread implications for local population, global biodiversity, and the global carbon cycle.[21] At a global increase in temperature of 3°C above pre-industrial levels, many additional impacts in human and natural systems would occur in ways exponentially more devastating that those predicted for a 2°C temperature increase. Few ecosystems can adapt to such a large temperature rise: 22% would be transformed losing 7% to 74% of their extent.[22] An additional 25 to 40 million people would be displaced from coasts due to sea level rise, an additional 1200 to 3000 million would suffer an increase in water stress and 65 countries would lose 16% of their agricultural GDP.[23]

Based on the severe impacts already observed as well as future impacts and risks posed by additional warming to which we are committed due to inertia in the climate system, climatologists are increasingly concluded that current climate conditions already constitute DAI and that greenhouse gas emissions ultimately must be drawn down to net negative levels through the rapid phase-out of coal and improved forest and agricultural management.[24] Atmospheric concentrations of CO_2 have risen from a pre-industrial

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2°C Target Mean for Greenhouse Gas Concentrations?, Meinshausen notes that 550 $CO_{2\ eq}$ roughly corresponds to a stabilization of 475 ppm CO_2 only. *Id.* at 269. In a second paper that appears to utilize the same assumptions, Meinshausen notes that 500 $CO_{2\ eq}$ is approximately equivalent to 450 ppm CO_2 stabilization, 450 $CO_{2\ eq}$ is approximately equivalent to 400 ppm CO_2 stabilization, and 400 $CO_{2\ eq}$ is approximately equivalent to 350-375 ppm CO_2 stabilization*;* Union of Concerned Scientists, *How to Avoid Dangerous Climate Change: A Target for U.S. Emissions* (Sept. 2007) at 3.

[19] Malte Meinshausen, *What Does a 2°C Target Mean for Greenhouse Gas Concentrations? A Brief Analysis Based on Multi-Gas Emission Pathways and Several Climate Sensitivity Uncertainty Estimates* in AVOIDING DANGEROUS CLIMATE CHANGE (Cambridge Univ. Press) (2006) at 270.

[20] *Id*.

[21] Rachel Warren, *Impacts of Global Climate Change at Different Annual Mean Global Temperature Increases* in AVOIDING DANGEROUS CLIMATE CHANGE (Cambridge Univ. Press) (2006) at 98-99.

[22] *Id.* at 99.

[23] *Id.* at 96-97.

[24] James Hansen et al., *Target Atmospheric CO_2: Where Should Humanity Aim?* 2 OPEN ATMOSPHERIC SCIENCE J. 217, 226-27 (2008); *see also* Matthews H.D. & Caldeira, K., *Stabilizing the Climate Requires Near-Zero Emissions*, 35 GEOPHYSICAL RESEARCH LETTERS L04705 (2008) ("future anthropogenic emissions would need to be eliminated in order to stabilize global-mean temperature.").

concentration of 280 ppm to 383 ppm in 2007.[25] Annual mean global temperature has increased by 0.76°C relative to pre-industrial times and is increasing at a rate of 0.17°C/decade.[26] Impacts from this anthropogenic interference with the climate has already resulted in tens of thousands of climate-related deaths, species extinction, ocean acidification and loss of coral reefs, and the significant retreat of glaciers and sea ice. In addition to the impacts already observed, additional warming "in the pipeline" due to inertia in the climate system and their feedback loops will result in further increases in temperature posing significant risks of severe and irreversible impacts.[27] The climate is locked into anywhere from 0.3 to 0.7°C additional warming relative to late 20th century levels due to the eventual impacts of past historical emissions.[28] On account of additional warming to which we are committed, Ramanathan and Feng found that there is a "high probability that the DAI threshold is already in our rearview mirror."[29] Similarly, on the basis of paleoclimate evidence and ongoing climate change, James Hansen and other leading climate scientists concluded the present CO_2 levels of 385 ppm are "already in the dangerous zone" and that "[i]f humanity wishes to preserve a planet similar to that on which civilization developed and to which life on Earth is adapted, paleoclimate evidence and ongoing climate change suggest that CO_2 will need to be reduced from its current 385 ppm to at most 350 ppm, but likely less than that." [30] In looking at dangerous climate change though the lens of risk tolerance, Harvey concluded that, at a 10% risk tolerance, atmospheric CO_2 concentrations close to present levels "violates the UNFCCC" for a range of assumptions of climate sensitivity.[31] Accordingly, as the climate change to which we are committed is already dangerous, there is little scientific basis to conclude that any new source of emissions is innocuous.

2. Conclusion

The Center appreciates SCAQMD's continued work to develop a threshold of significance for GHGs. The Center urges SCAQMD to apply the data derived from the Work Plan in a manner that is consistent with the scientific and factual data on the emission reductions necessary to avoid DAI. *See* Guidelines § 15064(h). Given the

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[25] Global Carbon Project, *Carbon Budget and Trends 2007* (2008), *available at:* http://www.globalcarbonproject.org/carbontrends/index.htm.

[26] Kevin E. Trenberth et al., *2007: Observations: Surface and Atmospheric Climate Change in* CLIMATE CHANGE 2007: THE PHYSICAL SCIENCE BASIS, CONTRIBUTION OF WORKING GROUP I TO THE FOURTH ASSESSMENT REPORT OF THE INTERGOVERNMENTAL PANEL ON CLIMATE CHANGE 252 (Susan Solomon et al. eds., Cambridge Univ. Press 2007).

[27] V. Ramanathan & Y. Feng, *On Avoiding Dangerous Anthropogenic Interference With the Climate System: Formidable Challenges Ahead*, 105 PNAS 14245, 14249 (Sept. 23, 2008); James Hansen et al., *Target Atmospheric CO_2: Where Should Humanity Aim?* 2 OPEN ATMOSPHERIC SCIENCE J. 217, 226 (2008).

[28] Michael E. Mann, *Defining Dangerous Anthropogenic Interference*, 106 PNAS 4065, 4066 (Mar. 17, 2009).

[29] V. Ramanathan & Y. Feng, *On Avoiding Dangerous Anthropogenic Interference With the Climate System: Formidable Challenges Ahead*, 105 PNAS 14245, 14249 (Sept. 23, 2008)

[30] James Hansen et al., *Target Atmospheric CO_2: Where Should Humanity Aim?* 2 OPEN ATMOSPHERIC SCIENCE J. 217, 217-18 (2008).

[31] Danny Harvey, *Dangerous Anthropogenic Interference, Dangerous Climatic Change, and Harmful Climatic Change: Non-Trivial Distinctions With Significant Policy Implications*, 82 CLIMATE CHANGE 1, 20 (2007).

severe and irreversible impacts resulting from a 2°C mean global temperature rise and the significant risk that this temperature would increase beyond 2°C at GHG levels of 450 ppm, a stabilization objective of 450 ppm CO_2eq is far in excess of what can be considered safe. Accordingly, setting a threshold based on consistency with a 450 ppm stabilization target is inconsistent with CEQA's purpose to "identify any critical thresholds for the healthy and safety of people of the state." Pub. Res. Code § 21000(d). Because the 90% capture rate is based on the outdated presumption that compliance with Executive Order S-3-05 targets is sufficient to avoid dangerous climate change, SCAQMD should adopt a threshold for residential and commercial projects that captures a higher percentage of emissions and requires projects with emissions below this threshold to comply with performance standards.[32]

Thank you for your consideration. Please do not hesitate to contact Matthew Vespa at (415) 436-9682 x309 mvespa@biologicaldiversity.org if you have any questions or concerns.

Sincerely,



Matthew Vespa
Senior Attorney

cc: Steve Smith
Michael Krause

[32] The 90% capture rate used for SCAQMD's industrial threshold purportedly reflected the practical concern that minimal mitigation was available for the types of projects (such as boilers) that fell under this threshold. These concerns do not apply to residential and commercial structures, where any number of mitigation measures are available for all sizes of projects to reduce GHG emissions.

REFERENCE 4

From : http://www.cadem.org/our-california/platform/2016-platform-energy-and-environment

From the 2016 California Democratic Party (CDP) Platform

Transportation

- Support vehicle regulations to provide healthier air for all Californians, support strong and workable low-emission and zero-emission vehicle standards that will continue to be a model for the country, support Clean Vehicle Incentive programs to include the installation of charging infrastructure, and provide assistance to small businesses to meet the low-emission standards;
- Demand Regional Transportation Plan (RTP) driving-reduction targets, shown by science to support climate stabilization;
- Work for equitable and environmentally-sound road and parking operations; Support strategies to reduce driving, such as smart growth, "complete streets"; teaching bicycling traffic skills; and improving transit, from local systems to high speed rail
- Work for shared, convenient and value-priced parking, operated with a system that provides earnings to those paying higher costs or getting a reduced wage, due to the cost of providing the parking; and,
- Demand a state plan showing how cars and light-duty trucks can hit climate-stabilizing targets, by defining enforceable measures to achieve the needed fleet efficiency and per-capita driving;
- Support policies, including tax policies and the use of Greenhouse Gas Reduction Fund (GGRF) grants, that empower business owners, especially small business owners, to make investments in transportation infrastructure to ensure that freight moves by lower-emission local, short-line freight railroads, instead of adding to highway congestion and pollution.

REFERENCE 5

Climate-Stabilizing, California Light-Duty Vehicle Requirements, Versus Air Resource Board Goals

Paper 881

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ABSTRACT

An Introduction is provided, including the importance of light-duty vehicles (LDVs: cars and light duty trucks) and a definition of the top-level LDV requirements to limit their carbon dioxide ("CO2") emissions.

Anthropogenic climate change fundamentals are presented, including its cause, its potential for harm, California mandates, and a greenhouse gas (GHG) reduction road map to avoid disaster.

A 2030 climate-stabilizing GHG reduction target value is calculated, using statements by climate experts. The formula for GHG emissions, as a function of per-capita driving, population, fleet CO2 emissions per mile, and the applicable low-carbon fuel standard (LCFS) is given. The ratio of the 2015 value of car-emission-per-mile to the 2005 value of car-emission-per-mile is obtained.

Internal Combustion Engine (ICE) mileage values from 2000 to 2030 are identified, as either mandates or new requirements. A table is presented that estimates 2015 LDV fleet mileage.

Zero Emission Vehicle (ZEV) parameters are given. A table is shown that uses 2030 ZEV and ICE (ICE LDVs) requirements, named the "Heroic Measures" case, to compute the LDV fleet-equivalent mileage. That equivalent fleet mileage is used, with population and the required emission reduction, to compute a required per-capita driving reduction, with respect to 2005. Measures to achieve this per-capita driving reduction are described, with reductions allocated to each measure. The energy used per year for the Heroic Measures case is estimated

The "Heroic Measures" set of fractions of ZEV's purchased, as a function of year, is compared to the California Air Resources Board (CARB) goals.

INTRODUCTION

Within the context of working the anthropogenic-climate-change problem and from a systems engineering perspective, the top-level requirement is to reduce greenhouse gas (GHG) emissions enough to support stabilizing our climate at a livable level. This top-level requirement must flow down to the subsystem of LDVs, especially due to the magnitude of their emissions. (As an example, LDVs emit 41% of the GHG in San Diego County[1].)

More specifically, LDV requirements will be identified that, taken together, will result in GHG emission reductions sufficient to "support climate stabilization". "Support climate stabilization" means that the LDV emission level will be equal to a climate-stabilizing target. Such a target is expressed as an emission level in some target year. The target is based on climate science.

From a systems engineering perspective, at the top level, the needed LDV requirements are

- LDV fleet efficiency, meaning the greenhouse gas (GHG) emissions per mile driven, applicable to the entire fleet, on the road in the year of interest and
- an upper bound on per-capita driving, given the derived fleet efficiency and the predicted population growth.

The fleet efficiency requirement will be developed as a function of lower-level requirements, such as Corporate Average Fuel Efficiency (CAFÉ) requirements, requirements on how fast Battery Electric Vehicles (BEVs) must be added into the fleet each year, and requirements to get low-efficiency vehicles off the roads. The second top-level requirement, the upper bound on per-capita driving, will spawn transportation-system requirements designed to result in less driving, such as better mass transit. This paper will derive a formulae to compute the required per-capita driving levels, based on fleet efficiency, predicted population growth, and the latest, science-based, climate-stabilizing GHG emission target.

In this work, three categories of LDV emission-reduction strategies will be considered: cleaner cars, cleaner fuels, and less driving.

BACKGROUND: OUR ANTHROPOGENIC CLIMATE CHANGE PROBLEM

Purpose of This Section

Before going to work to solve a systems-engineering problem, it is important to understand the nature of the problem. How complex is the problem? How much is at stake if the problem is not solved? Is it reasonable to take a chance and only solve the problem with a reasonably high probability or is there too much at stake to gamble? This section is an attempt to answer these questions.

Basic Cause

Anthropogenic climate change is driven by these two processes[2]: First, our combustion of fossil fuels is adding "great quantities" of CO_2 into our atmosphere. Second, that additional atmospheric CO_2 is trapping additional heat.

California's First Three Climate Mandates

California's Governor's Executive Order S-3-05[3] is similar to the Kyoto Agreement and is based on the greenhouse gas (GHG) reductions that were recommended by climate scientists for industrialized nations back in 2005. In 2005, many climate scientists believed that the reduction-targets of S-3-05 would be sufficient to support stabilizing Earth's climate at a livable level, with a reasonably high level of certainty. More specifically, this executive order aims for an average, over-the-year, atmospheric temperature rise of "only" 2 degree Celsius, above the preindustrial temperature. It attempts to do this by limiting our earth's level of atmospheric CO_2_e to 450 PPM by 2050 and then reducing emissions further, so that atmospheric levels would come down to more tolerable levels in subsequent years. The S-3-05 emission targets are 2000 emission levels by 2010, 1990 levels by 2020, and 80% below 1990 levels by 2050.

It was thought that if the world achieved S-3-05, there might be a 50% chance that the maximum temperature rise will be less than 2 degrees Celsius, thus leaving a 50% chance that it would be larger than 2 degrees Celsius. A 2 degree increase would put over a billion people on the planet into a condition described as "water stress" and it would mean a loss of 97% of the earth's coral reefs.

There would also be a 30% chance that the temperature increase would be greater than 3 degrees Celsius. A temperature change of 3 degree Celsius is described in Reference 3 as being "exponentially worse" than a 2 degree Celsius increase.

The second California climate mandate is AB 32, the *Global Warming Solutions Act of 2006*. It includes provisions for a cap and trade program, to ensure meeting S-3-05's 2020 target of the 1990 level of emissions. It continues after 2020. AB 32 requires CARB to always implement measures that achieve the maximum *technologically feasible and cost-effective* (words taken from AB 32) greenhouse-gas-emission reductions.

In 2015 Governor Brown signed Executive Order B-30-15. This Executive Order established a mandate to achieve an emission level of 40% below 2020 emissions by 2030, as can be seen by a Google search. If Executive Order S-3-05 is interpreted as a straight line between its 2020 target and its 2050 target, then the B-30-15 target of 2030 is the same as S-3-05's implied target of 2035, because 2035 is halfway between 2020 and 2050 and 40% down is halfway to 80% down.

California is on track to achieve its S-3-05 second (2020) target. However, the world emission levels have, for most years, been increasing, contrary to the S-3-05 trajectory. In part because the world has been consistently failing to follow S-3-05's 2010-to-2020 trajectory, if California is still interested in leading the way to stabilizing the climate at a livable level, it must do far better than S-3-05, going forward, as will be shown.

Failing to Achieve these Climate Mandates

What could happen if we fail to achieve S-3-05, AB 32, and B-30-15 or if we achieve them but they turn out to be too little too late and other states and countries follow our example?

It has been written[4] that, "A recent string of reports from impeccable mainstream institutions-the International Energy Agency, the World Bank, the accounting firm of PricewaterhouseCoopers-have warned that the Earth is on a trajectory to warm by at least 4 Degrees Celsius and that this would be incompatible with continued human survival."

It has also been written[5] that, "Lags in the replacement of fossil-fuel use by clean energy use have put the world on a pace for 6 degree Celsius by the end of this century. Such a large temperature rise occurred 250 million years ago and extinguished 90 percent of the life on Earth. The current rise is of the same magnitude but is occurring faster."

Pictures That Are Worth a Thousand Words

Figure 1 shows (1) atmospheric CO_2 (in blue) and (2) averaged-over-a-year-then-averaged-over-the surface-of-the-earth world atmospheric temperature (in red). This temperature is with respect to a recent preindustrial value. The data starts 800,000 years ago. It shows that the current value of atmospheric CO_2, which is now over 400 PPM, far exceeds the values of the last 800,000 years. It

also shows that we should expect the corresponding temperature to eventually be about 12 or 13 degrees above preindustrial temperatures. This would bring about a human disaster[3,4,5].

Figure 2 shows the average yearly temperature with respect to the 1960-to-1990 baseline temperature (in blue). It also shows atmospheric levels of CO_2 (in red). The S-3-05 goal of 450 PPM is literally "off the chart", in Figure 2. Figure 2 shows that, as expected, temperatures are starting to rise along with the increasing levels of CO_2. The large variations in temperature are primarily due to the random nature of the amount of solar energy being received by the earth.

FURTHER BACKGROUND: CALIFORNIA'S SB 375 AND AN IMPORTANT DATA SET

As shown in the Introduction, LDVs emit significant amounts of CO_2. The question arises: will driving need to be reduced or can cleaner cars and cleaner fuels arrive in time to avoid such behavioral change? Steve Winkelman, of the Center for Clean Air Policy (CCAP), worked on this problem.

SB 375, the *Sustainable Communities and Climate Protection Act of 2008*

Under SB 375, the California Air Resources Board (CARB) has given each Metropolitan Planning Organization (MPO) in California driving-reduction targets, for the years 2020 and 2035. "Driving" means yearly, per capita, vehicle miles travelled (VMT), by LDVs, with respect to 2005. The CARB-provided values are shown at this Wikipedia link, http://en.wikipedia.org/wiki/SB_375. It is important to note that although this link and many other sources show the targets to be "GHG" and not "VMT", SB 375 clearly states that the reductions are to be the result of the MPO's Regional Transportation Plan (RTP), or, more specifically, the Sustainable Communities Strategy (SCS) portion of the RTP. Nothing in the SCS will improve average mileage. That will be done by the state and federal government by their Corporate Average Fleet Efficiency (CAFÉ) standards. The SCS can only reduce GHG by reducing VMT. The only way an SCS can reduce GHG by 12%, for example, is to reduce VMT by 12%.

Under SB 375, every Regional Transportation Plan (RTP) must include a section called a Sustainable Communities Strategy (SCS). The SCS must include driving reduction predictions corresponding to the CARB targets. Each SCS must include only *feasible* transportation, land use, and transportation-related policy data. If the SCS driving-reduction predictions fail to meet the CARB-provided targets, the MPO must prepare an Alternative Planning Strategy (APS). An APS uses *infeasible* transportation, land use, and transportation-related policy assumptions. The total reductions, resulting from both the SCS and the APS, must at least meet the CARB-provided targets.

Critical Data: Useful Factors from Steve Winkelman's Data

Figure 3[6].shows 6 variables as a percent of its 2005 value. The year 2005 is the baseline year of SB 375. The red line is the Caltrans prediction of VMT. The purple line is California's current mandate for a Low Carbon Fuel Standard (LCFS). As shown, by 2020, fuel in California must emit 10% less per gallon than in 2005. The turquoise line is the 1990 GHG emission in California. As shown, it is 12% below the 2005 level. This is important because S-3-05 specifies that in 2020, state GHG emission levels must be at the

1990 level. The green line is the C02 emitted per mile, as specified by AB 1493, also known as "Pavley 1 and 2" named after Senator Fran Pavley. The values shown do not account for the LCFS. The yellow (or gold) line is the S-3-05 mandate, referenced to 2005 emission levels. The blue line is the product of the red, the purple, and the green line and is the percentage of GHG emissions compared to 2005. Since VMT is not being adequately controlled, the blue line is not achieving the S-3-05 line. Figure 3 shows that driving must be reduced. For this reason, Steve Winkelman can be thought of as the true father of SB 375.

Figure 1. Atmospheric CO_2 and Mean Temperature from 800,000 Years Ago

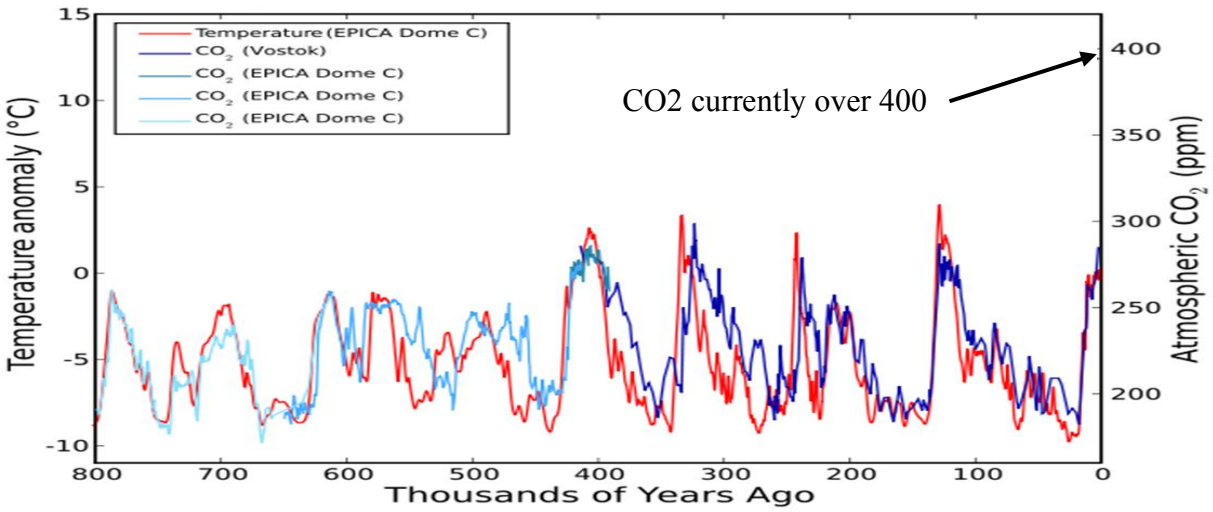
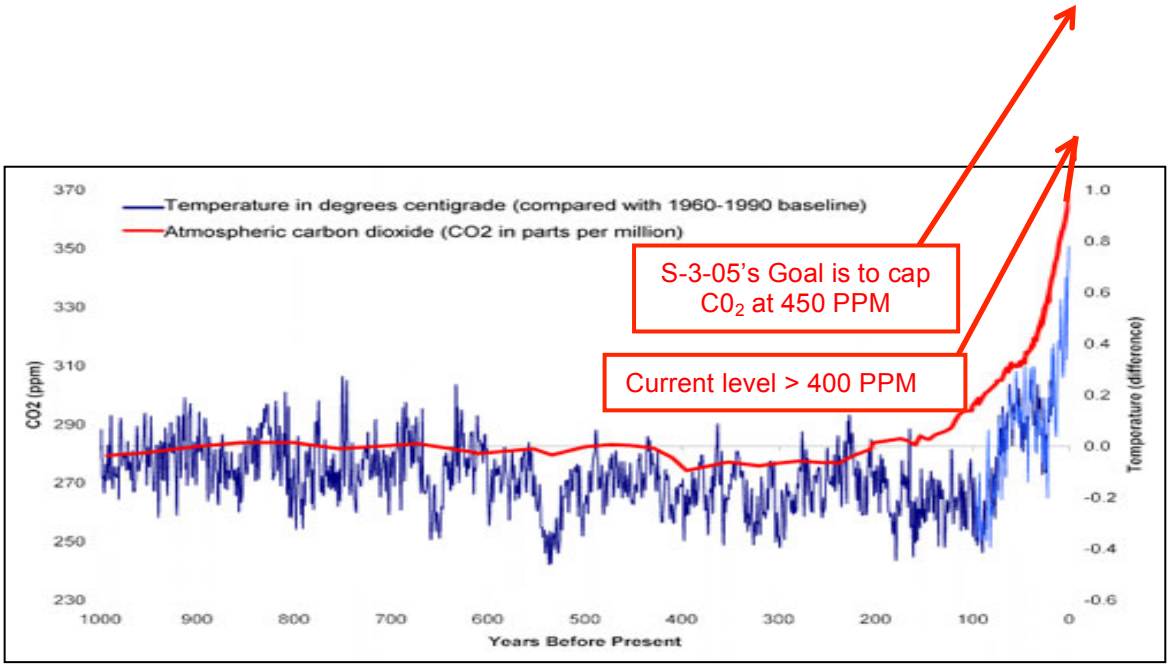
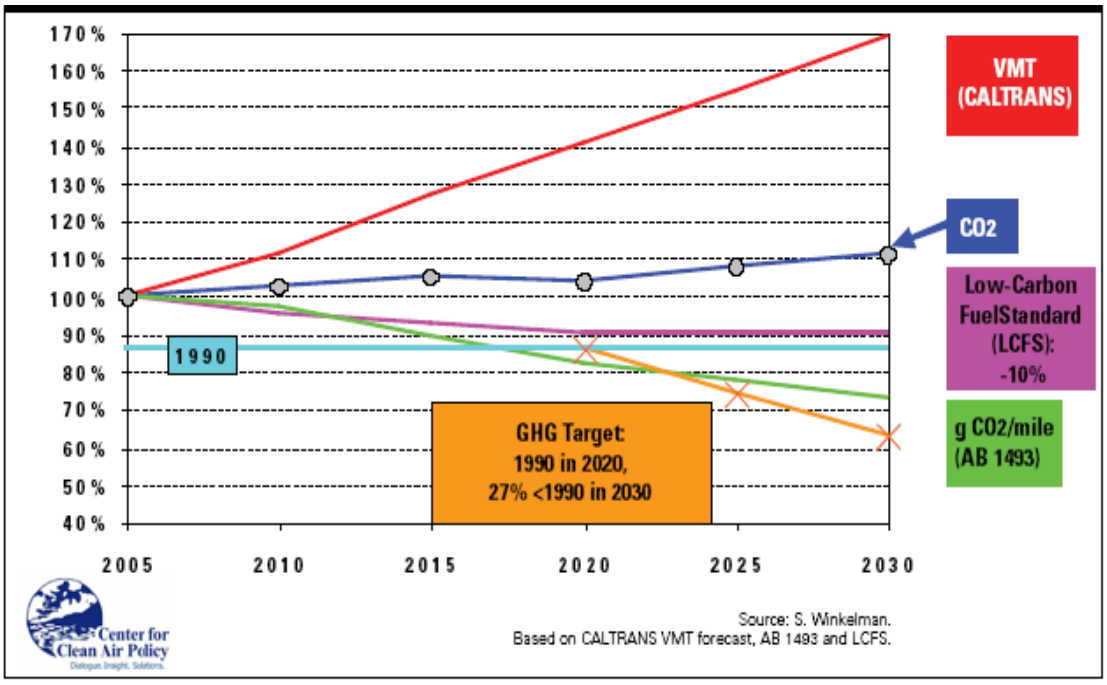


Figure 2. Atmospheric CO_2 and Mean Temperature, Over the Last 1,000 Years



This table provides inspiration for a road map to climate success for LDVs. Climate stabilization targets must be identified and achieved by a set of requirements to define fleet efficiency and per-capita driving.

Figure 3 **The S-3-05 Trajectory (the Gold Line) AND the CO_2 Emitted from Personal Driving (the Blue Line), where that CO_2 is a Function (the Product) of the California-Fleet-Average CO_2 per Mile (the Green Line), The Predicted Driving (VMT, the Red Line), and the Low-Carbon Fuel Standard (the Purple Line)**



THE DEVELOPMENT OF CALIFORNIA'S TOP-LEVEL LDV REQUIREMENTS TO SUPPORT CLIMATE STABILIZATION

It is also clear that cleaner cars will be needed and can probably be achieved. As will be seen, much cleaner cars will be needed if driving reductions are going to remain within what many people would consider achievable. Mileage and equivalent mileage will need to be specified. A significant fleet-fraction of Zero-Emission Vehicles (ZEVs, either Battery-Electric LDVs or Hydrogen Fuel Cell LDVs) will be needed. Since mileage and equivalent mileage is more heuristic than emissions per mile, they will be used instead of CO2 per mile driven.

Since the SB-375 work used 2005 as the reference year, it will remain the reference year here.

GHG Target to Support Climate Stabilization

The primary problem with S-3-05 is that California's resolve and actions have been largely ignored by other states, our federal government, and many countries. Therefore, rather than achieving 2000 levels by 2010 and being on a track to achieve 1990 levels by 2020, world emission have been increasing. Reference 7 states on Page 14 that the required rate of reduction, if commenced in 2020,

would be 15%. That rate means that the factor of 0.85 must be achieved, year after year. If this were done for 10 years, the factor would be $(0.85)^{10} = 0.2$. We don't know where world emissions will be in 2020. However, it is fairly safe to assume that California will be emitting at its 1990 level in 2020, in accordance with S-3-05. This situation shows that the correct target for California is to achieve emissions that are reduced to 80% below California's 1990 value by 2030. Note that if the reductions start sooner, the rate of reduction of emissions can be less than 15% and the 2030 target could be relaxed somewhat. However, it is doubtful that the world will get the reduction rate anywhere near the needed 15% by 2020. Therefore, the target, of 80% below 1990 levels by 2030 is considered to be correct for California. Reference 7 also calls into question the advisability of aiming for a 2 degree Celsius increase, given the possibilities of positive feedbacks that would increase warming. This concern for positive feedbacks is another reason that this paper will work towards identifying LDV requirement sets that will support achieving 80% below 1990 values by 2030.

Notes on Methods

The base year is 2005. An intermediate year of 2015 is used. The car efficiency factor of 2015 with respect to 2005 is taken directly from Figure 3. The car efficiency factor of 2030 with respect to 2015 is derived herein, resulting in a set of car-efficiency requirements. It is assumed that cars last 15 years.

Primary Variable Used

Table 1 defines the primary variables that are used.

Table 1 Variable Definitions

Variable Definitions	
e_k	**LDV Emitted C02, in Year "*k*"**
L_k	**Low Carbon Fuel Standard (LCFS) Factor that reduces the Per-Gallon CO2 emissions, in Year "*k*"**
C_k	**LDV CO2 emitted per mile driven, average, in Year "*k*", not accounting for the Low Carbon Fuel Standard (LCFS) Factor**
c_k	**LDV CO2 emitted per mile driven, average, in Year "*k*", accounting for the Low Carbon Fuel Standard (LCFS) Factor**
p_k	**Population, in Year "*k*"**
d_k	**Per-capita LDV driving, in Year "*k*"**
D_k	**LDV Driving, in Year "*k*"**
M_k	**LDV Mileage, miles per gallon, in Year "*k*"**
m_k	**LDV Equivalent Mileage, miles per gallon, in Year "*k*" accounting for Low Carbon Fuel Standard (LCFS) Factor, so this is M_k/L_k**
N	**Number of pounds of CO2 per gallon of fuel but not accounting for the Low Carbon Fuel Standard (LCFS) Factor**

Fundamental Equations

The emissions are equal to the CO2 per mile multiplied by the per-capita driving multiplied by the population, since per-capita driving multiplied by the population is total driving. This is true for any year.

Future Year k: $$e_k = c_k * d_k * p_k \quad \textbf{(Eq. 1)}$$

Base Year i: $$e_i = c_i * d_i * p_i \quad \textbf{(Eq. 2)}$$

Dividing both sides of Equation 1 by equal values results in an equality. The terms on the right side of the equation can be associated as shown here:

$$\frac{e_k}{e_i} = \frac{c_k}{c_i} * \frac{d_k}{d_i} * \frac{p_k}{p_i} \quad \textbf{(Eq. 3)}$$

Since carbon dioxide emitted per gallon is just a constant (about 20 pounds per gallon), the constant cancels out of the ratio of emissions per mile, leaving the following relationship.

To work with mileage: $$\frac{m_i}{m_k} = \frac{c_k}{c_i} \quad \textbf{(Eq. 4)}$$

Putting Equation 4 into Equation 3 results in the following equation:

$$\frac{e_k}{e_i} = \frac{m_i}{m_k} * \frac{d_k}{d_i} * \frac{p_k}{p_i} \quad \textbf{(Eq. 5)}$$

Showing the base year of 2005, the future year of 2030, introducing the intermediate year of 2015 and the year of 1990 (since emissions in 2030 are with respect to the 1990 value) results in Equation 6.

$$\frac{e_{2030}}{e_{1990}} * \frac{e_{1990}}{e_{2005}} = \frac{c_{2030}}{c_{2015}} * \frac{c_{2015}}{c_{2005}} * \frac{d_{2030}}{d_{2005}} * \frac{p_{2030}}{p_{2005}} \quad \textbf{(Eq. 6)}$$

The ratio on the far left is the climate-stabilizing target, which is the factor of the 2030 emission to the 1990 emission. It is shown to be 0.20 or 80% less. The next ratio is the emission of 1990 compared to 2005. It is the turquoise line of Figure 3, which is 0.87. The first ratio on the right side of the equation is the fleet emission per mile in 2030 compared to the value in 2015. This ratio will be derived in this report and it will result in a set of car efficiency requirements. Moving to the right, the next ratio is the car efficiency in 2015 compared to 2005. It can obtained by multiplying the purple line 2015 value times the green line 2015 value, which is 0.90 * 0.93.The next term is the independent variable. It is the driving reduction required, compared to the 2005 level of driving. The final term on the far right is the ratio of the population in 2030 to the population in 2005. Reference 8 shows that California's population in 2005 was 35,985,582. Reference 9 shows that California's population in 2030 is predicted to be 44,279,354. Therefore,

$$p_{2030}/p_{2005} = 44279354 \div 35985582 = 1.2305 \quad \textbf{(Eq. 7)}$$

Putting in the known values results in Equation 8:

$$0.20 * 0.87 = \frac{c_{2030}}{c_{2015}} * 0.90 * 0.93 * \frac{d_{2030}}{d_{2005}} * 1.2305 \quad \textbf{(Eq. 8)}$$

Combining the values, solving for the independent variable (the per-capita driving ratio), and changing from emission-per-mile to equivalent-miles-per-gallon results in the following:

$$\frac{d_{2030}}{d_{2005}} = 0.1689 * \frac{m_{2030}}{m_{2015}} \qquad \textbf{(Eq. 9)}$$

With the coefficient being so small, it is doubtful that we can get the equivalent mileage in 2030 to be high enough to keep the driving ratio from falling below one. The mileage of the 2005 fleet will be based on the best data we can get and by assuming cars last 15 years. The equivalent mileage in 2030 will need to be as high as possible to keep the driving-reduction factor from going too far below 1, because it is difficult to reduce driving too much. The equivalent mileage will be dependent on the fleet-efficiency requirements in the near future and going out to 2030. Those requirements are among the primary results of this report.

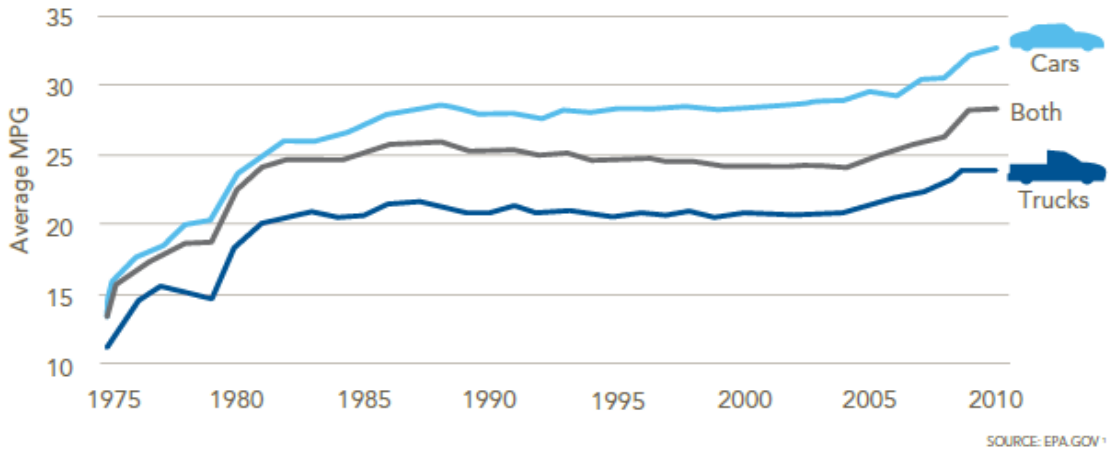
Internal Combustion Engine (ICE) Mileage, from Year 2000 to Year 2030

The years from 2000 to 2011 are taken from a plot produced by the PEW Environment Group,

http://www.pewenvironment.org/uploadedFiles/PEG/Publications/Fact_Sheet/History%20of%20Fuel%20Economy%20Clean%20Energy%20Factsheet.pdf

The plot is shown here as Figure 4. The "Both" values are used.

Figure 4 **Mileage Values From the PEW Environment Group**



The values from 2012 to 2025 are taken from the US Energy Information Agency (EIA) as shown on their website, http://www.c2es.org/federal/executive/vehicle-standards#ldv_2012_to_2025. They are the LDV Corporate Average Fleet Efficiency (CAFÉ) values enacted into law in the first term of President Obama. From 2025 to 2030, it is assumed that the yearly ICE improvement in CAFÉ will be 2.5 MPG.

Mileage of California's LDV Fleet in 2015

Table 2 uses these values of the Internal Combustion Engine (ICE) LDV mileage to compute the mileage of the LDV fleet in 2015. It assumes that the fraction of ZEVs being used over these years is small enough to be ignored. The 100 miles driven, nominally, by each set of cars, is an arbitrary value and inconsequential in the final calculation, because it will divide out. It is never-the-less used, so that it is possible to compare the gallons of fuel used for the different years. The "f" factor could be used to account for a set of cars being driven less. It was decided to not use this option by setting all of the values to 1. The Low Carbon Fuel Standard (LCFS) values are taken from Figure 3. The gallons of fuel are computed as shown in Equation 10, using the definition for L_k that is shown in Table 1.

Table 2 Calculation of the Fleet MPG for 2015

LDV Set	Years Old	Model Year	CAFE MPG	LCFS Factor L_{Year}	Factor Driven f	Gallons Used Per f*100 Miles
1	14-15	2001	24.0	1.0	1.0	4.17
2	13-14	2002	24.0	1.0	1.0	4.17
3	12-13	2003	24.0	1.0	1.0	4.17
4	11-12	2004	24.0	1.0	1.0	4.17
5	10-11	2005	25.0	1.0	1.0	4.00
6	9-10	2006	25.7	.9933	1.0	3.87
7	8-9	2007	26.3	.9867	1.0	3.75
8	7-8	2008	27.0	.9800	1.0	3.63
9	6-7	2009	28.0	.9733	1.0	3.48
10	5-6	2010	28.0	.9667	1.0	3.45
11	4-5	2011	29.1	.9600	1.0	3.30
12	3-4	2012	29.8	.9533	1.0	3.20
13	2-3	2013	30.6	.9467	1.0	3.09
14	1-2	2014	31.4	.9400	1.0	2.99
15	0-1	2015	32.6	.9333	1.0	2.86
					Sum of Gallons:	54.29
					Miles = 100*Sum(f's):	1500
					MPG = Miles/(Sum of Gallons):	27.63

$$Gallons\ Used\ per\ f * 100\ miles = \frac{fx100}{(CAFE\ MPG)/L_k} \quad \text{(Eq. 10)}$$

How ICE Mileage Values Will Be Used with ZEV Equivalent Mileage Values

As will be seen, after 2015, the net (computed using both ICEs and ZEVs) mileage values for each year are assumed to greatly improve by having a significant fraction of ZEVs. The ICE CAFÉ standards are used in this report as just the ICE contribution to fleet MPG. The ICE MPG values are inadequate by themselves and will therefore need to become less important because ZEVs will need to quickly take over the highways.

Federal requirements will need to change dramatically. Currently, federally-mandated corporate average fuel efficiency (CAFÉ) standards have been implemented, from 2000 to 2025. These standards require that each corporation produce and sell their fleet of cars and light-duty trucks in the needed proportions, so that the combined mileage of the cars they sell, at least meet the specified mileage.

The car companies want to maximize their profits while achieving the required CAFÉ standard. In California, the car companies will already be required to sell a specified number of electric vehicles, which have a particularly-high, equivalent-value of miles-per-gallon. If the laws are not changed, this will allow these companies to sell more low-mileage, high profit cars and light-duty trucks, and still achieve the federal CAFÉ standard.

It will be better to apply the CAFÉ standards to only the ICEs and then require that the fleet of LDVs sold achieve some mandated fraction of ZEVs. The ZEVs will get better and better equivalent mileage, as our electrical grid is powered by more renewable sources of energy. Therefore, their equivalent mileage is not fixed, but will improve over the years. Requirements developed here are for 2030. Therefore a high percentage of all the electricity generated in the state, including both the "in front of the meter" (known as the "Renewable Portfolio Standard" or "RPS") portion and the "behind the meter" portion is assumed to come from sources that do not emit CO2. More specifically, he value of 80% is assumed. This therefore becomes a fleet-efficiency requirement.

ZEV Equivalent Mileage Values

To calculate the mileage of the 2030 fleet of LDVs, it is necessary to derive a formula to compute the equivalent mileage of ZEVs, as a function of the percent of electricity generated without emitting CO2, the equivalent ZEV mileage if the electricity is from 100% fossil fuel, and the equivalent ZEV mileage if the electricity is from 100% non-C02 sources. The variables defined in Table 3 are used.

The derivation of the equation for equivalent ZEV mileage is based on the notion that the ZEV can be imagined to travel "r" fraction of the time on electricity generated from renewables and "(1-r)" fraction of the time on fossil fuel. If the vehicle travels "D" miles, then, using the definitions shown in Table 3, the following equation can be written.

$$\boldsymbol{G = \frac{r \times D}{m_{zr}} + \frac{(1-r) \times D}{m_{zf}}} \qquad \textbf{(Eq. 11)}$$

$$\boldsymbol{m_z = D/G = D/\left(\frac{r \times D}{m_{zr}} + \frac{(1-r) \times D}{m_{zf}}\right)} \qquad \textbf{(Eq. 12)}$$

Dividing the numerator and the denominator by D and multiplying them both by the product of the two equivalent mileage values results in Equations 13.

$$\boldsymbol{m_z = m_{zr} \times m_{zf} / \left(r \times m_{zf} + (1-r) \times m_{zr}\right)} \qquad \textbf{(Eq. 13)}$$

Again, using the definitions in Table 3 results in the following.

$$\boldsymbol{m_z = Num/(Den)} \qquad \textbf{(Eq. 14)}$$

Table 3 Variables Used in the Calculation of ZEV Equivalent Mileage

Variable	Definition
m_z	ZEV Equivalent mileage
m_{zr}	ZEV Equivalent mileage if the electricity is from renewables
m_{zf}	ZEV Equivalent mileage if the electricity is from fossil fuels
r	fraction of electricity generated from sources not emitting CO2
G	Gallons of equivalent fuel used
D	Arbitrary distance travelled
Num	$m_{zr} \times m_{zf}$
Den	$r \times m_{zf} + (1 - r) \times m_{zr}$

Table 4 shows an assignment of assumed values and the result of a calculation, using Equations 13, 14, and the definitions in Table 3, to produce a ZEV equivalent mileage.

Table 4 Variable Assignment and the Resulting ZEV Mileage

m_{zr}	m_{zf}	r	1-r	Num	Den	m_z
5000	70	0.8	0.2	350000.00	1056.00	331.44

Computing an LDV Fleet Mileage Assuming Heroic Measures (HM)

Table 5 shows the additional definitions that will be used in this calculation. Table 6 computes the 2030 LDV mileage, assuming "Heroic Measures" to reduce the miles driven in poor-mileage ICE's, in building and selling a significant fraction of ZEVs, and in getting the Low Carbon Fuel Standards to continue to improve beyond the Figure 3 minimum of 0.90.

Table 5 Additional Variables Used in the Calculation of 2030 LDV Mileage

Variable	Definition
D_i	Distance travelled by ICE vehicles
D_z	Distance travelled by ZEVs
G_i	Gallons of Equivalent fuel used by ICE vehicles
G_z	Gallons of Equivalent fuel used by ZEVs

As shown by the values for "f", government policies must be adopted, in 2030, to reduce the miles driven by the ICE's, from model years 2016 to 2023. The 2016 model ICE's are driven only 30% as much as the nominal amount. The 2017 year ICE's can be driving 10% more. This rate of change continues up to 2023, when the ICE's are doing less damage, due to the large fraction of ZEVs on the road.

Table 6 Calculation of 2030 LDV Mileage Assuming Heroic Measures

Year	ICE Parameters and Calculations						ZEVs			Yearly Totals		
	CAFÉ MPG	LCFS	Eq. MPG	f	D_i	G_i	z	D_z	G_z	Total Miles	Total Gallons	2030 MPG
2016	34.3	.9267	37.01	.3	30.0	.8105	.04	4	.012	32.8	.7901	41.51
2017	35.1	.9200	38.15	.4	40.0	1.0484	.07	7	.021	44.2	.9962	44.37
2018	36.1	.9133	39.53	.5	47.5	1.2018	.12	12	.036	56.0	1.1494	48.72
2019	37.1	.9000	40.92	.6	54.0	1.3197	.18	18	.054	67.2	1.2567	53.47
2020	38.3	.8500	42.56	.7	52.5	1.2337	.24	24	.072	77.2	1.3225	58.37
2021	40.3	.8000	47.41	.8	48.0	1.0124	.34	34	.103	86.8	1.2162	71.37
2022	42.3	.8000	52.88	.9	40.5	.7660	.48	48	.145	94.8	1.0299	92.05
2023	44.3	.8000	55.38	1.0	30.0	.5418	.62	62	.187	100.0	.8733	114.51
2024	46.5	.8000	58.13	1.0	15.0	.2581	.76	76	.229	100.0	.6422	155.71
2025	48.7	.8000	60.88	1.0	5.0	.0821	.90	90	.272	100.0	.4358	229.46
2026	51.2	.8000	64.00	1.0	5.0	.0781	.95	95	.287	100.0	.3648	274.16
2027	53.7	.8000	67.13	1.0	5.0	.0745	.98	98	.296	100.0	.3255	307.24
2028	56.2	.8000	70.25	1.0	5.0	.0712	.99	99	.299	100.0	.3129	319.56
2029	58.7	.8000	73.38	1.0	5.0	.0681	.99	99	.299	100.0	.3123	320.18
2030	61.2	.8000	76.50	1.0	5.0	.0654	.99	99	.299	100.0	.3118	320.75
Sum of Miles and then Gallons of Equivalent Fuel:										1259.00	11.34	
Equivalent MPG of LDV Fleet in 2030:										*111.03*		
Sum of ZEV Miles = **865**. Fraction of Miles Driven by ZEVs = **68.7%**												

As shown, the ZEV fraction of the fleet assumes the value of 12%, just 2 years from now (shown in the green field.) It then proceeds upward, to 18% in 2019; 24% in 2020; 34% in 2021; and so on, until it reaches 99% by 2028.

Achieving these fractions of ZEVs might be compared to what was done during World War II, when automobile productions lines were rapidly converted to produce tanks. This reduced the new cars that could be purchased. Besides this, rationing gasoline made it difficult to drive at times and, due to shortages of leather, which was being used to produce boots for soldiers, some citizens found it hard to even buy shoes. These rapid and inconvenient changes were tolerated, because most people agreed that the war needed to be won. The heroic measures assumed here may not be possible unless citizens and the political leaders they elect understand the dire consequences of climate destabilization and therefore accept, and even demand, the measures that are needed to support climate stabilization.

The equivalent miles per gallon of the LDV fleet in 2030, specifically 111.03 miles per gallon, will be considered as a potential 2030 LDV requirement.

Computing the Heroic-Measures (HM) Case Per-Capita and Net Driving Factor Requirements, Based on the Result Shown in Table 6

Plugging the

- equivalent MPG of the LDV fleet in Year 2030, taken from the bottom of Table 6, which is 111.03 MPG (m_{2030}), and
- the MPG of the LDV fleet in Year 2015, taken from the bottom of Table 2, which is 27.63 MPG (m_{2015}),

into Equation 9, gives the following result:

$$\frac{d_{2030}}{d_{2005}} = 0.1687 * \frac{m_{2030}}{m_{2015}} = 0.1687 * \frac{111.03}{27.63} = 0.68 \qquad \textbf{(Eq. 14)}$$

This means that the per-capita driving in 2030 will need to be about 32% less than in year 2005. The net driving can be computed by multiplying the per-capita driving, 0.68, by the population factor of 1.2305, computed in Equation 7, resulting in 0.84 (since 0.68 x 1.2305 = 0.84.) This means that, even with the 23% increase in California's population, the net driving will have to drop by 16%. If this LDV requirement set is selected, all of California's transportation money can be used to improve transit, improve active transportation (mainly walking and biking), and maintain, but not expand, roads. The good news is that there can be little or no congestion because highway capacity now is larger than it was in 2005. Policies will be needed to achieve the required reduction in driving.

Case 2: Computing LDV Requirements that Support Climate Stabilization but Still Allow 2005 Per-Capita Driving

The first step is to use Equation 9 and the value of the mileage in 2015 to compute the needed LDV equivalent fleet mileage for 2030 if the left side of the equation is equal to 1.0.

$$\mathbf{m_{2030} = 1.0 \text{ x } m_{2015} / 0.1689 = 27.63 / 0.1689 = 163.59 \text{ MPG}} \qquad \textbf{Eq. 15)}$$

Table 7 is constructed, with the fraction of ZEVs selected to achieve the needed equivalent fleet mileage of about 163.59 MPG. Since its ZEV fractions are larger and sooner than in the "Heroic Measures" table, Table 7 is showing what has been called the "Extra-Heroic Measures" (EHM) case. The ICE "f" values are unchanged; as are the LCFS values. The EHM ZEV differences from the HM case are the highlighted "z" values.

This means that with the 23% increase in California's population, computed in Equation 7, the net driving would also increase by 23%. If this LDV requirement set were to be implemented, a lot of California's transportation money would be needed to expand the highway system, leaving less to improve transit, improve active transportation (mainly walking and biking), and maintain roads.

Table 7 Calculation of 2030 LDV Mileage Assuming Extra-Heroic Measures

Year	ICE Parameters and Calculations						ZEVs			Yearly Totals		
	CAFÉ MPG	LCFS	Eq. MPG	f	D_i	G_i	z	D_z	G_z	Total Miles	Total Gallons	2030 MPG
2016	34.3	.9267	37.01	.3	30.0	.8105	.04	0	.012	32.8	.7901	41.51
2017	35.1	.9200	38.15	.4	36.0	.9436	.10	10	.030	46.0	.9738	47.24
2018	36.1	.9133	39.53	.5	35.0	.8855	.25	25	.075	62.5	1.024	61.02
2019	37.1	.9000	40.92	.6	30.0	.7332	.40	40	.121	76.0	1.000	75.96
2020	38.3	.8500	42.56	.7	21.0	.4935	.65	65	.196	89.5	.7718	115.96
2021	40.3	.8000	47.41	.8	8.0	.1687	.90	90	.272	98.0	.4403	222.59
2022	42.3	.8000	52.88	.9	4.5	.0851	.95	95	.287	99.5	.3717	267.66
2023	44.3	.8000	55.38	1.0	5.0	.0903	.95	95	.287	100.0	.3769	265.31
2024	46.5	.8000	58.13	1.0	5.0	.0860	.98	98	.296	100.0	.3301	302.95
2025	48.7	.8000	60.88	1.0	5.0	.0821	.98	98	.296	100.0	.3285	304.38
2026	51.2	.8000	64.00	1.0	5.0	.0781	.99	99	.299	100.0	.3143	318.14
2027	53.7	.8000	67.13	1.0	5.0	.0745	.99	99	.299	100.0	.3136	318.88
2028	56.2	.8000	70.25	1.0	5.0	.0712	.99	99	.299	100.0	.3129	319.56
2029	58.7	.8000	73.38	1.0	5.0	.0681	.99	99	.299	100.0	.3123	320.18
2030	61.2	.8000	76.50	1.0	5.0	.0654	.99	99	.299	100.0	.3118	320.75
Sum of Miles and then Gallons of Equivalent Fuel:										1304.30	7.97	
Equivalent MPG of LDV Fleet in 2030:										*163.59*		

Comparing the ZEV Fraction Values of the "Heroic-Measures" (HM) Case to the "Extra-Heroic Measures" (EHM) Case

Table 8 shows the direct comparison of the ZEV fractions that are ZEV requirements for the HM Case and the EHM Case. The largest differences are highlighted. The EHM case does not appear to be achievable.

Table 8 HM Case and the EHM Case Which Supports 2005 Per-Capita Driving

Cases	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
HM	.04	.07	.12	.18	.24	.34	.48	.62	.76	.90	.95	.98	.99	.99	.99
EHM	.04	.10	.25	.40	.65	.90	.95	.95	.98	.98	.99	.99	.99	.99	.99

ACHIEVING THE REQUIRED DRIVING REDUCTION OF THE HEROIC-MEASURES (HM) CASE

As shown in Equation 14, in 2030, the per-capita driving will need to at least 32% below the 2005 value. As shown in this link, http://en.wikipedia.org/wiki/SB_375, California's Metropolitan Planning Organizations (MPOs) are adopting Region Transportation Plans (RTPs) that will achieve reductions in year 2020 and 2035. As also shown there, the targets, for year 2035, range from 0% for Shasta to 16% for Sacramento Area Council of Governments. Since this is for 2030 instead of 2035, and to be reasonably conservative, it is assumed here that the state will achieve a 10% reduction in per-capita driving, in 2030, compared to 2005. This leaves 22% to be achieved by new programs.

The title of each of the following subsections contains the estimated per-capita driving reduction each strategy will achieve, by 2030.

Reallocate Funds Earmarked for Highway Expansion to Transit and Consider Transit-Design Upgrades (3%)

San Diego County has a sales tax measure called "TransNet", which allocates one-third for highway expansion, one-third for transit, and one-third for road maintenance. It has a provision that allows for a reallocation of funds, if supported by at least two-thirds of SANDAG Board members, including a so-called weighted vote, where governments are given a portion of 100 votes, proportional to their population. It is hereby proposed to reallocate the TransNet amount, earmarked for highway expansion, to transit and to do similar reallocations throughout California.

This money could be used to fund additional transit systems; improve transit operations; and/or the redesign and implementation of the redesign of existing transit systems. The redesign could include electrification and automation or even upgrading to a different technology.

A Comprehensive Road-Use Fee Pricing and Payout System to Unbundle the Cost of Operating Roads (7.5%)

Comprehensive means that pricing would be set to cover all costs (including road maintenance and externalities such as harm to the environment and health); that privacy and the interests of low-income drivers doing necessary driving would be protected; that the incentive to drive fuel-efficient cars would be at least as large as it is under the current fuels excise tax; and, as good technology becomes available, that congestion pricing is used to protect critical driving from congestion.

The words *payout* and *unbundle* mean that some of the money collected would go to people that are losing money under the current system.

User fees (gas taxes and tolls) are not enough to cover road costs[10] and California is not properly maintaining its roads. Reference 10 shows that in California user fees amount to only 24.1% of what is spent on roads. Besides this, the improved mileage of the ICEs and the large number of ZEVs needed mean that gas tax revenues will drop precipitously.

This system could be used to help reduce the ICE LDV miles driven in 2016 to 2022, as shown in the "f" column of Tables 6 and 7. This system could probably be implemented in less than 5 years.

Unbundling the Cost of Car Parking (7.5%)

Unbundling the cost of car parking[11] throughout California is conservatively estimated to decrease driving by 7.5%, based on Table 1 of Reference 11. That table shows driving reductions resulting from introducing a price for parking, for 10 cases. Its average reduction in driving is 25% and its smallest reduction is 15%.

Good Bicycle Projects and Bicycle Traffic Skills Education (3%)

The best criterion for spending money for bicycle transportation is the estimated reduction in driving per the amount spent. The following strategies may come close to maximizing this parameter.

Projects to Improve Bicycle Access

All of the smart-growth neighborhoods, central business districts, and other high trip destinations or origins, both existing and planned, should be checked to see if bicycle access could be substantially improved with either a traffic calming project, a "complete streets" project, more shoulder width, or a project to overcome some natural or made-made obstacle.

League of American Bicyclist Certified Instruction of "Traffic Skills 101"

Most serious injuries to bike riders occur in accidents that do not involve a motor vehicle[12]. Most car-bike accidents are caused by wrong-way riding and errors in intersections; the clear-cut-hit-from-behind accident is rare[12].

After attending *Traffic Skills 101,* students that pass a rigorous written test and demonstrate proficiency in riding in traffic and other challenging conditions could be paid for their time and effort.

As an example of what could be done in San Diego County, if the average class size was 3 riders per instructor and each rider passes both tests and earns $100 and if the instructor, with overhead, costs $500 dollars, for a total of $800 for each 3 students, that would mean that $160M could teach $160M/$800 = 200,000 classes of 3 students, for a total of 600,000 students. The population of San Diego County is around 3 million.

Eliminate or Greatly Increase the Maximum Height and Density Limits Close to Transit Stops that Meet Appropriate Service Standards (2%)

As sprawl is reduced, more compact, transit-oriented development (TOD) will need to be built. This strategy will incentivize a consideration of what level of transit service will be needed, how it can be achieved, and what levels of maximum height and density are appropriate. Having no limits at all is reasonable if models show that the development can function without harming the existing adjacent neighborhoods, given the level of transit service and other supporting transportation policies (such as car parking that unbundles the cost and supports the full sharing of parking[11]) that can be assumed.

Net Driving Reduction from All Identified Strategies

By 2030, the sum of these strategies should be realized. They total 23%, resulting in a 1% margin over the needed 22% (which is added to the existing 10% to get the needed 32%.)

ADDITIONAL ELECTRICITY REQUIRED

The URL http://www.energy.ca.gov/2013_energypolicy/documents/2013-06-26_workshop/presentations/09_VMT-Bob_RAS_21Jun2013.pdf shows that Californians drove about 325 Billion miles per year, from 2002 to 2011. This value can be multiplied by the 0.84 factor reduction of driving, computed right after the calculation shown in Equation 14, and the fraction of miles driven by ZEVs, shown at the bottom of Table 6, of 0.687 (from 68.7%), to give the 2030 miles driven by ZEVs = 325 Billion x 0.84 x 0.687 = 188 Billion miles per year.

Using the Tesla information here http://en.wikipedia.org/wiki/Tesla_Roadster, it is assumed that 21.7 kW-h is used per 100 miles, or 0.217 kW-h per mile. The total energy used per year is therefore 188 Billion miles x 0.217 kW-h = 40,699 GW-h.

http://www.cpuc.ca.gov/cfaqs/howhighiscaliforniaselectricitydemandandwheredoesthepowercomefrom.htm, shows that California is using about 265,000 GW-h per year. Therefore the electricity needed to power California's HM ZEV LDF fleet in 2030 is 100% x 40,648/265,000 = 15.34% of the amount of electricity California is currently using. Table 4 shows that 80% (r = 0.80, with "r" defined in Table 3) of electricity must generated without producing CO2. This estimated 15.34% increase in demand should help the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) with their planning.

COMPARISON WITH CALIFORNIA AIR RESOURCES BOARD (CARB) PLANNING

The following quote[13] allows us to compare the CARB plan for LDVs with what would be required to stabilize the climate at a livable level, in the form of the Heroic Measures case:

> *Regulations on the books in California, set in 2012, require that 2.7 percent of new cars sold in the state this year be, in the regulatory jargon, ZEVs. These are defined as battery-only or fuel-cell cars, and plug-in hybrids. The quota rises every year starting in 2018 and reaches 22 percent in 2025. Nichols wants 100 percent of the new vehicles sold to be zero- or almost-zero-emissions by 2030*

Table 9 shows the values implied by this statement and compares them to the HM values. Table 10, which is similar to Tables 6 and 7, computes the overall mileage of the 2030 fleet, using the CARB values.

Computing the Heroic-Measures (HM) Case Per-Capita and Net Driving Factor Requirements, Based on the Result Shown in Table 10

Plugging the

- equivalent MPG of the LDV fleet in Year 2030, taken from the bottom of Table 10, which is 74.25 MPG, and
- the MPG of the LDV fleet in Year 2015, taken from the bottom of Table 2, which is 27.63 MPG,

into Equation 8, gives the following result:

$$\frac{d_{2030}}{d_{2005}} = 0.1687 * \frac{m_{2030}}{m_{2015}} = 0.1687 * \frac{74.25}{27.63} = 0.45 \qquad \textbf{(Eq. 16)}$$

Table 9 Zero Emission Vehicle (ZEV) % of Fleet, for Two Cases

Year	CARB	Heroic Measures	Year	CARB	Heroic Measures
2016	2.7%	4.0%	**2024**	19.6%	76.0%
2017	2.7%	7.0%	**2025**	22.0%	90.0%
2018	5.1%	12.0%	**2026**	37.6%	95.0%
2019	7.5%	18.0%	**2027**	53.2%	98.0%
2020	9.9%	24.0%	**2028**	68.8%	99.0%
2021	12.4%	34.0%	**2029**	84.4%	99.0%
2022	14.8%	48.0%	**2030**	100.0%	99.0%
2023	17.2%	62.0%			

This means that the per-capita driving will need to be about 55% less in 2030 than in year 2005. The net driving can be computed by multiplying the per-capita driving, 0.45, by the population factor of 1.2305, computed in Equation 7, resulting in 0.55. This means that, even with the 23% increase in California's population, the net driving will have to drop by 45%. If CARB wants the LDV sector to achieve a reasonable climate-stabilizing target, it will need to require ZEV adoption profile closer to the Heroic Measures Case. The adoption profile they have now will required a reduction in driving that will probably be very difficult to achieve.

CONCLUSION

A requirement set named "Heroic Measures" (HM) is quantified. Table 8 shows that the HM LDV efficiency requirements are much easier to achieve than those needed to allow per-capita driving to remain close to its 2005 level, which has been quantified as the "Extra Heroic Measures Case". Strategies to achieve the required HM driving reductions are also allocated and described. They are perhaps about as difficult as achieving the HM LDV fleet efficiency. It is computed that the 2030 fleet of LDV HM ZEVs would require an amount of electricity which is equal to about 15% of what California is using today. The current CARB plan for ZEV adoption is shown to require a very large reduction in driving if LDVs are to achieve a climate-stabilizing target.

Table 10 Calculation of 2030 LDV Mileage Assuming the CARB Values

Year	ICE Parameters and Calculations						ZEVs			Yearly Totals		
	CAFÉ MPG	LCFS	Eq. MPG	f	D_i	G_i	z	D_z	G_z	Total Miles	Total Gallons	2030 MPG
2016	34.3	.9267	37.01	.3	30.0	.8105	.03	3	.008	31.9	.79681	40.02
2017	35.1	.9200	38.15	.4	40.0	1.0484	.03	3	.008	41.6	1.0283	40.48
2018	36.1	.9133	39.53	.5	47.5	1.2018	.05	5	.015	52.6	1.2158	43.23
2019	37.1	.9000	40.92	.6	54.0	1.3197	.08	8	.023	63.0	1.3787	45.70
2020	38.3	.8500	42.56	.7	52.5	1.2337	.10	10	.030	73.0	1.5114	48.29
2021	40.3	.8000	47.41	.8	48.0	1.0124	.12	12	.037	82.5	1.5162	54.39
2022	42.3	.8000	52.88	.9	40.5	.7660	.15	15	.045	91.5	1.4954	61.17
2023	44.3	.8000	55.38	1.0	30.0	.5418	.17	17	.052	100.0	1.5475	64.62
2024	46.5	.8000	58.13	1.0	15.0	.2581	.20	20	.059	100.0	1.4425	69.32
2025	48.7	.8000	60.88	1.0	5.0	.0821	.22	22	.066	100.0	1.3477	74.20
2026	51.2	.8000	64.00	1.0	5.0	.0781	.38	38	.113	100.0	1.0884	91.87
2027	53.7	.8000	67.13	1.0	5.0	.0745	.53	53	.161	100.0	.8577	116.59
2028	56.2	.8000	70.25	1.0	5.0	.0712	.69	69	.208	100.0	.6517	153.44
2029	58.7	.8000	73.38	1.0	5.0	.0681	.84	84	.255	100.0	.4673	214.02
2030	61.2	.8000	76.50	1.0	5.0	.0654	1.0	100	.302	100.0	.3017	331.44
Sum of Miles and then Gallons of Equivalent Fuel:										1236.00	16.65	
Equivalent MPG of LDV Fleet in 2030:										*74.25*		

ABREVIATIONS AND ACRONYMS

AB 1493	California's Assembly Bill 1493	**HM**	"Heroic Measures" LDV Case
AB 32	California's Assembly Bill 32	**ICE**	Internal Combustion Engine LDV
APS	Alternative Planning Strategy	**kW-h**	Kilo Watt-hour
CAFE	Corporate Average Fuel Efficiency	**LCFS**	Low Carbon Fuel Standard
CARB	California Air Resources Board	**LDV**	Light-Duty Vehicle
CBD	Center for Biological Diversity	**MPO**	Metropolitan Planning Organization
CEC	California Energy Commission	**Pavley**	Senator Pavley's AB 1493
CEQA	California Environmental Quality Act	**PPM**	Parts per Million
CPUC	California Public Utilities Commission	**RPS**	Renewable Portfolio Standard
CCAP	Center for Clean Air Policy	**RTP**	Regional Transportation Plan
CNFF	Cleveland National Forest Foundation	**S-3-05**	Governor's Executive Order S-3-05
SB 375	California's Senate Bill 375	**SANDAG**	San Diego Association of Governments
CO_2	Carbon Dioxide		
CO_2_e	Carbon Dioxide Equivalent GHG	**SCS**	Sustainable Community Strategy
EHM	"Extra Heroic Measures" LDV Case	**TransNet**	San Diego County sales tax
GEO	Governor's Executive Order	**URL**	Universal Resource Locator
GHG	Greenhouse gas	**VMT**	Vehicle Miles Travelled
GW-h	Giga Watt-Hours	**ZEV**	Zero Emission Vehicle LDV

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KEYWORDS

Driving, climate, mandates, S-3-05, SB 375, RTP, CEQA, Unbundled, GHG, CAFÉ, ZEVs

REFERENCE 6

Modern Roundabouts

Reduce congestion and improve safety on main roads

APCD AIR POLLUTION CONTROL DISTRICT COUNTY OF SAN DIEGO

What is a "Modern Roundabout?"

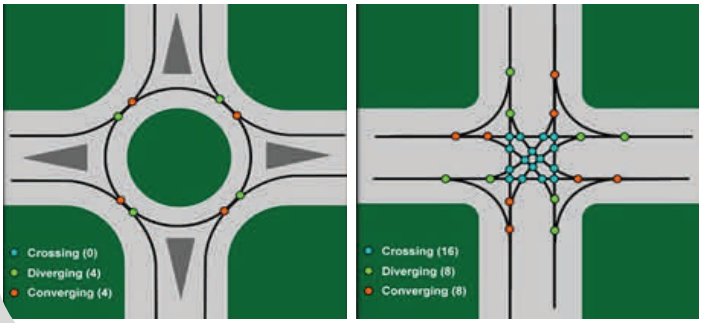
A modern roundabout is a circular intersection in which vehicles travel counterclockwise around a center island. Unlike large traffic circles or rotaries of the past, modern roundabouts are easy to navigate, environmentally friendly, attractive, and safe. Raised "splitter islands" induce arriving drivers to slow down prior to entering the intersection, and provide a refuge island for crossing pedestrians. Entering vehicles yield to traffic already in the roundabout.



Photo: SANDAG

Why are roundabouts so much safer?

Roundabouts reduce both speed and the number of "conflict points," from 32 to 8 (see figure).[4] Crashes in roundabouts are also less severe; converting intersections from signals to roundabouts reduces injury crashes by 80% and all crashes by 50%.[4] Severe injuries are rare; a study of 23 conversions found a 76% decrease in injury crashes and an 89% reduction in fatalities.[5] Bicyclists and pedestrians of different skills levels are safely accommodated in roundabouts, although visually impaired pedestrians may require special treatments.[6]



How do roundabouts improve traffic flow?

Unlike signals, roundabouts keep traffic moving. Since the capacity of a street is greatly influenced by its intersections, reducing the number of stops increases road capacity, which improves traffic flow. As a result, fewer lanes are required, which has multiple safety, capacity, and cost benefits. On La Jolla Blvd. in San Diego (photos), five roundabouts allowed the City to shrink the street and widen the sidewalks, providing outdoor dining and meeting places, with less traffic noise.

How do roundabouts improve air quality?

By reducing vehicle idling, roundabouts significantly decrease fuel consumption and emissions.

- On La Jolla Blvd. each roundabout is estimated to annually save 20,000 gallons of gasoline,[1] avoiding 9.9 lbs. of particulate pollution.[2]
- One roundabout can eliminate 189 metric tons of CO_2e emissions annually, equivalent to 37 cars.[1,3]
- Installing 320 roundabouts in San Diego could reduce CO_2e emissions by 60,480 metric tons annually — equal to the annual emissions of 10,900 cars.[1,2]

How much do roundabouts cost?

As of 2014, the installation cost of a roundabout was around $1 million, while traffic signals typically cost $600,000. However, long-term costs for roundabouts are lower since little maintenance and no electricity are required. Costs of traffic crashes are also greatly reduced.

Do drivers prefer roundabouts?

Until recently, roundabouts were unfamiliar to Americans. But drivers favor roundabouts once they become familiar with them. A 2002 study of roundabout conversions in three communities found that only 36% of drivers supported roundabouts before they were constructed, but 70% favored them one year after construction.[8]



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Photos by Andy Hamilton, APCD, except as indicated.

Traffic Circles

Reduce harmful emissions while improving neighborhoods

What is a traffic circle?

Traffic circles (or "mini-roundabouts") are circular intersection islands similar to modern roundabouts, usually installed in 2-lane streets. Unlike with roundabouts, the approach islands ("splitter islands") are painted rather than raised.[1]



Large vehicles such as buses and fire trucks can comfortably navigate traffic circles, improving safety and reducing noise on residential streets.

How much do traffic circles improve safety?

The Institute of Transportation Engineers found traffic circles reduce intersection collisions 70%.[5] Similarly, the City of Seattle studied 130 sites and found a 73% decrease.[6] These results stem from the sideways routing ("horizontal deflection") of the travel path, which eliminates dangerous crash types such as head-on, left turn, and right angle crashes,[7] and discourages speeding. In Portland, traffic circles virtually eliminated speeds over 35 mph, where before, 15% or more of traffic exceeded 35 mph.[8] Traffic circles are unexpected, so proper signage and markings are important.



Old and new traffic circles, in Del Mar and North Park, respectively.

What are the main advantages of traffic circles?

Traffic circles are a relatively low-cost intervention to reduce traffic speeds and intersection crashes.[2] Although the geometry of the center island reduces speeds, it need not reduce the access of large trucks and emergency vehicles (above photo). To handle especially long trucks and busses, the center island typically includes a mountable "apron" less than four inches high that rear wheels can pass over.[3] However, the island must be large enough to prevent vehicles from making left turns in front of it. In addition to increasing safety, traffic circles provide a space for vegetation, public art, or a neighborhood identity sign.[2] However, It is important to consider how ongoing watering or maintenance costs will be funded.

Cost: On average $10,000 — $25,000, excluding costs of landscaping.[4]

How do traffic circles reduce auto emissions?

One gallon of gasoline burned by an average San Diego vehicle produces 17.5 lb CO_2, 45.4g CO, 11.3g NOx, and 4.5g VOC.[9] Like roundabouts, traffic circles used in place of stop signs or signals reduce these emissions two ways:

(1) Reducing starts and stops: In one study, small roundabouts were found to reduce CO by 29%, NOx by 21% and greenhouse gases by 28%.[10] The town of Carmel, Indiana, has converted over half its intersections to roundabouts or traffic circles, with an estimated average savings of 24,000 gallons of fuel (and accompanying emissions) per intersection per year.[11]

(2) Calming neighborhood traffic: Data show residents walk[12] or bike more — replacing some vehicle trips — when cars drive slower in their neighborhood.

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12. America Walks (2011) *National Walking Survey*.

Photos by Andy Hamilton, APCD.

REFERENCE 7

San Diego & Imperial Counties Chapter
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858-569-6005

March 19, 2012

VIA HAND DELIVERED and EMAILED TO: (*Anna.Lowe@sdcounty.ca.gov)*

Anna Lowe, Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Re: Comments Regarding the Draft Climate Action Plan and Related Documents

Dear Ms. Lowe:

The San Diego & Imperial Counties Chapter of the Sierra Club (the "Sierra Club" or the "Chapter") respectfully requests that the Draft County of San Diego Climate Action Plan ("Draft CAP"), the Draft Guidelines for Determining Significance: Climate Change ("Draft Significance Thresholds"), and the Draft Report Format and Content Requirements: Greenhouse Gas Analyses and Reporting ("Draft GHG Report Requirements") be returned to staff for revisions and subsequent recirculation before presentation to the Board of Supervisors for consideration at a public hearing.

In failing to require greenhouse gas ("GHG") reductions past 2020 projections, the County Draft CAP, Draft Significance Thresholds, and Draft GHG Report Requirements, if adopted, will themselves contribute to the ultimate human catastrophe: climate destabilization.

Additionally, the County has failed to keep its own promises to the people – promises made just last year in the 2011 County of San Diego General Plan Update Environmental Impact Report ("General Plan EIR").

As set forth below, the Draft CAP does not meet its stated goals of (1) complying with General Plan EIR Mitigation Measure CC-1.2 or Assembly Bill 32 ("AB 32"); or (2) mitigating the impacts of climate change consistent with the reduction requirements contained in Executive Order S-3-05 ("the Executive Order").[1]

To make matters worse, and instead of contributing to the solution, the Draft Significance Thresholds and the Draft Report Requirements serve to further exacerbate the devastating impacts of climate change by purporting to limit California Environmental Quality Act ("CEQA") review – and therefore consideration of mitigation measures and alternatives - based on thresholds that do nothing to avoid dangerous anthropogenic interference ("DAI") within the climate system.

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[1] In addition, the Draft CAP does not mitigate the impacts of climate change consistent with the California Environmental Quality Act ("CEQA") Guidelines, allow lead agencies to adopt a plan or program that addresses the cumulative impacts of a project, or provide a mechanism that subsequent projects may use as a means of addressing GHG impacts under CEQA.

For this reason, adoption of the Draft Significance Thresholds and the Draft Report Requirements themselves would have adverse environmental impacts that have not been analyzed by the County as required by CEQA.

I. THE DRAFT CAP DOES NOT COMPLY WITH THE REQUIREMENTS OF MITIGATION MEAURE CC-1.2 OR AB 32.

The General Plan EIR identified significant impacts related to GHG emissions and was adopted based on findings that the mitigation measures identified and described therein would be implemented. Specifically, in certifying the General Plan EIR, the Board of Supervisors made findings that Mitigation Measure CC-1.2 would mitigate potentially significant climate change impacts to a level below significance:

> **CC-1.2 requires the preparation of a County Climate Change Action Plan within six months from the adoption date of the General Plan Update. The Climate Change Action Plan will include a baseline inventory of greenhouse gas emissions from all sources and more detailed greenhouse gas emissions reduction targets and deadlines. The County Climate Change Action Plan will achieve comprehensive and enforceable GHG emissions reduction of 17% (totaling 23,572 MTCO2E) from County operations from 2006 by 2020 and 9% reduction (totaling 479,717 MTCO2E) in community emissions from 2006 by 2020. Implementation of the Climate Action Plan will contribute to meeting the AB 32 goals, in addition to the state regulatory requirements…**

General Plan EIR, Finding A-37, Attachment H-1, p. 71-72. Mitigation Measure CC-1.2 states as follows, and requires the County to:

> **Prepare a County Climate Change Action Plan with an update baseline inventory of greenhouse gas emissions from all sources, more detailed greenhouse gas emissions reduction targets and deadlines; and a comprehensive and enforceable GHG emissions reduction measures that will achieve a 17% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emissions between 2006 and 2020. Once prepared, implementation of the plan will be monitored and progress reported on a regular basis.**

General Plan EIR, p. 7-80.

The Draft CAP is not the County Climate Change Action Plan contemplated by Mitigation Measure CC-1.2. As set forth below, the Draft CAP: (A) does not provide an updated baseline inventory; (B) does not provide detailed reduction targets and deadlines; (C) does not contain "comprehensive and enforceable GHG emissions reduction measures"; (D) does not "achieve a 17% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emission between 2006 and 2020"; and (E) precludes meaningful monitoring and reporting.

A. THE DRAFT CAP DOES NOT PROVIDE AN UPDATED BASELINE INVENTORY.

Mitigation Measure CC-1.2 required that County "Prepare a County Climate Change Action plan with an update baseline inventory of greenhouse gas emissions from all sources…" but the Draft CAP does not provide such an updated inventory. Instead, the Draft Cap appears to use 2005 and 2006 baselines that were already in existence at the time Mitigation Measure CC-1.2 was adopted.

B. THE DRAFT CAP DOES NOT PROVIDE MORE DETAILED REDUCTION TARGETS AND DEADLINES.

Mitigation Measure CC-1.2 required that the County "Prepare a County Climate Change Action plan with…more detailed greenhouse gas emissions reduction targets and deadlines…," but the Draft CAP in fact provides *less* detailed targets and deadlines than provided in AB 32 and the Executive Order.

The Draft CAP appears to ignore certain requirements of AB 32 as interpreted by the County's own data. For example, the County's position is that, "To achieve AB 32's 2020 target, community-wide emissions would have to be reduced by 479,717 MT CO2e from 2006 levels. ***A 9% reduction from 2006 levels is necessary to achieve 1990 levels***…" General Plan EIR, CEQA Findings Regarding Significant Effects, Attachment A, p. 2. The Draft CAP does not distinguish between community emissions reductions and County emissions reductions and omits any reference to the 9% community reductions set forth in Mitigation Measure CC-1.2.

Instead, the entirety of the established targets and deadlines appears to be "15% below 2005 levels by 2020." Draft CAP, p. 20. The Draft CAP in fact recognizes that to be on track to meet the goals of the Executive Order emissions reductions would have to be 49% below 2005 levels by 2035; and that the Draft CAP does <u>not</u> meet that goal. Draft CAP, p. 49.

As if an excuse, the Draft CAP states that only "current technology and existing state and federal regulations" are considered. Draft CAP, p. 49. Notwithstanding that there is no excuse for contributing to climate destabilization, the Draft CAP makes inaccurate assumptions and statements with respect to currently available solutions. For example, in assuming it cannot meet the Executive Order requirements, the Draft CAP must be presuming it will not meet the regulatory goals already established by the California Public Utilities Commission. If the County were to meet the already established California Energy Efficiency Strategic Plan goals for 2020, GHG emissions from stationary electricity usage would drop 50% by 2020 compared to a 2008 baseline year. See Attachment 1. The GHG reduction would exceed 80% by 2030 if the same pace of zero net energy building retrofits is assumed in the 2020-2030 timeframe. See Attachment 2. Currently available transportation related GHG reduction solutions are presented in the Appendix. See also Attachments 5-7.

C. THE DRAFT CAP DOES NOT PROVIDE COMPREHENSIVE AND ENFORCEABLE GHG EMISSIONS REDUCTION MEASURES.

It was no mistake that Mitigation Measure CC-1.2 used language like "comprehensive," "enforceable," and "will achieve." Proposed mitigation measures are required by law to be "fully enforceable." Cal. Pub. Res. Code § 21081.6(b); Guidelines § 15126.4(a)(2). Mitigation measures must be definite and defined so that their effectiveness is ascertainable. *See, e.g., San Franciscans for Reasonable Growth v. City & County of San Francisco*, 151 Cal.App.3d 61, 79 (1984).

Instead of "achieving" the reductions set forth in Mitigation Measure CC-1.2 and required by law, the Draft CAP concedes that it "does not ensure reductions…" Draft CAP, p. 69. In addition, the Draft CAP uses language such as "addressing," "informing and inspiring meaningful GHG reductions," and "Allow lead agencies to adopt a plan or program that addresses the cumulative impacts of a project." These vague statements should be replaced with mandatory requirements that actually produce results.

The CAP provides seventeen GHG reduction measures that the drafters conclude will allow the County to achieve the goal of reducing emissions to 15% below 2005 levels by 2020. Draft CAP, p. 22. However, the measures do not explain the strategies that will be implemented, they do not provide cost breakdowns, they do not describe any incentives, they do not set forth specific mechanisms for monitoring each measure, and they do not explain the role of each implementation partner listed.

For example, measure E1, Energy-Efficient New Development, states that the County will "use incentives to encourage builders to exceed current energy efficiency standards by 15%." Draft CAP, p. 29. What incentives? It then states there are also educational programs that "will create the educated and experienced workforce that is needed to take advantage of the County's Green Building Incentive program." *Ibid.* Where is the description of the County's Green Building Incentive program? Who will participate in the educational program? How will the program be implemented or monitored? E1 also neglects to explain the likelihood of securing funding from the listed "Potential Funding Sources" and how instrumental are each to the success of the measure. *Ibid.* In addition, the measure does not indicate the roles of each implementation partner. *Ibid.* Without this important information, how could the County accurately determine the GHG reductions anticipated from this measure or the participation rate? All these things must be considered in order to provide full information and demonstrate enforceability to achieve acceptable mitigation under CEQA.

The Draft CAP concedes that some of the strategies provided in will not yield quantifiable emissions reductions. Draft CAP, p. 22. The strategies that will not yield quantifiable emissions reductions are not, and must be, identified. There is no information about the percentage of reductions that do not yield quantifiable emissions reductions, and there is therefore no way to analyze their effect on the requirements of Mitigation Measure CC-1.2.

In summary, the Draft CAP does not provide comprehensive and enforceable mechanisms that will actually reduce GHG emissions. With inadequate reduction measures it is far from clear whether or not the Draft CAP will achieve the County GHG emissions reduction target of 15% below 2005 levels by 2020. Further, with an ambiguous reduction target, it is not possible to determine that such a target will be sufficient even to comply with AB 32.

D. THE DRAFT CAP DOES NOT PROVIDE COMPREHENISVE REDUCTION MEASURES THAT WILL ACHIEVE A 17% REDUCTION IN EMISSIONS FROM COUNTY OPERATIONS AND A 9% REDUCTION IN COMMUNITY EMISSIONS.

Mitigation measure CC-1.2 requires the CAP to achieve a 17% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emissions between 2006 and 2020. As set forth above, the Draft CAP does not actually achieve *any* emission reductions. In addition, the CAP only gives one emissions reduction target - 15% below 2005 levels by 2020.

Nowhere in the Draft CAP is there a reference to reducing "9% community emissions between 2006 and 2020." Moreover, the terms "County" and "community" are used in the General Plan EIR, "municipal" and "community" are used in Attachment A to General Plan EIR Attachment H-1 ("Attachment A"), and just "County" is used in the Draft CAP. *See e.g.* Attachment A, p. 3. The inventory update in Attachment A says the *community* baseline year is changed to 2005, however, the 2005 baseline year used in the Draft CAP is for the *County*. No explanation is provided for the absence of the "9% reduction between 2006 and 2020" requirement of Mitigation Measure CC-1.2 in the Draft CAP.

E. THE CAP MONITORING PROGRAM PRECLUDES EFFECTIVE IMPELEMENTATION.

The Draft CAP also fails to provide for effective implementation. Mitigation Measure CC-1.2 requires that, "Once prepared, implementation of the plan will be monitored and progress reported on a regular basis." The inadequate Draft CAP itself concedes that, "it is imperative to monitor progress toward the goals set in CAP and to revisit and update the CAP periodically." Draft CAP, p. 69. However, the proposed monitoring tool that can "track progress between inventories and examine effectiveness of specific measures" and is contemplated to be "revisited periodically to reflect any changes in emissions projections or reduction potential," neglects to define "periodically." *Ibid.* In addition, the monitoring section of the CAP does not explain how the County will "coordinate monitoring efforts at the community and local government levels," which seems to be the key to the success of the program. *Ibid.* Without full participation and information from those implementing the Draft CAP, as well as those affected by the Draft CAP measures, the monitoring system will not receive the necessary and relevant information to make an assessment about the progress of implemented measures.

II. THE DRAFT CAP DOES NOT COMPLY WITH THE EXECUTIVE ORDER

The Governor's Executive Order S-3-05 states:

> **[T]he following greenhouse gas emission reduction targets are hereby established for California: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels**

The CAP acknowledges the targets established in the Executive Order and the developed emissions forecasts for 2035 necessary to reach 2050 GHG emissions reductions. Draft CAP, p. 20. The Draft CAP explains that reductions "would need to reach 49% below 2005 levels by 2035, based on emissions forecasts for 2035 and 2050 under BAU conditions, to meet the 2050 goal." *Ibid.* However, after expressing dedication to meeting legislative goals and the need to look beyond 2020 deadlines, and determining reduction targets for 2035 and 2050, the CAP stops short. Draft CAP, p. 49, 52. The Draft CAP utilized the same measures developed for 2020 scenario for the 2035 scenario, with the only change being an increase in rates of participation. Draft CAP, p. 49. This planning only yields a potential reduction of 13.7% below 2005 levels by 2035 and "does not achieve the 49% reduction target." *Ibid.*

The scientific community recognizes that DAI within the climate system will not be avoided by 2020 reductions alone. See Attachments 3, 4. As set forth above, the Draft CAP inaccurately states that "current technology and existing state and federal regulations" are considered. Draft CAP, p. 49. Regulatory goals already established by the California Public Utilities Commission provide current solutions and guidance to achieve 2035 and 2050

reductions. See Attachments 1, 2. Similarly, currently available transportation related GHG reduction solutions are presented in the Appendix, in which specific comments are provided and inadequacies explained. See also Attachments 5-7.

III. THE DRAFT SIGNIFICANCE THRESHOLDS AND THE DRAFT REPORT REQUIREMENTS, AS DRAFTED, WILL CONTRIBUTE TO CLIMATE DESTABILIZATION AND ARE SUBJECT TO CEQA.

Instead of trying to avoid DAI within the climate system, the Draft Significance Thresholds and Draft Report Requirements serve to further exacerbate the devastating impacts of climate change.

The CEQA Guidelines explained that lead agencies may adopt thresholds of significance for use in environmental review but that the thresholds must be supported by substantial evidence:

> (a) Each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects. A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.
> (b) Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence.
> (c) When adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

CEQA Guidelines § 15064.7. Here, there is no substantial evidence that supports adoption of the Draft Significance Thresholds and Draft Report Requirements which do not even purport to provide for emissions reductions past 2020 targets. The scientific of climate change reveals that 2020 targets are insufficient to avoid DAI within the climate system. Adoption of the Draft Significance Thresholds and/or the Draft Report Requirements will therefore themselves adversely impact the environment. An EIR would be required before either or both could be adopted.

CEQA Guideline section 15064.4, entitled, Determining the Significance of Impacts from Greenhouse Gas Emissions, provides additional guidance for determining GHG impact significance:

> (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion

> to determine, in the context of a particular project, whether to:
> (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
> (2) Rely on a qualitative analysis or performance based standards.
> (b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:
> (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
> (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
> (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

Again, as set forth above, there has been no effort based on existing scientific and factual data to calculate the GHG emissions that would result from adoption of the Draft Significance Thresholds or the Draft Report Requirements. To the contrary, existing scientific and factual data reveals that thresholds that do not meet 2035 requirements are insufficient. See Attachment 3, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group Meeting #15, p. 2. As set forth and referenced in the attached letter from the Center for Biological Diversity, not even compliance with the Executive Order will avoid dangerous anthropogenic interference with the climate system. See Attachment 4. Failing to address emissions reductions past 2020 necessarily renders the Draft Significance Thresholds and Draft Report Requirements insufficient.

I have attached an appendix and seven (7) documents, which are in incorporated by reference as part of our comments on the County's proposed plan. This letter, its appendix and the incorporated documents must be included in any review of your plan. We request written responses to each and every comment made in this submission. Please notice our organization at the above address of any further processing of this plan or meetings on this plan.

Thank you for your fine staff work and including us in this process.

Respectfully submitted,

/s/ *John Stump*

John Stump, Chair
Chapter Executive Committee

cc. Ms. Malinda Dickensen, Chapter Vice Chair
Ms. Mollie Bigger, Chapter Conservation Chair
Mr. Mike Bullock, Chapter Transportation Chair
Ms. Masada Disenhouse, Chapter Climate Chair

Enclosures (7)

Attachment 1 – California Energy Efficiency Strategic Plan, January 2011 Update
Attachment 2 – California Energy Efficiency Strategic Plan Zero Net Energy Action Plan: Commercial Building Sector 2010-2012
Attachment 3 – Letter from Center for Biological Diversity to Elaine Chang, Deputy Executive Officer of Planning, Rule Development, and Area Sources of the South Coast Air Quality Management District**;** *Comments on Survey of CEQA Documents on Greenhouse Gas Emissions Draft Work Plan and Development of GHG Threshold of Significance for Residential and Commercial Projects*, dated April 15, 2009.
Attachment 4 – Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #5, dated September 28, 2010
Attachment 5 – Letter from Sierra Club Transportation Chair to SANDAG Board, *California Air Resources Board (CARB) Greenhouse Gas (GHG) Reduction Targets, Issued to SANDAG, in Accordance with SB 375, for the Year 2035*, dated April 20, 2011
Attachment 6 – M. Bullock & J. Stewart, *A Plan to Efficiently and Conveniently Unbundle Car Parking Costs*; Paper 2010-A-554-AWMA, from the Air and Waste Management Association's 103rd Annual Conference and Exhibition; Calgary, Canada, June 21-24, 2010
Attachment 7 – Letter from M. Bullock to the Honorable President Richard Holober and Members of the Board of Trustees, San Mateo County Community College District; *An Updated Parking Policy, in Light of the Controversy Surrounding the Removal of Building 20, Greenhouse, and Gardens, to Add Parking*, dated July 27, 2011

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APPENDIX

Summary

Improvements to Chapters 1 and 2 are given. Chapter 2 suggestions include computing the driving reductions needed to achieve the S-3-05's trajectory by 2035. Feasible mitigation measures would eliminate congestion, improve air quality, increase social equity, and empowering people to make meaningful decisions both about methods of transit and how to spend their hard earned dollars.

Qualifications

Understanding the relationship between global warming and transportation requires mathematics. The Chapter Transportation Chair, Mike Bullock, a contributor to this letter and drafter of this Appendix, has a BSEE degree and a Masters of Science, Engineering (MSE) degree. He worked for 36 years at Lockheed Martin, in Sunnyvale. For the last 20 years there, he worked as a satellite-systems engineer. One of his responsibilities was to develop equations and methods to measure and then compensate out, through satellite database upload, the misalignments of the key antennas on the MILSTAR communication satellite.

Specific Comments on the Draft CAP

1.1 Comments on the Draft CAP's Purpose

The Attorney General Office's (AG's) excellent letter found at http://ag.ca.gov/cms_attachments/press/pdfs/n2056_santa_clarita_letter.pdf compels a high standard of specificity. This CAP must identify the needed GHG reductions and show how those needed reductions will be achieved.

The words, "informing and inspiring meaningful GHG reductions" should be replaced with "achieving meaningful GHG reductions."

The first sentence on the top of the right column should include the *regional* level. SANDAG's RTP2050 is a $214B dollar plan, with direct impacts on GHG emissions. SANDAG's work should not be ignored.

Table 1.1 should be labeled so the reader understands the year of the reductions. If the year is 2020, a similar table is needed for 2035.

1.3 Comments on the Greenhouse Effect

This section fails to inform the reader of the urgency and extreme danger posed by our climate crisis. The June 2008 issue of *Scientific American* (*The Ethics of Climate Change*, by Professor John Broome) reports that the levels of GHG expected in 20 years will result in a 5% chance of a 14.4 degree Fahrenheit increase in the earth's temperature and this would be an "utter catastrophe" and create the possibility of a "devastating collapse of the human population, perhaps even to extinction".

The plot shown on Page 6 fails to show the historic temperature profile. For that information, it is necessary to also show Figure 1 and 2. They are well known. Note that the 450 PPM value is shown. That would be the peak level of atmospheric C02, if the world achieves the S-3-05 trajectory. That peak value would occur in year 2050 and then the atmospheric level of C02 would gradually be brought down to less-dangerous levels.

Figure 1 shows that the C02 levels shown on your Page-6 plot, which are 400 PPM up to 1000 PPM, correspond to temperatures of well over 10 degrees Centigrade. Such temperatures would risk a catastrophic collapse of the human population, to include the eventual extinction of our species. There are no adaptation strategies that could deal with such an event.

Figure 2 clearly shows that, although the temperature rise is somewhat masked by solar activity, underneath that relatively high frequency temperature variation, the temperature rise, which is due to the trapped heat caused by the higher-than-normal C02, is already taking place. The trapped heat's effect on our atmosphere will be delayed as it melts ice and warms the ocean. We must at least achieve the S-3-05 trajectory.

Figure 1 **Atmospheric CO2 and Mean Temperature, 800,000 Years Ago, with 450 PPM C02 Shown**

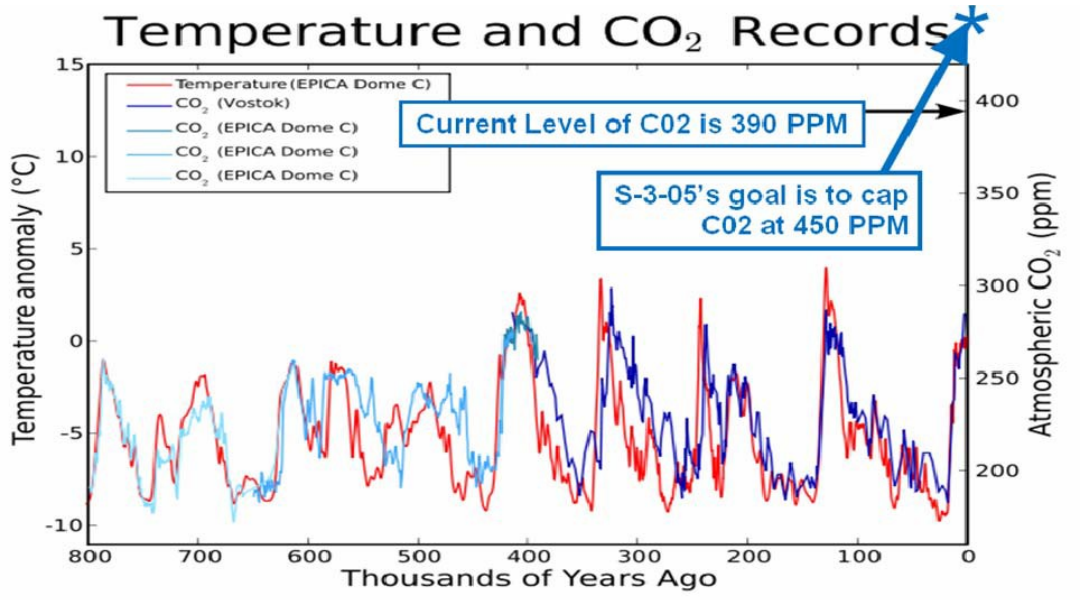
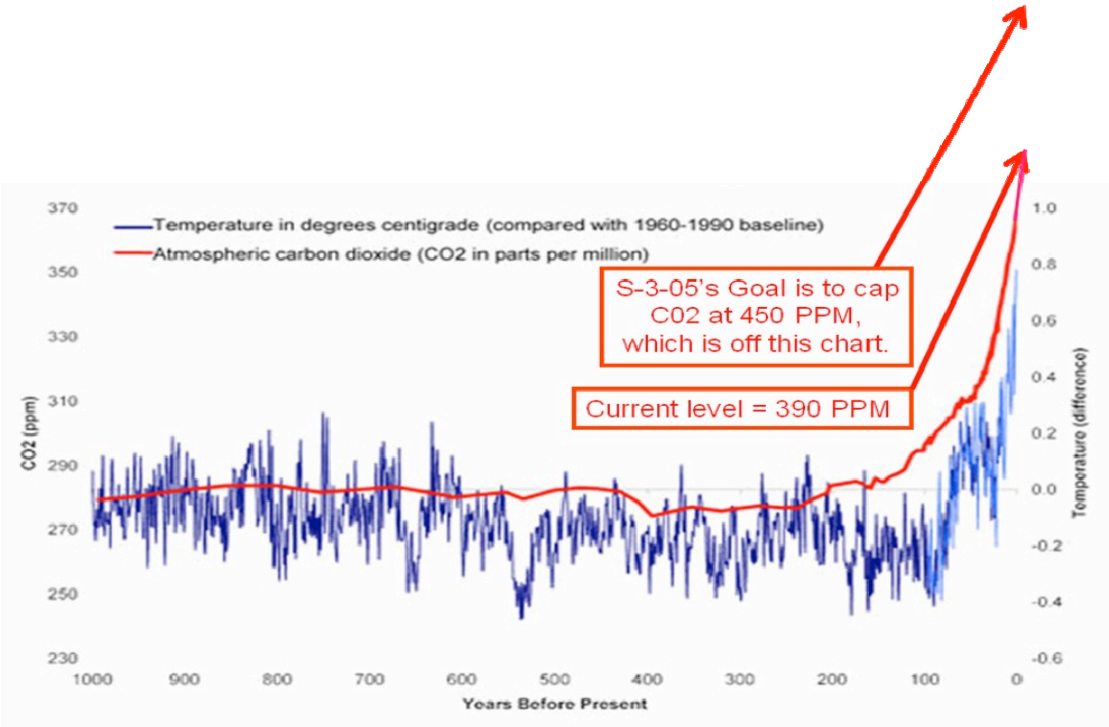


Figure 2 Atmospheric CO2 and Mean Temperature, Over the Last 1,000 Years



Attachment 3, also available at http://www.aqmd.gov/ceqa/handbook/GHG/2009/april22mtg/CBDcomments.pdf, has descriptions of the likelihoods of various S-3-05 outcomes, first in terms of temperature rise. Even if we achieve S-3-05, there is a 50% chance that the temperature rise will exceed 2 Degrees Centigrade. A 2 degree Centigrade rise in temperature would have very serious negative consequences, as described. There is a 30% chance that the temperature change would exceed 3 Degrees Centigrade, which is described as "exponentially worse" than the 2-Degrees-Centigrade outcome. And so on. Going above 500 PPM is unthinkable and yet that seems to be exactly what we are doing.

On Page 6 the Draft CAP, failing to meet S-3-05 is described by saying that "climate change will threaten our economic well-being, public health, and environment". The dangerous and currently out-of-control predicament in fact threatens human extinction. A bullet on Page 7 states that local effects could include "the decline or loss of species", but does not reveal that our own species is at risk. This sort of over sight continues throughout Pages 8 and 9.

On Page 9 it says, "The extent to which these changes produce negative impacts will depend on actions taken today to ensure resilience in the face of climate change and, where necessary, adaptation to its impacts". This ignores our responsibility to limit our GHG emissions and the fact that without sufficient and timely limitations, adaptation will not be possible.

1.4 Comments on the "Local Effects of Climate Change" and "Potential Climate Change Health Effects" Sections

These sections do not describe the severity of our climate crisis.

1.5 Comments on the "Relationship to Other State and County Documents"

It is crucial that the Draft CAP require strategies that will reduce emissions to levels at least as low as the S-3-05 trajectory.

Table 1.2 is valuable but must be improved in at least the following ways.
The description of S-3-05 needs to contain the following additional sentence: "These targets must be considered as points that define straight-line trajectories. It should also be understood that world-wide emission levels must at least stay beneath these straight lines. The net emissions, over the years, must be limited. The net emission is proportional to the area under these straight lines. Any year that emissions are above the lines creates a surplus that then requires years beneath the lines. The world is currently emitting at levels well above the line between the first two points.

The SB 375 description is incorrect because what the Metropolitan Planning Organization (MPOs) must achieve is GHG reductions that do not include reductions from state programs of cleaner cars and cleaner fuels. This means that the reductions can only be achieved by driving reductions, or, in other words, reducing vehicle miles travelled (VMTs). Therefore, it would be more accurate to simply change the "GHG emissions" words to "VMTs", to say "VMTs from passenger vehicles must be reduced . . ."

1.6 Comments on the "Scope and Content of the CAP"

The bullet "Community Measures and Actions" should identify Table 3.2, since it provides the estimated GHG emissions. For example, T2, shown on Page 41, gives the results as a "50% increase in bicycle and pedestrian facilities"; T3 gives "50% of employers using TDM. It is not until Table 3.2 that the reader learns of the GHG reductions. Besides this, the estimated GHG reductions (only from VMT reductions, for cars and light-duty trucks) need to be for years 2035 and 2050, not just 2020 as stated in that bullet.

2.1 Comments on the Draft CAP's Chapter 2

2.2 Comments on the "Business-as-Usual Projections"

Regarding the transportation sector; cleaner cars, cleaner fuels, and other state-transportation programs are out of the County's direct control but the County can play an important role by seeking improved legislation and rule making. The County's primary role, in terms of transportation, however, is to reduce VMT. Table 2.3's BAU should therefore assume the state's transportation programs will perform as currently estimated but assume VMT will be "BAU", meaning as currently projected with no county or regional programs to reduce driving.

2.3 Comments on the "GHG Emissions-Reduction Targets"

We appreciate your recognition of the critical need to meet S-3-05. Given the dire predictions as set forth in Attachment 3 and reference materials therein http://www.aqmd.gov/ceqa/handbook/GHG/2009/april22mtg/CBDcomments.pdf, compliance with S-3-05 should be stated as the *minimum* to be accomplished.

The computation of the critical value of 49% below the 2005 value by 2035 should be set forth. This value means that the 2035 emissions need to be (.51)*(2005 emissions). In Attachment 5, letter from Sierra Club to SANDAG, April 20, 2011, *California Air Resources Board (CARB)*

Greenhouse Gas (GHG) Reduction Targets, Issued to SANDAG, in Accordance with SB 375, for the Year 2035) the computation was .525, instead of .51.

Driving reductions needed to achieve 2020 or 2035 reductions are not met. This calculation can only be done by assuming some achieved improvement from cleaner cars and cleaner fuels. The work shown here will repeat the process shown in Attachment 5.

Overview of Relationships and Derivation of Key Formula
The S-3-05 net reduction in GHG emissions, from cars and light-duty trucks, expressed as a fraction of 2005 emissions, is obtained by multiplying four factors together. The definitions of Table 1 apply.

Table 1 **Factor Definitions, with Respect to Year 2005**

Factor Definitions	
All are for for the year of interest, with respect to year 2005 values. Except for Population, all are for cars and light-duty trucks.	
f	**net factor of the emissions of Greenhouse Gas**
f_Pavley	**factor of the average statewide mileage**
f_Fuel	**factor of the reduction of GHG due to fuels that burn less carbon**
f_Population	**factor of the population in the region of interest**
f_PerCapitaVMT	**factor of per capita driving**

The following equations apply.

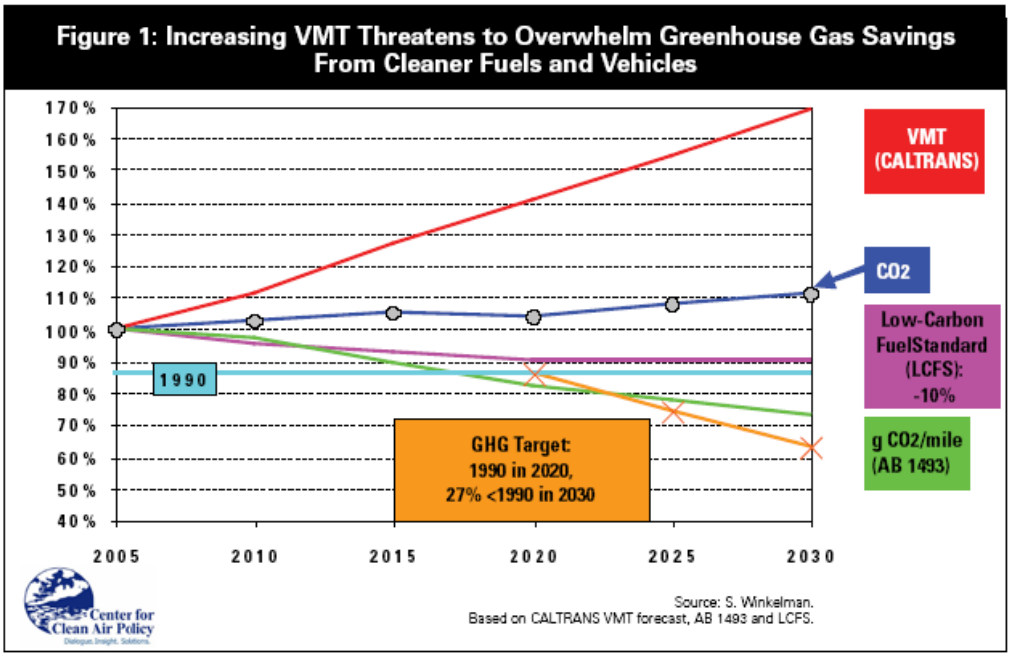
Eq. 1 f **=** f_Pavley **x** f_Fuel **x** f_Population **x** f_PerCapitaVMT

Eq. 2 is derived from Eq. 1.

Eq. 2 f_PerCapitaVMT **=** f */* **(** f_Pavley **x** f_Fuel **x** f_Population**)**

Figure 3 is from http://www.nrdc.org/globalWarming/sb375/files/sb375.pdf, a widely-respected report on SB 375. Note that all of its values are in the units of factors (same as fraction) of their values in year 2005. Figure 3 will supply all of the needed values, except for the factor of population. (Neither the red line nor the blue line are used.) Its gold line is the S-3-05 trajectory. (CARB ignored this line when it issued the MPO driving-reduction values for year 2035.)

Figure 3 **GHG Reductions from Pavley (AB 1493, in Green); the Low Carbon Fuel Standard (in Purple); the Predicted Driving (VMT, in Red); the Net Result of GHG (C02, in Blue); and & the S-3-05 Trajectory (in Gold)**



Getting the Net Factor of the Emissions of Greenhouse Gas in 2035, with Respect to 2005 Values

To get the net factor of the emissions of GHG, for year 2035, with respect to year 2005, it is necessary to extrapolate the Governor's Executive Order target values (the gold line of Figure 1), out to year 2035. The gold line shows that this factor is 0.87 in 2020 and is 0.64 in 2030. Therefore, in year 2035, the factor will be

$$0.64 + [(.64 - .87) / (2030-2020)] * (2035-2030) = 0.525$$

However, as stated above, the value of .51 will be used, to correspond to your ".49 down" value.

Getting the Factor of the Average Statewide Mileage in 2035, with Respect to the 2005 Value

To get the Pavley reduction factor, for Year 2035, it is necessary to extrapolate the average statewide mileage factor data, which is Figure 1's green line, out to Year 2035. It is 0.82 in 2020 and it is 0.73 in 2030. Therefore, in year 2035 the statewide mileage factor data will be

$$0.73 + [(.73 - .82) / (2030-2020)] * (2035-2030) = 0.685$$

Pavley 1 ends in Year 2017. It is widely assumed that it will be replaced by what is often called "Pavley 2". The extrapolation computed here is based on the assumption made by the author of Figure 1, as shown in the slope of the green line from year 2020 to 2030. Based on the authoritative credentials of the authors of Figure 1, this is the best assumption that can be made. Assuming that the California fleet will continually get

more efficient, in terms of C02 per mile driven, relies on an assumption that a significant fraction of our car owners will be able to purchase newer-model cars.

Getting the Factor of the Reduction of GHG Due to Fuels that Burn Less Carbon

Looking at the purple line of Figure 1, it is clear that this factor will be 0.9 in 2035.

Getting the Factor of the Increase in Population

The factor for population in San Diego County is computed using the populations estimated in CARB's http://arb.ca.gov/cc/sb375/mpo.co2.reduction.calc.pdf, namely 3,034,388 people in 2005 and 3,984,753 people in 2035. So the factor, from 2005 to 2035 is 3,984,753/3,034,388 = 1.313. Note that this number will be different for the unincorporated area. If the unincorporated value is larger, the per-capita factor will be smaller and so the needed per-capita reduction in driving will be larger. If the unincorporated value is smaller, the per-capita factor will be larger and so the needed per-capita reduction in driving will be smaller. The net driving change compared to 2005 will be unchanged, regardless of what population growth is assumed.

Computing the Required Driving Reduction, for 2035

The 4 values computed above are used in Eq. 2 to compute the required factor.

Eq. 3 f_PerCapitaVMT **=** .51 **/ (** .685 **x** 0.9 **x** 1.313 **)**

Therefore, f_PerCapitaVMT = .630. **This corresponds to a 37.0% reduction in per-capita driving, in year 2035, compared to year 2005.**

It is also important to compute the net driving factor and the net driving reduction. The net driving factor is the per-capita driving reduction factor (.630) multiplied by the population factor (1.313).

Eq. 4 f_netDriving **=** .630 **x** 1.313 **=** .827.

This means that even with more efficient cars, cleaner fuels, and a larger population; the net driving in San Diego County will have to be 17.3% less than in year 2005.

Therefore, there is absolutely no reason to add highway capacity. The only rational course of action is to shift all the currently-allocated-highway-expansion money to transit expansion.

Please add these important calculations and conclusions to your GHG Emissions-Reduction Targets section.

3.0 Comments on the Draft CAP's Chapter 3 Land Use and Transportation Community Measures and Actions, for Year 2035

Given the large role that the driving of cars and light-duty trucks plays in emitting GHG, the CAP must achieve the year 2035 driving reductions shown at the end of this letter's Section 2.0. This is a per-capita driving reduction of 37.0% and a net driving reduction of 17.3%. Both of these values are with respect to year 2005. Given the large change needed, LU1, T1, T2, and T3 will be insufficient. At least two more transportation "Measures and Actions" will be required.

3.1 Comments on LU 1

This section should be improved. "Near existing and planned transit corridors" should say "Within walking distance of existing and funded transit stops on transit lines with service at or above levels shown to significantly reduce driving reductions and car ownership for those living

within walking distance of its stops." The "25% of new development" shown in Table 3.2 should be at least 75%. As soon as possible, California needs to implement an equitable and environmentally-sound road use fee pricing system that will unbundle the costs of building roads, of maintaining roads, and of the external economic losses road use imposes on society in general, such as environmental and health costs. This will cause the market to support so-called "smart growth", mixed-use development over urban sprawl. The County needs to seek legislation to help make this happen.

"Smart" should be defined as "VMT-reducing". This will allow strategies that are proposed or required at such developments to be evaluated for value. Unbundling the cost of parking should also be developed and required, as described in Reference 3 (Reference 3 was presented by our Transportation Chair in Calgary, Canada, at the Sustainable Land Use and Transportation Session of the Air and Waste Management Association's 103rd Conference and Exposition, in the summer of 2010. It is therefore published and peer reviewed.) This will give consumers, residents and employees more control over their money. It will also reduce driving, as shown in Reference 3's Table 1.

Zoning within the qualifying areas should eliminate density and height limitations, as well as minimum parking requirements. Investors will respect the market limitations as there will be poor demand for developments that don't work for those that buy, rent or lease in such developments. Besides this, when projects are proposed, good modeling will determine functionality. Meeting the relaxed zoning does not have to mean automatic approval. The political process will litigate the tension between neighborhood concerns and the need to reduce driving. The off-street parking ordinance should require that the parking costs are unbundled, using either the method of parking operating as its own profit center or using the methods describe in Reference 3.

3.2 Comments on T 1, "Increase Transit Use"

Many of the comments of Section 3.1 apply. Given that the CAP must achieve the year 2035 driving reductions shown at the end of this letter's Section 2.0; in particular, a net driving reduction of 17.3%, compared to year 2005; the TransNet tax money allocated to highway expansion needs to be reallocated to transit. Although this is a SANDAG Board decision, it should be pointed out by our County Board at every opportunity. However, it is still doubtful that great transit service can be expanded out to cover all of the unincorporated areas, and the unbundling proposals are important.

3.3 Comments on T 2, "Increase Walking and Biking"

Most of this section is valuable. However, its reliance on the regional plans, including the Regional Bicycle Plan, should be reduced and the need to improve those plans should be stated. The primary problem with these plans stems from the reluctance of the SANDAG Board to require that expenditures be ranked on their estimated ability to decrease driving. The ranking should be based on driving reduction per dollar spent. This point has been made many times by our Transportation Chair and it has been ignored by the SANDAG's Board and Executive Director.

Education and Projects to Support Bicycle Transportation

As stated, the criteria for spending money for bicycle transportation should be to maximize the resulting estimated reductions in driving. The following strategies will probably do this.

Projects

Each of SANDAG's smart growth place types, both existing and planned, shown on SANDAG's well-documented Smart-Growth Concept Map, should be checked to see if bicycle access could be substantially improved with either a traffic calming project, a "complete streets" project, more shoulder width, or a project to overcome some natural or made-made obstacle. These projects should be prioritized using a cost/benefit ratio metric.

It is hereby assumed that 80% of the money available for the Regional Bicycle Plan (over a billion dollars) should be used to fund the projects. They should be selected for implementation, from top of the list (lowest cost/benefit ratio) down, until the money is used up. An example of one of these projects, for the proposed town center near the corner of I-5 and SR-78, is to devise a method to restore the shortest-distance route from Vista Way to Vista Way, which is currently broken by Interstate 5. This would connect a large South Oceanside coastal neighborhood with a regional shopping center, which includes a large grocery store, avoiding a circuitous and hilly current route.

Building recreational bike paths is generally not a cost-effective expenditure. It sends a message that bikes do not belong on the road.

Education

The remaining 20% of the money should be used to do the following.

1.) Teach interested adults about bicycle accident statistics (most serious injuries occur to cyclists in accidents that do not involve a motor vehicle), car-bike accident statistics (most are caused by wrong-way riding and errors in intersections; clear cut hit-from-behind is rare), and how to ride in all conditions, to minimize problems.

2.) Teach riding-in-traffic skills and how to ride in other challenging conditions, by having the class members and instructor go out and ride in real conditions, until proficiency is achieved.

Students that pass a rigorous written test and demonstrate proficiency in traffic and other challenging conditions are paid for their time and effort.

These classes should be based on the curriculum developed by the League of American Bicyclists and taught by instructors certified by the League.

Assuming a class size of 3 riders per instructor and that each rider passes both tests and earns $100 and that the instructor, with overhead, costs $500 dollars, for a total of $800 for each 3 students, means that $200M (computed as 20% of $1B) could educate $200M/$800 = 250,000 classes of 3 students, for a total of 750,000 students, out to year 2050. This is about 20% of the population of San Diego County.

3.4 Comments on T3, "Increase Ridesharing"

By taking the position that transportation demand management must only be programs that reduce driving, the CAP is helping to foster the widespread belief that driving levels are the result of free economic choice, and that this free choice must be made less likely by offering some new incentive to not drive or causing drivers to suffer some sort of punitive measure when they insist on driving. That approach to TDM is conventional but it is also misleading.

To engender objectivity, please generalize the concept and go beyond the conventional. More specifically, please state that TDM is the adoption of policies that affect the amount of driving. These 3 classifications of TDM are suggested in Reference 3:

- "Positive", which reduces driving, such as charging for parking at a higher rate than what is justified by its cost,
- "Zero", which is neutral in its effect on driving, such as charging for parking at the rate which is justified by its cost, and
- "Negative", which increases driving, such as charging for parking at a lower rate than what could be justified by its cost.

It should then be pointed out that so called "free parking" is a widespread form of a (significantly) negative TDM. The only way to make this TDM more negative would be to pay people for parking their car.

This treatment will increase objectivity towards the idea of "TDM". After all, who really wants their demand for anything to be "managed". However, many current policies manage demand for driving by encouraging driving. If we could just get all the "levers" adjusted to "Zero TDM", all of our congestion and driving-related climate destabilization problems would be greatly reduced. Besides this, there is a basic fairness issue. Having at least "Zero TDM" should be the law of the land. This is true, even without the challenge and mandate of climate stabilization. One of the best TDM measures would be to unbundle the cost of parking in all locations, as explained in Reference 3. After these systems are installed, it would be possible to adjust the charge above the zero TDM level. It is important to note that the earnings go back to those for whom the parking is built. This makes the positive TDM more popular since everyone likes getting monthly earnings.

3.5 Comments on T4, “Alternative Fuel Vehicles”

This is a state program. The county should urge CARB to take actions to increase the GHG reductions it can achieve. It is also correct to work for enough charging stations. However, the estimate derived from Figure 3’s green line is all that can be assumed at this time. If at some later time CARB believes that if can do better than Figure 3’s green line, then at that time, perhaps the calculation shown in Section 2.2 can be updated. However, there is nothing wrong with achieving more GHG reductions than what is required by the S-3-05 trajectories. Most of the driving reductions will come from increased equity, in any case.

3.6 Comments on an Additional “Community Measure and Action”

In Section 2.2 it was shown that the per-capita driving needs to be at least reduced by 37.0% by 2035. Reforming transportation to increase economic equity should not wait. For these reasons, LU-1, T-1, T-2, and T-3 are insufficient. This measure is needed as soon as it can be developed and instituted.

Unbundling the Cost of Car Parking

For the vast majority of destinations in California, the cost of car parking is hidden within other costs. This has serious consequences. For example, at most places of employment, parking costs reduce the wages that can be paid to all the employees, even those that never use the parking. Similarly, at most apartment complexes, bundled parking costs increase the rent and this is true, even for families that do not own a car. Bundled parking costs routinely increase the costs of goods, such as groceries, for all customers. Again, this is even true for those that do not drive. Since governments require businesses to provide minimum levels of parking, they are involved in this economic discrimination towards those that drive less.

Driving less is, to some degree, a lifestyle choice. Since government has no valid reason to encourage driving, the lifestyle choice of less driving deserves constitutional, or at least legal,

protection from any practices that discriminate against it, economically. So far, the County has not taken an active role in educating its citizens on how parking policy effects economic fairness or how parking policies that are more fair could reduce driving.

On June 22nd 2010, our Transportation Chair presented a paper on how parking could be operated to unbundle parking costs in a way that supports the sharing of parking. This was at the 101st Conference and Exhibit of the Air and Waste Management Association, in Calgary, Canada. The session, *Sustainable Land Use and Transportation*, included the paper, *A Plan to Efficiently and Conveniently Unbundle Car Parking Costs*. The paper was extremely well received. It was published as a proceeding of the Conference. See Attachment 6.

The following points, taken from Attachment 6, apply.

- Vehicle miles traveled (VMT) are a major cause of global warming and pollution.
- California's Metropolitan Planning Organizations (MPOs) need to adopt strategies that reduce vehicle miles traveled (VMT), in order to at least meet the S-3-05 trajectory, for years 2020 and 2035.
- The appropriate pricing of parking is one of the least costly tools documented to reduce VMT.
- New technologies, such as sensors feeding computer-generated billing, offer the potential to efficiently bill drivers for parking and alert law enforcement of trespassers.
- Reformed parking policies can increase fairness, so that, for example, people who use transit or walk do not have to pay higher prices or suffer reduced wages, due to parking.
- Methods to unbundle parking cost are inefficient, unless they support the spontaneous sharing of parking spaces. Shared parking, with unbundled cost, would ultimately allow the county to require significantly less parking.
- Typical current systems of timed parking and metered parking are far from ideal. Such parking has no automated record keeping, so it is difficult to know where there is too much or too little parking.
- Good policies will eventually let cities and the county to turn parking minimums into parking maximums.

Less land and resources devoted to parking will support mixed use and make "smart growth" more economically viable. It should therefore be a key ingredient supporting the CAP's LU-1.

Here is a copy of the abstract of Attachment 6.

> The *Introduction* shows documented driving reductions due to the pricing of parking. It notes that although the benefits of priced and shared parking are known, such parking has not been widely implemented, due to various concerns. It states that a solution, called "*Intelligent Parking*," will overcome some of these concerns, because it is easy to use and naturally transparent. It asserts that this description will support a "Request for Proposal" (RFP) process. Eight background information items are provided, including how priced parking would help California achieve greenhouse gas reduction targets. A story demonstrates some of the key features of *Intelligent Parking*. Arguments for less parking, shared parking, and priced parking are made. Barriers to progress are identified. The fair pricing of parking is described. New ways to characterize transportation demand management are presented. Seven goals of

Intelligent Parking are listed. Eleven definitions and concepts, that together define *Intelligent Parking*, are described. This includes a method to compute a baseline price of parking and how to adjust that price instantaneously to keep the vacancy above 15% ("Congestion Pricing"). An implementation strategy is described.

This abstract aroused enough interest among those responsible for A&WMA's *Sustainable Land Use and Parking* session that they requested that a manuscript, which was ultimately selected to become part of the written Conference Proceedings and for presentation.

The County could also play a pivotal role by helping to find a demonstration project, probably at a school or an office. Attachment 7 sets forth specific solutions. Attachment 6 describes an implementation strategy in its Implementation Section, on Page 16. The County has the authority, in its off-street parking ordinances, to require cooperation with an agency implementing unbundling and this would be the correct action, after a sufficient number of successful demonstrations have been achieved. "Successful" would need to mean that nearly all stakeholders would be pleased with the program.

If fully implemented, this strategy, by itself, would probably decrease driving throughout California by between 15% and 25%. This is shown in Table 1 of Attachment 6.

Below is an email indicating that the basic features of enforcement, charging, distributing earnings, and sending out monthly statements would not be difficult.

Email Showing that the Basic Required Technology Could Be Easily Developed

----- Original Message -----

From: David Carta
To: 'Lisa Rodman' ; 'Mark Tanner' ; 'Kelli' ; 'Nicole' ; 'Mark S.' ; 'John'
Cc: 'Mike Bullock'
Sent: Wednesday, January 13, 2010 5:40 PM
Subject: RE: RFID_ParkingNewCalsbadHS

Dear Carlsbad School Board,

I wanted to send a quick note discussing the technical feasibility of tracking cars into a lot without impacting students or requiring the need for gates. Mike Bullock and I have discussed this project; it can be accomplished straightforwardly by utilizing Radio Frequency Identification and/or Video Cameras integrated with automated license recognition systems. The cars would need to register with the system at the start, but it would be fairly painless for the users after the initial installation. The back end database system can also be implemented both straightforwardly and at a reasonable price.

This is not necessarily a recommendation of the proposal for unbundled parking. Rather it is strictly an unbiased view of the technical feasibility of the proposal to easily and unobtrusively track cars, both registered and unregistered, into a fixed lot.

Best regards,

David R. Carta, PhD
CEO Telaeris Inc.
858-449-3454

3.7 Comments on an Additional State-Wide "Community Measure and Action", Unbundling the Costs of Driving and a Summary of Results of All Additions

This measure would require a state and/or federal government action. Therefore, like advocating for cleaner cars, the role of the County would be to understand the value and then advocate for this measure, at the state and federal level.

Unbundling

"Unbundling", in the heading above, denotes that the money collected should be paid out to those that are losing money under the current system. This means, for example, that the money collected to account for increased health-care costs, caused by the air pollution the public must breathe, would go to reduce the cost of health care, not to build or even maintain roads.

3.7.1 A Comprehensive Road-Use-Fee Pricing System

Abstract This section contains a listing of road pricing principles. It provides an example of a road-use fee structure that supports the listed principles. Useful background information is provided. Arguments in favor of the presented example are presented.

Initial Note For many reasons, including the climate crisis, a comprehensive road-use fee pricing system is needed. It would be optimal for the state to implement the type of system described in this section. However, the state has a long history of irresponsibility in pricing road use. It is hoped that global warming will change this. Certainly, all the MPO's in the state should be urging our state government to wake up and take action. If these efforts fail, the MPO's will have to proceed as best they can to implement as much of these road-use pricing system components as possible.

Road-Use Fee Principles

1. The first principle is that of "full-cost pricing". Driving has enjoyed a favored status in this state and in this country, resulting in sprawl, health-damaging pollution, global warming emissions, and congestion. We should advocate for the elimination of that favoritism in California, primarily by adopting this first principle.

2. Secondly, the current economic rewards for good mileage vehicles must not be eroded. Due to global warming, motorists need to "go electric" as soon as possible.

3. In addition, road-wear factors (primarily weight), the noise generated, and the pollution generated by each individual vehicle must be taken into account. This will increase fairness and support a shift to lighter, cleaner, and quieter vehicles.

4. The time and place of travel must be incorporated to reduce congestion.

5. Any road-use fee structure must do no economic harm to low-income drivers.

6. As road-use fee technologies evolve, privacy must be protected at each step.

An Example of a Conforming Road-Use Fee Structure

Condition 1

100% of the funding for all of the expenses of public roads, *excluding* those costs associated with future expansion (covered in Condition 3), comes from a road-use fee (that may include a fuel excise tax), that ultimately (as affordable technology can support) would contain the following **Features**:

1. VMT Fee A base, per-mile (VMT) component fee paid by all motorized vehicles for road construction and maintenance. It would vary by model so that the incentive to drive efficient vehicles is at least as large as for our current fuel excise tax. This means that a Prius would be much cheaper, per mile, than a Hummer.

2. Carbon Fee An additional per-mile carbon component part is computed using an effective fee per gallon that is equal or larger than the fuel tax that this per-mile carbon fee might replace, to correlate with the amount of CO2 emitted. This could either be charged at the pump, as it is now done, or could be added to the VMT fee by using a price per mile computed by dividing the effective price per gallon by the charged vehicle's (year and model) average mileage, in the units of mile per gallon.

3. Road Wear Fee An additional per-mile component part that is proportional to the vehicle's (year and model) average weight, or other road-wear variable of the vehicle being charged.

4. Air Pollution Fee An additional per-mile component part proportional to the charged vehicle's (year and model) average pollution level, to be used to compensate people, schools, businesses, governments, and corporations harmed by pollution, with this rate set for full compensation.

5. Noise Pollution Fee An additional per-mile component part proportional to the average noise pollution level of the charged vehicle, to compensate people, schools, businesses, governments, and corporations harmed by noise pollution, with the rate set for full compensation.

6. Congestion Fee An additional per-mile component part or, alternatively a multiplier, to account for either time and place, or instantaneous traffic flow rate, to reduce or eliminate congestion, with the proceeds of this fee (collection minus collection cost) used for either the expansion or the operation of transit systems that would tend to reduce this congestion.

7. Low Income Relief A fractional multiplier that would reduce the total per-mile cost for drivers with a sufficiently low income and a sufficiently high need to drive, but only available for a period of calendar time sufficient for the driver to change their circumstance creating the need to drive, unless this is impossible. Section V's Section 7 has more detail.

8. Privacy Privacy protections so that where and when people drive, the vehicle they drive, and any Feature 7 advantage, is fully protected, unless a warrant is issued by a judge in response to substantiated allegations of a serious, felony crime.

Condition 2

The per-mile charges of Condition 1 must be large enough to fund yearly payments to the municipalities having large, limited access roads (AKA "freeways") within their boundaries (thereby keeping land off of their property-tax rolls), with these yearly payments equal to the average yearly property tax per acre of the adjacent land, multiplied by the total acreage covered by the road's right of way, including frontage roads.

Condition 3

No expansion of the system of public roads should be done unless market research and traffic modeling show that the net revenue of the proposed road or additional lanes will fund all the expenses identified in Conditions 1 and 2.

Condition 4

No expansion of the system of public roads should be done unless it is shown that the expansion will not negatively impact the state's AB32 and S-3-05 goals and responsibilities.

Condition 5

The sales tax on gasoline and diesel fuel should remain. Its revenue can be used as is the revenue from any other sales tax that is collected on consumer items.

Background Material

This section provides information about the current level of the fuel tax, the difficulty of raising the fuel tax, the use of the fuel *sales* tax, lane performance during times of high demand, demand under the condition of "full cost pricing", political "push back" to full cost pricing, other opinions that a pure fuel tax is becoming obsolete, and finally, information indicating that a road-use fee could be raised by a simple majority in the state legislature.

1. Current Level of Fuel Excise Tax

A full accounting of the fuel excise tax and what it currently pays for is not our responsibility. A significant segment of the population probably believes that current fuel tax rates are high enough. However, a San Diego County newspaper, the North County Times (NCT), in a February 9, 2009 article, reported that the Chair of the California Transportation Commission (CTC) recently wrote that the fuel tax currently contributes nothing to road construction **and only provides half of the money needed annually for repairs:**

http://www.nctimes.com/articles/2009/02/09/news/columnists/downey/z8591536f3e7332da882575510076fa1e.txt

Increasing the state gas and diesel taxes, unchanged at 18-cents per gallon since 1994 – when the final one-cent increase mandated by Proposition 111 (June, 1990 that doubled the nine-cent excise fuel tax over a 5-year period) was added, is long overdue.

2. The Difficulty of Raising the Fuel Tax

To raise the fuel tax would require a 2/3rd majority vote of the legislature. In addition, according to a CNN report, http://www.cnn.com/2009/POLITICS/02/20/driving.tax/

"Officials including [Secretary of Transportation] LaHood have opposed raising the national gas tax, particularly in the current recession, and have said a new system is needed."

3. Use of the Fuel *Sales* Tax

California has a sales tax on all consumer items sold in the state, except food and medicine. The revenues from sales taxes are generally placed in our state's general fund. However, an exception to the general rule has been made for the sales tax on gasoline and diesel. By the conditions of a successful ballot measure, the sales tax on fuel must be used to support roads, which supplements the excise tax on fuel (also known as the "gas tax"), allowing the excise tax to be lower than necessary.

4. Lane Performance During Times of High Demand

From the DOT's Freeway Management and Operations Handbook:

http://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/fmoh_complete_all.pdf, Page 1-18, comes the following:

> As flow increases from zero, density also increases, since more vehicles are on the roadway. When this happens, speed declines because of the interaction of vehicles.

> This decline is negligible at low and medium densities and flow rates. As the density further increases, these generalized curves suggest that speed decreases significantly just before capacity is achieved, with capacity being defined as the product of density and speed resulting in the maximum flow rate. This condition is shown as optimum speed So (often called critical speed), optimum density Do (sometimes referred to as critical density), and maximum flow Vm. (7). In general, this maximum flow (i.e. capacity) occurs at a speed between 35 and 50 mph.
>
> Efficient freeway operation depends on the balance between capacity and demand. In the simplest terms, highway congestion results when traffic demand approaches or exceeds the available capacity of the highway system. As vehicle demand approaches highway capacity, traffic flow begins to deteriorate. Flow is interrupted by spots of turbulence and shock waves, which disrupt efficiency. Then, traffic flow begins to break down rapidly, followed by further deterioration of operational efficiency.

Therefore, when demand is allowed to significantly exceed capacity, the flow rate drops well below optimum. In fact, speed can drop to nearly zero. With no intervention, freeway lanes can be counted on to fail, just when they are needed the most.

5. Demand, Under the Condition of "Full-Cost" Pricing

The price-setting stipulations of "An Example of a Conforming Road-Use Fee Structure", Features 1 through 6 of Condition 1, in conjunction with Condition 2, could be described as "full cost pricing". It is not our responsibility to do an analysis to calculate what the average price per mile would need to be or to then determine how much driving would be reduced in reaction to this price. It could be that driving would decrease so much that congestion would disappear and the new problem would be to figure out what to do with the excess land buried under unneeded highway lanes and how to meet the large new demand for transit.

6. Political Pushback to the Notion of Full-Cost Pricing

There are many, well-funded "think tanks" and political figures and institutions that argue against raising the cost of driving. So far they have been largely successful in keeping the taxes on driving low.

7. Other Opinions That a Pure Fuel Tax Is Becoming Obsolete

There are many indications that more decision makers are adopting the view that the fuel tax either needs to be replaced or supplemented. We have undertaken no comprehensive search and evaluation to quantify this. However the following examples are presented, with the first three being taken from the same NCT article identified in Section-1 of this Section.

First the Chair of the CTC pointed out that, "People are driving more-fuel-efficient cars and ones that run on alternative fuels and buying less gas. As a result, they are paying less in gas taxes". The author of the NCT article states that the CTC Chair and others are calling for "phasing out the gas tax," in favor of a VMT fee.

Second, Will Kempton, director of the California Department of Transportation, told local officials in Valley Center recently "we need to make a transition to a new way of collecting transportation funds." Kempton also said the state should consider following the lead of Oregon, which is exploring a tax based on the number of miles a person drives.

Third, Jim Earp, a California Transportation Commission member from Roseville, added, "Either that or we're going to have to jack up the gas tax considerably."

Fourth, the Christian Science Monitor editorial, February 27, 2009, “A road map to better US roads,” says, “Congress should heed a panel that suggests replacing a tax on gas with one on miles driven.”

http://www.csmonitor.com/2009/0227/p08s01-comv.html It goes on to say, “In Europe, the Netherlands will transition to a VMT by 2014 and Denmark by 2016. Changing behavior is the key to 21st century transport that must unclog crowded highways and reduce dependence on fossil fuels. Taxing miles alerts drivers to the real cost of using roads and can better motivate them to drive less. A VMT (fee) is the more reliable and efficient way to pay for transport. Its time has come.”

Finally, according to a CNN report, http://www.cnn.com/2009/POLITICS/02/20/driving.tax/, Speaking to The Associated Press, Transportation Secretary LaHood, an Illinois Republican, said, "We should look at the vehicular miles program where people are actually clocked on the number of miles that they traveled."

8. Raising a Road-Use Fee Could Be Done By a Simple Majority

The Sacrament Bee printed an article by Dan Walters, on January 20th, 2009, describing a proposal to help close California’s budget gap.

http://www.nctimes.com/articles/2009/01/20/opinion/walters/zd5e9d64561b6efd78825753e006c951a.tx.

The key elements from the article are as follows.

1.) Senate President Pro Tem Darrell Steinberg, the scheme's father, insists that it's legal, basing that assertion on a 5-year-old opinion from the Legislature's legal office.

2.) The plan would eliminate excise and sales taxes on gasoline and raise other taxes to help close the budget deficit, then "backfill" the gasoline taxes with a new "fee" that would actually increase the bite on motorists by 50 percent, from 26 cents a gallon to 39 cents. **A "fee" can be imposed by a simple majority vote as long as it relates to actual services rendered by government.**

Note that this fee approach is relatively far from meeting all of the stipulations of this letter. However, it would represent significant progress.

Arguments in Favor of Road Use Fees

This Section provides an analogy demonstrating why roads should be operated for the equal benefit of all. It presents some of the consequences of the current level of our state fuel tax. It argues that a road-use fee should include a vehicle miles traveled (VMT) component and that furthermore, a component should relate to congestion pricing (i.e. needs to account for *specific* time and place of travel). A road-use fee should account for environmental impacts, should protect low-income families, and contain privacy protections. It explains why revenue from a road use fee should be used to pay an effective property tax to municipalities. It argues that this resolution offers methods that would help to alleviate the state’s budget problems. It states that it is easier to discuss setting a road use fee than it is to discuss increasing an excise tax on fuel. Finally, it briefly discusses some of the emerging technologies and the relationship between technology and this resolution.

1. Full-Cost Pricing

Roads should be priced so that they are no longer an economic burden on those that choose to drive less than average. Yet, it is hard to be objective about roads. Here’s an analogy.

Assume that California owned a large number of 2-bedroom apartments that it allowed families to live in if they paid a tax of $500 a month, even though the market rental value of the apartments was $1000 a month. Clearly, the people living in the apartments are the winners and all the other citizens of California are the losers, because if the state set the price to the market value, it would have additional money that it could either use for the benefit of all citizens or it could return the money to everyone as a tax rebate. Some might note that since there are a large number of these apartments, almost everyone that wants one could get one, so those that don't live in these 2-bedroom apartments are losing out because of their own poor choice. However, since not every citizen wants to live in these apartments, the State's practice is indefensible. The correct thing for the state to do would be to allow low-income citizens to remain in the rental units at the subsidized price of $500 a month, stop calling the price-per-month a "tax" and instead call the price-per-month a "user fee", and set the price for the families that are not low income to the market value of $1000 per month. In this case, the low-income families remain winners. Even though all the others are losers, they are losing much less than before. This assumes that the state takes the additional earnings and uses it in a way that benefits all citizens. Buying more 2-bedroom apartments would not qualify. This analogy's original operation is similar to what California does by underpricing road use fees, as described below.

2. Consequences of the Current Level of Fuel Tax

a. Economic Inequity

Because our state fuel tax is too low, funds derived from taxes (and fees) that are not related to the choice of driving a car must be used to support our system of public roads. Examples are our sales tax, our income tax, our property tax, and the development fees that increase many of our costs. In effect what is happening is that money is systematically *being taken* from those that drive less and *being given* to support those that drive more.

This violates a fundamental principle of our free market system. People should pay for what they use and, conversely, people should not be forced to pay for what they do not use. It is true that we often willingly violate this principle, for some higher purpose. Education, mass transit, and Section 8 housing are good examples. However, there is no valid reason to increase driving by making it artificially cheap to drive, or for that matter, to park a car. The facts about global warming suggest quite the opposite.

b. Global Warming Threat and the California Example of Road-Use Pricing

From http://www.sandiego.edu/EPIC/ghginventory/GHG-On-Road1.pdf.pdf, we learn that in San Diego County, emissions from on-road vehicles are about 46% of regional GHG emissions. Many world leaders know that many of our citizens have taken all of the time and cost variables into account and then built their life around their automobiles. How can we expect the world to do its part to reduce GHG emissions, if they see us unwilling to reform the way we price the use of roads, so as to conform to the basic free-market principles that we claim to hold dear?

c. Other Pollution

Besides GHG emissions it is well known that on-road transportation contributes significantly (around 50% by some accounts) to our air and noise pollution. Cars cause air and water pollution directly and indirectly. This occurs when they are manufactured, when their fuel is transported and refined (refineries are, by far, the biggest cause of ground-water contamination in California), and when they are driven.

d. Urban Sprawl

The dominance of the automobile is the primary reason for our sprawling, urban land-use patterns. For example, it is well known that a simple 4-lane freeway, with frontage roads, can consume 26 acres per mile. An acre of land can only park 117 cars. Sprawl has taken valuable farm land, wet lands, and wild-life habitat. It makes it more difficult to walk or to bicycle. It also makes it more difficult to provide or to use transit.

e. Summary Statement

GHG emissions, urban sprawl and air, water, and noise pollution are made worse by making driving seem artificially inexpensive to the public. Note that for every penny earned by raising the price per mile to drive to its correct value, a penny could be cut from other taxes and fees that are unrelated to driving. Secretary of Transportation Ray LaHood's statement ("we can't raise the gas tax in a recession") shows that he misses this important point. This point has been made by the Sierra Club, as shown in http://www.sierraclub.org/policy/conservation/trans.aspx, where it says, of subsidies to driving, "These subsidies should be publicly scrutinized and eliminated by appropriate fuel and carbon taxes, parking and road user charges, . . ."

3. The Use of the Gasoline *Sales* Tax

As stated in Section III. 3, currently the *sales* tax on fuel must be used for the same purposes as the *excise* tax on fuel. This is contrary to the normal rule for sales taxes, whereby sales taxes are used for general-fund purposes, unrelated to the item sold. For example, the sales taxes from running shoes are not removed from the general fund to be used to build running facilities. Likewise, the sales tax on alcoholic beverages is not separated out to be used to subsidize the building of more drinking establishments. If we are going to end our unfortunate favoritism towards roads, we need to end the practice of using the sales tax from gasoline as if it were an additional fuel excise tax. This practice would be ended if the implied recommendations of this report were enacted. The sales tax on gasoline should continue, but the tax on the sale of gasoline should go to the general fund, as does the tax on the sale of other consumer items.

4. Reasons to Adopt a VMT Based, Road-Use Fee

From a Global Warming perspective, there is a hierarchy of favored transportation modes.

Mode 0: Telecommuting (no need to leave the house)

Mode 1: Walking

Mode 2: Cycling (skate boarding and any other device-aided, non-motorized transportation mode)

Mode 3: Transit

Mode 4: Electric cars or cars that get great mileage

Mode 5: Other cars

In terms of reducing pressure to expand road capacity, Modes 0, 1 and 2 are many times more desirable than even Mode 4, which is many times better than Mode 5. The point here is that as much as we want to see more electric cars and more cars that get exceptional mileage, we should not lose sight of the fact that unless all road users pay their fair share, those people using Modes 0, 1 and 2 are not being fully rewarded for not using road capacity, and this is

poor environmental policy, based on the desirability factors suggested. All cars are large, manufactured devices with a finite life. They promote sprawl. People that routinely use Modes 0, 1 and 2 have often set up their lives so that they could drive less. Those life-style choices need to be fully rewarded. The statements of Sections 2a and 2d of this Section apply.

5. Reasons to Adopt Road-Use Pricing Methods Tied to *Specific* VMT

a. Need to Support Section II's Feature 6

The current fuel tax is simple and, in theory it could be raised to cover the costs of driving, for those vehicles that use fuel. Alternatively, it is easy to imagine odometers that transmit their values at scheduled times to a billing computer. With vehicle-recognition schemes, implemented at the pump or within the billing computer containing odometer data, it would be possible to expand these simple methods to support Features 1 through 5, Feature 7, and Feature 8. However, these simple methods would not support congestion pricing, Feature 6, which is sufficiently important that it must be identified and supported.

b. Value Feature 6: Congestion Pricing

Various names have been proposed for Feature 6, including "congestion pricing" or "convenience pricing". Regardless of the name, it is a powerful way to reduce our society's propensity for expanding highways. Proponents of freeway expansion frequently mention the fact that highway "gridlock" harms our public safety because it can significantly delay emergency vehicles. Individuals in society see this in personal terms. We can all imagine a need to get home to attend to a child, or to get to an emergency room. The consequences of congestion can go well beyond being just a frustrating inconvenience. Sometimes people feel that they would pay almost anything to be able to drive at higher speeds. How many people have missed a plane, or a train, or a critical business meeting, "stuck in traffic"? Besides this, lanes also often support transit. Transit success requires dependable and reasonably fast bus travel. In addition, stop and go traffic wastes fuel, increases GHG, and increases unhealthy emissions.

"Convenience Lanes" could provide an option for drivers when they feel it is worth the extra money to drive beyond congestion speeds. This pricing also provides a means to keep one or more lanes operating close to their theoretical capacity, instead of at the greatly reduced flow rate that comes when demand is large. The pricing can adjust automatically so as to keep demand below capacity, on one or more lanes. This means that congestion in parallel lanes will clear sooner than if all lanes were allowed to stay severely congested.

"Convenience Lanes" also offer the hope of significant revenue generation, if enough people are willing to, in effect, bid up the price. (This will probably happen if the price of driving is kept low enough in regular lanes that there are still times and places where congestion is significant.) Feature 6 would require that proceeds (collection minus collection costs) be used for transit systems that would tend to reduce the congestion. The lanes and roads that are parallel to the "convenience priced" lanes can be counted on to fail to carry their capacity when serious congestion strikes. Fortunately, there is no comparable effect for transit. Although it is conceivable that transit demand could exceed transit carrying capacity, when this happens, the transit can be counted on to continue to carry its full capacity.

c. Feature 6 and Road Price Variability

Some roads are relatively expensive to build; others are relatively inexpensive. There is no reason we have to settle for charging the same per-mile price for all roads. Similarly, driving at different times should be priced differently. It is well understood that freeways are sized and

expanded to facilitate peak driving times. Since it is more costly to provide the added capacity needed at peak times, it is reasonable to charge peak-time drivers more. Charging more at the times that demand is high will tend to smooth out traffic demand over various times of the day.

d. Feature 6 and Pollution

Feature 6 can reduce congestion. This is important because stop-and-go traffic emits more pollution and GHG emissions than lanes operating at "optimum speed" as identified above.

e. Feature 6 Supported by the CTC

These powerful arguments have evidently been recognized by the CTC. In their *Addendum to the 2007 Regional Transportation Plan Guidelines*, *Addressing Climate Change and Greenhouse Gas Emissions During the RTP Process***,** adopted on May 29, 2008, they provide strong support to lane pricing.

http://www.catc.ca.gov/programs/rtp/Adopted_Addendum_2007_RTP_Guidelines.pdf,

In the CTC's Pricing Strategies Section (Page 3), the CTC instructs Metropolitan Planning Organizations to "model adding pricing **to existing lanes**, not just as a means for additional expansion. **Variable/congestion pricing should be considered**."

Variable/congestion pricing cannot be done without Section II's Feature 6 of its Condition 1.

f. Arguments to Support Road-Pricing Guideline

There is widespread confusion regarding who owns existing lanes and what promises were made. Converting existing, "free" lanes to be lanes that are priced can be justified by explaining that fuel taxes have always been road-use fees and that any stated or implied promise that paying fuel tax entitled drivers, for all time forward, to drive free on the roads that the fuel taxes may have been used to fund was specious. Specifically, the claim that drivers "already paid" for roads through the payment of fuel taxes is incorrect because (*i*) many drivers have just started driving; (*ii*) many drivers that paid fuel tax for many years have died; and (*iii*) paying a fee to use a public road is no different than paying rent to use property and paying rent does not lead to quasi ownership. These same arguments can be used against statements supporting the idea that drivers can forever drive free over a bridge because the tolls have paid off the loan for the bridge.

6. Reasons for Features 2 – 5

These features charge vehicles for their environmental impacts.

7. Reasons for Feature 7

The ability of low-income families to be able to drive to work and other essential family errands must be protected. However, given our challenge of global warming, this needs to be "constructive charity". The features shown in Section II suggest that a billing computer will probably be involved. If so, that computer's database can, perhaps at the individual's discretion, be supported with information such as current housing details, current salary, job location, occupation and job skills to include a full resume, childcare, location of family and friends, hobbies, or recreational pursuits, and other items that could be related to the individual's current need to drive. When the software determines that the person qualifies for a reduced multiplier of the full cost of driving (a subsidy), it could then also run various programs to offer, in creative, tailored, form letters, suggestions for changing circumstances to reduce driving. This could involve a search for jobs, a search for suitable housing, a search for daycare, and a search for better locations to pursue hobbies or recreational pursuits. The

availability of transit would be considered in the software and would be offered. Job training could be suggested or offered at a discount. If circumstances support it, the person could also be asked if they would be interested in a class on riding a bicycle in traffic. Taking such a class could earn the person a financial award, perhaps to include a new or used bicycle. The software would put a high priority on helping the person achieve a lifestyle that requires less driving. As a last resort the software would take into account the congestion level of various routes and offer a driving route that requires a reduced subsidy. If no billing computer is involved, the person receiving the subsidy might be required to send in data to support the running of these programs to reduce driving and the subsidy to driving.

8. Reasons for Feature 8

Privacy must be protected, unless confidential disclosure to law enforcement agencies is ordered by a judge based on reasonable cause. We currently rely on laws and judges to protect our privacy regarding what we say on the telephone, our emails, our internet activities, and the information we provide on our tax forms. This information could be both politically revealing and highly embarrassing, to the point where it could seriously degrade our personal and professional lives. In terms of protecting our democracy, it is especially important that our political activities be protected. Where we drive and park a car is also somewhat sensitive in this regard. However, in most cases it is less sensitive than our emails and what we say on the phone. Cell phone companies already have information about our travel. Many locations, such as Dallas, have “toll-tags” that record every time someone goes through a toll plaza and charges them accordingly. The conclusion is that the argument that many people will never accept a computer, with built in privacy protections, from having information about where we drive is overblown and not supported by the facts.

9. Reasons for Condition 2

Railroads pay property tax on the land under their tracks. Utility companies pay property taxes on the land under their transmission lines. There is no reason that large highways should not pay a property tax for the land they take off the tax rolls in each community. The favored status of roads should be eliminated.

10. California’s Budget Problem

California currently has a large budget gap. Children may lose their health care and education cuts will probably be severe. State parks may close. Most state funding for transit may be cut. This strategy might help to reduce some of these cuts.

11. Raising the Fuel Tax vs. Pricing a Road-Use Fee

There are advantages in reframing the question from should we raise the fuel tax to: Should we replace the fuel tax with a road-use fee and, if so, how should we set the price of the road-use fee? Section III. 2 showed that a 2/3rds vote is needed in the state legislature to raise a tax; while, as shown in Section III. 8, only a simple majority is needed to set and then raise a user fee. Besides this, there are a lot of common misunderstandings about our fuel taxes. Many think they are a mechanism whereby drivers somehow buy new roads. This confusion was discussed in detail in this Section’s Subsection 5f. If we can move the discussion to one of how to properly set the price of road use, we will have already made large gains in framing the question to the advantage of environmentalists and everyone that recognizes that it is time to stop favoring driving.

12. Technology

It is not our responsibility to pick the technologies that will ultimately be used in the implementation of the road-use pricing described. Email and phone conversations with employees of "Skymeter", http://www.grushhour.blogspot.com/, indicate that they were ready to respond to a Request For Proposal (RFP) to implement VMT pricing in the Netherlands, to include every road in the country. Their proposal would have been that each car will have a GPS unit, about as large as an eye-glasses case, sitting on the dash. It will contain a database of roads and a variable set of pricing coefficients. The GPS software will determine the car's location with sufficient accuracy so as to support software computing a running tabulation of charges, as the car is driven. They state that the final challenge was to design the software so that the unit would function when the car was being driven in the presence of GPS reflections, such as in city "canyons" which is to say around multiple large buildings. They have solved this problem with additional algorithms and have demonstrated this in the most severe conditions they could find. However, they don't want to have to distinguish between lanes, suggesting that congestion pricing on large multi-lane roads, where pricing varies between parallel lanes, may require a Radio Frequency Identification (RFID) overlay pricing scheme, such as is currently used for "toll tags."

There are probably several, perhaps even many, ways to accomplish road-use pricing that has the features described in this Section.

3.7.2 Conclusions

The best strategies to reduce VMT are shown here, with the estimated driving reductions for each one shown in square brackets:

- Comprehensive (equitable and environmentally sound) road use fee pricing system, as could be installed by *Skymeter*; [15%]
- Unbundling the cost of car parking; [15%] (This estimate is based on Table 1 of Reference 3.)
- Good bicycle projects and bicycle education; [5%,] (This estimate should be checked by the League of American Bicyclists.)
- Stopping all freeway expansions and reconfiguring TRANSNET to be 67% for transit and 33% for road maintenance [10%]

These strategies could be implemented by 2020, not 2035, and would decrease per capita driving by a sum of at least 45% (15+15+5+10). The strategies to do this are primarily those that increase fairness for all, especially families that drive less than average.

REFERENCE 8

A Plan to Efficiently and Conveniently Unbundle Car Parking Costs

Air and Waste Management Association Paper 2010-A-554-AWMA

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ABSTRACT

The *Introduction* shows documented driving reductions due to the pricing of parking. It notes that although the benefits of priced and shared parking are known, such parking has not been widely implemented, due to various concerns. It states that a solution, called "*Intelligent Parking*," will overcome some of these concerns, because it is easy to use and naturally transparent. It asserts that this description will support a "Request for Proposal" (RFP) process. Eight background information items are provided, including how priced parking would help California achieve greenhouse gas reduction targets. A story demonstrates some of the key features of *Intelligent Parking*. Arguments for less parking, shared parking, and priced parking are made. Barriers to progress are identified. The fair pricing of parking is described. New ways to characterize transportation demand management are presented. Seven goals of *Intelligent Parking* are listed. Eleven definitions and concepts, that together define *Intelligent Parking*, are described. This includes a method to compute a baseline price of parking and how to adjust that price instantaneously to keep the vacancy above 15% ("Congestion Pricing"). An implementation strategy is described.

INTRODUCTION:

It has been well established that appropriately priced parking will significantly reduce driving[1]. Most case studies presented in Table 1 are evaluations of the most general type of "car-parking cash-out": *a program that pays employees extra money each time they get to work without driving*. They show that a price differential between using parking and not using parking will significantly reduce driving, even when transit is described as poor. Since driving *must* be reduced[2], the pricing of parking is desirable.

Shared parking is also recognized as desirable because it can sometimes result in less parking being needed.

Although the advantages of pricing and sharing parking have been recognized for many years, these practices are still rare. This paper identifies some of the reasons for this lack of progress. The pricing and sharing method of this paper has a natural transparency and ease of use that would reduce many of the concerns. This paper also suggests that those governments that have the necessary resources can take the lead role in developing and implementing the described systems. These governments will recover their investments, over time.

This paper describes how parking facilities could be tied together and operated in an optimum system, named *Intelligent Parking*. The description of *Intelligent Parking* is sufficient to support a "Request for Proposal" process, leading to full implementation.

There are two distinct parts to *Intelligent Parking*. The first is how to set the price. The second is how to distribute the earnings. Briefly, the earnings go to the individuals in the group for whom the parking is built.

Table 1 Eleven Cases of Pricing Impact on Parking Demand

Location	Number of Workers @ Number of Firms	1995 $'s Per Mo.	Parking Use Decrease
Group A: Areas with poor public transportation			
West Los Angeles	3500 @ 100+	$81	15%
Cornell University, Ithaca, NY	9000 Faculty & Staff	$34	26%
San Fernando Valley, Los Angeles	850 @ 1	$37	30%
Costa Mesa, CA	Not Shown	$37	22%
Average for Group		**$47**	**23%**
Group B: Areas with fair public transportation			
Los Angeles Civic Center	10,000+ @ "Several"	$125	36%
Mid-Wilshire Blvd, Los Angeles	1 "Mid-Size" Firm	$89	38%
Washington DC Suburbs	5,500 @ 3	$68	26%
Downtown Los Angeles	5,000 @ 118	$126	25%
Average for Group		**$102**	**31%**
Group C: Areas with good public transportation			
U. of Washington, Seattle, WA	50,000 employees, students	$18	24%
Downtown Ottawa, Canada	3,500 government staff	$72	18%
Bellevue, WA	430 @ 1	$54	39%*
Average for Group, except Bellevue, WA Case*		**$45**	**21%**
Overall Average, Excluding Bellevue, WA Case*			**25%**

* Bellevue, WA case was not used in the averages because its walk/bike facilities also improved and those improvements could have caused part of the decrease in driving.

PERTINENT BACKGROUND INFORMATION

- Vehicle miles traveled (VMT) are a major cause of global warming and pollution[2, 3].
- California's Metropolitan Planning Organizations (MPOs) will need to adopt strategies that reduce vehicle miles traveled (VMT), in order to meet SB375 GHG reduction targets, to be issued by the California Air Resources Board in late 2010, for years 2020 and 2035[2].
- The appropriate pricing of parking is one of the least costly documented tools to reduce VMT.
- New technologies, such as sensors feeding computer-generated billing, offer the potential to efficiently bill drivers for parking and alert law enforcement of trespassers.
- Reformed parking policies can increase fairness, so that, for example, people who use transit or walk do not have to pay higher prices or suffer reduced wages, due to parking.

- Methods to unbundle parking cost are inefficient unless they support the spontaneous sharing of parking spaces. Shared parking with unbundled cost would ultimately allow cities to require significantly less parking.
- Typical systems of timed parking and metered parking are far from ideal. Parking has no automated record keeping, so it is difficult to know where there is too much or too little.
- Good policies will eventually let cities turn parking minimums into parking maximums.

A GLIMPSE INTO A POSSIBLE FUTURE

Jason is driving to work for the first time in several years. He has decided to save money by carrying home a new 3-D, big-screen computer, which he plans to purchase at a store near his office after work. He wanted to avoid paying delivery charges.

Things have been changing around his office development since they unbundled the cost of parking at the near-by train station. Many people who caught the early trains and lived close to the station stopped driving and parking in the best parking spaces; demand for housing close to the station went up; and wealthy riders, who insisted on driving, did so, confidant that they could always find parking as close to the platform as their schedules required, due to congestion pricing. Who would have guessed how much those people were willing to pay? It was shocking. Parking-lot earnings, paid to round-trip train riders, meant that the net cost to ride the train went significantly down. Ridership and neighborhood vitality both went significantly up. All Jason knew was that the price to park at his office had been going up yearly because of increased land values. His parking-lot earnings from his office had been increasing almost every month, due to the ripple effect of train riders parking off-site at cheaper parking. Some of them were using his office parking.

As he pulls out of his driveway, he tells his GPS navigation unit his work hours (it already knew his office location), the location of the store where he plans to buy the computer, and his estimated arrival and departure times at the store. He tells the GPS unit he wants to park once, park no more than 1 block from the store, walk no more than 1 mile total, and pay no more than an average of $2 per hour to park. He is not surprised to hear the GPS tell him that his request is impossible. He tells the GPS he will pay an average of $3 per hour and learns that the GPS has located parking.

It guides him into a church parking lot. He hopes the church will use his money wisely. The GPS tells him the location of a bus stop he could use to get to work and the bus's next arrival time at the stop. With automatic passenger identification and billing, the bus has become easy to use, except that it is often crowded. Jason gets out of the car and walks to work, with no action required regarding the parking.

Three weeks later, when Jason gets his monthly statement for his charges and income for automotive road use, transit use, parking charges, and parking earnings, he finds that the day's parking did indeed cost about $30 for the 10 total hours that he parked. He notes that the parking-lot earnings for his office parking averaged about $10 per day that month. He then notices the parking lot earnings from the store, where he spent about $1000 dollars. He sees that the parking-lot earnings percent for the store that month was 1.7%, giving him about $17. So for the day, Jason only spent a net of about $3 on parking. Then he realized that he should have had the computer delivered after all. If he would have bicycled that day, as he usually did, he would have still gotten the $27 earnings from the two parking facilities and he would have paid nothing

for parking. So the choice to drive cost him $30. He remembers that the delivery would have only been $25 dollars. Oh well. He enjoyed his before-work and after-work walks.

THE CASE FOR LESS PARKING

Less parking will support more compact development.[1] This makes walking and biking more enjoyable and less time consuming. There would certainly be less "dead space", which is how parking lots feel to people, whether they arrive by car or not, after they become pedestrians.

Since parking can be expensive, less parking can reduce overhead costs significantly, such as leasing expense and parking-lot maintenance cost. Less overhead means more profit and less expense for everyone. A need for less parking can create redevelopment opportunities at existing developments and reduce project cost at new developments.

At new developments, car-parking costs could prevent a project from getting built.[2]

THE CASE FOR SHARED PARKING

Shared parking for mixed uses means that less parking is needed. For example, shared parking could be used mostly by employees during the day and mostly by residents at night.

Fully shared parking means that very little parking would be off limits to anyone. In a central business district with shared parking, drivers would be more likely to park one time per visit, even when going to several locations. Pedestrian activity adds vitality to any area.

THE CASE FOR APPROPRIATELY-PRICED PARKING

To Reduce Driving Relative to Zero Pricing

Traditional Charging or Paying Cash-out Payments

As shown in the Introduction, this relationship (pricing parking reduces driving) is not new.[3]

Using results like Table 1, at least one study[4] has used an assumption of widespread pricing to show how driving reductions could help meet greenhouse gas (GHG) target reductions. Dr. Silva Send of EPIC http://www.sandiego.edu/epic/ghgpolicy/ assumes that all work locations with 100 employees or more in San Diego County will implement cash-out, to result in 12% less driving to work. Currently, almost all employees in San Diego County "park for free", unless they happen to work in a downtown core area.

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[1] This is especially true of surface parking, which only accommodates 120 cars per acre.

[2] On September 23, 2008, a panel of developers reviewed the Oceanside, Ca. "Coast Highway Vision" http://www.ci.oceanside.ca.us/pdf/chv_finalvisionstrategicplan.pdf. Parts of this plan were described as smart growth.

At the review, developer Tom Wiegel said, "Parking is the number 1 reason to do nothing," where "do nothing" meant "build no project." The other developers at the meeting agreed.

[3] For many years the Victoria Transport Policy Institute (VTPI) has been recognized as a source of reliable information on "Transportation Demand Management", or TDM.

From http://www.vtpi.org/tdm/tdm72.htm#_Price_Parking:

> Even a relatively small parking fee can cause significant travel impacts and provide significant TDM benefits.

"TDM Benefits" refers to the many public and private benefits of having fewer people choosing to drive.

Current, Best-Practice "Unbundling"

The "best-practice" use of the phrase, "unbundled parking cost", is to describe the case where either the cost of parking, for the case of a condominium, or the rent for parking, for the case of an apartment, is separated from either the purchase price and common fees or the rent of the dwelling unit.

This gives the resident families the choice of selecting the number of parking spaces they would like to rent or buy, including the choice of zero. This would tend to reduce the average number of cars owned per dwelling unit and, in this way, would also tend to reduce driving. Its major drawback is that this method does not encourage sharing.

To Increase Fairness and Protect the US Economy

It is stated above that almost all employees in San Diego County "park for free". Of course there is really no such thing as "parking for free". So-called "free parking" always reduces wages or increases costs. At a work site, it reduces everyone's wage, even those employees that never drive. At an apartment complex, so-called "free parking" increases the rent. Therefore, "free parking" at work or at apartments violates the fundamental rule of the free market, which is that people should pay for what they use and not be forced to pay for what they do not use. Parking should at least be priced to achieve fairness to non-drivers.

The US economy would also benefit. Reductions in driving would lead to reductions in oil imports, which would reduce the US trade deficit.[4]

BARRIERS TO PROGRESS

Given all this, it might seem that the widespread pricing of parking should have happened by now. However there are barriers. In 2007, a majority of the City Council of Cupertino, Ca. indicated that they wanted their City Manger to negotiate reduced parking requirements with any company that would agree to pay sufficient cash-out payments. To this date, no company, including Apple Inc., has expressed an interest. Most companies probably perceive cash-out as expensive. Even if they realize they could get a reduced parking requirement in exchange for paying sufficient cash-out amounts and even if the economics worked in support of this action (quite possible where land is expensive), they want to stay focused on their core business, instead of getting involved in new approaches to parking, real estate, and redevelopment.

On the other hand, simply charging for parking and then giving all the employees a pay raise is probably going to run into opposition from the employees, who will feel that they would be losing a useful benefit.

In addition, neighbors fear the intrusion of parked cars on their streets. Permit parking, which could offer protection, is not always embraced. City Council members know that a sizable fraction of voting citizens believe that there can actually never be too much "free parking",

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[4] From http://en.wikipedia.org/wiki/Balance_of_trade#Warren_Buffett_on_trade_deficits, Warren Buffet wrote in 2006,

> "The U.S. trade deficit is a bigger threat to the domestic economy than either the federal budget deficit or consumer debt and could lead to political turmoil. Right now, the rest of the world owns $3 trillion more of us than we own of them."

Professor Shoup's famous book[5] notwithstanding. Some Council members probably feel that way themselves.

It doesn't help that current methods of charging for downtown parking are often very inefficient.[5] For example, downtown Oceanside, California has parking meters that will only accept coins. Besides this, all their on-street, downtown parking is timed, with maximums from 10 minutes to 4 hours. These time limits are enforced by a city employee, who applies chalk from a tire to the street and then records the time. However, by watching the time and moving their car soon enough, drivers can avoid getting a ticket. Of course, they could instead drive to the mall and not have to worry about having coins or elapsed time since parking. It is not surprising that downtown merchants often object to charging for parking.

In summary, those that resist charging for parking, *based on their perceptions*, include

- Companies, *who fear the complexity and expense of paying cash-out payments*;
- Employees, *who fear of losing a current benefit*;
- City leaders, *who fear the political repercussions*;
- Downtown patrons, *who dislike the inconvenience and worry*;
- Downtown business owners, *who fear that it will drive away customers*.

THE COST, VALUE, AND FAIR PRICE OF PARKING

Estimated and Actual Capital Cost

Surface Parking

One acre of surface parking will accommodate 120 cars. Land zoned for mixed use is sometimes expensive. At $1.2 million per acre, the land for a single parking space costs $10,000. Construction cost should be added to this to get the actual, as-built cost of each parking space. Estimated cost can be determined by using appraised land value and construction estimates. For new developments, after the parking is constructed, it is important to note the actual, as-built cost.

Parking-Garage Parking

One acre of parking-garage will accommodate considerably more than 120 cars. The construction cost of the garage and the value of its land can be added together to get the total cost. Dividing that total cost by the number of parking spaces yields the total, as-built cost of each parking space. Adding levels to a parking garage may seem like a way to cut the cost of each parking space, for the case of expensive land. However, there is a limit to the usefulness of this strategy because the taller the parking garage, the more massive the supporting structural members must be on the lower levels, which increases total cost. Parking-garage parking spaces are often said to cost between $20,000 and $40,000. The actual costs should be noted.

Underground Parking

In order to compute an estimate for the cost of a parking space that is under a building, it is necessary to get an estimate of the building cost with and without the underground parking. The difference, divided by the number of parking spaces, yields the cost of each parking space. The

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[5] According to Bern Grush, Chief Scientist of Skymeter Corporation http://www.skymetercorp.com/cms/index.php, often two-thirds of the money collected from parking meters is used for collection and enforcement costs.

cost or value of land plays no role in the cost of this parking. However, it does not follow that this parking is cheap. Underground parking spaces are often said to cost between $60,000 and $90,000 dollars each. Although there will be an "as built" cost of the building with the parking, there will never be an "as built" cost of the building without the parking. However, after the construction is done, the estimate for the cost of the underground parking should be reconsidered and re-estimated if that is needed. The final, best-estimate cost should be noted.

Value

Initially, value and cost are the same. For surface parking and parking-garage parking, the value would initially be the same as the as-built cost. For underground parking, the value would initially be the same as the best-estimate cost. However, over time, the value must be updated. Both construction costs and land-value costs will change. The value assigned to a parking place should always be based on the current conditions.

Fair Pricing

Parking space "values", as described above, must first be converted to a yearly price by using a reasonable conversion factor. This conversion factor could be based on either the "cost of money" or the "earnings potential of money". It is expected that this conversion factor would be 2% to 5% during times of low interest rates and slow growth; but could be over 10% during times of high-interest and high growth. For example, if the surface parking value is $12,000 and it is agreed upon to use 5% as the conversion factor, then each parking spot should generate $600 per year, just to cover capital costs. The amount needed for operations, collection, maintenance, depreciation, and any special applicable tax is then added to the amount that covers capital cost. This sum is the amount that needs to be generated in a year, by the parking space.

The yearly amount of money to cover capital cost needs to be re-calculated every year or so, since both the value and the conversion factor will, in general, change each year. The cost of operations, collection, maintenance, depreciation, and any special applicable tax will also need to be reconsidered.

Once the amount generated per year is known, the base price, per unit year, can be computed by dividing it (the amount generated per year) by the estimated fraction of time that the space will be occupied, over a year. For example, if a parking space needs to generate $900 per year but it will only be occupied 50% of the time, the time rate charge is $1800 per year. This charge rate per year can then be converted to an hourly or even a per-minute rate. The estimated fraction of time that the parking is occupied over a year will need to be reconsidered at least yearly.

NEW DEFINITIONS TO PROMOTE AN OBJECTIVE VIEW OF PRICING

- The "fair price" means the price that accounts for all costs.
- The "baseline amount of driving" means the driving that results from the application of the fair price.
- "Zero transportation demand management" ("zero TDM") is the amount of demand management that results when the fair price is used. It will result in the baseline amount of driving.
- "Negative TDM" refers to the case where the price is set below the fair price. This will cause driving to exceed the baseline amount. Since TDM is commonly thought to be an action that reduces driving, it follows that negative TDM would have the opposite effect.
- "Positive TDM" refers to the case where the price is set above the fair price. This would cause the amount of driving to fall below the baseline amount.

Clearly, so-called "free parking" is an extreme case of negative TDM. The only way to further encourage driving would be to have a system that pays a driver for the time their car is parked.

THE GOALS OF *INTELLIGENT PARKING*

- There is only one agency operating all parking. ("All parking" does not include driveways and garages in single-family homes.) *Intelligent Parking* is designed and installed by regional or state government, using low-bid contractors, with design and start-up costs covered by the overhead portion of collection fees.
- Nearly all parking is shared. Almost always, anyone can park anywhere. Those who want exclusive rights to parking will pay "24/7" (all day, every day).
- Parking is operated so that the potential users of parking will escape the expense of parking by choosing to not use the parking. This characteristic is named "unbundled" because the cost of parking is effectively unbundled from other costs.
- Parking is priced and marketed to eliminate the need to drive around looking for parking.
- Parking at any desired price is made as easy as possible to find and use.
- Records of the use of each parking space are kept, to facilitate decisions to either add or subtract parking spaces.
- The special needs of disabled drivers, the privacy of all drivers, and, if desired, the economic interests of low-income drivers are protected.

DEFINITIONS & CONCEPTS OF *INTELLIGENT PARKING*

Parking Beneficiary Groups

There are at least 7 types of beneficiary groups. Note that in all cases, members of beneficiary groups must be old enough to drive.

1.) People who have already paid for the capital cost of parking. An example of this type of beneficiary group would be the owners of condominiums, where parking has been built and the cost is included in the price of the condominium. Note that although they have technically already paid for the parking, if they borrowed money to pay for some portion of the price, the cost is built into their monthly payment. This illustrates why the value of parking and the cost of borrowing money (rate of return on money) are key input variables to use to compute the appropriate base, hourly charge for parking.

2.) People who are incurring on-going costs of parking. An example of this type of beneficiary group is a set of office workers, where the cost of 'their" parking is contained in either the building lease or the cost of the building. Either way, the parking costs are reducing the wages that can be paid to these employees.[6]

3.) People who are purchasing or renting something where the cost of the parking is included in the price. Examples of this beneficiary group are people that rent hotel rooms, rent an apartment, buy items, or dine in establishments that have parking.

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[6] Such parking is often said to be "for the benefit of the employees". Defining this beneficiary group will tend to make this statement true, as opposed to the common situation where the employees benefit only in proportion to their use of the parking.

4.) People who own off-street parking as a business. They could be the individual investors or could be a government or government-formed entity.

5.) People who are said to benefit from parking, even though the money for the parking has been supplied by a source that may have very little relationship to those that are said to benefit. An example of this group would be train riders that make round trips from a station which has parking that is said to be "for riders". Students at a school with parking would be another example.

6.) People who are considered by many to be the logical beneficiaries of on-street parking. Owners of single-family homes are the beneficiaries of the parking that is along the boundaries of their property. The same status is given to residents of multi-family housing.

7.) Governments. Since they build and maintain the streets, they should get a significant benefit from on-street parking.

Unbundled Cost and Spontaneous Sharing

"Unbundled cost" means those who use the parking can see exactly what it costs and those who don't use the parking will either avoid its cost entirely or will get earnings to make up for the hidden parking cost they had to pay. This conforms to the usual rule of the free market where a person only pays for what they choose to use. Unbundled cost is fair.

"Spontaneous sharing" means that anyone can park anywhere at any time and for any length of time. Proper pricing makes this feasible.

How to Unbundle

The method of unbundling can be simply stated, using the concept of "beneficiary group" as discussed above. First, the fair price for the parking is charged. The resulting earnings[7] amount is given to the members of the beneficiary group in a manner that is fair to each member. Methods are described below.

Why this Supports Sharing

Members of a beneficiary group benefit financially when "their" parking is used. They will appreciate users increasing their earnings. They are also not obligated to park in "their" parking. If there is less-expensive parking within a reasonable distance, they might park there, to save money. This is fine, because all parking is included in the *Intelligent Parking* system.

Computing the Earnings for Individuals

Intelligent Parking must be rigorous in paying out earnings[7]. For a mixed use, the total number of parking spaces must first be allocated to the various beneficiary groups. For example in an office/housing complex, 63.5% of the parking might have been sold with the office. If so, the housing portion must be paying for the other 36.5%. For this case, it would follow that the first step is to allocate 63.5% of the earnings to the workers and 36.5% to the residents.

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[7] The earnings amount is the revenue collected minus the collection cost and any other costs that will have to be paid due to the implementation of *Intelligent Parking*. The costs associated with the parking, paid *before* the implementation of *Intelligent Parking*, should *not* be subtracted from the revenue because they will continue to be paid as they were before the implementation of *Intelligent Parking*. Therefore, these costs will continue to reduce wages and increase the prices of goods and services.

How the monthly earnings are divided up among the members of the beneficiary group depends on the beneficiary group type. For each member, the group's total monthly earnings amount is always multiplied by a quantity and divided by the sum (the sum is the denominator) of that quantity, for all members.

For example, for each employee, the multiplier is the number of hours that the employee worked over the month while the denominator is the total number of hours worked by all employees over the month. At a school, for each student, the numerator is the total time spent at the school, over the month, while the denominator is the sum of the same quantity, for all the students.

For a train station with parking being supplied for passengers that ride on round trips of one day or less, the numerator is the passenger's monthly hours spent on such round trips, over the month; while the denominator is the total number of hours spent by all passengers on such round trips, over the month. Radio Frequency Identification (RFID) units on passengers could support an automated calculation of monthly charges for fares, as well as monthly hours on round trips.

At a shopping center, the numerator is the sum of the money spent by the shopper, over the month, while the denominator is the total amount of money spent by all shoppers over the month.

At a condominium, the numerator is the number of parking places that were paid for (directly or indirectly) by the resident family and the denominator is the total number of parking places at the condominium project; similarly, for apartment complexes.

Where Earnings Are Low

The goal is that if someone doesn't park, they don't pay, either directly or indirectly, because the earnings that they get will balance out their losses (like reduced wages, for example). However, charging for parking that few want to use will not sufficiently compensate the people that have been forced, or are being forced, to pay for such parking. The only remedy in this case is to redevelop the parking or lease the parking in some other way, for storage, for example. The earnings from the new use should go to those that are in the beneficiary group that was associated with the low-performing parking.

Why This Method of Unbundling Will Feel Familiar to Leaders

Developers will still be required to provide parking and will still pass this cost on, as has been discussed. There will be no need to force an owner of an exiting office with parking to break his single business into two separate businesses (office and parking).

Parking beneficiaries are identified that conform to traditional ideas about who should benefit from parking.[8]

Unbundling the Cost of On-Street Parking

The revenue from on-street parking in front of businesses will be split evenly between the city and the business's parking beneficiaries. All of the earnings from on-street parking in front of apartments or single-family homes will be given to the resident families.[9]

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[8] Showing exactly where parking earnings go will reduce the political difficulties of adopting pay parking in a democracy where the high cost of parking is often hidden and rarely discussed.

[9] Although governments own the streets, often, back in history, developers paid for them and this cost became embedded in property values. Admittedly, how to allocate on-street parking earnings is somewhat arbitrary. With

Special Considerations for Condominiums

Unbundling for a condominium owner means that, although their allocated amount of parking has added to their initial cost, their allocated amount of parking also earns money for them. Unbundling for a condominium could also mean that an owner can choose to have control over a single or several parking places. Such parking spaces could be equipped with a red light and a green light. If the red light is lit, this will mean that the space is not available for parking, except for the person who is controlling the spot. If the green light is lit, it will mean that the space is available to anyone. A space that is being reserved with a red light is charged at the full price to the condominium owner that has control over the space. The owner that controls these spaces can change the state of the parking space (available or not available) by either a phone call, on line, or at any pay station system that might be in use for the system. After condominium owners experience the cost of reserving a space for themselves, they might give up on the idea of having their own, personal, unshared parking space; especially since *Intelligent Parking* will give most owners and their guests all the flexibility they need in terms of parking their cars.

Some people think that condominium parking should be gated, for security reasons. However, parking within parking garages needs to be patrolled at the same frequency level as on-street parking, which is enough to ensure that crime around either type of parking is very rare. Cameras can help make parking garages that are open to the public safe from criminal activity.

Special Considerations for Renters

Unbundling for renters means that, although their allocated amount of parking increases their rent, their allocated amount of parking also earns money for them. Therefore, their traditional rent (includes parking) is effectively reduced by the money earned by those parking spaces allocated to them. Renters will be motivated to either not own a car or to park in a cheaper location. Parking in a cheaper location is not a problem because all parking is part of the *Intelligent Parking* system. Renters will welcome anyone to park in "their" parking, because it will increase their earnings.

Special Considerations for Employers

At first, companies may want the option of offering "free parking" to their employees so as to be able to compete with traditional job sites. This means giving employees that drive every single day an "add-in" amount of pay so that the sum of the add-in and their parking-lot earnings equals their charge, for any given monthly statement. The operator of the parking, which sends out statements, can pay out the "add in" amount, in accordance with the company's instruction. The company will then be billed for these amounts. There could be no requirement for the company to provide any such "add-in" amount to the employees that don't drive every day. This would allow the company to treat its every-day drivers better than other employees and so this would be a negative TDM. However, this economic discrimination would be substantially less than the current, status-quo, economic discrimination, where drivers get "free" parking and non-drivers get nothing.

Clusters of Parking

Clusters are a contiguous set of parking spaces that are nearly equal in desirability and thus can be assigned the same price. They should probably consist of from 20 to 40 spaces. For off-street

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congestion pricing and efficient methods, governments may earn significantly more than they are under current practices.

parking, they could be on either side of the access lane to the parking spaces, so that an observer could see the 20 to 40 cars, and get a feel for the vacancy rate. At a train station, clusters will normally be organized so that their parking spaces are approximately an equal distance from the boarding area. On-street clusters would normally conform to our current understanding of what a block is, which is to say from one cross street to the next cross street. The width of the street and the length of the block should be taken into account in defining on-street clusters of parking and in deciding if the parking on either side of the street should or should not be in the same cluster of parking spaces.

Examples of Good and Bad Technology

Parking Meters or Pay Stations

Parking meters are a relic of an earlier period, before computers. Pay stations do not add enough usefulness to merit their inclusion in *Intelligent Parking*, except as a bridge technology. Once good systems are set up, pay stations should cost additional money to use because of their expense. It would be best to devise an implementation strategy that will minimize their use when the system is first put into effect and will take them out of service as soon as possible.

Radio Frequency Identification Backed Up by Video-Based "Car Present" and License Recognition

Government will eventually enter into an RFID (Radio Frequency Identification) age. Organizers of large athletic events already have. Organizers that put on large open-water swims, foot races, and bike rides have routinely used RFID for many years.[10] An RFID vendor in San Diego[11] states that passive RFID units cost less than $5, are reliable, are durable, and they could be used to identify cars as well as people. He also sees no problem in implementing most of the features of *Intelligent Parking*.[12]

Automatic Data Collection and Sending Out Statements

Note that the "back end database" of Dr. Carta's written statement[12] refers to the ability to send statements of earnings and billing to students.[13]

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[10] For example, over 20,000 people ran the 2008 Bay-to-Breakers foot race in San Francisco. Each runner had a "chip" in their shoe lace. Each runner's start time and finish time were recorded and all results were available as soon as the last runner crossed the finish line.

[11] David R. Carta, PhD, CEO Telaeris Inc., 858-449-3454

[12] Concerning a Final Environmental Impact Report-approved and funded new high school in Carlsbad, California, where the School Board has signed a *Settlement Agreement* to consider "*unbundled parking*", "*cash-out*", and "*pricing*", Dr. Carta wrote, in a January 13th, 2010 written statement to the Board,

> I wanted to send a quick note discussing the technical feasibility of tracking cars into a lot without impacting students or requiring the need for gates. Mike Bullock and I have discussed this project; it can be accomplished straightforwardly by utilizing Radio Frequency Identification and/or Video Cameras integrated with automated license recognition systems. The cars would need to register with the system at the start, but it would be fairly painless for the users after the initial installation. The back end database system can also be implemented both straightforwardly and at a reasonable price.
>
> This is not necessarily a recommendation of the proposal for unbundled parking. Rather it is strictly an unbiased view of the technical feasibility of the proposal to easily and unobtrusively track cars, both registered and unregistered, into a fixed lot.

[13] In an earlier email on this subject, Dr. Carta wrote,

Putting it Together

Certainly, government, and in particular transit agencies and parking agencies, could use RFID-based technology. For example, when a person with an RFID unit which is tied to a billable address or a credit card with an open account gets on a bus or a train, they should not have to pay at that time, visit a pay station, or "swipe a card" that has a positive balance. Utility customers that pay their bills are not required to pre-pay. The same courtesy should be extended to transit riders, people that drive on roads, people that get parking-lot earnings, and people that park cars. There should be one monthly bill or statement, for all four activities.

Global Positioning Systems GPS

An alternative model is to have GPS systems in cars that would detect the car's parking location, that location's current charge rate, and would perform all of the charging functions in the car. The only information the parking-lot-enforcement system would need is whether or not a car being parked is owned by a bill-paying owner. The car owner's responsibility would be to pay the bills indicated by the box in the car. The box would need to process a signal that a bill had been paid. It would also need to process pricing signals.

Not Picking Winners

The purpose of this report is to describe what an ideal system would do, *not* how it is done. How a proposed system works is left to the systems, software, and hardware engineers that work together to submit a proposal based on this description of what an ideal system does.

Privacy

Privacy means that no one can see where someone has parked, without a search warrant. Also, the level of the detail of information that appears on a bill is selected by the customer.[14]

Ease of Use for Drivers

For credit-worthy drivers that have followed the rules of the system, pay parking will not require any actions other than parking. Paying for all parking fees over a month is then done in response to a monthly billing statement. Parking will feel to the consumer like a service provided by a municipality, such as water, energy, or garbage. One important difference is that users belonging to a "beneficiary group" will get an earnings amount in their monthly statement. Those that earn more than what they are charged will receive a check for the difference. This ease of use will make all parking less stressful.

Base Price

Off-Street

This is not too tough - we probably would integrate with a service that already sends physical mail from an electronic submission instead of re-inventing this wheel.

[14] License plates that have no RFID tags fail to use the best technology to accomplish the primary purpose of license plates, which is to identify and help intercept cars used in a crime. Identifying cars is a legitimate government goal. Protecting privacy is also a legitimate goal. Both goals can be realized with good laws, good enforcement, and good systems engineering.

Off-street parking is priced so that even if demand does not threaten to fill the parking beyond 85%, the money generated will at least equate to an agreed-upon return on the parking value and pay all yearly costs. Equation 1 shows the calculation of the hourly rate.

$$r_{BaselineHourly} = \frac{(r_{Investment} \times v_{Parking}) + c_{YOPD}}{(n_{HoursPerYear} \times f_{TO})} \quad \textbf{(Eq. 1)}$$

where:

$r_{BaselineHourly}$	=	the computed baseline hourly rate to park
$r_{Investment}$	=	yearly return on investment, such as .06
$v_{Parking}$	=	value of a parking space, such as (parking garage) $40,000
c_{YOPD}	=	yearly operations[15] plus depreciation, per space, such as $100
$n_{HoursPerYear}$	=	number of hours per year, 24 x 365 = 8760 Hours per Year
f_{TO}	=	fraction of time occupied, such as 0.55.

For the example values given, the base hourly rate of parking, to cover the cost of the investment, operations[15], and depreciation is $0.519 per hour. This could be rounded up to $0.52 per hour. This price could also be increased to result in positive TDM, to reduce driving more than the fair-price, zero-TDM amount.

On-Street

If on-street parking is located within walking distance (one-quarter mile) of off-street parking, its base price is set equal to the closest off-street parking's base price. Otherwise, it is set to some agreed-upon value, like fifty cents per hour. However, on-street parking has a special meaning for downtown merchants and for neighborhoods, two powerful political forces in any city. Merchants that have few cars parking on their street, even though it is permitted, are probably failing in their businesses. They would like free parking to help draw visitors to their store front. Neighborhoods that are not impacted by parking would probably prefer no pricing. For these reasons, for any on-street parking cluster, no price is charged until the cluster occupancy reaches 50%. (Time of day is irrelevant.)

Congestion Pricing

The time-rate price of parking is dynamically set on each cluster of parking, to prevent the occupancy rate from exceeding 85% (to reduce the need to drive around looking for parking). An 85% occupancy rate (15% vacancy) results in just over one vacant parking space per city block[5]. If the vacancy rate is above 30%, the price is left at the baseline hourly rate. If vacancies fall below 30%, the price can be calculated in a stair-step method, such as shown in Table 2.

Equation 2 is an alternative method.

In either case, the total charge is time parked, multiplied by the time-averaged, time-rate price. The base multiplier would be adjusted to be just large enough to keep the vacancy rate from falling below a desired level, such as 15%, so it is always easy to find parking.

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[15] This includes money for policing, cleaning, maintenance, any applicable parking tax, and all collection costs. Collection costs will need to include an amount to recover the development and installation costs of *Intelligent Parking*.

Table 2 Hourly Rates for 2 Base Multipliers and a Baseline Hourly Rate of $0.52

Vacancy Rate	Base Multiplier = 2			Base Multiplier = 2.5		
	Multiplication		Hourly Rate	Multiplication		Hourly Rate
	Formula	Value		Formula	Value	
Above 30%	2^0	1	$0.52	2.5^0	1	$0.52
25% to 30%	2^1	2	$1.04	2.5^1	2.5	$1.30
20% to 25%	2^2	4	$2.08	2.5^2	6.25	$3.25
15% to 20%	2^3	8	$4.16	2.5^3	15.625	$8.13
10% to 15%	2^4	16	$8.32	2.5^4	39.0625	$20.31
5% to 10%	2^5	32	$16.64	2.5^5	97.6563	$50.78
Below 5%	2^6	64	$33.28	2.5^6	244.1406	$126.95

$$r_{HourlyRate} = r_{BaselineHourly} \times \left(B^{(30-V)/5}\right), for\ V < 30;\ r_{BaslineHourly}, otherwise \quad \textbf{(Eq. 2)}$$

where:

$r_{HourlyRate}$ = the congestion-priced hourly rate to park

$r_{BaselineHourly}$ = the baseline hourly rate to park, such as $0.52 per hour (taken from from Eq. 1.

B = the base of the multiplier being computed, such as 2.50

V = the vacancy rate percent, such as 17.5, for 7 vacancies in a cluster of 40 spaces, 100*(7/40) = 17.5

For the example values given, the hourly rate of parking would be $9.88 per hour.

Pricing Predictions and Notifications

Drivers will develop strategies for their routine trips. The computer system that keeps records of parking use will also provide help for users. The *Intelligent Parking* website will direct a user to an appropriate cluster of parking if the user provides the destination location or locations, the time and date, and the hourly rate they wish to pay. If the walk is going to be long, the website could suggest using transit to get from the cheaply-priced parking to the destination. In such cases, the website may also suggest using transit for the entire trip.

Another user option is to specify the time, location, and the distance the user is willing to walk. In this case, the computer would give the cheapest cluster of parking available at the specified walk distance. The price prediction would be provided.

All price predictions would also have a probability of correctness associated with them. If a user can show that a computer has predicted a much lower price than what actually occurred, with a sufficiently high probability, it would be reasonable to charge the user the predicted price rather than the actual price.

Websites could routinely inform viewers when occupancy rates are expected to be unusually high, due to a special event (for example, a sporting event). The parking system website will always give current and predicted hourly rates for all locations. The hourly rates of parking will

also be available at a phone number and possibly at pay stations. The base-price hourly rate, for any parking cluster, would be stable and could therefore be shown on signs. Parking garage entrances could have large video screens showing both predicted and existing price. Users will also learn to look at parking and judge whether congestion pricing applies, or could apply, while their car is parked. It would not be long before these capabilities are added into GPS navigation systems.

Prepaid RFID

To be inclusive, pay stations or convenience stores will offer a pre-paid RFID that can be set on the dashboard of a car. This will support drivers with poor credit or drivers who have not obtained the necessary equipment to support the normal, trouble-free methods. This will also work for drivers that do not trust the system to protect their privacy for a certain trip (by removing or disabling the permanent RFID) or for all trips. No billing would occur.

Enforcement

The system would notify the appropriate law enforcement agency if an unauthorized car was parked. Authorized cars would need either a pre-paid RFID or equipment indicating that their owners had *Intelligent Parking* accounts and were sufficiently paid up on their bills.

IMPLEMENTATION

This description of *Intelligent Parking* will help to implement efficient parking systems. Parking at train stations, schools, and government buildings could introduce many of these concepts. This description of *Intelligent Parking* is sufficient to support a "Request for Proposal" process, which could lead to full implementation. Widespread installation should be done by a government agency, to minimize actions required on the part of the private sector. Laws would simply require the cooperation of all private-sector and government entities.

SUMMARY

A parking plan, *Intelligent Parking* has been described.

1. Technology will make it easy to use for most drivers.
2. Its parking is almost always shared, to support mixed uses.
3. It unbundles cost by charging and having earnings go to the parking beneficiaries.
4. Traditional groups, such as single-family home owners, employees, tenants, train riders, and students benefit from parking. The benefit is equal for drivers and non-drivers.
5. Baseline prices are computed primarily from the value of the parking and an agreed-upon rate of return. On-street parking is free until it is half full, at which time its base price often matches that of the closest off-street parking.
6. For all parking, price is dynamically increased to guarantee availability. Earnings are therefore only limited by what people are willing to pay.
7. Technology helps drivers find parking and decide if they want to drive or use transit.
8. Prepaid RFIDs provide service to those who have poor credit or don't want to be billed.
9. Disabled and perhaps low-income drivers will have accounts that allow them to park at reduced prices and perhaps avoid congestion pricing. Specially designated spots might also be required for disabled drivers.

10. The system will provide reports showing where additional parking would be a good investment and where it would be wise to convert existing parking to some other use.
11. Privacy will be protected. Law enforcement officials would need a search warrant to see where someone's car has been parked. The level of detail on billing would be selected by the car's owner.
12. Implementations could begin in carefully selected locations and expand.

Global warming, air pollution, trade deficits, and fairness are some of the significant reasons that governments have a responsibility to implement *Intelligent Parking*.

ACKNOWLEGEMENTS

The following people have offered encouragement, specific information, and/or special insights.

Dr. Dennis Martinek, Oceanside Planning Commissioner; Sandra Goldberg, California Deputy Attorney General; Jerry Kern, Oceanside, City Council; Amy Volzke, Principal Planner, City of Oceanside; Dr. Nilmini Silva-Send, Senior Policy Analyst of the Energy Policy Initiative Center; Diane Nygaard, Director of Preserve Calavera and founder of Nelson Nygaard, Consulting Associates; Lisa Rodman, Trustee, Carlsbad Unified School District; Dr. Michael McQuary, President, La Jolla Democratic Club; Joan Bullock; Judy Jones, San Diego County Central Committee, California Democratic Party; Patrick Siegman, Principal and Shareholder, Nelson Nygaard; Andy Hamilton, San Diego Air Pollution Control District; Renee Owens, Conservation Chair, San Diego Sierra Club; Caroline Chase, Executive Committee Chair, San Diego Sierra Club; Ed Mainland, Co-Chair, Energy-Climate Committee, Sierra Club California; Bern Grush, Chief Scientist, Skymeter Corporation; and the following San Diego Area Government (SANDAG) employees: Susan Baldwin, Senior Regional Planner; Bob Leiter, former Director of Land Use and Transportation Planning; Coleen Clementson, Principle Planner; and Stephan Vance, Senior Regional Planner.

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KEYWORDS

A&WMA, Parking, Unbundled, Shared, TDM, cash-out, pricing, beneficiary, greenhouse gas, GHG, GPS, RFID

REFERENCE 9

Equitable and Environmentally-Sound Car-Parking Policy at a Work Site

By Mike Bullock mike_bullock@earthlink.net

Aug. 30, 2015

Introduction

This paper describes a parking policy that distributes the benefit of parking to all employees, regardless of how often they choose to drive. It does this by

- Charging a fair price for the parking, per unit of time parked, and by
- Giving the total earnings (*total parking-lot earnings*) to the employees, such that each employee's share of the *total parking-lot earnings* is proportion to the time they spend at the work site served by the parking.

The following, additional, optional action would guarantee that no driver loses money under the policy:

- Adding a *must-drive bonus* to each driver's share of the *parking-lot earnings*, if it happened that their share of the *parking-lot earnings* is less than their parking-lot charge. This means that the employee's *must-drive bonus* would be equal to their *parking-lot charge* minus their share of the *parking-lot earnings*.

If an employer decided to pay a *must-drive bonus* to its employees, it would be possible to allow employees to effectively "opt out" of the program so they would not need to be mailed the car-parking statements. The system would feel like "free parking" to them.

Reference 1 describes a more comprehensive policy that will efficiently and conveniently unbundle the cost (or the benefit) of parking in all circumstances. It is available at the following URL: http://sierraclub.typepad.com/files/mike-bullock-parking-paper.pdf.

The system described herein is less complex because it does not include congestion pricing, price predictions, or policies that are unique to on-street parking. These features can be eliminated, because it is assumed that there will be an adequate supply of parking, so no congestion pricing is needed; that the price can be relatively stable, so no price predictions are needed; and finally, that employees can be successfully required to park only in their employee parking, so there is no need for new, on-street parking policies, designed to protect adjoining neighborhoods from the intrusion of additional parked cars. If the adjoining neighborhoods had permit parking with a 2-hour limit for cars with no permit, very few employees would ever park in those neighborhoods, in any case.

Rationale

This system of “unbundled parking cost” will allow all stakeholders to see the actual value of the parking. It will reduce single-occupancy driving to work. Less driving will reduce traffic congestion, air pollution and greenhouse gas (GHG) emissions.

Parking is expensive to provide. Therefore, if no parking had been provided, the saved money could have been invested to increase employee salaries. The method described in this paper allows employees to gain some of that lost salary back, by driving less.

Providing free or underpriced parking only benefits employees that would drive every day, even if they had a method to recover some of their lost salary.

Methods

The parking is operated on the behalf of the employees, as if it were their own business. Those that drive to work are therefore their own customers.

Charge for parking is proportional to time parked and is charged to the employee associated with the car. (A charge rate that is acceptable to all must be established.) For example, if sixty cents per hour is selected, the charging software could round off the parking duration time to the nearest minute and apply a one-cent-per-minute charge. The data-collection method could be implemented with RFID’s on cars being detected at parking-lot entrances and exits. Unauthorized cars coming into the employee parking facilitiy would be identified with license-plate detection and, if a car belonging to a felon is driven into the parking lot, a warning notice could be sent to authorities, if this is desired by the company leaders.

Earnings (net revenue, minus the cost of collection and distribution) are given to the employees; in proportion to the time they spend at the work site. This could be based on an employee’s schedule or, for more accuracy, could be based on “time-at-the-work-site” data, collected using personal radio frequency identification units (RFIDs) and detectors that are tied to a central, implementing computer. The variables used to compute the amount of money to be paid to an employee are shown in Table 1. The corresponding formula is shown in Figure 1.

Parking statements are automatically sent out monthly, showing the individual’s charges and earnings. If desired, the statements could include a *must-drive bonus*, so that no driver losses money under the system. The *must drive bonus* would probably need to come from funds available for employee compensation.

Implementation

Since this is a new system, it would be prudent for the company leaders to have the vendor take the full responsibility for operating the system, for the first 10 years. This arrangement would ensure that the vendor would debug the system and continue to look for operational efficiencies, over the 10 year period. A sliding scale of vendor-compensation could be specified in the contract, as follows: The vendor could operate the system for 10% of the revenue, for the first 5 years; 5% of the revenue, for the next 3 years; and 2% of the revenue, for the final 2 years. For example, if it is assumed that, on average, 600 cars are parked for 8 hours, for 200 days per year, at a rate of 50 cents per hour, then the yearly revenue would be $480,000 per year. The vendor would therefore collect $240,000 over the first 5 years, $72,000 over the next 3 years, and $28,800 over the last two years. Figure 2 shows contact information and excerpts of received emails, from a San Diego vendor. This vendor has stated that the design and installation of a fully-automated system would be easy to perform.

Table 1 Variables Used to Compute an Employee's Monthly Earnings

Definitions to Compute an Employee's Monthly Earnings	
$T_{Employee}$	The Employee's Monthly Time at the Work Site
$T_{AllEmployees}$	Total Monthly Time at the Work Site, All Employees
$E_{AllEmployees}$	Total Monthly Earnings from the Employee Parking

Figure 1 Formula Used to Compute an Employee's Monthly Earnings

$$E_{Employee} = T_{Employee} * (E_{AllEmployees} / T_{AllEmployees})$$

Introducing a New Price Differential, for Driving, Compared to Not Driving

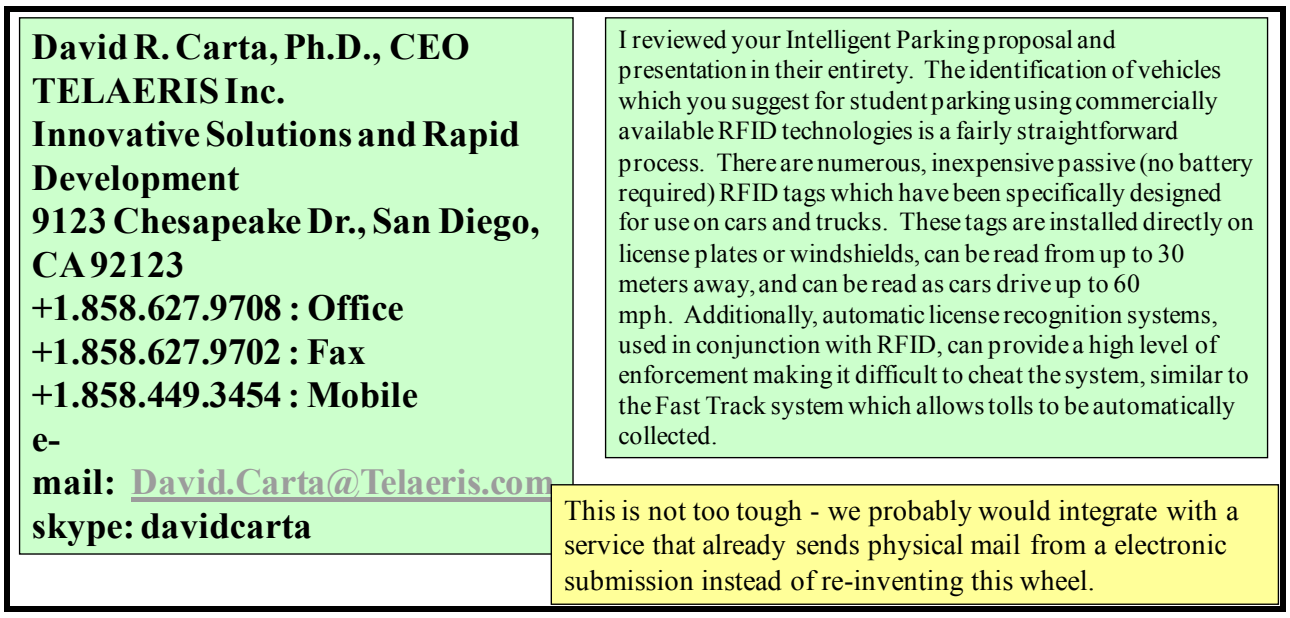
Table 2 shows that introducing a price differential into the choice of how often to drive will decrease the amount of driving.

Other Benefits

Depending on the work site's location and the size of its access roads, there could be a substantial decrease in local congestion, improving the health of all employees and those living near the congestion. This parking policy will show neighbors that the company is working to be a good citizen. This program will encourage active transportation, meaning

modes that provide exercise for the employees. It will also teach the employees the value of parking. It is recommended that the method of determining the selected rate of charge be shared with both the employees and the community at large. This program can be thought of as a demonstration project of a new approach to parking.

Figure 2 One Set of Identified-Vendor Information



Green House Gas Impacts

S-3-05 is a California Governor's Executive Order to drop the state's Year 2020 levels of greenhouse gas (GHG) emissions to the state's level of 1990 emissions and to drop the state's Year 2050 level of GHG emissions to 80% *below* the state's 1990 levels. If the world were to achieve similar reductions, the earth's level of atmospheric C02 would be capped at 450 parts per million (PPM). Figures 3, 4, and 5 show how large 450 PPM is, compared to values over the last 800 thousand years. Reference 2 shows that the goal of S-3-05 is to limit atmospheric C02 to 450 PPM and it also shows that even if this cap is achieved, the risk of a human catastrophe caused by global warming is significant. Reference 3's Figure 1 shows that a significant reduction in driving is critically needed.

Conclusion

Adopting this program would benefit the employer, the employees, and the community, in many ways. They will all gain an added understanding of economics, technology, and the power of the free-market principle that sometimes it is better to have people pay for what they use and not force people to lose money for something they don't use. All the members

of the work-place community could take pride in being part of this pioneering effort to reduce driving and greenhouse gas emissions. It would be a demonstration of the fundamental features of Reference 1. It would set an example for other employers.

Table 2 Eleven Cases of Pricing Impact on the Amount of Driving

Impact of Financial Incentives on Parking Demand			
Location	Scope	1995 dollars per mo.	Parking Use Decrease
Group A: Areas with little or no public transportation			
CenturyCityDistrict, West Los Angeles	3500 employees at 100+ firms	$81	15%
Cornell University, Ithaca, NY	9000 faculty & staff	$34	26%
San Fernando Valley, Los Angeles	1 employer, 850 employees	$37	30%
Costa Mesa, CA		$37	22%
Average for Group		**$47**	**23%**
Group B: Areas with fair public transportation			
Los Angeles Civic Center	10000+ employees, several firms	$125	36%
Mid-Wilshire Blvd., Los Angleles	1 mid-size firm	$89	38%
Washington DC Suburbs	5500 employees at 3 worksites	$68	26%
Downtown Los Angeles	5000 employees, 118 firms	$126	25%
Average for Group		**$102**	**31%**
Group C: Areas with good public transportation			
University of Washington, Seattle Wa.	50,000 faculty, staff & students	$18	24%
Downtown Ottowa, Canada	3500+ government staff	$72	18%
Bellevue, WA	1 firm with 430 employees	$54	39%[2]
Average for Group, but not Bellevue Washington		**$45**	**21%**
Over All Average, Excluding Bellevue Washington			**25%**

[1] Parking vacancy would be higher! [2] Not used, since transit & walk/bike facilities also improved.

Figure 3 Atmospheric CO2, Increasing Over Recent Decades

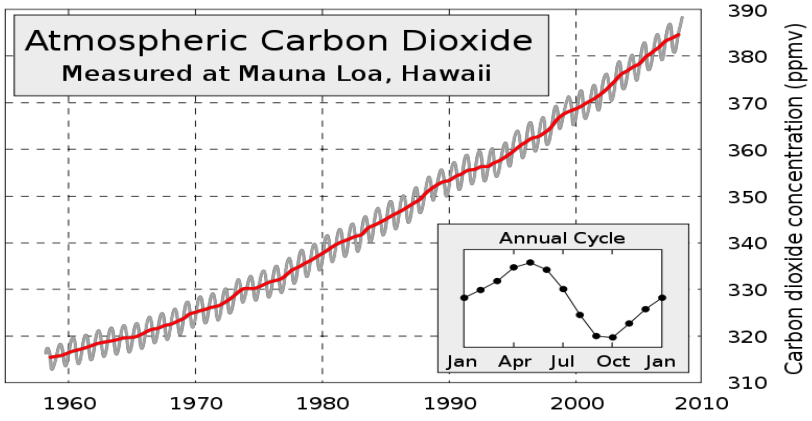


Figure 4 **Atmospheric CO2 and Mean Temperature, 800,000 Years Ago, with 450 PPM C02 Shown**

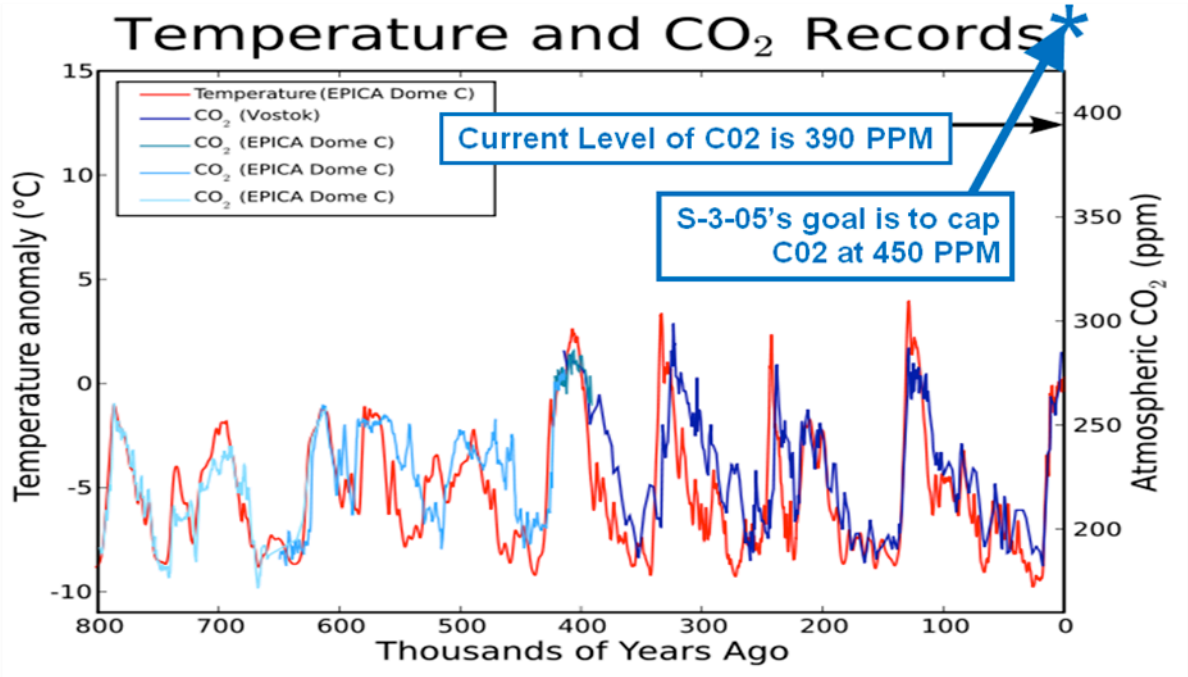
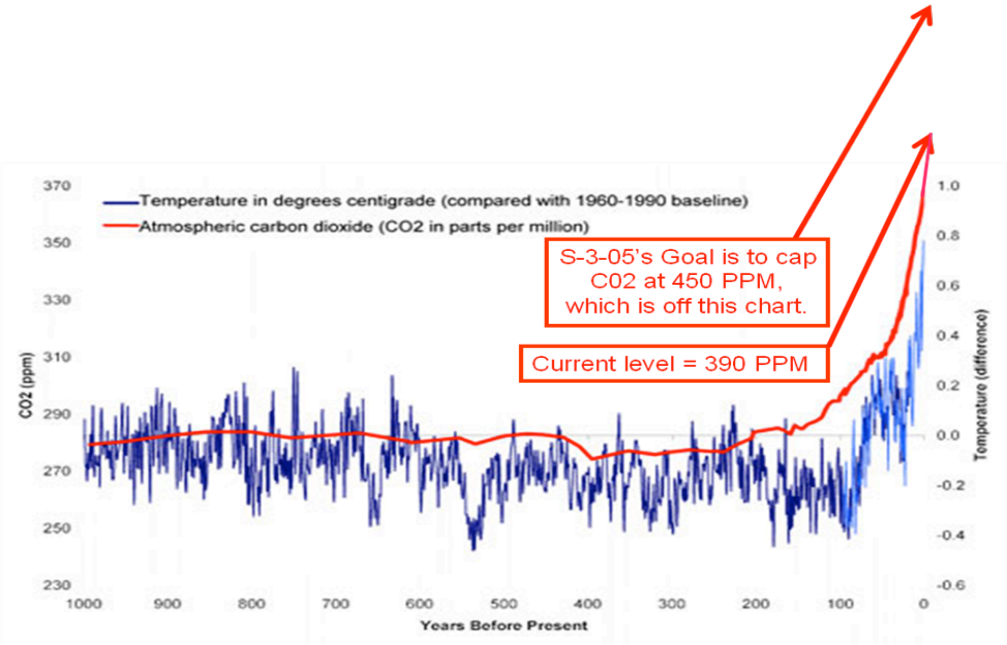


Figure 5 **Atmospheric CO2 and Mean Temperature, Over the Last 1,000 Years**



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REFERENCE 10

SUPERIOR COURT OF CALIFORNIA,
COUNTY OF SAN DIEGO
CENTRAL

MINUTE ORDER

DATE: 04/19/2013 TIME: 03:36:00 PM DEPT: C-72

JUDICIAL OFFICER PRESIDING: Timothy Taylor
CLERK: Patricia Ashworth
REPORTER/ERM: Not Reported
BAILIFF/COURT ATTENDANT:

CASE NO: **37-2012-00101054-CU-TT-CTL** CASE INIT.DATE: 07/20/2012
CASE TITLE: **SIERRA CLUB vs. County of San Diego [E-FILE]**
CASE CATEGORY: Civil - Unlimited CASE TYPE: Toxic Tort/Environmental

APPEARANCES

The Court, having taken the above-entitled matter under submission on 04/19/2013 and having fully considered the arguments of all parties, both written and oral, as well as the evidence presented, now rules as follows:

1. Overview and Procedural Posture.

In this CEQA case, this court for the second time in the last 6 months is required to address the controversial topic of global climate change. The court last addressed this subject in Cleveland Nat'l. Forest Foundation v. SANDAG, Case No. 2011-00101593; that case is now on appeal (D063288). As noted in its December 2012 ruling, this court recognizes it is but a way station in the life of most CEQA cases, and it seems this one will likely fit this pattern.

Because the trial courts are not final, it is important that they be prompt, and the court has done its best in that regard. The petition was filed on July 20, 2012. The case was assigned to Judge Hayes, but the Sierra Club challenged her, and the case was reassigned to Dept. 72. ROA 9, 11. The petition was promptly served. ROA 10.

The parties were first before the court on November 6, 2012, when they sought a hearing date and supplied the court with a stipulated briefing schedule. The court granted the requests. ROA 15, 16. The County filed its answer on January 9, 2013 (ROA 19), and the briefing began in February, 2013. ROA 21-25. The 4300+ page Certified Administrative Record (AR) is contained on a compact disk which was lodged on April 4 (the CD lodged with the opening brief, ROA 22, was either blank or incompatible with the court's aging desktop computers). The court has reviewed the briefing and the record.

Sierra Club contends that the County's June 20, 2012 "Climate Action Plan" (CAP), which is AR 002-126, is insufficient and violates CEQA in several respects: it does not comply with mitigation measures spelled out in the County's 2011 Program EIR (PEIR), adopted in connection with the 2011

General Plan Update (GPU)(AR 0441 ff); it fails to satisfy the requirements for adopting thresholds of significance for greenhouse gas emissions (GHG); and it should have been set forth in a stand-alone environmental document rather than in an addendum to the PEIR. The County denies these claims, and asserts the CEQA challenge is time-barred, the CAP complies with all legal requirements, the use of an addendum was appropriate, and that all relief is barred by the Sierra Club's failure to notify the AG as required by Pub. Res. Code section 21167.7. Although briefed by Sierra Club, neither standing nor exhaustion are challenged by the County.

Following publication of a tentative ruling on April 16, the case was argued on the afternoon of April 19 by Cory Briggs, Esq. on behalf of Sierra Club, and Ellen Pilsecker, Deputy County Counsel, on behalf of the County. The arguments were focused and thoughtful. Following the arguments, the court took the matter under submission. The court's ruling follows.

2. Overview of the CEQA Process.

A. The Court's Role in CEQA Cases.

In Mira Mar Mobile Community v. City of Oceanside, 119 Cal.App.4th 477, 486 (2004) (Mira Mar Mobile Community), the court explained that "[i]n a mandate proceeding to review an agency's decision for compliance with CEQA, [courts] review the administrative record de novo [citation], focusing on the adequacy and completeness of the EIR and whether it reflects a good faith effort at full disclosure. [Citation.] [The court's] role is to determine whether the challenged EIR is sufficient as an information document, not whether its ultimate conclusions are correct. [Citation.]" An EIR is presumed adequate. Pub. Res. Code § 21167.3, subd. (a).

Courts review an agency's action under CEQA for a prejudicial abuse of discretion. Pub. Res. Code § 21168.5. "Abuse of discretion is established if the agency has not proceeded in a manner required by law or if the determination or decision is not supported by substantial evidence." Id.; see Mira Mar Mobile Community, supra, 119 Cal.App.4th at 486; County of San Diego v. Grossmont-Cuyamaca Community College Dist. ("Grossmont"), 141 Cal. App. 4th 86, 96 (2006)(same).

In defining the term "substantial evidence," the CEQA Guidelines state: " 'Substantial evidence' ... means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made ... is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion[,] narrative [or] evidence which is clearly erroneous or inaccurate ... does not constitute substantial evidence." CEQA Guidelines, § 15384(a). "In applying the substantial evidence standard, [courts] resolve all reasonable doubts in favor of the administrative finding and decision. [Citation.]" Mira Mar Mobile Community, supra, 119 Cal.App.4th at 486; Grossmont, supra, 141 Cal. App. 4th at 96.
Although the lead agency's factual determinations are subject to the foregoing deferential rules of review, questions of interpretation or application of the requirements of CEQA are matters of law. While judges may not substitute their judgment for that of the decision makers, they must ensure strict compliance with the procedures and mandates of the statute. Grossmont, supra, 141 Cal. App. 4th at 96.

B. The Three Steps of CEQA.

CEQA establishes "a three-tiered process to ensure that public agencies inform their decisions with

environmental considerations." Banker's Hill, et al v. City of San Diego, 139 Cal. App. 4th 249, 257 (2006)("Banker's Hill"); see also CEQA Guidelines, § 15002(k)(describing three-step process).

First Step in the CEQA Process.

The first step "is jurisdictional, requiring that an agency conduct a preliminary review in order to determine whether CEQA applies to a proposed activity." Banker's Hill, supra, 139 Cal. App. 4th at 257; see also Guidelines, § 15060. The Guidelines give the agency 30 days to conduct this preliminary review. (Guidelines, § 15060.) The agency must first determine if the activity in question amounts to a "project." Muzzy Ranch Co. v. Solano County Airport Land Use Com. (2007) 41 Cal.4th 372, 380. "A CEQA ...project falls into one of three categories of activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment (§ 21065.)" Sunset Sky Ranch Pilots Assn. v. County of Sacramento (2009) 47 Cal.4th 902, 907.

As part of the preliminary review, the public agency must also determine the application of any statutory exemptions or categorical exemptions that would exempt the proposed project from further review under CEQA. See Guidelines, § 15282 (listing statutory exemptions); Guidelines, §§ 15300–15333 (listing 33 classes of categorical exemptions). The categorical exemptions are contained in the Guidelines and are formulated by the Secretary under authority conferred by CEQA section 21084(a). If, as a result of preliminary review, "the agency finds the project is exempt from CEQA under any of the stated exemptions, no further environmental review is necessary. The agency may prepare and file a notice of exemption, citing the relevant section of the Guidelines and including a brief 'statement of reasons to support the finding.' " Banker's Hill, supra, 139 Cal.App.4th at 258, citing Guidelines, §§ 15061(d), 15062(a)(3).

Second Step in the CEQA Process.

If the project does not fall within an exemption, the agency proceeds to the second step of the process and conducts an initial study to determine if the project may have a significant effect on the environment. (Guidelines, § 15063.) If, based on the initial study, the public agency determines that "there is substantial evidence, in light of the whole record ... that the project may have a significant effect on the environment, an environmental impact report [(EIR)] shall be prepared." [CEQA, § 21080(d).] On the other hand, if the initial study demonstrates that the project "would not have a significant effect on the environment," either because "[t]here is no substantial evidence, in light of whole record" to that effect or the revisions to the project would avoid such an effect, the agency makes a "negative declaration," briefly describing the basis for its conclusion. (CEQA, § 21080(c)(1); see Guidelines, § 15063(b)(2); Banker's Hill, supra, 139 Cal.App.4th at 259.)

The Guidelines and case law further define the standard that an agency uses to determine whether to issue a negative declaration. "[I]f a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect." (Guidelines, § 15064(f)(1), italics added.) This formulation of the standard for determining whether to issue a negative declaration is often referred to as the "fair argument" standard. See Laurel Heights Improvement Assn. v. Regents of University of California, 6 Cal.4th 1112, 1134–1135 (1993). Under the fair argument standard, a project "may" have a significant effect whenever there is a "reasonable possibility" that a significant effect will occur. No Oil v. City of Los Angeles, 13 Cal.3d 68, 83-84 (1974). Substantial evidence, for purposes of the fair argument standard, includes "fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact." § 21080, subd. (e)(1).

Substantial evidence is not argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, or evidence of social or economic impacts unrelated to physical impacts on the environment. § 21080, subd. (e)(2).

If the initial study reveals no substantial evidence that the project may have a significant environmental effect, the agency may adopt a negative declaration. Pub. Res. Code § 21080, subd. (c)(2); Guidelines, § 15070, subd. (b); Grand Terrace, supra, 160 Cal.App.4th at 1331; Save the Plastic Bag Coalition v. City of Manhattan Beach, 52 Cal. 4th 155, 175 (2011)(holding common sense is part of the substantial evidence analysis). "Alternatively, if there is no substantial evidence of any net significant environmental effect in light of revisions in the project that would mitigate any potentially significant effects, the agency may adopt [an MND]. [Citation.] [An MND] is one in which '(1) the proposed conditions "avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment." (§ 21064.5 . . . .)' [Citations.]" Grand Terrace, supra, at 1331-1332. The MND allows the project to go forward subject to the mitigating measures. Pub. Res. Code §§ 21064.5, 21080, subd. (c); see Grand Terrace, supra, 160 Cal. App. 4th at 1331.

Third Step in the CEQA Process.

If no negative declaration is issued, the preparation of an EIR is the third and final step in the CEQA process. Banker's Hill, supra, 139 Cal. App. 4th at 259; Guidelines, §§ 15063(b)(1), 15080; CEQA, §§ 21100, 21151.

C. The Environmental Impact Report.

Central to CEQA is the EIR, which has as its purpose informing the public and government officials of the environmental consequences of decisions before they are made. [Citation.] "An EIR must be prepared on any 'project' a local agency intends to approve or carry out which 'may have a significant effect on the environment.' Pub. Res. Code §§ 21100, 21151; Guidelines, § 15002, subd. (f)(1). The term 'project' is broadly defined and includes any activities which have a potential for resulting in a physical change in the environment, directly or ultimately. Pub Res. Code § 21065; Guidelines, §§ 15002, subd. (d), 15378, subd. (a); [Citation].) The definition encompasses a wide spectrum, ranging from the adoption of a general plan, which is by its nature tentative and subject to change, to activities with a more immediate impact, such as the issuance of a conditional use permit for a site-specific development proposal." CREED v. City of San Diego, 134 Cal. App. 4th 598, 604 (2005).

"To accommodate this diversity, the Guidelines describe several types of EIR's, which may be tailored to different situations. The most common is the project EIR, which examines the environmental impacts of a specific development project. (Guidelines, § 15161.) A quite different type is the program EIR, which 'may be prepared on a series of actions that can be characterized as one large project and are related either: (1) Geographically, (2) As logical parts in the chain of contemplated actions, (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.'" Guidelines, § 15168, subd. (a); CREED, supra, 134 Cal. App. 4th at 605. As the court held in CREED, a program EIR may serve as the EIR for a subsequently proposed project only to the extent it contemplates and adequately analyzes the potential environmental impacts of the project. CREED, supra, 134 Cal. App. 4th at 615.

As noted in part 1 above, the EIR at issue in this case is of the latter variety, a PEIR.

Under CEQA, an EIR is presumed adequate (Pub. Resources Code, § 21167.3), and the plaintiff in a CEQA action has the burden of proving otherwise. (Preserve Wild Santee v. City of Santee, 210 Cal. App. 4th 260, 275 (2012), internal quotation marks omitted, quoting Concerned Citizens of South Central L.A. v. Los Angeles Unified School Dist. (1994) 24 Cal.App.4th 826, 836.) Courts review an agency's determinations and decisions for abuse of discretion. An agency abuses its discretion when it fails to proceed in a manner required by law or there is not substantial evidence to support its determination or decision. [§§ 21168, 21168.5; Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova (2007) 40 Cal.4th 412, 426-427 (2007) ("Vineyard")]. "Judicial review of these two types of error differs significantly: While [courts] determine de novo whether the agency has employed the correct procedures, 'scrupulously enforc[ing] all legislatively mandated CEQA requirements' [citation], [courts] accord greater deference to the agency's substantive factual conclusions." (Vineyard, supra, 40 Cal. 4th at 435.)

Consequently, in reviewing an EIR for CEQA compliance, courts adjust "scrutiny to the nature of the alleged defect, depending on whether the claim is predominantly one of improper procedure or a dispute over the facts." (Vineyard, supra, 40 Cal.4th at 435.) For example, where a petitioner claims an agency failed to include required information in its environmental analysis, the court's task is to determine whether the agency failed to proceed in the manner prescribed by CEQA. Conversely, where a petitioner challenges an agency's conclusion that a project's adverse environmental effects are adequately mitigated, courts review the agency's conclusion for substantial evidence. (Vineyard, supra, 40 Cal. 4th at 435.)

D. Further Requirements of CEQA.

In addition to the foregoing public process/decision maker information steps, the Legislature in enacting CEQA also intended to "provide certain substantive measures for protection of the environment. [Citations.] In particular, one court noted [Public Resources Code] section 21002 requires public agencies 'to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects.' [Citation.] (Quail Botanical Gardens Foundation, Inc. v. City of Encinitas (1994) 29 Cal.App.4th 1597, 1601-1602, citing No Oil, Inc. v. City of Los Angeles (1974) 13 Cal.3d 68, 75 and Laurel Heights Improvement Assn. v. Regents of University of California (1993) 6 Cal.4th 1112, 1123 . . . .). The Legislature declared its intention in enacting CEQA "that all public agencies responsible for regulating activities affecting the environment give prime consideration to preventing environmental damage when carrying out their duties. [Citations.] CEQA is to be interpreted 'to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.' " (Mountain Lion Foundation v. Fish & Game Com. (1997) 16 Cal.4th 105, 112.)

3. RFJN.

Sierra Club, with its reply briefing, filed a Request for Judicial Notice to which was attached a copy of the AG's letter acknowledging receipt of a copy of the petition in July of 2012 (shortly after it was filed). The court grants the request for judicial notice under Evid. Code section 452(c) and (g). This conclusively eliminates the County's third affirmative defense and the argument under Pub. Res. Code section 21167.7 contained on pp. 14-15 of the County's brief. In fact, this argument was meritless from the outset, as Sierra Club filed a proof of service on the AG last July (ROA 8). In other words, the County's

argument that "the case file contains no indication that [the AG notification requirement] was met" was demonstrably untrue when the County's answer was filed and when it brief was filed. County Counsel forthrightly acknowledged this at the April 19 hearing.

4. Discussion and Ruling.

Former Governor Schwarzenegger issued, in 2005, Executive Order S-03-05, which for the first time set a state goal of reducing greenhouse gas emissions. This Executive Order gave rise to the Global Warming Solutions Act of 2006 (AB 32), which is codified at H&S Code section 38500 et seq. Section 38550 provides:

"By January 1, 2008, the [Air Resources Board] shall, after one or more public workshops, with public notice, and an opportunity for all interested parties to comment, determine what the statewide greenhouse gas emissions level was in 1990, and approve in a public hearing, a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. In order to ensure the most accurate determination feasible, the state board shall evaluate the best available scientific, technological, and economic information on greenhouse gas emissions to determine the 1990 level of greenhouse gas emissions."

In the 2011 PEIR for the GPU, the County concluded that the GHG and climate-change impacts from the County's own operations and from community sources were "potentially significant" both in relation to compliance with AB 32 and with regard to the updated general plan itself. AR 488 (end of first paragraph under "Summary"), 493 (end of "Summary" paragraph). Consequently, the County had to adopt a series of mitigation measures to render these impacts insignificant. AR 494-500. Among those mitigation measures was CC-1.2, which is the focus of Sierra Club's attack:

"Prepare a County Climate Change Action Plan with an update[d] baseline inventory of greenhouse gas emissions from all sources, more detailed greenhouse gas emissions reduction targets and deadlines; and a comprehensive and enforceable GHG emissions reduction measures that will achieve a 17% reduction in emissions from County operations from 2006 by 2020 and a 9% reduction in community emissions between 2006 and 2020. Once prepared, implementation of the plan will be monitored and progress reported on a regular basis." [AR 496]

The County undertook to prepare the CAP, in accordance with Mitigation Measure CC-1.2, within six months [AR 313-314]. The County did not do so; the CAP was not approved until nearly a year after the PEIR was certified.

The central questions in this case are whether the CAP was properly approved, and whether it meets the requirements of Mitigation Measure CC-1.2. Thus, the court rejects the County's first affirmative defense which is addressed on pp. 5-7 of the County's brief. These arguments are premised on the notion that because the GPU and PEIR were adopted in the summer of 2011, an action filed in July of 2012 cannot pass muster under the 180 day limitations period of Pub. Res. Code section 21167. But the court agrees with Sierra Club that the gravamen of its petition is not an attack on the PEIR, but rather an effort to enforce the PEIR's requirement of enforceable mitigation measures. The case law relied on by the County all arose in settings in which the mitigation measures themselves were challenged as inadequate, or the cases are otherwise inapplicable. This case was filed 30 days after the June 20, 2012 approval by the County of the CAP, and it is not time-barred.

Regarding the first central question identified above: the court finds the CAP should have been the subject of a supplemental EIR instead of an addendum to the PEIR that concluded the CAP is within the scope of the PEIR. (AR 16:1372, second sentence of last paragraph.) Thus, the CAP was not properly approved and violates CEQA.

There is no explanation and no substantial evidence to justify why the CAP was not subject to a supplemental EIR with public notice and opportunity for comment. There is no showing that the County properly considered whether the CAP is within the scope of the PEIR; a supplemental EIR would require the Board of Supervisors to confront this issue. Further, environmental review is necessary to ascertain whether the CAP met the necessary GHG emission reductions when considering the CAP is merely hortatory and contains no enforcement mechanism for reducing GHG emissions.

In this regard, the case has some similarities to Center for Sierra Nevada Conservation v. County of El Dorado (2012) 202 Cal.App.4th 1156 (County of El Dorado). That case, like this one, involved a program EIR for a general plan. Id. at 1175. One of the mitigation measures called for implementation of a mitigation fee program. The county later did an initial study for the fee program, and stopped short of a more complete environmental review. The court of appeal held a tiered EIR was required to examine the specific mitigation measures and fee rate, rejecting the argument that the fee program was merely implementation of the general plan. Here, the CAP "provides the specific details associated with the ... General Plan ... strategies and measures for greenhouse gas (GHG) emissions and reductions that were not available during program-level analysis of the General Plan" (AR 16:1357), and as such, the CAP should have been the subject of a supplemental EIR [as opposed to an IS followed by addendum to the PEIR]. Thus, the CAP was not properly approved and violated CEQA.

Turning to the second central question identified above: the court finds that even if the CAP was properly approved, it does not comport with the requirements of Mitigation Measure CC-1.2; thus, the CAP violates CEQA. In this regard, there is no substantial evidence in the AR that the CAP satisfies Mitigation Measure CC-1.2; in fact, the evidence in the AR discloses the reverse is true.

For instance, the AR shows the CAP fails to meet Mitigation Measure CC-1.2 GHG emission reduction goals and targets. The CAP admits "The CAP itself does not itself ensure reductions ..." [AR 2:74]; the CAP regards its goals and strategies as mere recommendations [AR 2:27 - "The goals and strategies recommended in the CAP ..."]; and the CAP describes itself as a "living document," a "working document," and "a platform for the County to build strategies to meet its emission-reduction targets" [AR 2:15, 73.] As the court noted in its December 2012 decision, the County's adoption of the CAP occurs "in a setting in which hundreds of thousands of people in [the County] live in low-lying areas near the coast, and are thus susceptible to rising sea levels associated with global climate change." There is no time for "building strategies" or "living documents;" as the PEIR quite rightly found, enforceable mitigation measures are necessary now.

The AR shows the CAP contains no detailed deadlines for GHG emission reductions. This is borne out by the consultant who prepared the CAP for the County pointing out early on "[t]he Draft CAP neglects to describe how the County will monitor the effectiveness of the plan and its component measures over time" [AR 83:1947, last paragraph]; the County's admission "the CAP did not set such dates" [County's opposition memorandum, page 11:21-22]; and the word "deadline" appears but once in the CAP, in describing Mitigation Measure CC-1.2 [AR 2:76.]

Further, the AR shows the CAP contains no enforcement mechanism for reducing GHG emissions. The

CAP's goals and strategies are mere recommendations [AR 2:27 - "The goals and strategies recommended in the CAP..."]; there is no indication in the CAP how the measures described for community activities (Chapter 3) and the County's operations (Chapter 4) can or will be enforced [AR 2:26-57, 59-63]; the County contends five of the CAP's twenty-seven GHG reduction measures are required under state law and thus enforceable but fails to address the other twenty-two reduction measures [County's opposition memorandum, page 9:1-8; and Exhibit A to County's opposition memorandum]; and no evidence is related in the AR that supports the "belief" of the County staffer that GHG emissions reductions can be achieved through only education and incentives [AR 20:1581 and AR 23:1629 -"It is important to note that, as currently written, none of these measures are mandates. We believe that the emission reduction can be achieved through education and incentives."]

At the April 19 argument, County Counsel suggested that some of the absent benchmarks can be found in the Minutes of the Board reflecting its approval of the CAP. Having reviewed the minutes, the court agrees with Sierra Club that the minutes do not set forth enforceable standards or create any mandatory duty that could later be enforced if not carried out.

As such, the CAP, even if it was properly approved, does not comport with the requirements of Mitigation Measure CC-1.2, and thus violates CEQA.

In view of the foregoing, the court finds it unnecessary to address the subsidiary dispute over whether the guidelines for determining thresholds of significance for GHG were adopted or not. Compare Natter v. Palm Desert Rent Review Comm'n., 190 Cal. App. 3d 994, 1001 (1987); Young v. Three for One Oil Royalties, 1 Cal. 2d 639, 647-648 (1934).

Let a writ of mandate issue forthwith, directing respondent the County of San Diego to set aside its June 20, 2012 approval of the CAP. Counsel for petitioners is directed to forthwith submit same to the court for signature.

IT IS SO ORDERED.

Judge Timothy Taylor

Filed 10/29/14

CERTIFIED FOR PUBLICATION

NOT TO BE PUBLISHED IN OFFICIAL REPORTS

California Rules of Court, rule 8.1115(a), prohibits courts and parties from citing or relying on opinions not certified for publication or ordered published, except as specified by rule 8.1115(b). This opinion has not been certified for publication or ordered published for purposes of rule 8.1115.

COURT OF APPEAL, FOURTH APPELLATE DISTRICT

DIVISION ONE

STATE OF CALIFORNIA

SIERRA CLUB, Plaintiff and Respondent, v. COUNTY OF SAN DIEGO, Defendant and Respondent.	D064243 (Super. Ct. No. 37-2012-00101054-CU-TT-CTL)

APPEAL from a judgment of the Superior Court of San Diego County, Timothy Taylor, Judge. Affirmed.

Thomas E. Montgomery, County Counsel, and C. Ellen Pilsecker, Chief Deputy County Counsel, for Defendant and Appellant.

Law Office of Malinda R. Dickenson, Malinda R. Dickenson; Chatten-Brown & Carstens, Douglas P. Carstens and Josh Chatten-Brown for Plaintiff and Respondent.

This action arises out of the County of San Diego's (County's) 2011 general plan update, wherein the County issued a program environmental impact report (PEIR), and adopted various related mitigation measures. In this action the Sierra Club sought, in a

petition for writ of mandate, to enforce one mitigation measure adopted by the County: the Climate Change Mitigation Measure CC-1.2 (Mitigation Measure CC-1.2). With Mitigation Measure CC-1.2, the County committed to preparing a climate change action plan with "more detailed greenhouse gas [GHG] emissions reduction [GHG] targets and deadlines" and "comprehensive and enforceable GHG emissions reductions measures that will achieve" specified quantities of GHG reductions by the year 2020.

However, the Sierra Club alleged that instead of preparing a climate change action plan that included comprehensive and enforceable GHG emission reduction measures that would achieve GHG reductions by 2020, the County prepared a climate action plan (CAP) as a plan-level document that expressly "does not ensure reductions." The County also developed associated guidelines for determining significance (Thresholds). According to the Sierra Club, review of the CAP and Thresholds project under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) was performed after the fact, using an addendum to the general plan update PEIR, without public review, without addressing the concept of tiering, without addressing the County's failure to comply with the express language of Mitigation Measure CC-1.2, and without a meaningful analysis of the environmental impacts of the CAP and Thresholds project.

The court granted the petition, concluding that the County's CAP did not comply with the requirements of Mitigation Measure CC-1.2 and thus violated CEQA. The court found that the CAP did not contain enforceable GHG reduction measures that would achieve the specified emissions reductions.

The County appeals, asserting (1) the statute of limitations bars the claim that the mitigation measures are not enforceable; (2) the CAP met the requirements of Mitigation Measure CC-1.2; and (3) that the trial court erred in finding that a supplemental EIR was required. We affirm.

FACTUAL AND PROCEDURAL BACKGROUND

A. *Executive Order S-3-05*

In 2005 then-California Governor Arnold Schwarzenegger issued Executive Order No. S-3-05,[1] which acknowledged California's vulnerability to the effects of climate change and established targets for reducing GHG emissions in California over time. Specifically, Executive Order No. S-3-05 set statewide targets for three points in time: 2010, 2020, and 2050. The target for 2010 (2010 Target) was to reduce emissions to the levels they were at in the year 2000. The target for 2020 is to reduce emissions to the levels they were at in 1990 (2020 Target). The target for 2050 is that emissions be 80 percent below the levels they were at in 1990 (2050 Target).

Executive Order No. S-3-05 was based on then-available climate science and represented California's share of worldwide GHG reductions necessary to stabilize climate. As the Attorney General explained, "Executive Order [No.] S-3-05 is an official policy of the State of California, established by gubernatorial order in 2005, and designed to meet the environmental objective that is relevant under CEQA (climate stabilization)."

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1 On March 24, 2014, the County requested that we take judicial notice of Executive Order No. S-3-05. We grant that request.

B. *The Legislature Addresses the Need for GHG Emission Reductions*

In response to Executive Order No. S-3-05, the California Legislature enacted the California Global Warming Solutions Action of 2006, Assembly Bill No. 32. (Health & Saf. Code, § 38500 et seq.) Consistent with Executive Order No. S-3-05, Assembly Bill No. 32 required the California State Air Resources Board (CARB) to determine 1990 levels of GHG emissions and then to establish "a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020." (Health & Saf. Code, § 38550.) Assembly Bill No. 32 also stated that GHG reductions must continue after 2020, requiring that the statewide greenhouse gas emissions limit established by CARB "remain in effect unless otherwise amended or repealed" (Health & Saf. Code, § 38551, subd. (a)) and further that "[i]t is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020." (Health & Saf. Code, § 38551, subd. (b).) Assembly Bill No. 32 also required that CARB "prepare and approve a scoping plan [for] achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions by 2020." (Health & Saf. Code, § 38561, subd. (a).)

In December 2008 CARB approved the scoping plan. The scoping plan "identifies California's cities and counties as 'essential partners' within the overall statewide effort, and recommends that local governments set a GHG reduction target of 15% below 2005-2008 levels by 2020." Thus, it was acknowledged that CARB would accept this target as a substitute for the 1990 level referenced in Assembly Bill No. 32 and Executive Order No. S-3-05.

C. *The County's General Plan Update PEIR*

The County acknowledged in the general plan update PEIR that it needed to "reduce GHG emissions to 1990 levels by 2020" and that changes were required both in the community and in the County's operations, buildings, vehicle fleet, and with respect to its employee commutes, water, and waste.

A GHG emissions inventory was prepared as a special appendix (Appendix K). Appendix K set forth projected emissions reductions and assumptions then-available, and promised that the "Greenhouse Gas Reduction/Climate Action Plan, which will be prepared as an implementation strategy, will further detail the County's GHG emissions and how those reductions will occur."

There was extensive public comment on the general plan update, including from the California Attorney General:

> "[W]e encourage the County to (l) commit in the General Plan to adopt by a date certain a CAP with defined attributes (targets, enforceable measures to meet those targets, monitoring and reporting, and mechanisms to revise the CAP as necessary) that will be integrated into the General Plan; (2) incorporate into the General Plan interim policies to ensure that any projects considered before completion of the CAP will not undermine the objectives of the CAP; and (3) for all GHG impacts the County has designated as significant, adopt feasible mitigation measures that can be identified today and that do not require further analysis." (Fn. omitted.)

D. *Mitigation Measures*

The County thereafter promised to take a series of additional actions. These promises took the form of a group of climate change-related mitigation measures: Mitigation Measures CC-1.1 through CC-l.19 (the Mitigation Measures). The Mitigation

Measures included requirements to update, review, and implement County programs; implement a strategic energy plan; revise the zoning ordinance; coordinate with other entities; educate the public; reduce vehicle miles traveled and encourage alternative modes of transportation; and, based thereon, to revise the County guidelines for determining significance.

The County made the following finding with regard to Mitigation Measure CC-1.2:

> "[Mitigation Measure] CC-l.2 requires the preparation of a County Climate Change Action Plan within six months from the adoption date of the General Plan Update. The Climate Change Action Plan will include a baseline inventory of greenhouse gas emissions from all sources and *more detailed greenhouse gas emissions reduction targets and deadlines*. The County Climate Change Action Plan *will achieve comprehensive and enforceable GHG emissions reduction* of 17% (totaling 23,572 MTC02E) from County operations from 2006 by 2020 and 9% reduction (totaling 479,717 MTC02E) in community emissions from 2006 by 2020. Implementation of this Climate Change Action Plan will contribute to meeting the [Assembly Bill No.] 32 goals, in addition to the State regulatory requirements noted above." (Italics added.)

Mitigation Measure CC-l.2 formed the basis for Mitigation Measure CC-l.8, which required "revision of the County Guidelines for Determining Significance based on the Climate Change Action Plan."

Mitigation Measure CC-1.8, in turn, formed the basis for Mitigation Measure CC-1.7, which required that the County guidelines for determining significance anticipated by Mitigation Measure CC-1.8 incorporate CARB's recommendation for a threshold for determining significance of impacts on climate change. Should the recommendation "not be released in a timely manner," the County would "prepare its own threshold."

As required by CEQA (Pub. Res. Code, § 21081.6), the County incorporated a mitigation monitoring and reporting program (MMRP) into the general plan update PEIR.

Included in the MMRP was a promise to achieve GHG reductions by 2020 through comprehensive and enforceable GHG emission reduction measures. In addition to committing to the 2020 Target, the County also committed to compliance with the Executive Order No. S-3-05 trajectory. The County found "significant impacts associated with substantial climate-related risks" such as those "on water supply, wildfires, energy needs, and impacts to public health" would occur as a result of its general plan update. However, as a result of its commitment to adopt a CAP and Thresholds, and other mitigation measures, the County was able to make a finding that the climate change impacts anticipated by the general plan update PEIR would be avoided or substantially lessened.

E. *The CAP and Thresholds Project*

According to the County, the CAP was prepared for the following purposes:

1. To mitigate the impacts of climate change by achieving meaningful greenhouse gas (GHG) reductions within the County, consistent with Assembly Bill No. 32, the governor's Executive Order S-3-05, and CEQA guidelines (Cal. Code Regs., tit. 14, § 15000 et seq. [CEQA Guidelines]).

2. To allow lead agencies to adopt a plan or program that addresses the cumulative impacts of a project.

3. To provide a mechanism that subsequent projects may use as a means to address GHG impacts under CEQA.

4. To comply with the 2011 adopted County General Plan Environmental Impact Report (EIR) Mitigation Measure CC-1.2, Preparation of a Climate Action Plan.

Although compliance with Mitigation Measure CC-1.2 was one purpose of the CAP, two of the four purposes relate to preparation of the CAP as a plan-level document so that environmental review could be avoided on future projects that were determined to be below specified "thresholds." (CEQA Guidelines, § 15183.5.) However, the CAP did not mitigate climate change impacts consistent with Assembly Bill No. 32 and Executive Order No. S-3-05, did not satisfy the plan-level requirements of CEQA Guideline 15183.5, and it did not meet the requirements of Mitigation Measure CC-1.2

Instead, the CAP expressly acknowledged the possibility that "communitywide inventories will indicate that the community is not achieving its reduction targets" and admitted that the CAP "does not ensure reductions." Further, the CAP did not include a meaningful analysis of "measures that extend beyond the year 2020." Rather, the County documented that instead of continuing to reduce GHG emissions after 2020, GHG emissions allowed as a result of the general plan update were anticipated to *increase* after 2020.

The CAP and Thresholds were presented to the planning commission and the board of supervisors as "the project." The Thresholds, like the CAP, purport to expressly facilitate post-2020 development that would have significant adverse climate change impacts, without any consideration of post-2020 climate science as required by Assembly Bill No. 32 and Executive Order No. S-3-05.

F. *The Comment Period*

The Sierra Club submitted extensive comments to the County. In particular, the Sierra Club commented on the need to take action consistent with climate science and achieve the Assembly Bill No. 32 and Executive Order No. S-3-05 GHG emissions reductions targets. The Sierra Club also provided specific examples of feasible GHG Reduction measures that would actually reduce GHG emissions and could be adopted without delay. The Sierra Club submitted additional comments and testified at the planning commission hearing, attempted to appeal the planning commission's decision, and testified at the board of supervisors hearing.

G. *Proceedings Before the Planning Commission*

The final agenda for the April 27, 2012 regular meeting of the County Planning Commission Regulation Meeting made no reference to the associated Thresholds, which were also presented to the planning commission. Despite acknowledging the significant climate change effects as well as the requirements of Assembly Bill No. 32 and Executive Order No. S-3-05, staff took the position that no additional environmental review was required. The planning commission voted to adopt staff's recommendation with one addition relating to installation of electric vehicle recharging stations.

H. *Proceedings Before the Board of Supervisors*

The Project was placed on the agenda for the June 20, 2012 board of supervisors meeting as "County of San Diego Climate Action Plan (District: All)." The staff report and supporting documents presented to the board of supervisors included (1) the CAP, (2) the Thresholds, (3) the environmental documentation , and (4) public documentation.

The environmental documentation included a memorandum referencing "CEQA Guidelines Section 15164 Addendum to the County of San Diego General Plan Update [PEIR] (SCH 2002111067)" (Addendum) which was dated the same day as the hearing, June 20, 2012. The addendum defined the project as "the CAP and Significance Guidelines." The addendum included attachments entitled "Environmental Review Update Checklist Form" (environmental checklist) and "Environmental Review Update Checklist for County of San Diego Climate Action Plan." The environmental checklist included a determination by staff that the "new information included in the CAP and Significance Guidelines represent minor technical additions to the previously certified EIR."

At the board of supervisors hearing, staff acknowledged that "[s]tate and local measures in the climate plan are insufficient to achieve our target in 2035" and explained that the CAP measures were not required, but rather that staff "believe[d]" that "education and incentives" might produce a result.

The County also documented that GHG emissions were anticipated to *increase*, not decrease, after 2020. Staff explained that the County would not comply with Executive Order No. S-3-05 because "the State's plan right now goes out to 2020." Staff further explained to the Board of Supervisors that the Thresholds would result in a less than significant finding for greenhouse gas emissions for future development projects.

Ultimately, the board of supervisors took the following actions:

1. Adopted environmental findings including in attachment C.

2. Adopted the plan titled "County of San Diego Climate Action Plan (Attachment A)."

The only findings made by the County were the following:

1. The environmental impact report (EIR) dated August 3, 2011 on file with the Department of Planning and Land Use (DPLU) as Environmental Review Number SCH 2002111067 was completed in compliance CEQA and the State and County CEQA Guidelines and that the Board of Supervisors has reviewed and considered the information contained therein and the Addendum thereto dated June 20, 2012 on file with DPLU and attached thereto; and

2. There were no changes in the project or in the circumstances under which the project was undertaken that involved significant new environmental impacts which were not considered in the previously certified EIR dated August 3, 2011, that there was no substantial increase in the severity of previously identified significant effects, and that no information of substantial importance had become available since the EIR was certified as explained in the environmental checklist dated June 20, 2012 and attached thereto.

I. *The Sierra Club Files Suit*

The Sierra Club filed a petition for writ of mandate, challenging the June 20, 2012 approval of the CAP and Thresholds project, including the associated environmental review. The Sierra Club alleged that the CAP did not meet the requirements of Mitigation Measure CC-1.2, the Thresholds were not adopted pursuant to the requirements of CEQA Guideline section 15064.7, and that an EIR should have been prepared.

J. *The Trial Court's Decision*

The trial court determined that the CAP did not comply with the requirements for a CAP as set forth in Mitigation Measure CC-l.2, and thus violated CEQA. The trial court found that the CAP neither contained enforceable GHG reduction measures that

will achieve the specified emissions reductions, nor detailed deadlines for GHG emission reductions.

The trial court further found that the approval process violated CEQA, noting: "There is no showing that the County properly considered whether the CAP is within the scope of the PEIR" and that "environmental review is necessary to ascertain whether the CAP met the necessary GHG emission reductions when considering the CAP is merely hortatory and contains no enforcement mechanism for reducing GHG emissions."

Further, the trial court determined that whether or not the Thresholds were adopted was a subsidiary issue that did not need to be reached in light of the trial court's decision on the CAP (which formed the basis for the Thresholds) and the process by which it was approved.

DISCUSSION

I. *STANDARD OF REVIEW*

The Sierra Club and the County agree as to the applicable standards of review.

In reviewing the County's actions under CEQA, we must determine whether there was "a prejudicial abuse of discretion." (Pub. Resources Code, § 21168.5.) "'Abuse of discretion is established if the agency has not proceeded in a manner required by law, or if the determination or decision is not supported by substantial evidence.'" (*Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 486.)

"[A] reviewing court must adjust its scrutiny to the nature of the alleged defect." (*Vineyard Area Citizens for Responsible Growth, Inc.* v. *City of Rancho Cordova* (2007) 40 Cal.4th 412, 435 (*Vineyard*).) Challenges to an agency's failure to proceed in the

manner required by CEQA are subject to a significantly different standard of review than challenges that an agency's decision is not supported by substantial evidence. (*Ibid.*) Where the challenge is that the agency did not proceed in the manner required by law, a court must "determine de novo whether the agency has employed the correct procedures, 'scrupulously enforc[ing] all legislatively mandated CEQA requirements.'" (*Ibid.*)

Furthermore, when a prior environmental impact report has been prepared and certified for a program or plan, the question for a court reviewing an agency's decision not to use a tiered EIR for a later project "is one of law, i.e., 'the sufficiency of the evidence to support a fair argument.'" (*Sierra Club* v. *County of Sonoma* (1992) 6 Cal.App.4th 1307, 1318.) "[I]f there is substantial evidence in the record that the later project may arguably have a significant adverse effect on the environment which was not examined in the prior program EIR, doubts must be resolved in favor of environmental review and the agency must prepare a new tiered EIR, notwithstanding the existence of contrary evidence." (*Id.* at p. 1319, fn. omitted.) The court "must set aside the decision if the administrative record contains substantial evidence that a proposed project might have a significant environmental impact; in such a case, the agency has not proceeded as required by law." (*Id.* at 1317.)

II. *OVERVIEW OF CEQA*

"The fundamental goals of environmental review under CEQA are information, participation, mitigation, and accountability." (*Lincoln Place Tenants Assn.* v. *City of Los Angeles* (2007) 155 Cal.App.4th 425, 443-444 (*Lincoln Place II*).) As the California Supreme Court has explained: "If CEQA is scrupulously followed, the public will know

the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees. [Citations.] The EIR process protects not only the environment but also informed self-government." (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 392 (*Laurel Heights*).)

CEQA requires a public agency to prepare an environmental impact report (EIR) before approving a project that may have significant environmental effects. (Pub. Resources Code, § 21100.) The EIR is "'the heart of CEQA' . . . an 'environmental "alarm bell" whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.'" (*Laurel Heights, supra,* 47 Cal.3d at p. 392.)

CEQA authorizes the preparation of various kinds of environmental impact reports depending upon the situation, such as the subsequent EIR, a supplemental EIR, and a tiered EIR. (Pub. Resources Code, §§ 21l66, 21068.5, 21093, 21094.) Whereas the subsequent EIR and supplemental EIR are used to analyze modifications to a particular project, a tiered EIR is used to analyze the impacts of a later project that is consistent with an EIR prepared for a general plan, policy, or program. (CEQA Guidelines, § 15385; compare Pub. Resources Code, § 21166 & CEQA Guidelines §§ 15162, 15163 & 15164 [referencing "the project"] with Pub. Resources Code, § 21093 [stating that later projects may use tiering].)

CEQA requires that "environmental impact reports shall be tiered whenever feasible." (Pub. Resources Code, § 21093, subd. (b).) Tiering means "the coverage of

general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs . . . incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared." (CEQA Guidelines, § 15385; Pub. Resources Code, § 21068.5.) In the context of program and plan-level EIR's, the use of tiered EIR's is mandatory for a later project that meets the requirements of Public Resources Code section 21094, subdivision (b). (Pub. Resources Code, § 21094, subd. (a).)

Another requirement of CEQA is that public agencies "should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." (Pub. Resources Code, § 21002.) "A 'mitigation measure' is a suggestion or change that would reduce or minimize significant adverse impacts on the environment caused by the project as proposed." (*Lincoln Place II*, *supra*, 155 Cal.App.4th at p. 445.)

If the agency finds that mitigation measures have been incorporated into the project to mitigate or avoid a project's significant effects, a "public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation." (Pub. Resources Code, § 21081.6, subd. (a)(1).)

If a mitigation measure later becomes "impracticable or unworkable," the "governing body must state a legitimate reason for deleting an earlier adopted mitigation

measure, and must support that statement of reason with substantial evidence." (*Lincoln Place Tenants Association v. City of Los Angeles* (2005) 130 Cal.App.4th 1491, 1509 (*Lincoln Place I*).)

III. *ANALYSIS*

A. *Statute of Limitations Defense*

The County asserts that the Sierra Club's claim that the mitigation measures it adopted are not enforceable is barred by the statute of limitations because the Sierra Club should have challenged the County's approval of the general plan update EIR, not the CAP. We reject this contention.

The petition was filed 30 days after the County's June 20, 2012 approval of the CAP. In addition, the lawsuit was filed 29 days after the County filed a notice of determination (NOD). The Sierra Club's July 20, 2012 petition was timely filed 29 days after. Thus, the County triggered the 30-day statute of limitations set forth in Public Resources Code section 21167, subdivisions (b) and (e).

The Sierra Club is not challenging the validity of the general plan update PEIR or the enforceability of the mitigation measures provided in that document. Rather, the Sierra Club is challenging the project before the Board of Supervisors on June 20, 2012, and seeks to enforce a key mitigation measure set forth in the EIR and MMRP - Mitigation Measure CC-1.2.

Further, the Court of Appeal in *Lincoln Place II, supra,* 155 Cal.App.4th 425 rejected a similar argument to that made by the County. In that case, a tenants' association sought to compel the City of Los Angeles to enforce mitigation measures

contained in a vesting tentative tract map issued by the city. The city argued that the 180-day statute of limitations contained in Public Resources Code section 21167 for challenges to approval of projects without determining whether they have a significant effect on the environment barred the plaintiffs' action. In rejecting that action, the Court of Appeal held "[t]he statute's plain language demonstrates it has no application to this case seeking to *enforce mitigating conditions.*" (*Lincoln Place II*, at p. 453, fn. 23, italics added.)

Moreover, the cases cited by the County in support of its position are inapposite. The County cites *River Valley Preservation Project* v. *Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154 and *Friends of Davis* v. *City of Davis* (2000) 83 Cal.App.4th 1004 for the proposition that because the time period within which to challenge the general plan update EIR has expired, the EIR is conclusively presumed to have complied with CEQA. Here, however, the Sierra Club is not challenging the general plan update EIR, but the CAP and Thresholds project, and is seeking to enforce Mitigation Measure CC-1.2.

The County's reliance upon *Environmental Council of Sacramento* v. *City of Sacramento* (2006) 142 Cal.App.4th 1018 and *Mount Shasta Bioregional Ecology Center v. County of Siskiyou* (2012) 210 Cal.App.4th 184 is also unavailing. The petitioners in those actions were challenging the adequacy of the mitigation measures themselves. Here, the Sierra Club does not attack the adequacy of the mitigation measure in the general plan update PEIR. To the contrary, the Sierra Club's lawsuit is in *support* of the County's past findings and promises to achieve GHG Reductions.

B. *Failure To Proceed in a Manner Required by Law*

As detailed, *ante*, implementation of Mitigation Measure CC-l.2 was only one of the purported purposes of the CAP and Thresholds project. The CAP and Thresholds project also purports to be a plan-level document for use in review of later projects.

As we shall explain, *post*, with respect to the CAP as mitigation for a plan-level document, the County failed to proceed in the manner required by CEQA by proceeding with the CAP and Thresholds project in spite of the express language of Mitigation Measure CC-l.2 that the CAP "include . . . more detailed greenhouse gas emissions reduction targets and deadlines" and that the CAP "will achieve comprehensive and enforceable GHG emissions reduction" by 2020. With respect to the CAP as a plan-level document itself, the County failed to proceed in the manner required by law by failing to incorporate mitigation measures into the CAP as required by Public Resources Code section 21081.6.

1. *The County failed to adopt a CAP that complied with the requirements of Mitigation Measure CC-1.2*

"Mitigating conditions are not mere expressions of hope." (*Lincoln Place I, supra,* 130 Cal.App.4th at p. 1508.) Once incorporated, mitigation measures cannot be defeated by ignoring them or by "attempting to render them meaningless by moving ahead with the project in spite of them." (*Lincoln Place II, supra,* 155 Cal.App.4th at p. 450.) This is true even where subsequent approvals are ministerial. (*Katzeff v.California Department of Forestry & Fire Protection* (2010) 181 Cal.App.4th 601, 614 [public agency "may not authorize destruction or cancellation of the mitigation—whether or not

the approval is ministerial—without reviewing the continuing need for the mitigation, stating a reason for its actions, and supporting it with substantial evidence"].) If a mitigation measure later becomes "impractical or unworkable," the "governing body must state a legitimate reason for deleting an earlier adopted mitigation measure, and must support that statement of reason with substantial evidence." (*Lincoln Place I*, *supra*, 130 Cal.App.4th at p. 1509.)

a. *The CAP does not include enforceable GHG emissions required by Mitigation Measure CC-1.2*

When it adopted the general plan PEIR, the County promised to achieve specified GHG reductions by 2020. However, when it approved the CAP and Thresholds project, the County stated that the CAP does not ensure the required GHG emissions reductions. Rather, the County described the strategies as recommendations.

Until this litigation was initiated, the County described the CAP as the most critical component of the County's climate change mitigation efforts. The CAP was intended to "'provide[] the specific details associated with [the General Plan] strategies and measures for greenhouse gas (GHG) emissions reduction *that were not available* during the program-level analysis of the General Plan.'" (Italics added.)

The County agreed to the mitigating requirement of a CAP containing "comprehensive and enforceable GHG emissions reduction measures that will achieve" the specified GHG Reductions by 2020. This is because, as the County acknowledges, Executive Order No. S-3-05 requires consistent emissions reductions each year from

2010 through 2020 and then a greater quantity of emissions reductions each year from 2020 through 2050.

The County asserts that "[f]ive of the reduction measures incorporated into the CAP are also embodied in state or federal law" and that "CEQA permits reliance on existing regulatory standards as mitigation when it is reasonable to believe compliance will occur."

However, the County acknowledges that these measures will not, alone, achieve the specified GHG emissions reductions by 2020. In fact, the record shows that without local measures the requirements of Assembly Bill No. 32 will not be met.

Further, the record demonstrates that many of the mitigation measures set forth in the MMRP are not likely to achieve GHG emissions reductions by 2020 as promised by Mitigation Measure CC-1.2 because they are not currently funded. The record show that the County has not funded essential programs like replacing its own vehicle fleet, implementing water conservation programs, preparing town center plans, and reducing water demand. The County cannot rely on unfunded programs to support the required GHG emissions reductions by 2020, as Mitigation Measure CC-1.2 requires.

Transportation is a major concern, which the County concedes is the largest source of community GHG emissions. The Sierra Club presented evidence below that driving reductions needed to achieve Assembly Bill No. 32 and Executive Order No. S-3-05 targets are not met. The County did not dispute this evidence. The record shows that transit-related measures are either unfunded, that the County is not making meaningful

implementation efforts, and in some instances that the County is acting contrary to mitigation measures incorporated into the general plan update PEIR.

For example, two of the four transportation measures, T1 (increase transit sse) and T2 (increase walking & biking), rely on at least one unfunded program. In addition, measures T1 and T2, as well as T3 (increase ridesharing), also rely on "coordination" with SANDAG and/or other entities.

In response to Sierra Club's comments relating to the effectiveness of these measures as a result of current SANDAG (San Diego Association of Governments) priorities, the County did not request funds based on the fact that it does not control how SANDAG spends its money. As the County stated, "The County does not control regional plans or allocation of regional transportation funding." This position was rejected by the Supreme Court in *City of Marina v. Board of Trustees of the California State University* (2006) 39 Ca1.4th 341, 367 [holding respondent could not disclaim responsibility for making payments without first asking for funds].

The CAP's transportation section also does not include an analysis of the County's own operations, and the record appears to include contradictions even over programs over which the County has exclusive control, such as replacement of its own vehicle fleet with alternatively fueled vehicles. Although the County suggests it will implement "1 % greater efficiency per year", the County has not formally bound itself do so. Indeed, there is no mention of potential funding sources with respect to reductions related to County operations.

b. *The CAP contains no detailed deadlines for reducing GHG emissions*

As the trial court found, the CAP contained no detailed deadlines. The County argues on appeal that the 2020 goal and the timeframes set forth in the MMRP are sufficient to meet the requirement of "more detailed . . . deadlines." However, Mitigation Measure CC-1.2 expressly required that the CAP provide more detailed deadlines. If the County did not intend for the CAP to do anything further with respect to deadlines than already set forth, the County would not have used the word "more." Indeed, in addition to not providing the promised deadlines, the CAP acknowledges that it will not be effective unless it is updated.

c. *The evidence cited by the County*

The County asserts that CAP measures will be effective because "[p]articipation rates were discussed and modified," and the "feasibility of attaining reduction targets was assessed." However, the County does not cite any evidence in the record to support its belief that people will participate in the various programs to the extent necessary to achieve the reductions asserted, or even assert that feasible measures will actually be implemented.

Rather, the County cites to entire appendices and chapters of the CAP. However, information contained in appendices are "'not a substitute for "a good faith reasoned analysis."'" (*Vineyard*, *supra*, 40 Cal.4th at p. 442.) "The audience to whom an EIR must communicate is not the reviewing court but the public and the government officials deciding on the project." (*Id.* at p. 443.)

The County also asserts that the CAP "demonstrates a [GHG emissions] reduction of 19%." However, the CAP expressly states that it does not ensure reductions. Instead, the County's evidence relates to quantification of the respective measures. Quantifying GHG reduction measures is not synonymous with implementing them. Whether a measure is effective requires more than quantification, but an assessment of the likelihood of implementation. There is no evidence in the record that the above-referenced mitigation measures will make any contribution to achieving GHG emissions reductions by 2020.

2. *The County's failure to make findings regarding the environmental impact of the CAP and Thresholds project*

Instead of analyzing and making findings regarding the environmental effects of the CAP and Thresholds project, the County made an erroneous assumption that the CAP and Thresholds project was the same project as the general plan update. (*Sierra Club, supra,* 6 Cal.App.4th at p. 1320 ["section 21166 and its companion section of the [CEQA] Guidelines appear to control only when the question is whether more than one EIR must be prepared for what is essentially the same project"].) As a result, the County failed to render a "written determination of environmental impact" before approving the CAP and Thresholds project. (*No Oil, Inc.* v. *City of Los Angeles* (1974) 13 Cal.3d 68, 81; Pub. Resources Code, § 21151.) This constitutes a failure to proceed in the manner required by law. (*No Oil, supra,* 13 Cal.3d at p. 81.)

By inaccurately assuming the CAP and Thresholds project was the same project as the general plan update, the County failed to analyze the environmental impacts of the

CAP and Thresholds project itself. (*Natural Resources Defense Council, Inc.* v. *City of Los Angeles* (2002) 103 Cal.App.4th 268, 283 [holding CEQA violated where "no evidence that the [County] formally addressed whether or not the [] project fell within the concept of a 'tiered' EIR"].) As a result, the County never made the required findings that the effects of the CAP and Thresholds project were examined, mitigated, or avoided. (Pub. Resources Code, § 21094, subd. (a).)

The facts of the present case, as the trial court found, are similar to *Center for Sierra Nevada Conservation* v. *County of El Dorado* (2012) 202 Cal.App.4th 1156 (*CSNC*). In *CSNC*, the county prepared a general plan and PEIR. (*Id.* at p. 1162.) In the PEIR, one of the mitigation measures was the preparation of a management plan, including a fee program, to mitigate the general plan's impacts on oak woodland habitat. (*Id.* at p. 1163.) The initial study concluded that the project was merely an implementation of the county's general plan. (*Id.* at p. 1176.)

The Court of Appeal rejected this argument, holding that a tiered EIR was required to examine the management plan since the PEIR did not include sufficient details, rejecting the argument that the management plan was merely an implementation of the general plan. (*CSNC, supra,* 202 Cal.App.4th at pp. 1176, 1184-1185.)

The County attempts to distinguish *CSNC* by asserting the general plan update PEIR analyzed the same environmental issue addressed in the CAP. However, the record reveals that the necessary details were not available to the County at the time the general plan update PEIR was certified. Indeed, no component of the project, the CAP or the Thresholds, had even been created at the time of the general plan update.

As the Court of Appeal in *CSNC* explained:

> "That the preceding 2004 program EIR contemplated adverse environmental impacts resulting from development under the 2004 General Plan does not remove the need for a tiered EIR for the oak woodland management plan. . . . Here, the specific project—the oak woodland management plan (including Option B fee program)—required a tiered EIR to examine its specific mitigation measures and fee rate." (*CSNC, supra,* 202 Cal.App.4th at p. 1184.)

The general plan update anticipated implementation of mitigation measures—CC-l.2, CC-1.7, and CC-l.8—as mitigating conditions to mitigate the adverse climate change environmental impacts of the general plan update. Those measures were analyzed in the PEIR. However, the PEIR never considered the use of the CAP and the Thresholds as a plan-level program. Thus, the environmental impacts of its use needed to be considered in an EIR. (*NRDC, supra,* 103 Cal.App.4th at p. 281 [project did not arise until after PEIR and thus was not contemplated therein].)

The County contends that the Board of Supervisors made an "implied finding" that the CAP complied with Mitigation Measure CC-1.2 and that finding is "entitled to great deference." However, "such an 'implicit finding' does not satisfy CEQA's requirement of express findings." (*Sacramento Old City Assn.* v. *City Council* (1991) 229 Cal.App.3d 1011, 1037.) "'[T]he board of supervisors must make findings . . . to permit a reviewing court to bridge the analytic gap between the evidence and the ultimate decision.'" (*People* v. *County of Kern* (1976) 62 Cal.App.3d 761, 777; see *Citizens for Quality Growth* v. *City of Mt. Shasta* (1988) 198 Cal.App.3d 433, 442 ["passing references to the mitigation measures are insufficient to constitute a finding, as nothing in City's resolutions binds it to follow these measures"].)

Moreover, even if "implied findings" were permissible, there can be no "interpretation" of Mitigation Measure CC-1.2 contrary to its express terms. (*Southern Cal. Edison Co.* v *Public Utilities Com.* (2000) 85 Cal.App.4th 1086, 1105 ["an agency's interpretation of a regulation or statute does not control if an alternative reading is compelled by the plain language of the provision"]; see *Santa Clarita Organization for Planning the Environment v. City of Santa Clarita* (2011) 197 Cal.App.4th 1042, 1062 [agency's "view of the meaning and scope of its own ordinance" does not enjoy deference when it is "'clearly erroneous or unauthorized"'].)

3. *The County failed to proceed in the manner required by law by failing to incorporate mitigation measures directly into the CAP*

As discussed, *ante*, one of the major differences between the climate change action plan anticipated by Mitigation Measure CC-1.2 in the general plan update PEIR and the CAP and Thresholds project as prepared, is that the general plan update PEIR did not analyze the CAP as a plan-level document that itself would facilitate further development. As a plan-level document, the CAP is required by CEQA to incorporate mitigation measures directly into the CAP:

> "A public agency *shall provide the measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures*. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, *in the case of the adoption of a plan*, policy, regulation, or other public project, *by incorporating the mitigation measures into the plan*, policy, regulation, or project design." (Pub. Resources Code, § 21081.6, subd. (b), italics added.)

As authority for the assertion that it did not need to incorporate enforceable mitigation measures into the CAP directly, the County cites *Twain Harte Homeowners Assn. v. County of Tuolumne* (1982) 138 Cal.App.3d 664, 689-690. However, *Twain Harte* was decided before enactment of Public Resources Code section 21081.6, subdivision (b), which, as discussed, *ante*, requires "in the case of the adoption of a plan" that mitigation measures be fully enforceable "by incorporating the mitigation measures into the plan . . . ."

"The purpose of CEQA is not to generate paper, but to compel government at all levels to make decisions with environmental consequences in mind." (*Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283.) By failing to consider environmental impacts of the CAP and Thresholds project, the County effectively abdicated its responsibility to meaningfully consider public comments and incorporate mitigating conditions. In addition to the example discussed, *ante*, related to transportation impacts, the Sierra Club also provided examples of mitigation implemented by other regions to mitigate the effects of climate change in the energy sector. The County neither implemented nor responded to these examples which have already been implemented elsewhere.

4. *The trial court's finding that the County must prepare an EIR*

As set forth in *Lincoln Place I*, a supplemental EIR must be prepared when a public agency determines a previously adopted mitigation measure is infeasible. (*Lincoln Place I*, *supra*, 130 Cal.App.4th at pp. 1508-1509.) In addition, CEQA guidelines,

section 15183.5, subdivision (b)(1)(F) provides that a plan for the reduction of GHG emissions should "[b]e adopted in a public process following environmental review."

The County's failure to comply with Mitigation Measure CC-1.2 and Assembly Bill No. 32 and Executive Order No. S-3-05 supports the conclusion that the CAP and Thresholds project will have significant, adverse environmental impacts that have not been previously considered, mitigated, or avoided.

a. *Substantial evidence supports the court's finding preparation of an EIR was required*

The County asserts that the substantial evidence standard of review applies to the question of whether a supplemental EIR was required, under which deference is given to an agency's determination. (*Latinos Unidos de Napa v. City of Napa* (2013) 221 Cal.App.4th 192, 200-202.) The Sierra Club, on the other hand asserts that the "fair argument" test applies, under which "deference to the agency's determination is not appropriate and its decision not to require an EIR can be upheld only when there is no credible evidence to the contrary." (*Sierra Club, supra,* 6 Cal.App.4th at p. 1318.) We conclude that under either standard, the trial court did not err in finding a supplemental EIR was required.

The fair argument versus substantial evidence test is of no moment because, here, there is no substantial evidence in the record supporting the County's erroneous conclusion that "activities associated with the CAP and Significance Guidelines are within the scope of the General Plan Program EIR."

The County does not dispute that "to avoid serious climate change effects, atmospheric GHG concentrations need to be stabilized as quickly as possible." In fact, the County warns that expected local adverse effects of climate change include "higher temperatures, [¶] a greater number of extremely hot days, [¶] changes in the pattern and amount of precipitation, [¶] decreased water supplies accompanied by increased demand, [¶] increased wildfire risk, [¶] changes in ecosystems, and [¶] decline or loss of plant and animal species." However, the CAP and Thresholds project was approved without the appropriate environmental analysis to avoid or mitigate these consequences. As the trial court found, "environmental review is necessary to ascertain whether the CAP met the necessary GHG emission reductions when considering the CAP is merely hortatory and contains no enforcement mechanism for reducing GHG emissions."

Moreover, as the County acknowledges, the details of the CAP "were not available during program-level analysis of the General Plan." For example, the general plan update PEIR did not provide a "baseline GHG emissions inventory; detailed GHG-reduction targets and deadlines; comprehensive and enforceable GHG emissions-reduction measures; and implementation, monitoring, and reporting of progress toward the targets defined in the CAP." In 2011 the County found that implementation of mitigation measures, including CC-l.2, CC-1.7, and CC-l.8, were part of the mitigation imposed to mitigate the climate change impacts of the general plan update. It cannot be said that failing to comply with Mitigation Measure CC-1.2, Assembly Bill No. 32, and Executive Order No. S-3-05 does not change the environmental conclusions in the general plan update PEIR.

Further, the general plan update PEIR did not contemplate that preparation of the CAP and Thresholds project was at the "plan-level." As a plan-level document, the CAP and Thresholds project was required to undergo environmental review as a matter of law. (CEQA Guidelines, § 15183.5, subd. (b)(l)(F).) The general plan update PEIR also did not contemplate that as a result of the CAP, "[m]ore projects will fall below the bright line threshold, and will not have to conduct detailed analysis", much less study the environmental impact of such. County staff, the planning commission, and the board of supervisors were all aware that approving the CAP and Thresholds project would allow more projects to avoid a climate change analysis, including projects with post-2020 climate change impacts without post-2020 environmental review.

Furthermore, in 2011, the County found that climate change impacts were mitigated not only by implementation of mitigation measures, but also by "compliance with applicable regulations" including Assembly Bill No. 32 and Executive Order No. S-3-05.

By contrast, the CAP and Thresholds project now acknowledges it does not comply with Executive Order No. S-3-05. Instead of maintaining a constant rate of GHG emissions reductions after 2020, as required by Executive Order No. S-3-05, the County admits that GHG emissions will instead increase after 2020. Thus, the County's own documents demonstrate that the CAP and Thresholds project will not meet the requirements of Assembly Bill No. 32 and Executive Order No. S-3-05 and thus will have significant impacts that had not previously been addressed in the general plan update PEIR.

The explanation given to the board of supervisors for failing to address the post-2020 impacts facilitated by the CAP and Thresholds project was that "the State's plan doesn't go out that far, and it would be speculative for us to do that."

However, contrary to the County's argument that it would be "speculative" to consider the environmental impacts of the CAP, the County has acknowledged that other agencies have, in fact, been able to do so. It is an abuse of discretion to reject alternatives or mitigation measures that would reduce adverse impacts without supporting substantial evidence. (CEQA Guidelines, §§ 15043, 15093, subd. (b).) The County's assumption that considering post-2020 impacts is "speculative" is not supported by substantial evidence. (Pub. Resources Code, § 21082.2, subd. (c) ["Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous . . . is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."].)

The Sierra Club provided feasible mitigation measures. The County rejected these mitigation measures without substantial evidence for doing so.

In sum, the CAP does not fulfill the County's commitment under CEQA and Mitigation Measure CC-1.2, to provide detailed deadlines and enforceable measures to ensure GHGF emissions will be reduced.

DISPOSITION

The judgment is affirmed. The Sierra Club shall recover its costs on appeal.

NARES, J.

I CONCUR:

McCONNELL, P. J.

I CONCUR IN THE RESULT:

HUFFMAN, J.

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September 16, 20I1

Honorable Jerome Stocks
Chair, Board of Directors
San Diego Association of Governments
401 B Street, Suite 700
San Diego, CA 92101

RE: **Oraft Environmental Impact Report for 2050 Regional Transportation Plan and Sustainable Communities Strategy**

Dear Chairman Stocks and Honorable Members of the Board:

Attorney General Kamala D. Harris submits the following comments on the Draft Environmental Impact Report (DEIR) prepared for the San Diego Association of Governments' (SANDAG) 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).[1] While we recognize the difficulty of SANDAG's task- to prepare the first SCS in the State as required by SB 375[2]...:our review of the DEIR for the RTP/SCS has revealed some significant legal problems, as set forth below. We believe that SANDAG has the ability to correct these problems and improve the RTP/SCS, which will benefit not only the San Diego region, but will help to set the standard for other Metropolitan Planning Organizations across California.

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[1] The Attorney General submits these comments pursuant to her independent power and duty to protect the environment and natural resources of the State from pollution, impairment, or destruction, and in furtherance of the public interest. (See Cal. Const., art. V, § 13; Gov. Code, §§ 12511, 12600-12612; *D'Amico v. Bd. of Medical Examiners* (1974) 11 Cal.3d I, 14-15.) This letter is not intended, and should not be construed, as an exhaustive discussion of the DEIR's compliance with the California Environmental Quality Act (CEQA).

[2] Senate Bill 375 (Chapter 728, Statutes of2008).

Comments on the DEIR

Localized Air Pollution

The SANDAG region has some of the most serious local air quality problems in the State and the nation - in substantial part caused by vehicle emissions. The harm from these pollutants is not necessarily distributed equally throughout the region, but may be more concentrated in communities immediately adjacent to large-scale industrial and commercial development and major transportation corridors, and may more particularly affect certain segments of the population. As discussed below, our review of the DEIR indicates that SANDAG has set too low a bar for determining whether the air quality impacts of its RTP/SCS are significant, and, further, has failed to analyze the impacts of projected increases in pollution on communities that are sensitive or already overburdened with pollution, in violation of CEQA.

Background: PoHutants of Concern in the San Diego Air Basin

It is well established that "[t]he significance of an activity depends upon the setting." *(Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 718 [citing Cal. Code Regs., tit. 14, § 15064, subd. (b)]; see also *id.* at 721.) Accordingly, the significance of any added pollutant emissions must be judged in the context of an air basin that already exceeds health-based federal air quality standards. (See *ibid.)* The San Diego area was ranked by the American Lung Association this year as having the seventh worst ozone problem, and the fifteenth worst particulate pollution problem, in the nation.[3] Pollutants of concern in the San Diego air basin include ozone, the chemical commonly called "smog," which may permanently decrease lung furiction;[4] and particulate matter, which impairs lung function and can exacerbate asthma. Small particulate matter (2.5 microns in size or less), a component of diesel exhaust, is of particular concern, because it can penetrate deeply into the lungs, bypassing the body's defenses, and can carry carcinogens on the surface of the particles.

The seriousness of the localized air pollution problem as it exists today in the region can hardly be overstated. The area exceeded the health-based federal ozone standard on 24 days in 2009, and it exceeded the federal particulate standard on 4 days. The basin exceeded the more stringent California standard for ozone on 127 days in 2009, and the fine-particulate standard on 78 days. The area has a history of failing to meet applicable air quality objectives. The San Diego Air Pollution Control District (APCD) stated in its 2009 Regional Air Quality Strategy (RAQS) that it has not consistently met the Health and Safety Code's 5% per year ozone reduction target during any year during the 2003-2006 time period, and that the APCD expects reductions of only about 3% per year during the 2006-2009 time period. (San Diego APCD 2009-RAQS, p. 2.)

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[3] American Lung Association, *State of the Air 201I,* at pp. 11, 13.
[4] Gauderman, et al., *The Effects of Air Pollution on Lung Development from IO to I8 Years of* Age (Sept. 9, 2004) 351 The New England Journal of Medicine 1057-1068.

SANDAG's Focus on "Conformity" with the State Air PoUution Plans Fajls Adequately to Address the Region's Serious Air Quality Problems.

Where an area exceeds federal air quality standards for air pollutants, federal law allows funding of the individual transportation projects listed in an RTP only if the RTP "conforms" to a federally approved state plan to meet those federal standards. The DEIR's analysis of whether localized air pollution resulting from the RTP/SCS is significant under CEQA focuses almost exclusively on whether such conformity is achieved. There are significant problems with this limited approach, which substitutes a determination of whether certain federal laws are met for SANDAG's obligation under CEQA to conduct a thorough analysis of the actual effects on the air and on public health that will result from the addition of the many hundreds of miles of highway expansion and extensions that are in the RTP/SCS.

California's most recent federally approved plan was prepared in 2007, and therefore does not reflect current conditions. The DEIR acknowledges that the federal EPA is expected to soon reclassify the San Diego Air Basin as in "serious" nonattainment of the federal ozone standard, a designation that requires attainment of the federal standard by June of 2013. (DEIR, p. 4.3-6.) Demonstrating conformity with the 2007 plan emissions budgets does not, by itself, show that relevant health effects created by the new pollution generated by the RTP/SCS have been analyzed and disclosed, or even that the relevant federal standards will be met. Instead, EPA's reclassification of the air basin as having worse air quality, and the imposition of such a short deadline for meeting the federal. ozone standard, indicates a more serious air pollution problem that may require more stringent control measures to protect the public health.[5]

In addition, the DEIR fails to analyze whether the California standard for ozone, more stringent than the federal standard, will be met during the life of the RTP/SCS, or what the RTP/SCS's contribution to current or future violations of that standard will be. The DEIR appears to rely solely on the RAQS to meetthe state ozone standard. (See DEIR at p. 4.3-29-30.) Yet, as noted, the region has not consistently met the RAQS 5% per year ozone reduction target. The fact that U.S. EPA is expected to reclassify the Basin as in "serious" nonattainment of the less stringent federal ozone standard would indicate that the RAQS standards have not been enough to prevent deteriorating air quality. Thus, any assumption that the RAQS will consistently achieve the 5% reduction target in the future is unsupported, and any assertion that the RAQS will attain the state ozone standard at a time certain unfounded. A full analysis is

[5] Even if conformity with federal standards in state-approved plans were an appropriate benchmark for significance under CEQA, the DEIR does not contain a quantitative analysis, using the most recent available air quality measurements as the baseline, to determine whether the federal air quality standards will actually be met, and what the public health consequences would be of adding the expected pollutant load from the RTP/SCS to existing conditions. (DEIR, at p. 4.3-14.)

needed to show that the emissions caused by the RTP/SCS at different time points during its life will not contribute significantly to violations of the state ozone standard in the San Diego Air Basin.

SANDAG Has Failed Adequately to Address Impacts to Public Health and Communities Already Burdened with Pollution.

We commend SANDAG for including in its DEIR a chapter entitled "Environmental Justice." (DEIR, ch. 4.06.) That section appears to focus primarily on the RTP/SCS's effect on access to transit by traditionally underserved communities. SANDAG has, however, failed to analyze other equally, if not more, significant effects of the RTP/SCS on communities currently experiencing environmental !!]justice. The principal omission of the DEIR is the lack of any discussion of the impacts of the increased air pollution that will result from carrying out the RTP/SCS on communities already severely impacted by air pollution. As noted, CEQA requires that the significance of environmental impacts be considered in context. *(Kings County Farm Bureau, supra,* 221 Cal.App.3d at 718.) Such context may appropriately include (1) whether the region includes communities or subpopulations that may be particularly sensitive to increases in pollution; and (2) whether such communities or groups are already at or near their capacity to bear any additional pollution burden.

The DEIR does not identify whether the area affected by the RTP/SCS includes particularly sensitive communities that will be affected disproportionately by the acknowledged increase in pollution. "[A] number of studies have reported increased sensitivity to pollution, for communities with low income levels, low education levels, and other biological and social factors. This combination of multiple pollutants and increased sensitivity in these communities can result in a higher cumulative pollution impact." (Office of Environmental Health Hazard Assessment, *Cumulative Impacts: Building a Scientific Foundation* (Dec. 2010), Exec. Summary at p. ix.)[6] Research in other parts of California has shown that disadvantaged and minority communities are often exposed to unhealthful air more frequently and at higher levels than other groups.[7] Identifying these communities is an essential part of describing the relevant CEQA setting.

Once such communities are identified, SANDAG must analyze how the health of the residents in these communities would be expected to be particularly affected. As discussed, residents already are experiencing serious air pollution that is impacting health and welfare, and it is reasonable to assume that these effects currently are more concentrated in certain areas of the region, for example, in communities adjacent to large-scale industrial or commercial operations or transportation corridors used by heavy-duty trucks. In addition, viewed at the individual community scale, there may be synergistic adverse effects. For example, research

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[6] Available at http://oehha.ca.gov/ej/cipa123110.htm1.

[7] Hall and Brajer, *The Benefits of Meeting Federal Clean Air Standards in the South Coast and San Joaquin Valley Air Basins* (2008) at 22-23.

has shown that increases in greenhouse gas emissions may result in localized ozone increases; such increases have been observed in California.[8]

We believe that particulate pollution may be of special concern to already burdened communities. As discussed, diesel particulate emissions have serious health effects, since they impact respiratory function and can exacerbate asthma. Further, diesel particulates are known to the State of California to cause cancer,9 and have been listed by the Air Resources Board (ARB) as a toxic air contaminant.[10] The DEIR shows that particulate matter pollution will increase over the life of the RTP/SCS. (DEIR, Table 4.3-5, p. 4.3-25.) It also reports that the ARB estimated in 2000 - over a decade ago - that a subset of particulate pollution, fine particulates emitted by diesel vehicles, created an additional cancer risk of 720 cancer cases per one million persons exposed in the San Diego Air Basin. (DEIR, p. 4.3-8.) For comparison purposes, a private business must provide a warning if it exposes individuals to a chemical that poses an increased cancer risk often cases in one million people exposed. (Cal. Code Regs, tit. 27, § 25703(b).)

Despite this high cancer risk, and the DEIR's own recognition that particulate pollution will increase over the life of the RTP/SCS, the DEIR does not analyze what public health effects the increase in particulate matter will cause. Nor does it estimate what portion of the increase in particulate pollution will be carcip.ogenic diesel particulate matter, and disclose the public health effects that increase may cause. Such an analysis is required under CEQA, so that both the decision maker and the public can know the full consequences of the decision being made. *(Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1219-1220.) We are especially concerned that no analysis is presented either of the current risk from particulate pollution, nor of the impact of the projected increase in particulate pollution, on already overburdened or sensitive communities. Given the increase in particulate emissions shown in the DEIR, given the emphasis in the RTP/SCS on the Goods Movement Strategy for the San Diego region (RTP/SCS, Chapter 6), and given the DEIR's recognition that much of this goods movement will be accomplished by diesel trucks (DEIR, p. 4-16-8; see, also, RTP/SCS, Tech. Appdx. 4, p. 4 [estimating that roads and truckways will carry 90% by volume of goods through the region]), it is incumbent on SANDAG to fully analyze the public health consequences of the RTP/SCS in general, and of the Goods Movement Strategy, in particular.[11]

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[8] Jacobson, *Enhancement of Local Air Pollution by Urban CO2 Domes* (2010) Environ. Sci. Technol. 2497-2502. This phenomenon is of concern because, as discussed, under the RTP/SCS, vehicle miles travelled (VMT) trends up as the total number of vehicles on the road increases. (DEIR, pp. 4.12-16, 4.12-21, 4.12-24; contrast with Table TA 3.1, showing an overall decrease of 1% in VMT by 2050.) Increases in VMT cause increased emissions of greenhouse gases, which may in turn exacerbate localized pollution.

[9] Cal. Code Regs., tit. 27, § 27001.

[1] Cal. Code Regs., tit. 17, § 93000.

[11] See *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1219-1220, cited above.

The goal of an RTP/SCS is a sustainable community, and no community can be sustainable unless its public health is protected. Thus, while the inclusion of a separate chapter of the DEIR on environmental justice is commendable, the current analysis is deficient, and should be redone and expanded to disclose the full scope of the air pollution and public health consequences of the RTP/SCS, and to propose mitigation measures for those consequences that are proportional to the seriousness of the impacts. *(City of Marina v. Board of Trustees of the California State University* (2006) 39 Cal.4th 341, 361-62.) We would be happy to work with SANDAG in making this part of the DEIR more meaningful.

SANDAG Has Failed Adequately to Consider Feasible Mitigation for Localized Air Quality Impacts.

Although it finds the RTP/SCS's impacts on localized air pollution to be significant, the DEIR proposes almost no mitigation measures to reduce or offset these impacts. Instead, the DEIR states that "mitigation measures at the program level is [sic] infeasible" for ozone precursors and carbon monoxide, and defers all mitigation for these pollutants to individual project-level CEQA processes. (DEIR, pp. 4.3-46, 4.3-47, 4.3-48.) CEQA requires that project changes or mitigation either be adopted or shown through substantial evidence to be infeasible; the DEIR, however, does not make such a showing.

The DEIR offers virtually no evidence that program-level mitigation is actually infeasible, and the mitigation measures it does propose lack certainty and are incomplete. For example, compliance with future local land use plans (the scope of which is not now known) is identified as the only feasible mitigation for ozone-related impacts. (DEIR, p. 4.3-48.) Mitigation for fine particulate matter is not discussed separately from mitigation for coarse particulates, despite their different sizes, health impacts, and sources. The dust control measures in the DEIR are not shown to be effective against fine particulates, which come more from industrial processes and fuel combustion than from ground disturbance.. The DEIR's treatment of mitigation for conventional air pollution does not comply with CEQA's substantive mandate to mitigate all significant impacts. (Pub. Resources Code,§§ 21002, 2108l(a).)

It is vital for the health of the San Diego region's public that all feasible mitigation be adopted and carried out to prevent further deterioration of the already unhealthy air, and it is also vital for the region's economy. Research shows consistently that the costs of reducing pollution are far outweighed by clean-air benefits such as increased worker productivity, increased agricultural outputs, and reductions in mortality and illness that result from cleaner air.[12] The research cited above -- finding minority communities more severely affected by air pollution -- also calculated the significant costs associated with polluted air in other air basins. Costs ranged

[12] On a nationwide basis, the Office of Management and Budget has estimated that the benefits of clean air regulations outweigh the costs by a ratio of about four to one. 0MB, "Informing Regulatory Decisions: 2003 Report to Congress on the Coasts and Benefits of Federal Regulations and Unfunded Mandates on State, Local, and Tribal Entities."

from $1,250 per person per year in the South Coast Air Basin to $1,600 per person per year in the San Joaquin Valley Air Basin, due to increased health care costs and emergency room visits, missed work and school days, and even premature deaths.[13] CEQA mandates that SANDAG improve its analysis of the feasibility oflocalized air pollution mitigation, and the economic benefits of cleaner air and healthier communities must be considered in the feasibility calculus.

Climate Change Impacts: Greenhouse Gas Emissions

Before discussing the DEIR's treatment of GHG emissions, it is important first to establish the relevant context for evaluating significance. The climate is affected by the concentration of GHGs in the atmosphere. The concentration of carbon dioxide, the primary GHG, has increased from approximately 280 parts per million (ppm) in pre-industrial times to well over 380 ppm, according to the National Oceanic and Atmospheric Administration's (NOAA) Earth Systems Research Laboratory.[14] Almost all•of the increase is due to human activities (such as fossil fuel use).[15] The current rate of increase in carbon dioxide concentrations is about 1.9 ppm/year; present carbon dioxide concentrations are higher than any time in at least the last 650,000 years.[16] GHGs persist in the atmosphere for decades and in some cases millennia.[17]

The atmosphere and the oceans are reaching their capacity to absorb GHGs without significantly (and perhaps abruptly) changing the Earth's climate. California is already seeing the effects of climate change. As the Resources Agency observed in its 2009 report, we already are experiencing sea level rise, coastal erosion, increased average temperatures, more extreme hot days and increased heat waves, fewer shifts in the water cycle, and increases in the fre?uency and intensity of wildfires. (Resources Agency, *2009 Cliinate Adaptation Strategy* at p. 3.) [8] These effects are expected to increase with rising GHG levels in the atmosphere.

The burdens of climate change will not be shared equally. Future climate scenarios are expected to disproportionately affect, for example, the urban poor, the elderly and children, traditional societies, agricultural workers and rural populations. (Office of Environmental Health Hazard Assessment, *Indicators of Climate Change in California: Environmental Justice Impacts* (Dec. 2010) at p. 2.)[19]

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[13] Hall and Brajer, at 5.
[14] See http://www.epa.gov/climatechange/science/recentac.html.
1s *Id.*
16 *Id.*
[17] Intergovernmental Panel on Climate Change, *Frequently Asked Questions,* FAQ 10.3 (2007), available at www.ipcc.ch/pdf/assessment-report/ar4/wgl/ar4-wgl-fags.pdf.
[18] Available at http://www.cHmatechange.ca.gov/adaptation/.
[19] Available at http://oehha.ca.gov/multimedia/epic/epicl23110.html.

In order to stabilize the climate and avoid the most catastrophic outcomes of climate change, we must substantially reduce our annual GHG emissions over time, achieving a low-carbon future by midcentury. California has memorialized this overarching environmental objective in law. Under AB 32[20], by 2020, California must reduce its total statewide greenhouse gas emissions to the level they were in 1990. (Health & Saf. Code,§ 38550). To achieve AB 32's 2020 target, total statewide greenhouse gas emissions must be reduced by approximately 15 percent from current (2008) levels. AB 32 implements Executive Order S-03-05 (2005),[21] which set the statewide 2020 target as an interim step to reducing statewide emission levels, by 2050, to 80 percent below 1990 levels. "The 2020 goal was established to be an aggressive, but achievable, mid-term target, and the 2050 greenhouse gas emissions reduction goal represents the level scientists believe is necessary to reach levels that will stabilize climate." (Air Resources Board (ARB), Scoping Plan at p. 4.)[22]

The emissions reductions required to reach our statewide climate objective are substantial. In the longer term, we must reduce our total GHG emissions by approximately four percent per year between 2020 and 2030, and our per capita emissions by slightly less than five percent per year during the 2020 to 2030 period, with continued reductions required through midcentury. (These reductions required are graphically illustrated by the chart from ARB's Scoping Plan, attached to this letter as Exhibit A.) One of the prime objectives of SB 375, a law supporting and complementary to AB 32, and of the requirement for Sustainable Communities Strategies, is to create a long-term downward trajectory for GHG emissions in California through transportation and land use strategies.

Given the seriousness of the climate change problem, and the enormity of our GHG reduction task, we are greatly concerned that, when viewed in context, the RTP/SCS seems to be setting the region on acourse that is inconsistent with the State's climate objectives. Specifically, per capita GHG emissions from cars and light-duty trucks increase as compared to the previous year after 2020 (see RTP, Table 301 at p. 3-3), while AB 32 requires that we must aggressively and steadily reduce total per capita GI-IG emissions during this time period. (See Exhibit A.) Moreover, the total number of vehicle miles travelled (VMT) driven in the San Diego region will steadily increase over the life of the RTP/SCS over the 2010 baseline by 10%, 32%, and 51% in 2020, 2035, and 2050, respectively. (DEIR, pp. 4.12-16, 4.12-21, 4.12-24;

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[20] Cal. Health and Safety Code, § 38,500, *et seq.*

[21] The DEIR states that the Executive Order "does not constitute a 'plan' for GHG reduction, and no state plan has been adopted to achieve the 2050 goal." (DEIR, pp. 4.8-29 to 4.8-30.) The DEIR therefore does not find the RTP/SCS's failure to meet the Executive Order's goals to be a significant impact. This position fails to recognize that Executive Order S-3-05 is an official policy of the State of California, established by a gubernatorial order in 2005, and designed to meetthe environmental objective that is relevant under CEQA (climate stabilization). SANDAG thus carmot simply ignore it.

[22] Available at http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. The Scoping Plan was readopted by ARB on August 24, 2011.

contrast with Table TA 3.1.) Under the most optimistic figures presented in the DEIR, total VMT will drop only 1% over current levels by 2050. Moreover, the DEIR predicts that the 14.33 million metric tons of greenhouse gases (expressed as MMT of carbon dioxide equivalent) emitted by cars and light duty trucks in 2010 (DEIR, p. 4.8-5) will fall to 12.04 MMT in 2020 (DEIR, p. 4.8-20), based largely on statewide tailpipe and fuel standards, but will then begin rising again, to 12.94 MMT in 2035 and 14.74 MMT in 2050. (DEIR, pp. 4.8-23, 4.8-25, respectively.) Thus, although SANDAO will meet the SB 375 goals for per capita OHO targets for cars and trucks set for it by ARB in 2020 and 2035, the DEIR shows that total OHO emissions from cars and light-duty trucks in 2050 will increase over the 2010 emissions level.

The DEIR finds the impact of the RTP/SCS on OHO emissions to be not significant in 2020 (DEIR, p. 4.8-20), significant in 2035 (DEIR, p. 4.8-23), and significant in 2050 (DEIR, p. 4.8-25). SANDAO must, however, make a determination whether the project as a whole has significant climate change impacts. We believe strongly that it does. What the DEIR shows is that the suite of strategies relied on by SANDAO, which include a heavy reliance on roadway expansion projects, does not deliver OHO reductions that are sustainable in the long term. In fact, infrastructure and land use decisions made in the early years of the RTP/SCS may lock in transportation inefficiencies and preclude any realistic possibility of meeting the Executive Order's goal of an 80% reduction in OHO emissions. The DEIR states that "[t]otal land-use based OHO emissions in 2050 are projected to be 21.85 MMT CO2e, or 50 percent greater than OHO emissions in 2010 (Table 4.8-11)," (DEIR at p. 4.8-24.) The DEIR should address the impact of the draft RTP/SCS on this important long-term policy in greater detail.

The DEIR is legally deficient for the additional reason that it does not analyze potential changes to the project design or specific mitigation measures for the OHO emissions impacts from land use; it makes only a generalized promise to prepare future RTPs "to incorporate policies and measures that lead to reduced OHO emissions." (DEIR, p. 4.8-35.) Further, the DEIR proposes some mitigation measures for OHO emissions attributable to transportation, but does not include any transportation mitigation that relates to land use, nor does it show that any such measures would be infeasible. We believe that CEQA requires much more analysis of potential mitigation measures, and that postponing this discussion and analysis until future RTP/SCS's and individual projects is a violation ofCEQA's substantive provisions. (Public Res. Code§§ 21002, 21081(a); see *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 89-96.) SANDAO has the authority to approve the RTP/SCS even if it will have substantial environmental impacts, and CEQA will not second-guess the wisdom of that choice, so long as substantial evidence supports SANDAO's findings. (Public Res. Code § 21081(b).) However, SANDAO may not approve an environmentally damaging project until and unless it has adopted all feasible mitigation measures or shown that further mitigation - including land use mitigation - is infeasible. The DEIR does not yet do so.

We recognize that this is the first SCS prepared in California, and that SANDAO is chaiting new territory·. However, the legal requirements of CEQA, including the requirement to mitigate significant impacts to the extent feasible, are not satisfied simply because the RTP/SCS meets the targets contained in SB 375 for 2020 and 2035. CEQA demands a full analysis and all

feasible mitigation of every significant impact resulting from the implementation of the RTP/SCS, throughout the full life of the Plan. The DEIR does not now provide this for GHG emissions.

Comments on RTP/SCS

Although we are not commenting directly onthe legal adequacy of the RTP/SCS under SB 375, we concur in the comments submitted to SANDAG by the California Office of Planning and Research (QPR). As discussed above, we are particularly concerned that per capita greenhouse gas (GHG) emissions associated with cars and light-duty trucks (and associated co-pollutants like particulate matter) begin to rise after 2020. (See QPR comment letter at pp. 3-4; Draft RTP at p. 3-3, Table 3.1; see also DEIR at Tables 4.3-5, p. 4.3-25.) As OPR notes, this "implies that future growth will be unavoidably less transportation efficient, which counters SB 375's underlying purpose." (QPR comment letter at p. 3.) If the RTP/SCS in fact runs counter to SB 375's purpose to reduce transportation-related GHG emissions over time, this would bear on whether the effects of the plan should be considered significant under CEQA.

In addition, OPR's comments discuss a failure of the DEIR and RTP/SCS to fully disclose the methodology by which VMT was projected, making it difficult or impossible for the lay public to determine for itself whether the information presented in the two documents is accurate and supported by substantial evidence. This lack of transparency is also a crucial flaw under CEQA, a statute whose purposes include accountability as to governmental decisions that affect the environment. *(Laurel Heights Improvement Ass'n v. Regents of the University of California* (1989) 47 Cal.3d 376,392 [holding that "the EIR ... is a document of accountability" forthe public officials who certify it].)

Conclusion

We appreciate the difficulty of preparing the first SCS in California. We believe that SANDAG has not yet prepared a DEIR on the RTP/SCS that fully satisfies CEQA's requirements, and urge SANDAG to redo several parts of the DEIR, as described in our comments herein. This RTP/SCS presents SANDAG with an opportunity to integrate transportation and land-use planning in a way that reduces GHG emissions and harmful air pollution, and that produces other benefits such as increased mobility and better public health for all the region's residents, particularly its sensitive and already overburdened communities. We

would be happy to work with SANDAG to take the additional steps needed to take full advantage of this opportunity. We appreciate your consideration of our comments.

Sincerely,

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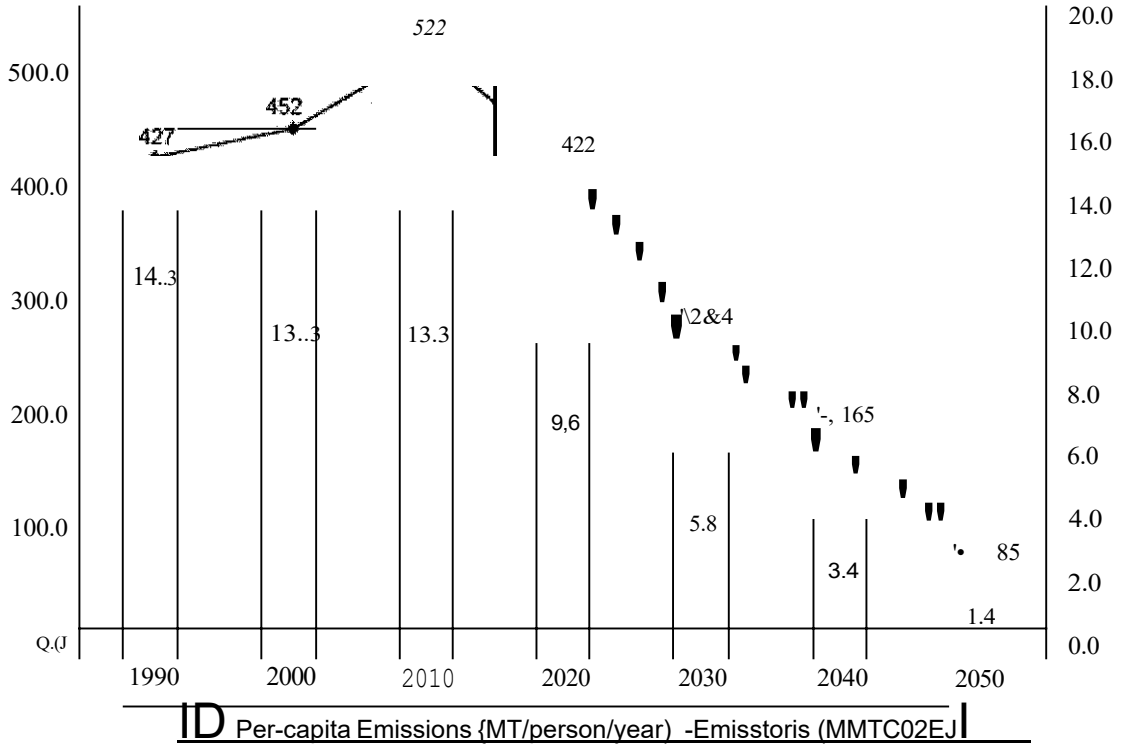
For KAMALA D. HARRIS
Attorney General

cc: Gary Gallegos, Executive Director, San Diego Association of Governments.
Julie D. Wiley, General Counsel, San Diego Association of Governments

Attachment

EXHIBIT A

Emissions Trajectory Towards 2050



(ARB, Scoping Plan, Figure 6, at p. 118.)

Exhibit A

Brief of Amicus Curiae James Hansen

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FOR THE NORTHERN DISTRICT OF CALIFORNIA
SAN FRANCISCO DIVISION

ALEC L., *et al.*, Plaintiffs, vs. LISA JACKSON, *et al.*, Defendants.	Case No.: 4:11-cv-02203 EMC Brief for Amicus Curiae Dr. James Hansen (Hon. Edward M. Chen)

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INTEREST AND IDENTITY OF *AMICUS CURIAE* JAMES HANSEN

Amicus Curiae James Hansen, Ph.D., appears here in his individual capacity and not as a representative of any institution with which he is affiliated. The information and opinions in this brief are not necessarily those of any institution with which he is affiliated or those of any party to the present litigation. This brief is offered as an aid to the Court's deliberations over whether the relief sought by plaintiffs in their motion for preliminary injunction is needed to preserve a climate system that is conducive to the survival and wellbeing of our children and their progeny.

Dr. James Hansen directs the NASA Goddard Institute for Space Studies in New York City and is an Adjunct Professor of Earth Sciences at Columbia University's Earth Institute. He was trained in physics and astronomy in the space science program of Dr. James Van Allen at the University of Iowa, receiving his Ph. D. in physics in 1967. Since the mid-1970s, Dr. Hansen has focused on computer simulations and studies of the Earth's climate, for the purpose of understanding the human impact on global climate. Dr. Hansen's testimony to Congress in the 1980s helped raise broad awareness of the global warming issue. In recent years Dr. Hansen has drawn attention to the danger of passing climate tipping points, producing irreversible climate impacts that would yield a different planet from the one on which civilization developed. As part of his work in recent years, Dr. Hansen has outlined steps that are needed to stabilize climate, with a cleaner atmosphere and ocean.

Dr. Hansen was elected to the National Academy of Sciences in 1995.

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SUMMARY OF ARGUMENT

Global warming due to emissions of greenhouse gases, mainly CO_2 from fossil fuel consumption, is already 0.8°C, and a similar or greater amount is "in the pipeline" without any further change of atmospheric composition. Already-observed impacts of this warming include rising sea levels, increased atmospheric moisture resulting in more intense precipitation events, higher temperatures causing more frequent and intense heat waves and droughts, loss of sea ice, ice sheet mass and glaciers, expansion of the subtropics, acidification of the oceans, shifting distributions of plant and animal species, and an increasing rate of species extinctions.

Maintaining a climate that resembles the Holocene epoch, the world of a relatively stable climate system under which civilization developed, requires rapid reduction of fossil fuel CO_2 emissions and reforestation. Atmospheric CO_2 concentrations passed the level that is estimated to be safe on the long term in, approximately, 1988; global mean temperature now exceeds the Holocene peak; and unabated fossil fuel emissions continue to drive the Earth increasingly out of energy balance. Unless action is undertaken without further delay, so as to return the atmospheric concentration of CO_2 to 350ppm by 2100, Earth's climate system will be pressed toward and past points of no return. Effective action remains possible, but delay in undertaking sharp reductions in emissions will undermine any realistic chance of preserving a habitable climate system -- needed by future generations no less than by prior generations.

Plaintiffs in this case seek a preliminary injunction to ensure that Defendants in this matter submit to the Court a plan to preserve the climate system, including a cap on CO_2 emissions at 2011 levels by 2013, and emissions reductions thereafter by a minimum of 6% annually. That prescription is consistent with scientific understanding of what is minimally needed to avert truly dangerous climate change and preserve the physical status quo of a habitable climate system. In light of the fossil fuel industry's stranglehold of Congress, the President's demonstrated disinclination to utilize his authority to act, and the fact that further delay vastly increases the risk of irretrievable damage to the climate system, action by this Court now is essential.

ARGUMENT

I. INTRODUCTION: THE RELEVANT STATUS QUO IS AN ATMOSPHERE THAT ENSURES A HABITABLE CLIMATE SYSTEM.

Plaintiffs and Defendants both appeal to the Court to preserve the "status quo." Pl's Mot'n for Prelim. Inj at 10; Def. Opp'n to Pl. Mot'n for Prelim. Inj. at 9. Amicus James Hansen also seeks to preserve the status quo; accordingly, this brief begins with an explanation as to what this implies for the global climate system.

Paleoclimate research conducted by Dr. Hansen and others establishes that for most of the Holocene period – the period of the most recent 10,000 years – Earth's climate, though highly variable on a regional basis, has been characterized by reasonably constant mean global temperatures. James Hansen et al., The Case for Young People and Nature: A Path to a Healthy, Natural, Prosperous Future (attached hereto as Exhibit 1) at 6.[1] This constancy enabled the Greenland and Antarctic ice sheets to remain in near mass balance, sea levels to be relatively stable, species to diversify, and civilization to develop.

Largely due to the burning of fossil fuels, the atmospheric CO_2 concentration has climbed sharply in recent decades – from 316ppm in 1959 to 390ppm in 2010.[2] In that period, US CO_2 emissions more than doubled, from 2.83 to 5.67 billion metric tons.[3] The CO_2 concentration is now to a level not seen on Earth for at least 3 million years. Exhibit 1 at 6. The CO_2 increment functions as an added blanket on the planet, reducing the amount of heat that would otherwise be re-radiated to space and throwing the planet into energy imbalance. In response, Earth has warmed by approximately 0.8°C over the last century, likely exceeding the prior Holocene peak.

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[1] *See also*, James Hansen and Makiko Sato, Paleoclimate Implications for Human-Made Climate Change 8-14 (2011).

[2] Mauna Loa CO_2 annual mean data from http://www.esrl.noaa.gov/gmd/ccgg/trends/.

[3] Carbon Dioxide Information Analysis Center (CDIAC), National CO_2 Emissions from Fossil-Fuel Burning, Cement Manufacture, and Gas Flaring: 1751-2008, http://cdiac.ornl.gov/ftp/trends/emissions/usa.dat. The text of this amicus brief here provides the data in units of CO_2 by utilizing the CDIAC's carbon-to-CO_2 conversion factor of 3.667.

Exhibit 1 at 7-8. The already apparent impact of this warming is reviewed in the next section. Due to Earth's thermal inertia, a similar or greater amount of additional 2.0°C warming is "in the pipeline" before Earth reaches energy balance at the present level of atmospheric CO_2 concentration.[4]

Avoidance of climate tipping points and subsequent points of no return[5] requires effective action to return the atmospheric CO_2 concentration to approximately 350ppm by the end of the century. *Exhibit 1* at 8. This would allow additional heat radiation to escape to space so as to restore the planet's energy balance without additional prolonged global warming. *Id.* Such action could stabilize Earth's climate system and mitigate human suffering, but further delay may doom this prospect.

The relevant status quo with respect to the present litigation, therefore, is an atmosphere whose composition of greenhouse gases ensures a relatively stable climate system conducive to the survival and well being of humanity and nature. This requires, then, action to restore the atmospheric CO_2 concentration to no more than 350ppm. In that we have currently overshot this safe atmospheric concentration level, as discussed *infra*, failure to act with all deliberate speed in the face of the clear scientific evidence of the danger[6] functionally becomes a decision to eliminate the option of preserving a habitable climate system.

II. GLOBAL WARMING HAS ALREADY REACHED THE DANGEROUS LEVEL AND, WITHOUT EFFECTIVE ACTION, WILL PRODUCE CATASTROPHIC AND IRRETRIEVABLE LOSSES.

Global climate change does not present merely "the possibility of some remote future injury." Def. Opp'n to Pl. Motion for Prelim. Inj at 9. Instead, it is a phenomenon that is already undermining human and natural systems, causing loss of life, and pressing species to extinction.

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[4] Hansen et al, Target Atmospheric CO_2: Where Should Humanity Aim?, hereinafter referred to as "Target CO_2," 225, The Open Atmospheric Science Journal (2008).

[5] *Id.*

[6] J. Hansen et al., Dangerous human-made interference with climate, Atmos. Chem. Phys., 7, 2287, 2308 (2007)

Unless arrested by effective action, climate change will produce calamitous consequences for humanity and nature alike, as tipping points are reached and points of no return are crossed.[7] Present and future impacts are addressed in turn.

(a) Present Impacts

While, as noted, global warming to date measures 0.8°C above the 1880-1920 period,[8] it has already led to a 40 percent reduction and an accelerating downward trend in summer Arctic sea ice cover, and an even faster decline in its thickness. *Exhibit 1* at 4. Continental ice sheets of Greenland and Antarctica have begun to shed ice at a rate of several hundred cubic kilometers per year. *Id.* In the past decade, sea level increased about 3cm—a rate of about one foot per century, and nearly twice as fast as the rate of increase during the preceding century.[9] This rise has resulted in losses of coastal wetland areas and greater levels of damage from coastal flooding.[10] For example, in the United States, increased sea level has led to the loss of 1900 square miles of coastal wetland in Louisiana, which in turn exacerbates the area's vulnerability to storm surges like Hurricane Katrina.[11] Mountain glaciers, the source of fresh water to major world rivers during the dry season, are receding rapidly all around the world. *Exhibit 1* at 4. In 1850, Glacier National Park in Montana had 150 glaciers measuring larger than twenty-five acres—today, it has just twenty-five.[12]

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[7] Hansen, et al define "the tipping level [as] the global climate forcing that, if long maintained, gives rise to a specific consequence [and] the point of no return [as] a climate state beyond which the consequence is inevitable, even if climate forcings are reduced. Target CO_2 at 225.

[8] The 1880-1920 period is the earliest time at which instrumental data allows accurate specification of global temperature, and the temperature in that period is estimated to be close to pre-industrial temperature averaged over several centuries.

[9] Decl. James Hansen at ¶ 40, 2006 WL 4761053 (D. Vt. 2006).

[10] INTERGOVERNMENTAL PANEL ON CLIMATE CHANGE, 2007: IMPACTS, ADAPTATION, AND VULNERABILITY, Table 4.1 (hereinafter "IPCC Working Group II").

[11] U.S. Global Change Research Program, 2009: *Global Climate Change Impacts in the United States*, T. Karl, J.M. Melillo, T.C. Peterson (eds.), Cambridge Univ. Press.

[12] Brief of Amici Curiae Climate Scientists James Hansen et al., *Chamber of Commerce of the United States v. EPA*, 2010 WL __ (*citing to* U.S. Geological Survey, *Melting Glaciers Signal Change in National Parks,* http://www.nwrc.usgs.gov/world/content/land5.html).

Tropospheric water vapor and heavy precipitation events have increased. Droughts are more common, especially in the tropics and subtropics. *Exhibit 1* at 4. Coral reef ecosystems are being impacted by a combination of ocean warming and acidification from rising atmospheric CO_2, resulting in a 1-2% per year decline in geographic extent. *Exhibit 1* at 4. World health experts have concluded with "very high confidence" that climate change already contributes to the global burden of disease and premature death with altered distribution of some infectious disease vectors.[13] Subtropical climate belts have expanded, contributing to more intense droughts, summer heat waves, and devastating wildfires in the southern United States, the Mediterranean and Middle East regions, and Australia. *Exhibit 1* at 4. Mega-heat waves have become noticeably more frequent, including the 2010 heat wave in Moscow and in Texas in 2011. *Exhibit 1* at 4. It is nearly certain that such "outlier" heat events would not have occurred in the absence of global warming.[14]

(b) Future effects

Scientific prediction of long-term impacts from climate change is imprecise in part because of uncertainty about the relative speed with which amplifying feedbacks, including disintegration of Earth's major ice sheets, will occur. *Exhibit 1* at 13. Citing the Paleoclimate record, Dr. Hansen and colleagues noted the following most recently:

> Precise consequences of continuing [business as usual] emissions for several decades are difficult to define, because Earth has never experienced such a large rapid increase of climate forcings as would occur with burning of most fossil fuels this century. The closest analogy in Earth's history is probably the PETM (Paleocene-Eocene Thermal Maximum) in which rapid global warming of at least 5°C occurred. The PETM warming spike occurred in conjunction with injection of 3000-5000 GtC of carbon into the surface climate system during two 1-2 thousand year intervals separated by several thousand years. It is often assumed that the carbon originated from melting of methane hydrates, because of the absence of other known sources of that magnitude. PETM occurred during a 10-million year period of slow global warming, and thus methane release might have been a feedback magnifying that warming.
>
> The PETM witnessed extinction of about half of small shelled deep ocean

[13] IPCC Working Group II.

[14] J. Hansen, M. Sato, R. Ruedy, Climate Variability and Climate Change: The New Climate Dice, Nov. 10, 2011.

> animals that serve as a biological indicator for ocean life in general, but, unlike several other large warming events in Earth's history, there was little extinction of land plants and animals. An important point is that the magnitude of the PETM carbon injection and warming is comparable to what will occur if humanity burns most of the fossil fuels, but the human-made warming is occurring 10-100 times faster. The ability of life on Earth today to sustain a climate shock comparable to the PETM but occurring 10-100 times faster is highly problematic. Climate zones would be shifting much faster than species have ever faced. Thus if humanity burns most of the fossil fuels, Earth, and all species residing on it, will be pushed into uncharted climate change territory.

Exhibit 1 at 13 (internal citations omitted).

Based on measurements of observed climate change, computer simulations of the climate system's responses to additional CO_2 emissions, as well as information from the paleoclimate record, Dr. Hansen and others have concluded that continued burning over several decades of fossil fuels renders multi-meter sea level rise "practically certain," and create cause "millions of global warming refugees from highly populated low-lying areas . . . throwing existing global demographics into chaos." *Exhibit 1* at 14 (internal citations omitted).

These researchers note, as well, that acidification stemming from ocean uptake of a portion of increased atmospheric CO_2 is expected to increasingly disrupt coral reef ecosystem health, with potentially devastating impacts to certain nations and communities. *Exhibit 1* at 16. Hansen and others warn of receding mountain glaciers "with effects on seasonal freshwater availability of major rivers," *Exhibit 1* at 4, illustrating that present atmospheric CO_2 leves are "already a threat for future fresh water security." *Id.* at 16.

Increased concentration of CO_2 and associated increased global temperatures will deepen impacts on human health, with children being especially vulnerable. *Exhibit 1* at 16. Climate threats to health move through various pathways, especially by placing additional stress on the availability of food, clean air, and clean water. *Exhibit 1* at 16 (*citing to* Bernstein and Myers, *Climate Change and Children's Health*, Current Opin. Pediatrics, 23, 221-226 (2011)). Other principle climate-related impacts on human health include heat waves, asthma and allergies, infectious disease spread, drought, pests and disease spread across taxa: forests, crops and marine life, and winter weather anomalies. *Exhibit 1* at 18 (Table 1).

As noted *supra*, climate zones are already shifting at rates that exceed natural rates of change; this trend will continue as long as the planet is out of energy balance, a conclusion "based on comparison of the observed trend with inter-decadal variability in climate simulations."[15] Dr. Hansen and others note that "as the shift of climate zones becomes comparable to the range of some species, the less mobile species will be driven to extinction." *Exhibit 1* at 15. In 2007, the Intergovernmental Panel on Climate Change (IPCC) summarized studies estimating species extinctions from additional global warming and estimated[16] that for global warming of 1.6°C or more, relative to pre-industrial levels, 9-31 percent of species will be driven to extinction, while with global warming of 2.9°C, an estimated 21-52 percent of species will be driven to extinction.[17]

III. ACTION TO PHASE OUT CO_2 EMISSIONS IS URGENTLY REQUIRED, WHILE DELAY VIRTUALLY ENSURES CALAMITY.

The 2007 consensus statement by the IPCC, summarizing research through 2005, indicated that human-induced warming of Earth of approximately 2°C constituted dangerous climate change. From that, however, no conclusion logically could be drawn as to the danger inherent in lower levels of global warming.

Research by Dr. Hansen and others to assess this question has been spurred on by the realization, as described *supra*, that large climate impacts have commenced already, even though Earth's lagged temperature response to the recent climb in atmospheric CO_2 is only 0.75°C above preindustrial levels. Hansen et al estimate that this warming is already at least 0.25°C above the prior Holocene maximum. *Exhibit 1* at 5. Empirical research showing an ongoing and

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[15] Hansen, J., M. Sato, R. Ruedy, *et al.,* 2007b: Dangerous human-made interference with climate: a GISS modelE study, *Atmos. Chem. & Phys.*, 7, 2287-2312.

[16] IPCC Working Group II.

[17] Hansen et al note that "mass extinctions have occurred in conjunction with rapid climate change during Earth's long history. While new species evolved over hundreds of thousands and millions of years, such time scales are almost beyond human comprehension. Accordingly, if we drive many species to extinction we will leave a more desolate planet for our children, grandchildren, and as many generations as we can imagine." *Exhibit 1* at 15.

accelerating mass loss of the Greenland and West Antarctic ice sheets, which began within the last few decades, provides strong confirmation that today's global temperature has reached a level higher than prior Holocene temperatures. *Id.*

Accordingly, the best available current science establishes that today's global temperature is already close to or into the "dangerous zone." *Exhibit 1* at 106. Because the recently-observed climate effects with respect to the ice sheets are still relatively small compared to total ice sheet mass, these feedbacks may not be a major factor if maximum global warming overshoot of ~1°C occurs only briefly and then recedes. *Exhibit 1* at 10-12.

Action therefore must be undertaken to restore the atmosphere's safe level of CO_2 concentration to 350ppm, so as to avert any avoidable additional warming that may drive the climate system past tipping points "that assure transition to a very different planet," *Id.* at 12, and keep the period of overshoot to an absolute minimum.

Two underlying reasons that such action must be undertaken without further delay is indicated in Amicus Hansen's most recent research, summarized here, and illustrated in Fig. 1 *infra*. First, a substantial share of any additional infusion of CO_2 lasts in the atmosphere for centuries (and while there, continuously acts to further heat the planet). Accordingly, Earth's temperature response to the "radiative forcing" effect of the higher atmospheric CO_2 concentration is a function not only of recent emissions, but the persisting share of prior emissions. Second, as a consequence of the long-lived nature of CO_2 and the fact that human-derived emissions have already cause a substantial overshoot of the long-term safe atmospheric concentration level, any substantial delay in undertaking effective action – even if such action compelled a sharp cut-off of emissions – would render it impossible to return the atmospheric CO_2 concentration to 350ppm within this century. Thus, as illustrated in Fig. 1b, if emissions of CO_2 are allowed per business as usual for even two decades longer the concentration of CO_2 in the atmosphere will not return, until the year 2150, to the nominally safe level of 350ppm even if

all such emissions were abruptly ceased in the year 2030.[18] In contrast, complete cessation in 2011 would return to the atmospheric CO_2 concentration to 350ppm by mid-century. *Exhibit 1* at 9.

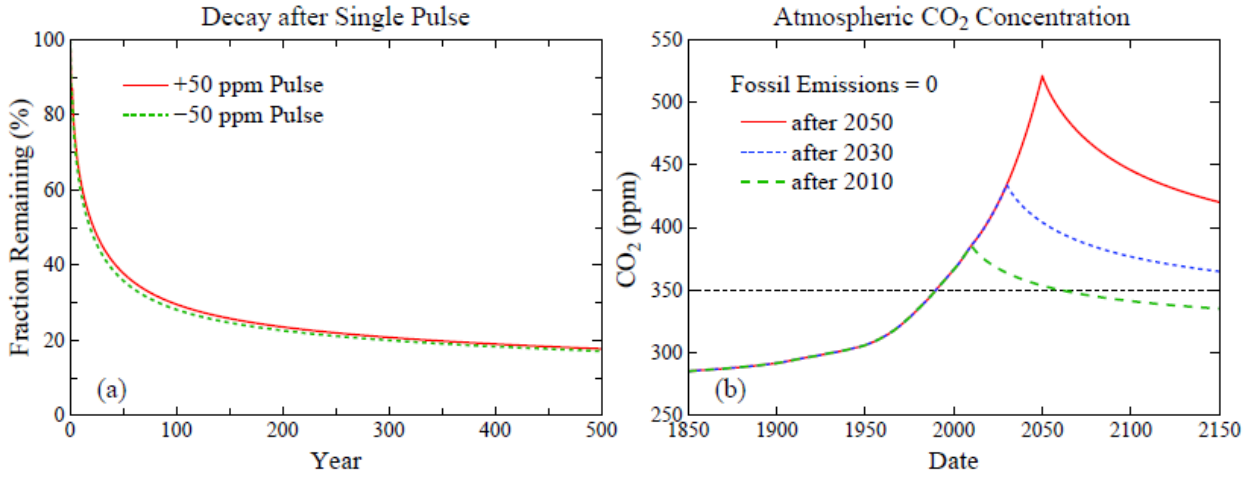


Figure 1. (a) Decay of instantaneous (pulse) injection and extraction of atmospheric CO_2, (b) CO_2 amount if fossil fuel emissions are suddenly terminated at the end of 2010, 2030, 2050. (Hansen et al., The Case for Young People and Nature: A Path to a Health, Natural, Prosperous Future.)

An abrupt cessation of all CO_2, whether in 2011 or 2030, is unrealistic, in part because industry, other business, and consumers alike need time to retool and reinvest in emission-free options to fossil fuels. Accordingly, Hansen et al have proposed a glide path to secure an atmosphere whose CO_2 concentration is no higher that 350ppm. Their plan requires emission reductions of 6 percent annually, coupled with a program of reforestation. *Exhibit 1* at 10. This will achieve the goal of restoring the atmosphere to approximately 350ppm if the plan is commenced without delay, and then adhered to. However, consistent with the abrupt phase out scenarios discussed in the prior paragraph *supra*, if the 6 percent annual emission reductions are delayed until 2030, then the global temperature will remain above 1°C higher than preindustrial

[18] *Exhibit 1* at 9. Further, were the emission cessation to commence only after 40 years, Dr. Hansen estimates that the atmosphere would not return to 350ppm CO_2 for nearly a 1000 years. *Id.*

levels for nearly 300 years. It would be "highly unlikely," that the planet's major ice sheets would remain "stable at their present size with such long-lasting warmth." *Exhibit 1* at 12-13.

Considered in another way, the required rate of emissions reduction would have been about 3.5% per year if reductions had started in 2005, while the required rate of reduction, if commenced in 2020, will be approximately 15% per year. *Id.* at 6. This illustrates, again, that "the dominant factor, by far, is the date at which fossil fuel emission phase-out begins." *Id.* at 11.

The present danger and impending calamities presented by continued CO_2 emissions, and the urgent need to get beyond fossil fuels before Earth is altered in fundamental respects – including its ability to sustain civilization – renders it a first-order tragedy that all serious attempts to address the problem in Congress to date either have been still-borne or killed after some debate. Equally tragic, the executive branch, including our current president, has declined to act with any degree of effectiveness to restrict CO_2 and other greenhouse gas emissions from the largest sources – bowing to industry pressure at virtually every turn even though, pursuant to the Supreme Court's leading global warming decision, *Mass. v. EPA*, 549 U.S. 497 (2007), it retains authority to act. The "absence of effective leadership" is attributable, as Amicus Hansen points out, to the "undue sway of special financial interests on government policies."[19] In the absence of political leadership, an Order by this Court granting the injunctive relief sought by plaintiffs in this matter may be the best, the last, and, at this late stage, the only real chance to preserve and restore the atmosphere and climate system.

CONCLUSION

Systematic reductions in CO_2 emissions, for the reasons provided by Dr. Hansen in his work cited throughout this amicus brief, must be undertaken in conjunction with reforestation so as to return the concentration of CO_2 in the atmospheric to a level no higher than 350ppm by the end of the century, if not sooner. Plaintiffs in this matter seek an Order by the Court to require Defendants to submit a "Climate Recovery Plan" by next March whose key features, if followed,

[19] *Exhibit 1* at 10 (citing to Oreskes, N.; Conway, E.M., 2010: Merchants of Doubt: How a Handful of Scientists Obscured the Truth on Issues from Tobacco Smoke to Global Warming. Bloomsbury Press, 355 pp. merchantsofdoubt.org.).

will restore the atmosphere and preserve a habitable climate system. This brief has established that such action is urgently required. In particular, the failure to commence CO_2 reductions without further delay, and to undertake other measures consistent with the prescription developed by Dr. Hansen and others, and advanced in these proceedings by Plaintiffs, would consign our children and their progeny to a very different planet, one far less conducive to their survival.

Respectfully submitted this 14th day of November, 2011.

/s/

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