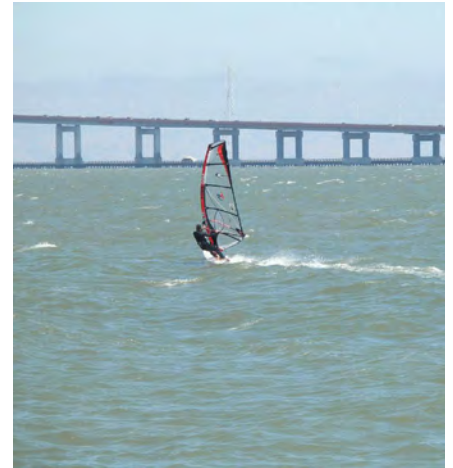


SECTION 5: Climate Change

Global climate change is a change in the average weather of the Earth that may be measured by wind patterns, storms, precipitation and temperature. The Intergovernmental Panel on Climate Change (IPCC) has reached consensus that continued greenhouse gas (GHG) emissions at or above current rates would cause further warming. Warming would induce many changes in the global climate system during the 21st century that would very likely be larger than those observed during the 20th century.¹ Reductions in the emissions of greenhouse gases are necessary if the extent and impact of climate change is to be minimized.

Foster City has already recognized this as an important issue and made significant progress in analyzing the issue and developing proposed actions in the “Sustainability Action Plan” prepared by the Environmental Sustainability Task Force. The General Plan can also be a tool in this effort and is a logical place to include the goals and policies of the community for guiding development and shaping the environment.



³ Intergovernmental Panel on Climate Change (IPCC) (2007) “Summary for Policymakers,” Climate Change 2007: Synthesis Report. Fourth Assessment Report of the Intergovernmental Panel on Climate Change. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, p. 13. <http://www.ipcc.ch/pdf/assessment-report/ar4/wg1/ar4-wg1-spm.pdf>



Climate Change Regulatory Background Relevant To General Plans ²

Local, state and federal agencies have set reduction targets for GHG emissions in the near and long term. Changes in state regulations require that environmental impacts reports include an analysis of compliance with these targets, as well as mitigation measures and monitoring to include “feasible means, supported by substantial evidence and subject to monitoring and reporting, of mitigating the significant effects of greenhouse gas emissions.” These reduction targets will affect Foster City’s community and municipal operations, requiring reductions in single-occupant vehicle travel, increases in alternative energy use and more efficient development overall. The following information summarizes the current regulations related to GHG emission reductions that are relevant to General Plans.



State Reduction Targets for Greenhouse Gases (Executive Order S-3-05)

In June 2005, Governor Schwarzenegger established California’s GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050.



Global Warming Solutions Act of 2006 (Assembly Bill 32)

California’s major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the “Global Warming Solutions Act,” passed by the California State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels by 2020, a reduction of approximately 25 percent, and then an 80 percent reduction below 1990 levels by 2050.

The cornerstone of the AB 32 program is the development and adoption by the California Air Resources Board (CARB) of a Scoping Plan that identifies specific reduction strategies, implementation mechanisms, and timelines.



In addition to reducing GHG emissions to 1990 levels by 2020, AB 32 directed CARB and the newly created Climate Action Team (CAT) to identify a list of discrete early action GHG reduction measures that can be adopted and made enforceable by January 1, 2010. In June 2007, CARB approved a list of 37 early action measures. The CARB adopted additional early action measures in October 2007 that tripled the number of discrete early action measures.

² Much of this discussion is taken from the Chess-Hatch Master Plan Final EIR, LSA Associates, September 2009, Appendix , p. 259-262

CARB approved a Scoping Plan on December 11, 2008 that outlines the main state strategies for meeting the 2020 deadline. The Scoping Plan does several things:

- Specifies the target level of greenhouse gas emissions that must be achieved by 2020 and estimate the levels that would occur in the absence of measures to reduce emissions – the “business-as-usual” scenario. The difference represents the quantity of emissions that must be reduced by the measures in the plan.
- The Plan identifies a mix of strategies to achieve the mandated reductions, and estimates the emission reductions that can be expected from each strategy or measure.
- The Plan provides the general direction for the implementation of key strategies, recognizing that the details of the requirements will be developed through the public rulemaking process.

The Scoping Plan identifies measures and strategies in 19 basic categories. The greatest contribution comes from the transportation sector. The electricity sector is the second largest contributor.

The Scoping Plan discusses two primary ways in which local governments can achieve direct greenhouse gas emissions (i.e., reductions that do not result from improved land use planning). Local governments can take actions to reduce energy use at their own facilities, increase their recycling, reduce their waste and water use, reduce the energy used in the handling and treatment of waste and water, and reduce the carbon emissions from their vehicle fleets and from trips to and from their facilities. Similarly, local governments can adopt policies that support reductions in these same areas by businesses and residents within their communities.³

Senate Bill 375

Senate Bill 375 (SB 375), which was signed into law on October 1, 2008, provides emissions-reduction goals and provides incentives for local governments and developers to follow new conscientiously planned growth patterns. SB 375 enhances the CARB’s ability to reach AB 32 goals by directing CARB to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. Regional planning agencies are also required to develop a Sustainable Communities Strategy (SCS) that will constitute the land use element of the Regional Transportation Plan and meet the GHG reduction targets set by CARB. SB 375 also provides incentives for creating attractive, walkable and sustainable communities and revitalizing existing communities. It also encourages the development of more alternative transportation options, to promote healthy lifestyles and reduce traffic congestion.

³ Climate Change Scoping Plan, California Air Resources Board, December 2008.
http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf



Additionally, SB 375 modified Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing plans.

CEQA Guidelines Amendments

To assist public agencies in the mitigation of GHG emissions or analyzing the effects of GHGs under CEQA, amendments to the State CEQA Guidelines were approved in December 2009.

CEQA Guidelines Section 15126.4.c requires lead agencies "to consider feasible means, supported by substantial evidence and subject to monitoring and reporting, of mitigating the significant effects of greenhouse gas emissions."

Section 15183.5 provides guidance on tiering and streamlining the analysis of GHG emissions. It provides that lead agencies may analyze and mitigate the significant effects of GHG emissions at a programmatic level, such as in a general plan or a separate plan to reduce GHG emissions. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of GHG emissions. It further provides that a plan to reduce GHG emissions may be used in a cumulative impacts analysis. Such a plan, in order to qualify projects for a streamlined environmental review, must do the following:

- Quantify GHG emissions, both existing and projected;
- Establish a level, below which the contribution to GHG emissions would not be cumulatively considerable;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;
- Be adopted in a public process following environmental review.

Local Efforts To Date

Foster City has recognized that climate change and sustainability as a whole are important issues facing the community. The City is already taking steps to make the City more sustainable. The following identifies what the City is doing to identify climate change contributions and reduce the City's impact on the environment.

Environmental Sustainability Task Force

In 2008, the City Council adopted a Policy Calendar Item to "Prepare and Commence Implementation of a Community-Wide Environmental Sustainability Action Plan and a City Operations Environmental Sustainability Action Plan, Including Compliance with AB 32 and SB 375." In February 2009, the Ad Hoc Environmental Sustainability Task Force (ESTF) presented a completed Sustainability Action Plan (SAP) to the City Council.⁴ The SAP included a summary of the results of a community-wide greenhouse gas (GHG) inventory for Foster City using baseline data for 2005 that will help the City evaluate the community's progress in reducing greenhouse gas emissions over time. In addition to addressing climate change and reducing GHG emissions through changes in energy use and fuel consumption, the ESTF's SAP made recommendations about water conservation, air and water pollution prevention, solid waste source reduction and recycling.

The City Council extended the term of the ESTF to June 30, 2012 and also reauthorized a part-time intern position to support the work of the ESTF. The ESTF has begun work on implementation of some of the measures in the SAP.



⁴ Recommended Sustainability Action Plan, Foster City Ad Hoc Environmental Sustainability Task Force, February 2009.

Gilead Sciences & Chess-Hatch Environmental Impact Reports

The Gilead Sciences Corporate Campus Master Plan Environmental Impact Report (EIR) ⁵ (July 2009) and Chess- Hatch Master Plan EIR ⁶ (September 2009) both included extensive sections on Global Climate Change, including scientific and regulatory background, estimates of GHG emissions from the projects and proposed mitigation measures.

TABLE 5-1: PROJECT IMPLEMENTATION OF GREENHOUSE GAS EMISSION REDUCTION STRATEGIES – EXAMPLE FROM GILEAD SCIENCES EIR

Strategy	Mitigation Measure	How Goal or Policy Would Reduce GHG Emissions
<p>Energy Efficiency: Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies.</p>	<ul style="list-style-type: none"> • Comply with the updated Title 24 standards for building construction; • Provide a landscape and development plan for the project that takes advantage of shade, prevailing winds, and landscaping; • Install efficient lighting and lighting controls/systems. Use daylight as an integral part of lighting systems in buildings; • Install light colored “cool” roof areas; • Install energy efficient heating and cooling systems, appliances and equipment, and control systems; • Install efficient lighting and controls for new outdoor lighting (e.g., fluorescent or LED, dusk to dawn sensors); • Consider developing an On-Site Renewable Energy System that consists of solar, wind, geothermal, biomass and/or bio-gas strategies. This system should reduce grid-based energy purchases and provide at least 2.5 percent of the project energy cost from renewable energy. Such a strategy can include installation of photovoltaic panels, wind turbines, and solar and tankless hot water heaters; • Install light colored “cool” pavements for pathways, plazas, and sidewalks, where appropriate given the characteristics of those areas; • Incorporate ENERGY STAR or better rated appliances and electrical equipment; and • Design all office buildings to exceed California Building Code’s Title 24 energy standards, as follows: <ul style="list-style-type: none"> - Increase insulation such that heat transfer and thermal bridging is minimized to the extent consistent with the overall safe and healthy functioning of the building; and - Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption to the extent consistent with the overall safe and healthy functioning of the building. 	<ul style="list-style-type: none"> • Design all laboratory buildings to exceed California Building Code’s Title 24 energy standards as follows: <ul style="list-style-type: none"> - Increase insulation such that heat transfer and thermal bridging is minimized to the extent consistent with the overall safe and health functioning of the building; - Limit air leakage through the structure of with in the heating and cooling distribution system to minimize energy consumption to the extent consistent with the overall safe and health functioning of the building; and • Use combined heat and power in appropriate applications.

⁵ Gilead Sciences Corporate Master Plan Final Environmental Impact Report, LSA Associates, July 2009, State Clearinghouse Number 2008122064.

⁶ Chess-Hatch Master Plan Final Environmental Impact Report, LSA Associates, September 2009, State Clearinghouse Number 2008122065.

TABLE 5-1: PROJECT IMPLEMENTATION OF GREENHOUSE GAS EMISSION REDUCTION STRATEGIES – EXAMPLE FROM GILEAD SCIENCES EIR

Strategy	Mitigation Measure	How Goal or Policy Would Reduce GHG Emissions
<p>Green Building: Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.</p>	<ul style="list-style-type: none"> • Design, construct and operate all newly constructed office buildings as equivalent to “LEED Silver” or higher standards (e.g., “LEED Gold”); • Design, construct and operate all newly constructed laboratory buildings as equivalent to “LEED Certified” or higher standards (e.g., “LEED Silver”), if such standards for laboratory buildings are in place at the time of Specific Development Plan/Use Permit approval; • Use locally produced and/or manufactured building materials for construction of the project, subject to consideration of quality, cost, and availability; • Develop a sustainability design checklist based upon green building rating systems to guide significant facility renovation projects by deploying newer construction and operating practices that conserve energy, water and materials while providing a reasonable return on investment; and • Incorporate “Green Building Materials,” such as those materials which are resource efficient, have recycled content, and/or are manufactured in an environmentally friendly way, including low Volatile Organic Compound (VOC) materials. 	<ul style="list-style-type: none"> • Design all laboratory buildings to exceed California Building Code’s Title 24 energy standards as follows: <ul style="list-style-type: none"> - Increase insulation such that heat transfer and thermal bridging is minimized to the extent consistent with the overall safe and health functioning of the building; - Limit air leakage through the structure of with in the heating and cooling distribution system to minimize energy consumption to the extent consistent with the overall safe and health functioning of the building; and • Use combined heat and power in appropriate applications.
<p>Water Use Efficiency: Continue efficiency programs and use cleaner energy sources to move and treat water.</p>	<ul style="list-style-type: none"> • Create water-efficient landscapes within the development and/or landscape with native and drought-tolerant plants; • Install water-efficient irrigation systems and devices such as soil moisture-based irrigation controls, timers, and/or drip irrigation; • Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and low-flow urinals; • Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and • Consider using reclaimed water for landscape irrigation within the project, if reclaimed water is made available by the City. 	
<p>Recycling and Waste: Increase waste diversion, composting, and commercial recycling. Move toward zero waste.</p>	<ul style="list-style-type: none"> • Use best efforts to reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard); • Provide adequate interior and exterior storage areas for recyclables; • Provide employee education about reducing waste and available recycling services; and • Provide adequate storage areas for green waste, to the extent needed in light of the actual operations of the facility. 	

TABLE 5-1: PROJECT IMPLEMENTATION OF GREENHOUSE GAS EMISSION REDUCTION STRATEGIES – EXAMPLE FROM GILEAD SCIENCES EIR

Strategy	Mitigation Measure	How Goal or Policy Would Reduce GHG Emissions
<p>Regional Transportation-Related Greenhouse Gas Targets: Local governments must develop regional greenhouse gas emissions reduction targets for passenger vehicles.</p>	<p>Specific regional emission targets for transportation emissions do not directly apply to this project. However, the proposed project would continue the extensive offerings in Gilead Science’s Transportation Demand Management (TDM) program already in place. The specific measures include:</p> <ul style="list-style-type: none"> • Guaranteed Ride Home program (all carpool, vanpool, and transit participants); • Shuttle service to the nearby rail station; • Carpool incentive program; • Bike to work program; • Rebates for vanpool participants; • Commuter checks; • Vanpool program; • Bicycle racks and lockers, and other on-site amenities; and • Try Transit Free program. 	
<p>Measures to Reduce High Global Warming Potential (GWP) Gases: CARB has identified Discrete Early Action measures to reduce GHG emissions from the refrigerants used in car air conditioners, semiconductor manufacturing, and consumer products. CARB has also identified potential reduction opportunities for future commercial and industrial refrigeration.</p>	<p>New refrigerant systems installed at the project site (after implementation of the reduction of GWP gases) shall comply with future CARB rules and regulations as these new rules and regulations are implemented by the agency.</p>	

Existing Policies in the General Plan

As identified in the Gilead Sciences and Chess Drive EIRs, there are a number of existing General Plan goals and policies that would reduce GHG emissions. These are outlined in Table 5-2:

TABLE 5-2: EXISTING GENERAL PLAN GOALS AND POLICIES THAT WOULD REDUCE GREENHOUSE GAS EMISSIONS

Goal or Policy	Goal or Policy Text	How Goal or Policy Would Reduce GHG Emissions
Goal LUC-B	Promote Proper Site Planning, Architectural Design and Property Maintenance. Ensure high quality site planning and architectural design for all new development, renovation or remodeling and require property maintenance to maintain the long-term health, safety and welfare of the community.	Good site planning and architectural design take advantage of the site to reduce energy use, such as solar access to reduce heating costs and breezes to reduce cooling costs. High quality architecture can also use more sustainable building materials.
Goal LUC-H	Encourage Mixed Use Projects. Encourage mixed use projects, with the residential portion of mixed use projects built at the maximum allowed densities to reduce trips to, from and within the City.	Mixed use projects can reduce automobile trips by providing destinations within walking distance.
Goal LUC-I	Provide for Diversified Transportation Needs. Develop, improve and maintain a circulation system which provides efficient and safe access for private vehicles, commercial vehicles, public transit, emergency vehicles, bicycles and pedestrians.	A diverse transportation system can encourage people to use transit, bicycles and walking and reduce automobile trips.
Goal LUC-J	Maintain Acceptable Operating Conditions on the City's Road Network. Maintain acceptable operating conditions on the City's road network at or above Level of Service D and encourage the maximum effective use of public and private vehicles, reduce the growth in peak hour traffic volumes and reduce single passenger trips.	Reducing single passenger automobile trips will generate less greenhouse gas emissions as well as help maintain acceptable levels of service.
Policy LUC-18	Mixed Use Residential/Commercial Projects. The City will encourage housing production by allowing mixed use residential/commercial projects to be built with the residential portion of mixed use projects built at the maximum allowed densities to reduce trips to and from and within the City. In allowing higher residential densities for mixed use projects, the project must comply with the goals and policies of the General Plan, including Policies LUC-15 (Density of Residential Projects) and LUC-16 (Provision of Affordable Housing).	Mixed use projects can reduce automobile trips by providing destinations within walking distance. Higher density projects make the use of transit more feasible, which also reduces automobile trips.
Policy LUC-52	Transportation Systems Management (TSM). The City will participate in an ongoing joint effort with several neighboring cities to adopt and enforce a Traffic Systems Management (TSM) program. The program shall require the participation of all future and existing commercial and industrial employers.	TSM programs encourage employees to reduce single occupancy vehicle trips.
Policy LUC-53	Bicycle Routes and Pedestrian Paths. Maintain a system of bicycle routes and pedestrian paths, which will include separate bicycle lanes and posted bicycle routes. Pedestrian pathways and easements shall be maintained, either by the City, or, in the case of private ownership, according to a maintenance agreement or landscaping district agreement applicable to the pathway/easement.	Improved bicycle routes and pedestrian paths will encourage people to use these modes instead of the automobile.
Policy LUC-54	Coordination with SamTrans. The City shall work with SamTrans in defining new routes and improving the public transit and transportation system.	More efficient transit routes will encourage people to use transit instead of automobiles.

TABLE 5-2: EXISTING GENERAL PLAN GOALS AND POLICIES THAT WOULD REDUCE GREENHOUSE GAS EMISSIONS (CONTD)

Goal or Policy	Goal or Policy Text	How Goal or Policy Would Reduce GHG Emissions
Policy LUC-59	Bicycle Parking. Secured bicycle parkings shall be encouraged for all commercial and industrial buildings. The City will continue to allow required parking to be reduced by one space for every eight bicycle parking spaces provided, per Chapter 17.62 of the Municipal Code.	More convenient bicycle parking will encourage people to use bicycles instead of automobiles.
Goal PC-C	Maintain and Improve the City's Pedway and Bikeway System. Maintain and improve the pedway system that surrounds the City and the walkway system that provides safe access to parks, schools and other streets.	An attractive and safe pedway and walkway system will encourage people to walk instead of use automobiles.
Goal PC-F	Provide Adequate Open Space to Serve Existing and New Development. Assure the provision of adequate open space to serve existing and new development and preserve existing open spaces with public access easements within private commercial developments.	Preservation of open space will provide plants that use carbon dioxide.
Goal PC-G	Protect and Conserve Natural Resources. Protect and conserve wildlife habitat, energy resources, land resources, air quality, and the quality and quantity of water resources.	Preservation of resources includes many aspects that will make the community more sustainable and also reduce energy use and air emissions that generate greenhouse gas emissions.
Policy PC-9	Bikepath System. Develop a Foster City bikepath system to connect major work, shopping, school, civic and recreational destinations throughout the City.	A convenient bikepath system will encourage people to use bicycles rather than automobiles to reach their destination.
Policy PC-11	Pedway and Bikeway System Maintenance and Improvement. Continue to maintain, expand and improve the existing walkway and pedway system.	An attractive and safe pedway and walkway system will encourage people to walk instead of use automobiles.
Policy PC-28	Air Quality. Reduce the impact of development on local air quality.	Reducing impacts on local air quality will also reduce greenhouse gas emissions.
Policy PC-29	Energy Conservation. Promote energy conservation in existing and new development (see Housing Element).	Reducing energy consumption will reduce greenhouse gas emissions that are generated to make electricity.
Policy H-A-4-a	Air Quality Impacts. When site-specific development is proposed and/or a Rezoning application is processed, potential air quality impacts from project traffic shall be studied, and mitigation measures to ensure compliance with the Bay Area Air Quality Management District standards in effect at the time shall be recommended if necessary.	Reducing air quality impacts will reduce greenhouse gas emissions.
Policy H-B-3	Encourage Energy Conservation in Housing. Encourage adoption of energy conservation measures and promote energy conservation programs that provide assistance for energy conservation improvements.	Reducing energy consumption will reduce greenhouse gas emissions that are generated to make electricity.

Source: Gilead Sciences Corporate Master Plan Final Environmental Impact Report, op. cit., p. 273.

Options For Integrating Climate Change Into General Plan

We recommend three basic options for the City to consider regarding how to integrate consideration of climate change into the General Plan:

- Reference Climate Change goals and policies in a Matrix to clearly show how the City is complying with the regulations.
- Reference Climate Change related items in a Sustainability Section/Element and/or Matrix and Require a Climate Action Plan as a Near-term Mitigation Measure.
- Reference Climate Change Items in a Sustainability Section/Element and/or Matrix and Adopt a Climate Action Plan simultaneously.

These are described in more detail below:

1. Reference Climate Change Items in a Matrix

Include goals, policies and implementation measures related to climate change and sustainability throughout the General Plan and reference in a summary matrix. An example of this approach is the Redwood City General Plan adopted in October 2010.⁷ The plan includes a small section on Sustainability and highlights the items that relate to sustainability with an icon in the body of the Plan and also in tables that summarize policies and implementation actions. Redwood City has a separate “Community Climate Action Plan”⁸ that encourages residents and local businesses to take steps to reduce greenhouse gases. Their plan, however, does not appear to meet the requirements to qualify for the CEQA streamlining authorized by the recent CEQA Guideline amendments.

The environmental impact report (EIR) for the General Plan update will be required to quantify baseline and projected greenhouse gas emissions, determine if they are significant and mitigate the impacts to the extent feasible. The mitigation measures should also include specific measures to be applied to new projects, which could be patterned after the mitigation measures applied to the Gilead Sciences project (see Table 4-1). If the projected emissions do not exceed the threshold of significance (e.g., the Bay Area Air Quality Management District’s suggested GHG efficiency metric of 6.6 metric tons of carbon dioxide equivalent per service population [residents plus workers] per year (6.6 MT CO₂e/SP/yr)), then the City may be able to conclude that the impacts of the plan are adequately mitigated to a less than significant level. This would provide a basis for subsequent development projects to be able to rely on the analysis in the General Plan EIR. If the City cannot find that the impacts will be adequately mitigated, then it is likely that subsequent development projects will be required to prepare an EIR, even if all other impacts are mitigated to less than significant levels.



⁷ Redwood City General Plan, October 2010. http://www.redwoodcity.org/phed/planning/generalplan/FinalGP_Docs.html

⁸ Redwood City, Community Climate Action Plan. http://www.redwoodcity.org/manager/initiatives/climate%20protection/Verde/Final%20CCAP%20Documents/CCAP_Final_3-25-10.pdf



2. Reference Climate Change Items in a Sustainability Section/Element and/or Matrix and Require a Climate Action Plan as a Near-term Mitigation Measure

Include goals, policies and actions related to climate change and sustainability throughout the General Plan and/or a Sustainability Element and require a Climate Action Plan as a near-term mitigation measure. Both Union City and Santa Clara are examples of this approach. Union City included an Environmental Sustainability Element that referenced other parts of the General Plan related to achieving environmental sustainability and included in the Element a comprehensive policy framework to guide the City's green efforts. They adopted a Climate Action Plan in November 2010 that includes the items required to qualify for the CEQA streamlining. Santa Clara recently adopted a General Plan and included preparation of a Climate Action Plan as a near-term mitigation measure.

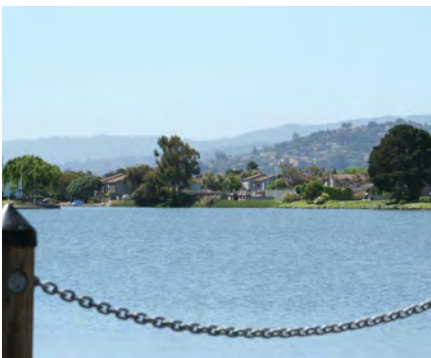


The environmental review for a General Plan revision must include a quantified analysis of the general plan's climate change-related effects⁹, and this analysis can provide the quantified estimates of existing and projected emissions for a concurrent or subsequent Climate Action Plan to meet the requirements for CEQA streamlining. The additional cost of preparing a Climate Action Plan in addition to the cost of the General Plan EIR may be the basis on which the City determines whether to prepare a Climate Action Plan to secure the CEQA streamlining benefits for subsequent projects.



3. Reference Climate Change Items in a Sustainability Section/Element and/or Matrix and Adopt a Climate Action Plan Simultaneously

Include goals, policies and actions related to climate change and sustainability throughout the General Plan and/or a Sustainability Element and adopt a Climate Action Plan at the same time as the General Plan. San Carlos recently prepared a Climate Action Plan¹⁰ associated with a General Plan update and received an Innovation in Green Planning Award from the Northern California Chapter of the American Planning Association. The goals, policies and implementation measures contained in the Climate Action Plan are referenced in the General Plan with a graphic that "Denotes synergy with the Climate Action Plan."



This approach is consistent with the technical guidance from the Attorney General's Office which recommends that "if a city or county intends to rely on a Climate Action Plan as a centerpiece of its mitigation strategy, it should prepare the Climate Action Plan at the same time as its general plan update and EIR...we strongly urge agencies to incorporate any Climate Action Plans into their general plans to ensure that their provisions are applied to every relevant project."¹¹

⁹"Climate Change, the California Environmental Quality Act, and General Plan Updates: Straightforward Answers to Some Frequently Asked Questions," California Attorney General's Office, September 1, 2009.

¹⁰ Climate Action Plan, City of San Carlos, October 2009. http://www.cityofsancarlos.org/generalplanupdate/whats_new_/climate_action_plan___adopted.asp

¹¹ Ibid., p. 6.

The City of San Carlos website includes comments on the integration of the two documents:

The Climate Action Plan (CAP) was prepared to inform the General Plan primarily for the preparation of the Environmental Management Element. The CAP is a policy document with specific implementation measures and is meant to be considered in context with other General Plan programs and policy priorities. By preparing the CAP in parallel to the General Plan, the Goals, Policies and Actions in the General Plan are based on greenhouse reduction strategies and climate adaptations. The CAP was prepared to inform the General Plan primarily for the preparation of the Environmental Management Element. However, the CAP is also reflected in the Land Use, Housing, Parks and Recreation and Community Safety and Services Elements, in other words, throughout the General Plan.

The reduction measures are projected through 2030 with 2020 serving as an interim target. A recommended five-year Climate Action Plan update process and its relation to the General Plan are depicted below. This will ensure that the CAP is continuously up to date.



TABLE 5-3: SUMMARY OF OPTIONS FOR INTEGRATION OF CLIMATE ACTION GOALS AND POLICIES IN THE GENERAL PLAN

OPTION	PRO	CON
Reference Climate Change Items in a Matrix	Simplest approach.	Does not provide the Plan that will allow CEQA streamlining per Section 15183.5 of the State CEQA Guidelines.
Reference Climate Change Items in a Sustainability Section/Element and/or Matrix and Require a Climate Action Plan as a Near-term Mitigation Measure	The analysis and mitigation measures required for the General Plan Environmental Impact Report can be incorporated into the Climate Action Plan.	Requires the City to follow through to prepare the Climate Action Plan in order to qualify for CEQA streamlining.
Reference Climate Change Items in a Sustainability Section/ Element and/or Matrix and Adopt a Climate Action Plan Simultaneously	Easier to link the General Plan and the Climate Action Plan and can be addressed in one EIR.	More effort required at the same time as preparation of the General Plan to prepare the Climate Action Plan



Recommended Approach and Goals, Policies And Implementation Measures For Consideration

The recommendation is that Foster City take the second approach discussed above if the additional cost of preparing the Climate Action Plan is acceptable, in addition to the cost of the General Plan EIR. This option would address climate change/sustainability in all the relevant elements of the General Plan, include sustainability as a central theme of the General Plan, and incorporate a section and/or matrix correlating the climate change objectives with the applicable policies and implementation measures. Then, following adoption of the General Plan, the City would prepare a Climate Action Plan that will build on the policy framework laid out in the General Plan and the analysis of greenhouse gas emissions and mitigation measures that will be required in the EIR for the General Plan. This will provide the City with CEQA streamlining benefits when reviewing future development projects.

If the cost of preparing the Climate Action Plan is not acceptable, then the City should proceed with the first option – to include goals, policies and implementation measures related to climate change and sustainability throughout the General Plan and reference in a summary matrix.

The “Model Policies for Greenhouse Gases in General Plan” also includes a “worksheet” with links to examples of the policies and programs adopted by various agencies. The CAPCOA recommendations are further analyzed in the later CAPCOA report, “Quantifying Greenhouse Gas Mitigation Measures.

Resources

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