

**City of San Leandro 2021 Climate Action Plan  
Addendum No. 1 to the  
General Plan Update Environmental Impact Report**

City of San Leandro  
SCH No. 2001092001

*Prepared for:*

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# 1. Introduction

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## 1.1 PURPOSE AND SCOPE

This document is the first Addendum to the City of San Leandro General Plan Update Environmental Impact Report (General Plan EIR), State Clearinghouse (SCH) Number 2001092001. The project analyzed in the General Plan EIR was the City of San Leandro 2035 General Plan (2035 General Plan) and related Zoning Code amendments. The City of San Leandro (City) certified the General Plan EIR and approved the project on September 19, 2016. The General Plan EIR and the 2035 General Plan and related Zoning Code amendments are herein referred to as the “Certified EIR” and the “Approved Project,” respectively.

The California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq. and the CEQA Guidelines (California Code of Regulations Sections 15000 et. seq.), recognize that between the date an environmental document is certified and the date the project is fully implemented, changes may occur. CEQA requires the lead agency to evaluate these changes to determine whether or not they affect the conclusions in the environmental document and whether additional environmental review is required.

In 2009, the City published and approved the City of San Leandro’s *Climate Action Plan (CAP): A Vision of a Sustainable San Leandro* (2009 CAP). The 2035 General Plan, and in particular, the Open Space and Conservation (OSC) Element incorporates and includes updated conservation goals and policies from the 2009 CAP, including greenhouse gas (GHG) emissions reduction, green building, and water conservation and recycling policies and were evaluated as part of that project in the General Plan Update EIR. In addition, the General Plan 2035, specifically the Policy OSC-7.7, commits the City to the preparation, ongoing implementation, maintenance and regular updates of the CAP, providing the framework for San Leandro to reduce its community-wide GHG emissions in a manner consistent with state reduction targets for 2020 and 2030 and the longer-term goal for 2050.

The City now proposes the 2021 San Leandro Climate Action Plan (2021 CAP), which is a direct update to the 2009 CAP. The 2021 CAP analyzes San Leandro’s progress to date in meeting its GHG reduction targets and proposes new policies, programs, and actions to achieve more significant and longer-term GHG reductions. It also presents a work plan and monitoring program for the City to track progress over time and maintain the status of the CAP as a qualified GHG reduction strategy for the purposes of CEQA streamlining.

## 1. Introduction

Because the 2035 General Plan includes updated goals and policies that reflect the 2009 CAP, the 2021 CAP would modify the Approved Project and is a subsequent project under the Approved Project. The purpose of this Addendum to the Certified EIR, herein referred to as “Addendum No. 1,” is to analyze the impacts of the proposed 2021 CAP, herein referred to as the “Modified Project,” as required pursuant to the provisions of CEQA and the CEQA Guidelines. A detailed description of the Approved Project and the Modified Project is provided in Chapter 2, Project Description, of this document.

This Addendum No. 1 addresses the potential environmental impacts that would be associated with implementation of the proposed 2021 CAP and the extent to which any new analysis is required beyond that contained in the Certified EIR. Pursuant to the provisions of CEQA and the CEQA Guidelines, the City of San Leandro is the lead agency charged with the responsibility of deciding whether or not to approve the proposed action.

### 1.2 ENVIRONMENTAL PROCEDURES

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

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

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Where none of the conditions specified in CEQA Guidelines Section 15162<sup>1</sup> are present, the lead agency must determine whether to prepare an Addendum or whether no further CEQA documentation is required (CEQA Guidelines Section 15162[b]). An Addendum is appropriate where some changes or additions to the previously Certified EIR are necessary, but there are not any new or substantially more severe significant impacts (CEQA Guidelines Section 15164).

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the Certified EIR is the appropriate environmental clearance for the Modified Project because, as provided herein, none of the conditions analyzed under the City's General Plan Update EIR have changed, nor does the proposed 2021 CAP meet any of the criteria for preparing a subsequent or supplemental EIR. (The 2021 CAP will not have one or more significant effects not discussed in the General Plan Update EIR, nor does the CAP create substantially more severe significant effects than previously examined in the General Plan Update EIR.). This Addendum reviews the changes proposed by the Modified Project and examines whether, as a result of any changes or new information, a subsequent EIR would be required. This examination includes an analysis of the provisions of CEQA Section 21166 and CEQA Guidelines Section 15162 and their applicability to the Modified Project.

This Addendum No. 1 does not reevaluate impacts that have already been addressed and/or mitigated by the Certified EIR. Impacts that would remain the same or would not increase the level of severity with implementation of the proposed modifications to the project are assumed to be fully analyzed by and consistent with the Certified EIR and are not analyzed in this Addendum.

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<sup>1</sup> See also Section 15163 of the CEQA Guidelines, which applies the requirements of Section 15162 to supplemental EIRs.

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## 2. Project Description

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### 2.1 REGIONAL LOCATION

San Leandro is centrally located in Alameda County in the East Bay. The city is generally bound by the city of Oakland to the north, San Francisco Bay to the west, Castro Valley to the east, and the unincorporated Alameda County communities of San Lorenzo and Ashland to the south.

The city is accessed from the regional roadway network by Interstate (I-) 238, I-580, and I-880. San Leandro is served by Bay Area Rapid Transit (BART) and AC Transit. The BART line runs north to south through the city. San Leandro is served by two BART stations: the San Leandro station is just west of downtown, and the Bay Fair station is near the Bayfair Center mall. Several railroad lines also run through the city, including Amtrak's Capitol Corridor and Coast Starlight routes. However, there are no Amtrak stations located in San Leandro. Two Union Pacific Railroad freight lines run through the city in a north to south direction.

### 2.2 STUDY AREA

The study area for the Approved Project and Certified EIR consists of all land within the San Leandro city limit. The city limit encompasses an area of approximately 15.5 square miles, which includes approximately 2 square miles of the San Francisco Bay. The City of San Leandro (City) has primary authority over land use and other governmental actions within the non-tidal portion of this area. Certain unincorporated areas outside of the city limit may have a San Leandro mailing address and may receive certain services from the City. The study area does not extend beyond the city limit, although there are other planning boundaries referenced in the 2035 General Plan.

### 2.3 REGULATORY SETTING

There are several regulatory documents intended to address the environmental effects of climate change through reductions in GHG emissions that guided the preparation of the 2009 CAP and the proposed 2021 CAP (Modified Project). The proposed Modified Project was prepared to be consistent with all of the GHG regulatory provisions, which include the following:

- Title 24, California's energy-efficiency standards for new and significantly renovated buildings (introduced 1978)
- Renewables Portfolio Standards (introduced 2002)
- Executive Order S-3-05 (2005)
- Assembly Bill 32, the California Climate Solutions Act of 2006

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- Assembly Bill 1493, automobile CO<sub>2</sub> reduction requirements (introduced 2002)
- Senate Bill 97, modification to the California Public Resources Code (2007)
- Senate Bill 375, California's regional transportation and land use planning efforts (2008)
- Senate Bill 1368, emissions performance standards (2008)
- Low Carbon Fuel Standard (2009)
- Senate Bill 32, 2030 GHG emissions limit (2016)
- Climate Change Scoping Plan (2017)
- CEQA Guidelines Amendments concerning GHG emissions (2010)
- Executive Order B-30-15, adapt to changing climate conditions (2015)
- Executive Order B-55-18, carbon neutrality (no net GHG emissions) by 2045 (2018)
- Innovative Clean Transit, zero-emission bus standard (2018)
- Bay Area Air Quality Management District (BAAQMD) development of GHG significance thresholds (currently being updated)

Like the 2009 CAP, the Modified Project is designed to meet the requirements of the BAAQMD CEQA Guidelines and the corresponding criteria for a Qualified GHG emissions-reduction program as defined by the BAAQMD. A Qualified GHG emissions-reduction program adopted by a local jurisdiction should include the following elements, as described in CEQA Guidelines Section 15183.5. The BAAQMD's CEQA Guidelines provide the methodology to determine whether a GHG reduction program meets these requirements.

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan 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.

## 2.4 BACKGROUND

### 2.4.1 Planning Process Leading to Approved Project

The Approved Project process started in March 2014 with a series of kick-off meetings with the Planning Commission, City Council, Board of Zoning Adjustments, and City staff. The early months of the planning process focused on the Housing Element Update, which was adopted in January 2015, and was not evaluated as part of the Certified EIR. The Housing Element, Chapter 10 of the General Plan, is a State-mandated General Plan Element and is therefore included in the 2035 General Plan. The 2035 General Plan

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replaced the City's previous General Plan, which had last been comprehensively updated in 2002. The planning process built on the 2002 General Plan and included revisions to targeted components, particularly in the Land Use and Circulation Elements.

The planning process included study sessions for topics such as the General Plan Vision; land use; transportation; economic development; open space, parks, and conservation; environmental hazards; community design and preservation; and community services and facilities. The process also included study sessions with other City Boards and Commissions, including the Recreation and Parks Commission, Library and Historical Commission, Senior Commission, Youth Advisory Commission, Rent Review Board, Human Services Commission, Arts Commission, and Bicycle and Pedestrian Advisory Committee. In some cases, multiple study sessions with these groups were conducted. In addition, the process included community workshops, which provided an introduction to the General Plan and focused on citywide visioning and the city's strengths, weaknesses, opportunities, and threats, as well as policy options and new ideas.

In April 2015, the San Leandro City Council authorized the addition of an Economic Development Element to the General Plan. Several stakeholder focus groups took place, and presentations were made to a number of business-oriented organizations. As these meetings took place, the City conducted outreach on the General Plan through neighborhood associations, advocacy groups, and one-on-one interviews, prepared exhibits related to the General Plan for major community festivals (such as the Cherry Festival), and maintained an interactive project website. The website served as a portal for posting project-related documents as they were released and soliciting feedback from the public on important issues. The City used an email notification list of over 400 names to direct the public to new content as it was posted.

The 2035 General Plan and Zoning Code amendments guide development and conservation in San Leandro through the 2035 horizon year. The 2035 General Plan includes all seven mandated elements pertaining to Land Use, Circulation, Housing, Open Space, Noise, Safety, Conservation, as well as elements pertaining to Historic Preservation and Community Design, Community Services and Facilities, and Economic Development. These General Plan elements include policies and actions addressing sustainability and conservation and the need to address climate change. These policies were analyzed in the General Plan EIR.

The Open Space, Parks, and Conservation Element addresses the management of San Leandro's park and open space areas and the conservation of natural resources. In addition to components for increasing open space, identifying specific areas or mechanisms to develop new parks, encouraging community gardens, and policies for recommended improvements to the San Leandro shoreline area and in the downtown area, the Open Space, Parks, and Conservation Element also includes updated conservation goals and policies to reflect the 2009 CAP, including GHG emissions reduction, green building, and water conservation and recycling policies. The Open Space, Parks, and Conservation Element also focused on increasing the use of renewable energy in addition to promoting efficient energy use.

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### 2.4.2 Planning Process Leading to Proposed Modified Project

The 2035 General Plan explains that most of the emissions-reduction measures in the 2009 CAP are aimed at City operations and the public sector, which generates only a small fraction of the total emissions produced in the city. It further explains that because of this, more aggressive strategies would need to be implemented to meet the targets set by the State for 2030 and 2050 under future updates to the CAP necessary to quantify and implement these strategies.

The 2035 General Plan also includes several policies and action items regarding updates to the City's CAP:

- **Policy OSC-7.7: Climate Action Plan:** Maintain and periodically update a local Climate Action Plan. The Plan should be periodically updated to reflect the completion of tasks, emerging priorities, new technologies, new laws, and higher targets for emissions reduction.
  - **Action OSC-7.7.A: Funding for Climate Action Plan Implementation:** Pursue federal, state, utility, and non-governmental funding sources to develop and implement greenhouse gas reduction strategies. Adequate staffing and funding should be provided for Plan implementation.
  - **Action OSC-7.7.B: Climate Action Plan Updates:** Update the Climate Action Plan, including the local greenhouse gas emissions inventory, at least every five years. CAP updates should compare the inventory results with previous inventories to evaluate progress towards the City's emissions reductions goals, and should set new quantifiable objectives for the next planning period. The next CAP should consider the use of a consumption-based greenhouse gas emissions inventory that highlights community emissions generated through the consumption of goods, services, and transportation produced outside the City limits.
  - **Action OSC-7.7.C: Participation in Multi-Jurisdictional Programs:** Evaluate ways to increase collaboration with other jurisdictions on emissions reduction strategies, such as the national Carbon Disclosure Project.
- **Policy OSC-8.1 Conservation and Energy Efficiency:** Strongly advocate for increased energy conservation by San Leandro residents and businesses, and ensure that the City itself is a conservation role model.
  - **Action OSC-8.1.A: Climate Action Plan Implementation:** Implement the energy efficiency measures outlined in the San Leandro Climate Action Plan, and periodically update these measures to reflect new Code requirements, emerging technology, completed actions, and new opportunities. Among the measures identified are locally adopted energy efficiency standards, a third party or municipal financing program for energy efficiency, a revolving loan for energy efficiency improvements, and various education and outreach strategies.

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The proposed 2021 CAP (Modified Project) process began in 2019 and included outreach surveys and community workshops. The 2021 CAP is intended to achieve additional GHG reductions to work toward the City's 2030 and 2050 GHG emissions-reduction targets, recognizing that the reduction measures in the 2009 CAP are insufficient to meet these reductions. To identify these additional reductions, the project team began with 2009 GHG-reduction measures in the City's 2009 CAP. Some of these measures have been fully implemented, and therefore do not need to be carried forward into the 2021 CAP. Others are still applicable and have been revised or expanded to achieve additional GHG reductions.

### 2.5 PROPOSED CHANGES

The Modified Project, as an update to the 2009 CAP, updates the previous GHG emissions inventory to ensure consistency with the State's current guidance and best practices consistent with the General Plan Action OSC-7.7B direction to update the GHG-reduction program every five years. It forecasts projected GHG emissions out to the year 2050, in contrast to the 2020 horizon of the 2009 CAP. The Modified Project also recommends new GHG emissions-reduction measures to address areas not covered in the 2009 CAP in the form of 52 strategies that are organized into the following 12 categories:

- Building Electrification (BE)
- Residential Energy Efficiency (RF)
- Commercial Energy Efficiency (CF)
- Municipal Renewable Energy and Energy Efficiency (ME)
- Renewable Energy (RE)
- Reducing auto Dependency (AD)
- Active and Alternative Transportation (AT)
- Transportation Electrification and Low-carbon Fuels (TE)
- Waste Management (WM)
- Waste Reduction and Reuse (WR)
- Water efficiency (WE)
- Community Consumption (CC)
- Equity and Just Transition (EJ)

These strategies and associated actions require, encourage, or incentivize activities that would result in the reduction of GHG emissions in the city.

- **BE-1: Electrified retrofits.** Incentivize significant building retrofits with fewer or no natural gas appliances to reduce pollution and increase cost savings.
- **BE-2: Electrified new construction.** Commit to developing a reach code limiting natural gas use in new construction, or as directed by the State or regional agencies.

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- **RF-1: Residential energy retrofit financing.** Increase education and outreach for existing energy efficiency financing mechanisms, including PACE programs and utility programs. Create new financing programs, such as a revolving loan program. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **RF-2: Residential energy retrofit equity.** Prioritize City-funded energy retrofit programs in majority people of color census tracts or high energy cost burdened households. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **RF-3: Homeowner energy retrofits.** Continue to promote energy efficiency programs and incentives available to residential property owners.
- **RF-4: Rental energy retrofits.** Work with landlords and tenants' groups to increase energy efficiency and decrease energy costs in rental homes, including multi-family properties. Mitigate displacement risk by strengthening tenant protections, including relocation assistance and right of return for tenants temporarily displaced by housing retrofits. Utilize methods such as the green lease<sup>2</sup> to address the split incentive issue and prevent tenants paying for property improvements.
- **CF-1: Nonresidential energy retrofits.** Improve energy efficiency in non-residential buildings, including warehousing and manufacturing centers, through programs such as existing incentive programs.
- **CF-2: Leased commercial energy efficiency.** Promote the Green Leases Toolkit and other mechanisms to improve energy efficiency in tenant-occupied non-residential buildings. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **CF-3: Green Business program.** Expand the effectiveness of and participation in the Alameda County Green Business program. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **ME-1: Municipal energy retrofits.** Continue implementing municipal energy efficiency retrofits, including all-electric buildings and public lighting retrofits.
- **ME-2: Municipal renewable energy.** Install additional renewable energy generation and energy storage systems, including solar hot water, at City facilities as appropriate and feasible.
- **ME-3: Municipal energy storage.** Commit to installation of battery storage systems and microgrids at City facilities for backup energy sources.
- **RE-1: East Bay Community Energy participation.** Encourage San Leandro households and businesses to switch from PG&E electricity supplies to East Bay Community Energy, and commit to defaulting to in Renewable 100 tier for 100-percent renewable energy.
- **RE-2: Residential owner-occupied renewable energy.** Promote greater adoption of renewable energy generation and energy storage systems on owner-occupied new and existing homes. Leverage existing solar financing, tax, and rebate opportunities, and consider new financial incentives as needed.
- **RE-3: Residential rental renewable energy.** Prioritize increasing and installing renewable energy generation systems and energy storage systems on rental homes, multi-family buildings, and affordable housing.

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<sup>2</sup> A green lease is a commercial lease that helps align tenant and landlord interests for investments in energy efficiency. Green leases can take a variety of forms, but may include features such as cost sharing, requirements that tenants follow certain energy-saving best practices, and commitments to obtain green building certifications.

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- **RE-4: Non-residential renewable energy.** Increase renewable energy generation and energy storage capacity at non-residential properties. Encourage the use of non-fossil fuel backup generation systems as much as possible.
- **AD-1: Traffic calming.** Continue to provide the Neighborhood Traffic Calming Program and related efforts to reduce travel speeds and cut-through traffic in residential areas.
- **AD-2: Transit-oriented development.** Continue to concentrate multi-family development and pedestrian-oriented mixed-use development within existing TOD areas and along major transit corridors.
- **AD-3: Infill development.** Focus new housing development on underutilized or vacant infill sites on flatter lands and continue to discourage new development in hillside areas.
- **AD-4: Evaluate parking standards.** Evaluate parking standards and continue to support shared parking and other efforts to ensure the availability of necessary parking while reducing vehicle miles traveled.
- **AT-1: Transportation Demand Management (TDM).** Require local employers above a certain number of employees to develop programs that promote ridesharing, flextime, telecommuting, and other means to reduce commute trips and congestion, and target a 10% mode shift.
- **AT-2: Bicycle infrastructure.** Expand San Leandro's bicycle network and supportive bicycle infrastructure, including funding buildout of the City's bicycle network as identified in the current Bicycle and Pedestrian Master Plan, to meet commute trip, non-commute trip, and recreational needs.
- **AT-3: Active transportation and micro-mobility.** Commit to implementing bikeshare, scooters, and micro-mobility options, and accompanying creative payment options, such as accepting cash deposits for access. (This is a supportive policy that does not create its own GHG emission reductions.)
- **AT-4: Walkability.** Improve walkability of all streets and paths in San Leandro, including removing barriers to walking and adding places of rest and shade. Prioritize new infrastructure and modernized curb ramps in majority people of color census tracts and near assisted living facilities and senior centers.
- **AT-5: Public transit.** Work collaboratively with AC Transit and BART for abundant, affordable, and accessible public transit through improved service frequency, coverage, and quality throughout San Leandro. Support efforts to increase schedule integration.
- **AT-6: BART shuttles.** Continue LINK and FLEX shuttle bus services connecting BART stations and other major activity centers, including efforts to improve shuttle efficiency and comprehensiveness.
- **AT-7: Car sharing.** Expand car sharing through additional incentives, location of car sharing sites, and education and outreach.
- **AT-8: Autonomous vehicles.** Explore opportunities to effectively reduce GHG emissions associated with autonomous vehicles. (This is a supportive policy that does not create its own GHG emission reductions.)
- **TE-1: Electric vehicle adoption.** Conduct education and outreach to inform members of the public about the availability of EVs, and the economic incentives available to encourage EV adoption.
- **TE-2: EV charging stations.** Increase the availability of publicly accessible EV charging stations at multifamily residential buildings, retail centers, offices, and public facilities.
- **TE-3: Alternative commercial fuels.** Support increases in community-wide uses of biomethane, biofuels from sustainable sources, and other emerging clean fuel technologies.
- **TE-4: Municipal fleet fuel reduction.** Further reduce fossil fuel use in municipal fleet operations.

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- **TE-5: EV financing.** Support funding mechanisms (e.g., revolving loan fund, grants, public bank finance) to enable low-income truck owner-operators to upgrade to EVs without undue debt burden. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **TE-6: Electric taxis and TNCs.** Promote fuel efficiency and alternative fuels for taxis and Transportation Network Companies (TNCs), including a funding mechanism to support ridesharing drivers to move from fossil-fueled cars to EVs (e.g., require Lyft/Uber to pay for upgrade).
- **WM-1: Increased curbside recycling.** Increase participation in curbside recycling programs, including efforts to reduce material contamination and improvements to waste educational programs.
- **WM-2: Curbside composting.** Expand participation in composting programs, including partnerships with community organizations such as StopWaste and a mandatory curbside composting program for all businesses.
- **WM-3: Recycling expansion.** Continue to promote programs for recycling electronic waste and other materials that are not accepted in curbside bins. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **WR-1: Waste minimization.** Explore emerging opportunities for waste minimization, including maker spaces, material reuse, and tool-lending libraries.
- **WR-2: Construction and Demolition waste.** Explore opportunities to exceed State requirements for construction and demolition materials by encouraging deconstruction and material reuse.
- **WR-3: Commercial food waste reduction.** Work with restaurants and other food-processing businesses to reduce food waste.
- **WR-4: Industrial waste reduction.** Work with business leaders and organizations to reduce industrial waste, including packaging materials. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **WR-5: Styrofoam and single-use plastics reduction.** Continue to enforce bans on Styrofoam for food-related businesses and explore opportunities to reduce single-use plastic items. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **WR-6: Local compost.** Support programs for locally-produced compost, including programs run by local and regional partners. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **WE-1: Reclaimed water.** Expand San Leandro's reclaimed water system. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **WE-2: Greywater retrofits.** Support installation of greywater recycling systems and other systems that capture runoff for domestic use and landscaping.
- **WE-3: Water-efficient retrofits.** Promote water efficiency in existing homes and businesses.
- **WE-4: New greywater installations.** Continue to require water conservation and green infrastructure strategies as a condition of approval for major developments.



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- **CC-1: Environmentally Preferred Purchasing.** Continue to promote and enforce Environmentally Preferred Purchasing policies for City operations and encourage community businesses to adopt similar policies. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **CC-2: Local goods and services.** Continue Keep It Local SL campaign efforts and encourage businesses providing a variety of goods and services to locate in San Leandro. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **CC-3: Low-carbon building materials.** Work with local, regional, and State partners to expand the awareness of, availability, and cost-effectiveness of low-carbon or carbon-free construction materials. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **CC-4: Carbon sequestration.** Promote increasing soil carbon and planting high carbon sequestering, climate appropriate species in landscaping projects.
- **EJ-1: Green job training.** Maximize opportunities for green jobs by supporting workforce training and other economic development activities in a manner that supports labor unions and improved equity. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **EJ-2: Workforce equity.** Prioritize formerly incarcerated individuals, individuals with barriers to employment for green workforce development programs through ‘ban the box’ and other procurement standards. Perform culturally-sensitive targeted outreach for these programs. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **EJ-3: Just transition.** Work to replace environmentally harmful industries with green jobs in a manner that benefits the health and well-being of workers from these industries.

The Modified Project revises the City’s GHG emissions targets from the 2009 CAP, which was designed to reduce GHG emissions 25 percent below 2005 emissions levels by 2020. The 2021 CAP is projected to reduce San Leandro’s GHG emissions to 425,330 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) by 2030 and 214,170 MTCO<sub>2e</sub> by 2050. This would reduce emissions to 41 percent below 2005 levels by 2030, and to 70 percent below 2005 levels by 2050. Thus, implementation of the 2021 CAP would achieve the City’s 2030 GHG reduction target. On its own, this does not achieve the City’s 2050 GHG reduction target, but instead places San Leandro on a trajectory toward continued GHG emission reduction that will support increased reduction activities in the future. Because the 2021 CAP is an actively-managed document, it has the flexibility to be modified as the science and regulatory framework around climate change is refined and improved over time.

The City of San Leandro has successfully decreased GHG emissions by 20 percent (147,409 MTCO<sub>2e</sub>) between 2005 and 2017. Like the 2009 CAP, the proposed 2021 CAP would reduce GHG emissions for San Leandro through a mix of mandatory and voluntary measures listed previously.

## 2. Project Description

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### 3. Environmental Analysis

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As previously described in Section 1.2, Environmental Procedures, this Addendum has been prepared pursuant to CEQA Section 21166, and CEQA Guidelines Sections 15162 and 15164 to determine whether implementation of the Modified Project would result in any new impacts or increase the severity of significant environmental impacts previously identified and analyzed in the Certified EIR. This Addendum only considers the extent to which the proposed 2021 CAP could result in new or more severe impacts than previously evaluated in the Certified EIR; it does not reevaluate impacts that would remain consistent with the analysis in the Certified EIR.

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

Like the Approved Project, the majority of the proposed 2021 CAP strategies and associated actions would have no potential to result in new or additional physical impacts on the environment, as they continue to be limited in scope to:

1. Public education and outreach efforts (e.g., virtual resilience hub system as an educational source during disasters, expanding climate change education and information into emergency preparedness and response programs, using social media to celebrate successful resiliency efforts, work with local non-profits and faith communities to maximize outreach, etc.);
2. Administrative actions (e.g., coordinating with regional entities, monitoring progress, policies directing the development of vegetation management and disaster preparedness plans); and
3. Encourage participation in existing programs (e.g., East Bay Community Energy, public transportation services).

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Also, like the Approved Project, some of the proposed 2021 CAP strategies and associated actions could have the potential to result in physical impacts to the environment. These include the following:

- **ME-2: Municipal renewable energy.** Install additional renewable energy generation and energy storage systems, including solar hot water, at City facilities as appropriate and feasible.
- **AT-2: Bicycle infrastructure.** Expand San Leandro's bicycle network and supportive bicycle infrastructure, including funding buildout of the City's bicycle network as identified in the current Bicycle and Pedestrian Master Plan, to meet commute trip, non-commute trip, and recreational needs.
- **AT-8: Autonomous vehicles.** Explore opportunities to effectively reduce GHG emissions associated with autonomous vehicles. *(This is a supportive policy that does not create its own GHG emission reductions.)*
- **TE-2: EV charging stations.** Increase the availability of publicly accessible EV charging stations at multifamily residential buildings, retail centers, offices, and public facilities.
- **WM-1: Increased curbside recycling.** Increase participation in curbside recycling programs, including efforts to reduce material contamination and improvements to waste educational programs.
- **WR-5: Styrofoam and single-use plastics reduction.** Continue to enforce bans on Styrofoam for food-related businesses and explore opportunities to reduce single-use plastic items. *(This is a supportive policy that does not create its own GHG emission reductions.)*

As previously stated, implementation of these strategies and any associated actions would be subject to applicable federal, state, and/or City regulations and undergo an appropriate level of environmental review and implement mitigation measures from the General Plan EIR as required. As demonstrated in the Certified EIR, all impacts were found to be less than significant or less than significant with mitigation except for the significant and unavoidable impacts in the environmental topics of air quality, GHG emissions, and transportation.

The impacts associated with transportation were related to level of service, which is no longer a CEQA concern. Additionally, the Approved Project would not generate any new vehicular trips. Therefore, implementing the Modified Project would not result in a substantial increase in magnitude of the significant and unavoidable transportation impacts of the Approved Project.

The impacts associated with air quality were considered significant and unavoidable because the General Plan EIR is a program-level evaluation and it is not possible to predict the specific characteristics of the construction and operation of future projects and accurately model their individual emissions, nor is that appropriate within the scope of a programmatic EIR. Therefore, future development-level projects are unknown, and impacts were conservatively determined to be significant and unavoidable. The General Plan includes policies that would minimize emissions to the extent feasible. General Plan mitigation measures would require implementation of BAAQMD-approved mitigation measures if subsequent environmental review determines that applicants for future development in San Leandro could generate operational or construction emissions in excess of the BAAQMD significance thresholds. An analysis of emissions generated from the operation and construction of specific future projects allowed under the General Plan would be compared to BAAQMD's project-level significance thresholds during individual environmental

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review. As described in the Certified EIR, the identification of the program-level significant and unavoidable impact does not preclude the finding of less-than-significant impacts for subsequent projects that comply with BAAQMD screening criteria or meet applicable thresholds of significance.

The policies proposed as part of the General Plan would reduce criteria air pollutants, to the extent feasible, as part of the programmatic review of air quality impacts. Additional measures to reduce criteria air pollutant emissions would be considered during individual project-level review based on site-specific and project-specific characteristics to reduce significant impacts as applicable. Because those projects and measures cannot be known at the program level, the impact was considered significant and unavoidable. The Modified Project is a continuation of the program and the specific details of future development-level projects that implement the Modified Project would likewise be unknown at this time. Therefore, implementing the Modified Project would not result in a substantial increase in magnitude of the significant and unavoidable air quality impacts of the Approved Project.

With respect to GHG emissions, the Approved Project was found to be consistent with the regional objectives and the policies and programs in the General Plan would ensure substantial progress toward the long-term GHG reduction goals for 2050. However, at the time of the General Plan EIR, the California Air Resources Board (CARB) had not yet drafted a plan to achieve the statewide GHG emissions goals established in Executive Order S-03-05. Because, in addition to the local measures included in the Approved Project, additional state and federal measures were necessary to achieve the more aggressive targets established for 2050 in Executive Order S-03-05, but the state and federal measures were not in place yet, the GHG impacts were considered to be significant, requiring mitigation. No mitigation measures were currently available to address post-2030 GHG reductions beyond continued implementation of existing and proposed policies and programs.

The Approved Project included measures to align the City with the GHG reductions of Assembly Bill 32 and Executive Order B-30-15. However, additional state and federal actions are necessary to ensure that state and federally regulated sources (i.e., sources outside the City's jurisdictional control) take similar aggressive measures to ensure the deep cuts needed to achieve the 2050 target. As previously stated, the Modified Project revises the City's GHG emissions targets from the 2009 CAP, which was designed to reduce GHG emissions 25 percent below 2005 emissions levels by 2020.

The 2021 CAP is projected to reduce San Leandro's GHG emissions to 41 percent below 2005 levels by 2030, and to 70 percent below 2005 levels by 2050, which places San Leandro on a trajectory toward achievement of its 2030 GHG reduction target and continued GHG emission reduction that will support increased reduction activities in the future. Because the 2021 CAP is an actively managed document, it has the flexibility to be modified as the science and regulatory framework around climate change is refined and improved over time. Therefore, implementing the Modified Project would not result in a substantial increase in magnitude of the significant and unavoidable impacts of the Approved Project.

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Furthermore, these measures in the 2021 CAP are beneficial, designed to reduce an environmental impact, specifically GHG emissions. The Modified Project as implemented would remain consistent with the analysis in the Certified EIR; all impacts would be nearly equivalent to the impacts previously analyzed in the General Plan EIR. In addition, there have been no substantial changes in the circumstances under which the Modified Project is undertaken, which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects under CEQA Guidelines Section 15162(a)(2). The measures and actions in the 2021 CAP would result in beneficial effects that promote green building practices, such as use of environmentally friendly building materials, reduced water and energy use, and waste reduction. There have been no substantial changes in the environmental conditions or land use patterns in the Study Area not contemplated and analyzed in the General Plan EIR that would result in new or substantially more severe environmental impacts in association with implementation of the 2021 CAP.

Finally, there is no new information of substantial importance that was not known or could not have been known at the time of certification of the General Plan Update EIR that identifies a new significant impact not discussed in the General Plan Update EIR, a substantial increase in the severity of a previously identified significant impact, mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects of the Approved Project, or mitigation measures or alternatives that are considerably different from those analyzed in the General Plan Update EIR, which would substantially reduce one or more significant effects on the environment.

Based on the information provided in this Addendum, implementation of the proposed 2021 CAP would not result in any new impacts or increase the severity of previously identified significant impacts analyzed in the Certified EIR. The proposed modifications to the Approved Project would not result in a substantial change to the project, so additional environmental review is not necessary. The Modified Project as implemented would remain consistent with the analysis in the certified General Plan Update EIR.

## 4. References

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2016. *City of San Leandro 2035 General Plan Update Draft Environmental Impact Report*. SCH No. 2001092001.

2016. *City of San Leandro 2035 General Plan Update Final Environmental Impact Report*. SCH No. 2001092001.

2009. *City of San Leandro Climate Action Plan*.

## 4. References

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