

# ADDENDUM TO THE FREMONT GENERAL PLAN UPDATE EIR FOR THE Fremont Climate Action Plan Update



Prepared for:



City of Fremont

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# Addendum to the Fremont General Plan Update EIR for the Fremont Climate Action Plan Update

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# ADDENDUM TO THE FREMONT GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF FREMONT CLIMATE ACTION PLAN UPDATE

State Clearinghouse Number 2010082060

## BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

This document serves as an addendum to the City of Fremont’s General Plan Update 2035 Final Environmental Impact Report (State Clearinghouse number 2010082060) (General Plan Update EIR). The General Plan Update EIR is a program EIR that considers the environmental effects of implementing the General Plan through the 20-year planning horizon. Among the proposed policies and actions evaluated in the General Plan Update EIR, Policy 10-3.6E required the City of Fremont (City) to update its Climate Action Plan (CAP) to achieve the greenhouse gas (GHG) reduction targets for 2030 and 2050. The update to the CAP (referred to hereafter as CAP Update) has been prepared and was released for public review in May 2023.

As the lead agency under the California Environmental Quality Act (CEQA), the City has determined that, in accordance with Sections 15162-15164 of the State CEQA Guidelines, the adoption and implementation of the proposed CAP Update warrants the preparation of an addendum to the General Plan Update EIR. This addendum provides updated analysis. Including evaluation of the specific GHG reduction and climate change adaptation measures and strategies in the CAP Update for potential to change the analysis and conclusions of the General Plan Update EIR.

## CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: a Subsequent EIR, a Supplement to an EIR, and an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a Subsequent EIR would be prepared. In summary, when an EIR has been certified for a project, no Subsequent EIR is required unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will 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 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 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, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR;
  - (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 measures or alternatives; 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.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a Supplement to an EIR rather than a Subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a Subsequent EIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Section 15164 of the State CEQA Guidelines states that an addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA (Public Resources Code [PRC]) Section 21166 and State CEQA Guidelines Sections 15162-15164.

This addendum includes an attachment with an environmental checklist that contains the substantial evidence supporting that the proposed CAP Update would not result in any new or substantially more severe environmental impacts from those identified in the General Plan Update EIR. This addendum and checklist serve as the appropriate CEQA compliance document and have been prepared consistent with the requirements of Section 15162 of the State CEQA Guidelines. To ensure that all environmental topical areas are appropriately evaluated, the environmental checklist was prepared to mirror the standard organization of the sample environmental checklist presented in Appendix G of the State CEQA Guidelines. For each checklist topic, the analysis evaluates whether any "changed condition" (i.e., changed circumstances, project changes, issues that are peculiar to the project, or new information of substantial importance) that may result in a different or new environmental impact significance conclusion from the EIR would occur. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to PRC Section 21166 and State CEQA Guidelines Sections 15162-15164. Through this detailed analysis, the City has demonstrated that implementation of the proposed CAP Update would not result in new or substantially severe impacts than disclosed in the General Plan Update EIR.

## SUMMARY OF FINDINGS

The environmental checklist for this Addendum provides analysis and discussion of potential environmental impacts of the proposed CAP Update, based on the checklist questions from Appendix G of the State CEQA Guidelines. As demonstrated in this Addendum, the proposed CAP Update would not change any of the conclusions of the General Plan Update EIR. The analysis demonstrates that implementation of the proposed CAP Update would not result in new significant effects or a substantial increase in the severity of previously identified significant effects. Further, no new information of substantial importance has been identified that suggests the potential for the CAP Update to result in significant or substantially more severe effects not discussed in the General Plan Update EIR.

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## LIST OF ABBREVIATIONS

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACE	Altamont Corridor Express
ACFCWCD	Alameda County Flood Control and Water Conservation District
ACWD	Alameda County Water District
ADU	accessory dwelling unit
ADWF	average dry weather flow
AFN	access and functional needs
Alameda CTC	Alameda County Transportation Commission
AMI	advanced water metering
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BayREN	Bay Area Regional Energy Network
BCDC	San Francisco Bay Conservation and Development Commission
C	Celsius
C&D	construction and demolition
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalOES	California Governor's Office of Emergency Services
CAP	Climate Action Plan
CARB	California Air Resources Board
CBSC	California Building Standards Code
CEQA	California Environmental Quality Act
CORE	State's Clean Off-Road Equipment
DC	direct current
DOF	Department of Finance
EBCE	East Bay Community Energy
EIR	Environmental Impact Report
EO	Executive Order
EOC	Emergency Operations Center
EPA	U.S. Environmental Protection Agency
EV	electric vehicle
FCEV	fuel cell electric vehicle

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FEMA	Federal Emergency Management Agency
FUSD	Fremont Unified School District
GHG	Greenhouse gas
GSI	Green Stormwater Infrastructure
H2FCP	Hydrogen Fuel Cell Partnership
HEEP	Home Electrification Equity Project
LHMP	Local Hazard Mitigation Plan
LNG	Liquified Natural Gas
LRA	Local Responsibility Areas
MGD	million gallons per day
MS4	municipal separate storm sewer
MTC	Metropolitan Transportation Commission
MTCO <sub>2e</sub>	metric tons of carbon dioxide equivalents
NEV	neighborhood electric vehicle
PDA	Priority Development Area
PG&E	Pacific Gas & Electric
PM <sub>10</sub>	respirable particulate matter
PM <sub>2.5</sub>	fine particulate matter
PRC	Public Resources Code
RCI	Recycling Certification Institute
RSCO	Rising Sun Center for Opportunity
SB	Senate Bill
SEIR	subsequent environmental impact report
SFBACP	San Francisco Bay Area Conservancy Program
SFBJV	San Francisco Bay Joint Venture
SFBRA	San Francisco Bay Restoration Authority
SFEI	San Francisco Estuary Institute
SFWD	San Francisco Water Department
SOMAH	California Solar on Multifamily Affordable Housing
SRA	State Responsibility Areas
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
TDM	Transportation Demand Management
TMA	Transportation Management Association
TOD	transit-oriented development

USD	Union Sanitary District
VMT	vehicle miles traveled
VNEM	Virtual Net Energy Metering
WBLCA	whole building life cycle assessment
WELO	California Water Efficient Landscape Ordinance
WUI	wildland-urban interface
ZEV	zero-emission vehicle

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# 1 INTRODUCTION

The City of Fremont Climate Action Plan (CAP), adopted by the City Council in November 2012, was intended to serve as a roadmap to meeting the State’s 2020 greenhouse gas (GHG) emissions reduction target pursuant to Assembly Bill (AB) 32 (i.e., 15 percent below 2005 emissions levels based on available city emissions inventory data). The CAP was designed to streamline environmental review of future development projects in the city consistent with State California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) and the Bay Area Air Quality Management District’s (BAAQMD’s) CEQA Air Quality Guidelines.

Since adoption of the CAP, the City has implemented many of the identified actions along with other actions that have resulted in an overall reduction in communitywide GHG emissions. Through implementation of both local and state actions, paired with technology advancements, the City achieved its 25 percent GHG emissions reduction target ahead of schedule<sup>1</sup>.

As originally adopted, the CAP was not designed to address GHG reduction targets beyond 2020, including 40 percent below 1990 levels by 2030 (consistent with Senate Bill [SB] 32) or the long-term GHG reduction targets expressed in Executive Order (EO) S-3-05 (i.e., 80 percent below 1990 levels by 2050) and AB 1279 (i.e., achieving carbon neutrality no later than 2045). In addition, the CAP growth projections were based on data sources that are now outdated, including population and employment factors that were derived from the Association of Bay Area Governments’ (ABAG’s) 2005 regional forecasts. The specific plans and ABAG regional forecasts have all been updated since the CAP was adopted.

Additionally, the Fremont City Council adopted an update to the General Plan (referred to as “General Plan 2035”) on December 13, 2011. General Plan 2035 identifies the community’s vision for the future and provides a framework that will guide decisions on growth, development, and conservation of open space and resources in a manner that is consistent with the quality of life desired by the city’s residents and businesses through the horizon year of 2030. The City prepared and certified an Environmental Impact Report (EIR) (State Clearinghouse No. 2010082060) for General Plan 2035 that evaluated the environmental impacts associated with development of land uses and implementation of planning efforts as regulated and guided by General Plan 2035.

The City of Fremont’s Climate Action Plan Update (CAP Update) was released for public review in May of 2023, and addresses the land uses and growth patterns approved in the General Plan 2035. The CAP Update outlines a pathway to achieve GHG emissions reductions of 30 percent below 2018 levels by 2030 (meeting the State’s interim target) and carbon neutrality by 2045. The CAP Update identifies 31 strategies and 74 measures that specify a plan of action to reduce GHG emissions across all sectors. The strategies, measures, and actions complement the General Plan 2035 policy framework by promoting clean electricity, decarbonizing transportation sources and buildings, encouraging sustainable land use and resource management, improving community awareness, and enhancing community resilience to climate change. The City of Fremont, as the lead agency, proposes to adopt the CAP Update, including strategies, measures, and actions that would apply to all property located within the city.

## 1.1 ADDENDUM ANALYSIS

The General Plan Update EIR is a program EIR that considers the environmental effects of implementing the General Plan through the 2035 planning horizon. Consistent with PRC Section 21166 and State CEQA Guidelines Sections 15162-15164, the General Plan Update EIR can be used as the CEQA document for subsequent or later activity projects (public and private) that are consistent with the General Plan or program of activities evaluated in a certified EIR. Projects are evaluated to determine whether the actions proposed fall within the scope of the General Plan and EIR, whether project impacts are addressed in the certified General Plan Update EIR, and whether the project incorporates all applicable performance standards and mitigation measures identified therein. Should subsequent

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<sup>1</sup> Calculated by Ascent Environmental in 2022.

projects/activities not be consistent with the approved General Plan 2035, or if there are specific significant effects that are peculiar to the project and cannot be addressed by uniformly applied policies or standards, additional environmental review through the subsequent review provisions of CEQA for changes to previously reviewed and approved projects may be warranted. If an impact is not peculiar to the project, has been addressed as a significant effect in the General Plan Update EIR, or can be substantially mitigated by the imposition of uniformly applied policies or standards, then an additional environmental document need not be prepared for the project solely based on that impact.

This Addendum and the supporting evidence contained in the Environmental Checklist below supplements the General Plan Update EIR analysis and evaluates the specific GHG reduction and climate adaptation measures and strategies in the CAP for potential to change the conclusions of the General Plan Update EIR (consistent with the requirements of CEQA Guidelines Sections 15162-15164. Consistent with CEQA (e.g., CEQA Guidelines Section 15168), the analysis in this Addendum remains programmatic; it 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 available (e.g., specific location of infrastructure). Specific GHG Reduction Measures or strategies would require subsequent implementing action by the City. The City would implement specific activities proposed under the CAP Update (i.e., "later activities"), determine whether they are consistent with the activities identified in the CAP Update, and determine whether sufficient evaluation of the potential environmental impacts associated with these later activities has been provided in the General Plan Update EIR and this Addendum. As and when proposed to be undertaken, these later activities will be examined to determine whether an additional environmental document must be prepared. During this examination, if the City finds pursuant to State CEQA Guidelines Section 15162 that no new significant effects are identified, no peculiar impacts of the project would occur, or no new mitigation measures would be required on a subsequent project, the activity may be approved as being within the scope of the project covered by the General Plan Update EIR and this Addendum. In this situation, the City must incorporate all project requirements and applicable mitigation measures from the General Plan Update EIR 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 the General Plan Update EIR and this Addendum, the City would prepare an initial study to determine the appropriate environmental document. If an additional environmental document is needed, whether it is a mitigated negative declaration or supplement to the General Plan Update EIR, the General Plan Update EIR and this Addendum can be used to simplify the task of preparing the follow-up environmental document by allowing the City to focus on the issues that were not previously addressed in the General Plan Update EIR and this Addendum, as indicated in State CEQA Guidelines Section 15168(d).

### 1.1.1 Tiering and Streamlining the Analysis of Greenhouse Gas Emissions for Future Projects

The CAP Update meets the requirements for a GHG reduction plan set forth in Section 15183.5(b)(1) of the State CEQA Guidelines. Therefore, if adopted, it could be used to streamline the analysis of GHG emissions for future projects (known as a "qualified CAP"). As established in Section 15183.5 of the State CEQA Guidelines, a plan to reduce GHG emissions (i.e., the proposed CAP Update) may be used as the basis of future project-level analyses of GHG emissions impacts. Where subsequent projects use CAP Update compliance as the basis for the analysis of potential impacts due to GHG emissions, they would tier from and/or incorporate by reference the programmatic GHG analysis in the General Plan Update EIR and this Addendum.

CAP Update compliance would be determined through completion of the CAP Update Consistency Review Checklist, which provides a process for subsequent development projects to demonstrate how they would be consistent with the CAP Update (i.e., they would not hinder attainment of the City's 2030 GHG reduction target). An environmental document that relies on the CAP Update for analysis of GHG emissions impacts would be required to identify the requirements in the CAP Update that apply to the project and incorporate those requirements as mitigation measures, if not otherwise binding and enforceable. In turn, "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" (State CEQA Guidelines Section 15183.5[b][2]). Streamlining the GHG

analysis based on CAP Update consistency does not affect the obligation to address potential effects on other resource areas during project-level environmental review. Projects that are not consistent with the CAP Update would be subject to separate technical analysis and project mitigation.

BAAQMD encourages jurisdictions to adopt local GHG reduction strategies that meet the Section 15183.5(b)(1) criteria and recommends that cities and counties evaluate plans “based on whether they will be consistent with California’s long-term climate goal of achieving carbon neutrality by 2045. To be consistent with this goal, these plans should reduce GHG emissions in the relevant jurisdiction to meet an interim milestone of 40 percent below the 1990 emission level by 2030, consistent with SB 32, and to support the State’s goal of carbon neutrality by 2045” (BAAQMD 2022:19). This approach to local climate planning, tied to the SB 32 and carbon neutrality goals, promotes reductions on a plan level without impeding the implementation of GHG-efficient development. A qualified CAP provides the evidentiary basis for making CEQA findings that development consistent with the plan will result in feasible, measurable, and verifiable GHG reductions consistent with broad State goals such that projects approved under the plan will achieve their “fair share” of GHG emission reductions (BAAQMD 2022:21).

## 1.1.2 Document Organization

This Addendum is organized as follows:

- ▶ **Section 1: Introduction.** This section introduces the environmental review process. It describes the purpose and organization of the analysis and presents a summary of findings.
- ▶ **Section 2: Project Description.** This section provides a brief description of the proposed CAP Update.
- ▶ **Section 3: Environmental Checklist for Supplemental Environmental Review.** This section presents an analysis of a range of environmental issues to determine whether the environmental impacts of the CAP Update meet any of the following four conditions:
  - Are peculiar to the project or the area in which the project would be located,
  - Were not analyzed as significant effects in the General Plan Update EIR,
  - Are potentially significant off-site impacts and cumulative impacts which were not addressed in the General Plan Update EIR, or
  - Are previously identified significant effects which are determined to have a more severe adverse impact than discussed in the General Plan Update EIR based on substantial new information that was not known at the time the General Plan Update EIR was certified.
- ▶ **Section 4: References.** This section lists the references used in preparation of this Addendum.

## 1.1.3 Summary of Findings

The Environmental Checklist for this Addendum provides analysis and discussion of potential environmental impacts of the proposed CAP Update, based on the checklist question from Appendix G of the State CEQA Guidelines. The analysis demonstrates that implementation of the proposed CAP Update would not result in new significant effects or a substantial increase in the severity of previously identified significant effects. Further, no new information of substantial importance has been identified that suggests the potential for the CAP Update to result in significant or substantially more severe effects not discussed in the previous EIR.

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## 2 PROJECT DESCRIPTION

### 2.1 PROJECT OVERVIEW

The City's proposed CAP Update is a comprehensive plan for the reduction of GHG emissions through a series of actions and strategies that would be undertaken by the City. The CAP Update is a multi-objective plan that balances environmental, economic, and community interests; implements the City's General Plan 2035; and aligns with multiple City initiatives. It identifies strategies and measures to meet the City's 2030 GHG reduction targets and achieve long-term carbon neutrality by 2045. The CAP Update also includes an adaptation component that recommends actions to reduce the community's vulnerability to the anticipated impacts of climate change.

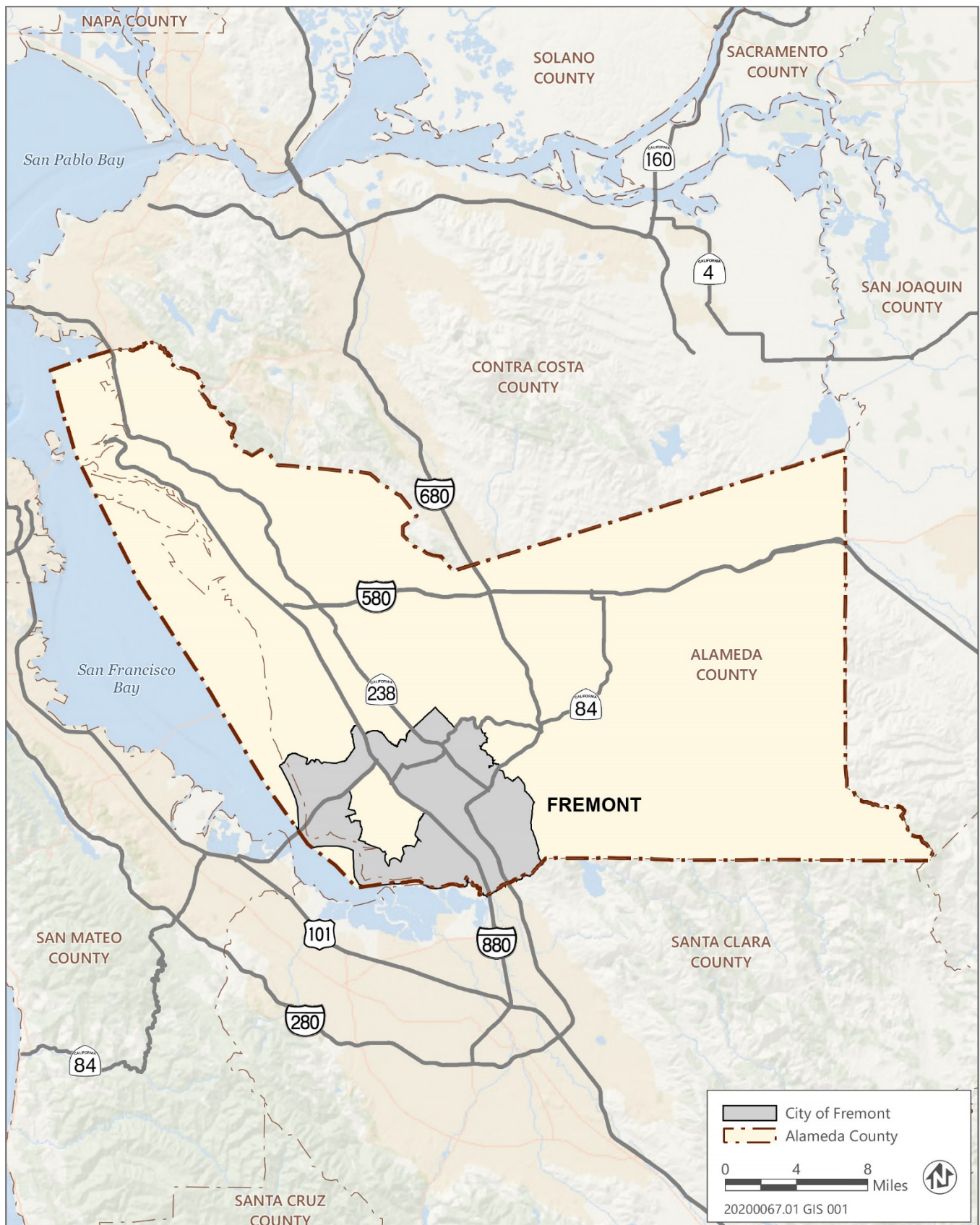
The CAP Update has been developed in response to mitigation measures contained in the City's General Plan Update EIR and the City's Carbon Neutrality Resolution (Resolution 2019-03), which aims to achieve a 55 percent GHG emission reduction from a 2005 baseline level by the year 2030 (equivalent to 30 percent below 2018 levels) and to become a carbon neutral city no later than 2045. Additionally, as part of the Carbon Neutrality Resolution, the City developed a Post-Carbon Framework to guide an update to the City's first CAP. The strategies and measures contained in the CAP Update complement a wide range of policies, plans, and programs that have been adopted by the City, State, and regional agencies. The CAP Update is organized into a main planning document that provides information about the City's approach and actionable strategies followed by appendices containing detailed quantification methods used to develop the strategies and measures.

### 2.2 PROJECT LOCATION

Fremont is in the San Francisco Bay Area in southern Alameda County. It is bounded on the north by Union City and Hayward, to the south by Milpitas, to the west by Newark and San Francisco Bay, and to the east by unincorporated Alameda County, as shown in Figure 2-1. Interstates 880 and 680 and State Routes 84, 238, and 262 provide regional access. The city encompasses approximately 56,614 acres or 88 square miles.

### 2.3 PROJECT DESCRIPTION

Reducing GHG emissions in California has been the focus of the State government for almost three decades. GHG emission targets established by the State legislature include reducing statewide GHG emissions to 1990 levels by 2020 (AB 32 of 2006), 40 percent below 1990 levels by 2030 (SB 32 of 2016), 85 percent below 1990 levels by 2045 (AB 1279 of 2022), and achieving carbon neutrality no later than 2045 (AB 1279 of 2022). The CAP Update is intended to support the City with staying on track to a locally adjusted GHG reduction target for 2030 that is aligned with the State's legislated statewide targets in AB 32 and SB 32. 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 (°C), the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected. The targets also support efforts to limit the temperature increase even further to 1.5 °C (United Nations 2015:3).



Source: Data downloaded from Alameda County in 2020.

Figure 2-1 Project Area

## 2.3.1 Climate Action Plan Update

The CAP Update includes strategies for community GHG emissions reduction, government operations GHG emissions reduction, and climate adaptation. Each strategy is comprised of a series of supporting measures (i.e., a program, policy, or project that the City will implement). The CAP Update also includes information about implementing and monitoring the success of the strategies.

### BASELINE AND FORECAST GREENHOUSE GAS EMISSIONS

#### Inventory

Preparing a GHG emissions inventory is an important first step in the climate action planning process. An emissions inventory provides a snapshot of the major sources of emissions in a single year, while also providing a baseline from which emission trends are projected. The CAP Update uses an emissions inventory from 2018 as the baseline.

#### Forecasts

GHG emissions forecasts provide an estimate of future GHG levels based on a continuation of current trends in activity, population and job growth, and relevant regulatory actions by federal, State, and regional agencies (i.e., “legislative” actions) that have been adopted. Emissions forecasts provide insight into the scale of local reductions needed to achieve GHG emission reduction targets.

Using population, housing data, employment, and annual vehicle miles traveled (VMT), the results from the 2018 baseline year inventory were forecast to 2030 for consistency with the target year for the CAP Update, which is aligned with the City’s General Plan 2035 and SB 32 targets. Growth projections were based on the Plan Bay Area 2040 forecast provided by the Metropolitan Transportation Commission (MTC) last updated August 26, 2020 and the California Department of Finance (DOF) based on January 2020 projections. These aggregated growth factors were used to forecast emissions comprehensively for the years 2030 and 2045 for most sectors in the inventory and include projected growth throughout the city. This methodology does not constrain the projections in the CAP Update to reflect specific projects or areas of potential growth.

The CAP Update uses a forecast scenario, referred to as the “No Local Action Scenario.” The “No Local Action Scenario” assumes that population, employment, and transportation activity will grow over time, using the MTC and DOF demographic data. The “No Local Action Scenario” accounts for future changes in emissions associated with growth in the city, along with legislative reductions from federal, State, and regional regulations, policies, or other mandated actions.

Refer to CAP Update appendices for additional description of the GHG emissions inventories, target setting, and assumptions used for GHG reduction measure quantification for the CAP Update.

#### Local Emissions Gap

The inventory and forecasts are used to develop reduction targets consistent with State and federal mandates. The emissions gap, if any, between forecasted emissions and reduction targets serves as the foundation to determine the strategies and measures needed to reduce GHG emissions to meet the 2030 target.

### GREENHOUSE GAS REDUCTION TARGETS FOR 2030 AND BEYOND

The CAP Update is intended to serve as the City’s qualified plan for the reduction of GHG emissions in accordance with Section 15183.5 of the State CEQA Guidelines (refer to Section 1.2.1 above). This requires that the plan 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. The level selected for the CAP Update is alignment with legislatively mandated GHG reduction targets.

The GHG reduction measures contained in the CAP Update would provide reductions sufficient to meet the City’s 2030 target, which is aligned with SB 32 (40 percent below 1990 levels by 2030). The associated quantified GHG

reductions of these measures would be essential for putting the City on a path to achieving the objectives of the community and reaching the longer-term goal of becoming carbon neutral by the year 2045.

## GREENHOUSE GAS REDUCTION AND RESILIENCE STRATEGY

The CAP Update strategy identifies the following seven key sustainability strategies for achieving carbon neutrality.

- ▶ **Clean & Renewable Power:** Deploy and efficiently use clean, renewable, and locally sourced electricity generated on site or transmitted through the power grid.
- ▶ **Electrification & Fossil Fuel Phase-Out:** Upgrade and replace carbon-intensive, fossil fuel-based infrastructure and combustion power throughout the transportation and building sectors with clean electric power.
- ▶ **Carbon Sequestration:** Drawdown carbon dioxide and other GHGs from the atmosphere through ecological and/or technological methods and capture and store in plants, soils, water systems, and other solid forms.
- ▶ **Mobility & Connectivity:** Develop and enhance safe, multimodal, accessible, equitable, intelligent, and clean motorized and non-motorized travel options, transit modes, transportation infrastructure, and community connectivity.
- ▶ **Resource Conservation & Elimination of Waste:** Conserve natural and manufactured resources by means of the responsible production, consumption, reuse, and recovery of products, packaging, and materials.
- ▶ **Restorative Ecology & Green Infrastructure:** Restore, rehabilitate, and repurpose degraded, damaged, or destroyed ecosystems and habitats through active interventions. Incorporate green infrastructure and ecosystem services into community design.
- ▶ **Climate Adaptation & Resilience:** Prepare for, limit, learn from, and adapt to the negative effects of climate change through proactive and holistic planning and response at infrastructural, cultural, and institutional levels.

## CLIMATE ADAPTATION STRATEGY

This section describes the adaptation framework and presents measures that the City would take to address climate vulnerabilities and increase citywide resiliency. The adaptation measures set forth a strategy for the City to prepare for increased: temperatures and extreme heat days, risk of wildfire, drought, flooding, and sea level rise. Many climate adaptation measures may also reduce GHG emissions, improve public health, and achieve other co-benefits that further the City's sustainability and environmental justice goals and improve community resilience.

## CONSISTENCY REVIEW CHECKLIST

The City has prepared a Consistency Review Checklist that provides a process and evidence by which subsequent development projects would demonstrate how they would be consistent with the CAP Update (i.e., they would not hinder attainment of the 2030 reduction targets). An environmental document that relies on the CAP Update for analysis of GHG emissions impacts would be required to identify their consistency with the General Plan and any applicable requirements in the CAP Update that apply to the project and incorporate those requirements as mitigation measures, if not otherwise binding and enforceable. Projects that are not consistent with the CAP Update would be subject to separate technical analysis and project mitigation.

## 2.4 POTENTIAL PERMITS AND APPROVALS REQUIRED

The City is the CEQA lead agency responsible for adoption and implementation of the proposed CAP Update. As the lead agency, the City is responsible for considering the adequacy of the supplemental environmental review before determining if the overall project should be adopted.

**Table 2-3 Fremont CAP Update Strategies, Measures, and Actions**

Measures	Actions
<b>BUILDINGS AND ENERGY</b>	
<b>Strategy 1: Clean and Renewable Power Use</b>	
BU-1: Transition to 100 percent clean electricity consumption.	<ul style="list-style-type: none"> <li>▶ BU-C-1.1: Conduct outreach to residents and business owners to encourage voluntary opt-up to EBCE's 100 percent clean electricity service plan (Renewable 100) and educate them on the benefits of community choice energy.</li> <li>▶ BU-C-1.2: Adopt a policy establishing EBCE's Renewable 100 as the default electricity service plan for all residential and commercial accounts.</li> <li>▶ BU-C-1.3: Require all newly built multi-story parking structures to have solar generation capabilities.</li> <li>▶ BU-C-1.4: Require the use of solar heaters for all new swimming pools.</li> <li>▶ BU-C-1.5: Provide incentives for replacing existing swimming pool heaters with solar versions.</li> <li>▶ BU-C-1.6: Encourage the installation of on-site renewable energy generation and clean energy storage systems through education, incentives, and streamlined permitting and inspection services.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ BU-M-1.1: Continue to opt-up City accounts to EBCE's Renewable 100 service plan.</li> <li>▶ BU-M-1.2: Where economically, operationally, and logistically feasible, develop solar generation capacity at City buildings and facilities.</li> </ul>
<b>Strategy 2: Building Electrification and Low-Carbon Design</b>	
BU-2: Require new residential construction to be all electric and low carbon.	<ul style="list-style-type: none"> <li>▶ BU-C-2.1: Adopt a City reach code that requires new residential construction to be all electric.</li> <li>▶ BU-C-2.2: Adopt a City reach code that reduces the embodied carbon in new residential construction such as through the use of low-carbon concrete.</li> <li>▶ BU-C-2.3: Adopt California Green Building Standards Code (CALGreen) Tier 2 residential energy efficiency voluntary measures as local requirements.</li> <li>▶ BU-C-2.4: Work with StopWaste and the Bay Area Regional Energy Network (BayREN) to develop a regional program that encourages the use of building materials that store carbon, such as wood and repurposed concrete.</li> <li>▶ BU-C-2.5: Encourage new development to use high albedo material for walls, surfaces, driveways, parking lots, walkways, patios, and roofing.</li> </ul>
BU-3: Require new nonresidential construction to be zero net energy and low carbon.	<ul style="list-style-type: none"> <li>▶ BU-C-3.1: Adopt a City reach code that requires new nonresidential construction (excluding industrial) to be all electric; where full electrification is not technologically or economically viable, require zero net energy design and/or consider other potential mitigation measures.</li> <li>▶ BU-C-3.2: Adopt a City reach code that requires electric-ready design in new industrial construction and that requires non-core industrial operations—such as space heating and cooling and domestic hot water—to be all electric.</li> <li>▶ BU-C-3.3: Adopt a City reach code that requires new nonresidential construction to demonstrate reductions in embodied carbon, such as through reuse of existing buildings and/or completion of whole building life cycle assessment (WBLCAs).</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ BU-C-3.4: Adopt California Green Building Standards Codes (CALGreen) Tier 2 nonresidential energy efficiency voluntary measures as local requirements.</li> <li>▶ BU-C-3.5: Encourage FUSD and other public institutions to meet green building standards for buildings.</li> <li>▶ BU-C-3.6: Work with StopWaste and BayREN to develop a regional program that encourages the use of building materials that store carbon, such as wood and repurposed concrete.</li> <li>▶ BU-C-3.7: Consider providing development incentives to help offset the costs of building electrification, zero net energy design, and reductions in embodied carbon for both new nonresidential construction and for retrofit projects.</li> <li>▶ BU-C-3.8: Consider providing development incentives such as reduced fees for industrial sites that achieve green certifications.</li> </ul>
<p>BU-4: Retrofit existing residential buildings to be all-electric and low carbon.</p>	<ul style="list-style-type: none"> <li>▶ BU-C-4.1: Establish electrification retrofit requirements for residential buildings at the time of substantial building retrofit/renovation or at the time of gas-powered equipment replacement.</li> <li>▶ BU-C-4.2: Work with PG&amp;E, BayREN, EBCE, and others to create financial incentives to electrify new and existing buildings.</li> <li>▶ BU-C-4.3: Provide instant permitting of code-compliant residential rooftop solar through the use of the U.S. Department of Energy supported SolarAPP+; explore additional opportunities for the streamlining permitting of residential electrification projects.</li> <li>▶ BU-C-4.4: Utilize state and federal funding programs to achieve energy efficiency improvements in existing and new buildings; consider matching or enhancing with City incentives where appropriate.</li> <li>▶ BU-C-4.5: Pilot an electrification retrofit program for select existing homes that are low-income and/or health-vulnerable to achieve air quality improvements from methane gas removal.</li> <li>▶ BU-C-4.6: Partner with regional energy agencies to support contractor training and resident education on electric appliances and their installation and maintenance.</li> </ul>
<p>BU-5: Retrofit existing nonresidential buildings to be all-electric and low carbon.</p>	<ul style="list-style-type: none"> <li>▶ BU-C-5.1: Establish electrification retrofit requirements for nonresidential buildings at the time of building retrofit/renovation or equipment replacement (excluding core industrial equipment); design requirements to be proportional to the level of proposed building investment.</li> <li>▶ BU-C-5.2: Require all nonresidential buildings with loading docks to supply sufficient electrical power for delivery trucks and associated equipment.</li> <li>▶ BU-C-5.3: Research the feasibility of requiring electric service upgrades during major retrofits.</li> <li>▶ BU-C-5.4: Partner with EBCE, BayREN, and others to complete a building baseline study and decarbonization roadmap for existing nonresidential buildings.</li> <li>▶ BU-C-5.5: Expand the City's Green Manufacturing program to encourage zero net energy retrofits of manufacturing buildings; promote emerging low energy, low carbon industrial technologies (such as combustion melting, low-carbon cements, etc.).</li> <li>▶ BU-C-5.6: Partner with PG&amp;E, EBCE, BayREN, and others to promote contractor training and education on electric equipment/processes and their installation and maintenance.</li> </ul>

Measures	Actions
<p>BU-6: Require new City buildings to be all electric and low carbon.</p>	<ul style="list-style-type: none"> <li>▶ BU-M-6.1: Adopt a City policy to require all new City buildings to be all electric and zero net energy.</li> <li>▶ BU-M-6.2: Encourage use of building materials that store carbon, such as wood, and require low embodied carbon materials in new City construction.</li> <li>▶ BU-M-6.3: Utilize clean power options such as battery storage or hydrogen fuel cell systems for backup emergency power generation, and seek to partner with local technology companies and system providers for clean technology demonstrations.</li> </ul>
<p>BU-7: Retrofit existing City buildings to be all electric and low carbon.</p>	<ul style="list-style-type: none"> <li>▶ BU-M-7.1: Replace fossil-fuel supplied appliances and equipment with electric alternatives wherever technologically and economically feasible at the time of equipment replacement.</li> <li>▶ BU-M-7.2: Develop a policy requiring that renovations of City facilities include electric equipment and renewable energy systems whenever feasible.</li> <li>▶ BU-M-7.3: Pursue internal and external funding sources, such as state and energy utility grants, to finance electric appliance upgrades in City facilities.</li> <li>▶ BU-M-7.4: Decommission existing diesel-fueled backup emergency power generators and replace with clean power options such as battery backup or hydrogen fuel cell systems wherever feasible.</li> </ul>
<p><b>Strategy 3: Building Energy Efficiency and Demand Management</b></p>	
<p>BU-8: Reduce energy consumption in buildings and operations.</p>	<ul style="list-style-type: none"> <li>▶ BU-C-8.1: Partner with PG&amp;E, EBCE, BayREN, and others to continue to offer and enhance energy efficiency education, technical assistance, and incentive programs.</li> <li>▶ BU-C-8.2: Prioritize energy programs and incentives for renters, low-income households, and vulnerable community members.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ BU-M-8.1: Implement energy efficiency in City facilities to reduce energy costs and emissions.</li> <li>▶ BU-M-8.2: Upgrade inefficient lighting on City streets and within City parking lots, parks, and plazas and equip them with energy controls.</li> <li>▶ BU-M-8.3: Establish energy conservation protocols for all building staff, including custodial and cleaning services.</li> <li>▶ BU-M-8.4: Expand the use of energy management software and controls across City facilities.</li> </ul>
<p>BU-9: Promote building energy tracking and performance assessment.</p>	<ul style="list-style-type: none"> <li>▶ BU-C-9.1: Collaborate with StopWaste to increase the number of homes receiving a voluntary Home Energy Score through BayREN.</li> <li>▶ BU-C-9.2: Investigate requiring energy audits for nonresidential buildings prior to completion of sale to demonstrate potential cost savings from energy efficiency measures and identify available rebates and incentives.</li> <li>▶ BU-C-9.3: Consider providing incentives or technical assistance to support low or no cost energy audits for nonresidential building operators.</li> </ul>
<p>BU-10: Reduce overall demand on the electrical grid.</p>	<ul style="list-style-type: none"> <li>▶ BU-C-10.1: Facilitate the adoption of smart grid and other peak load reduction technologies in buildings, such as energy management systems and smart appliances.</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ BU-M-10.1: Continue to implement measures to reduce electricity consumption at City facilities during peak events (e.g., heat waves), thereby reducing demand on the grid and the need for the utilities to import power from highly polluting sources.</li> <li>▶ BU-M-10.2: Evaluate opportunities and best practices to reduce peak demand and overall energy use in City operations.</li> </ul>
<b>Strategy 4: Building Energy Resilience</b>	
<p>BU-11: Increase the development of microgrids at emergency facilities.</p>	<ul style="list-style-type: none"> <li>▶ BU-C-11.1: Encourage public service facilities such as schools, hospitals, and community centers to develop renewable microgrids.</li> <li>▶ BU-M-11.1: Participate in EBCE’s Critical Municipal Facilities program to procure renewable microgrid energy systems for City-owned, public-facing emergency facilities.</li> </ul>
<p>BU-12: Expand local clean backup power availability.</p>	<ul style="list-style-type: none"> <li>▶ BU-C-12.1: Encourage the installation of battery storage in conjunction with renewable energy generation projects.</li> <li>▶ BU-C-12.2: Require battery storage readiness design in new nonresidential construction.</li> <li>▶ BU-C-12.3: Evaluate opportunities for integrating battery storage readiness in existing homes and businesses at the time of retrofit and/or in conjunction with renewable energy generation installations.</li> <li>▶ BU-C-12.4: Promote discount purchasing programs (e.g., Bay Area SunShares, EBCE’s Resilient Home program) to encourage residential rooftop solar plus battery storage systems.</li> </ul>
<b>Strategy 5: Water Conservation in Buildings</b>	
<p>BU-13: Reduce water consumption in buildings.</p>	<ul style="list-style-type: none"> <li>▶ BU-C-13.1: Establish ultra-low-flow fixture retrofit requirements for residential and nonresidential buildings.</li> <li>▶ BU-C-13.2: Continue collaborating with Rising Sun Center for Opportunity (RSCO) to conduct Green House Calls that include the installation of water-saving shower heads and faucet aerators in Fremont homes.</li> <li>▶ BU-C-13.3: Collaborate with ACWD to encourage installation of water conservation measures in existing businesses and residences through surveys and incentive programs.</li> <li>▶ BU-C-13.4: Collaborate with ACWD as they implement the rollout of advanced water metering (AMI) service area wide.</li> <li>▶ BU-M-13.1: Evaluate current City water management strategies and identify opportunities for water use reduction.</li> <li>▶ BU-M-13.2: Use ultra-low-flow fixtures in existing and new City facilities wherever appropriate.</li> </ul>
<p>BU-14: Increase the capture of rainwater and use of greywater.</p>	<ul style="list-style-type: none"> <li>▶ BU-C-14.1: Adopt a drought-ready ordinance to require greywater readiness in new residential construction and alternations.</li> <li>▶ BU-C-14.2: Encourage the use of on-site rainwater harvesting and recycled water systems.</li> <li>▶ BU-C-14.3: Consult with ACWD in developing policies and regulations supporting the use of water conserving strategies, including onsite recycled water and greywater systems.</li> <li>▶ BU-C-14.4: Encourage the use of rainwater capture and onsite recycled water for outdoor landscaping and gardening use as well as non-potable indoor use in toilets.</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ BU-M-14.1: Investigate opportunities for City use of recycled water, especially within parks and other landscaping.</li> </ul>
<b>Strategy 6: Waste Reduction in Building Construction and Demolition</b>	
<p>BU-15: Increase sustainable materials use and recovery in construction and demolition (C&amp;D).</p>	<ul style="list-style-type: none"> <li>▶ BU-C-15.1: Amend the Fremont Municipal Code to require source separation of nonhazardous C&amp;D debris and consider increasing the required diversion rate from 65% to 70%.</li> <li>▶ BU-C-15.2: Consider amending the Fremont Municipal Code to require new developments to incorporate a minimum of 15% of recycled materials into construction.</li> <li>▶ BU-C-15.3: Consider amending the Fremont Municipal Code to require that all commercial tenant improvement projects and all residential remodels also meet the diversion requirement for nonhazardous C&amp;D waste.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ BU-M-15.1: Phase in higher standards for C&amp;D debris recycled from City projects over time as feasible.</li> <li>▶ BU-M-15.2: Encourage the Fremont Recycling &amp; Transfer Station to obtain certification of its facility from the Recycling Certification Institute (RCI) to increase certainty and build confidence in the C&amp;D recycling marketplace.</li> </ul>
<b>INFRASTRUCTURE AND EQUIPMENT</b>	
<b>Strategy 1: Clean and Renewable Power Infrastructure</b>	
<p>IN-1: Upgrade infrastructure to support the transition to 100 percent clean power.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-1.1: Collaborate with PG&amp;E as they strategically decommission methane gas pipelines in areas where electrification has been or could be implemented.</li> <li>▶ IN-C-1.2: In partnership with regional organizations and state agencies, work with PG&amp;E as they make key upgrades to transmission and distribution systems, substations, and other equipment to enable electrification and renewable energy integration into the electricity grid.</li> <li>▶ IN-C-1.3 Explore the option of a final phase-out date for non-industrial methane gas procurement, infrastructure deployment, and use in Fremont.</li> <li>▶ IN-C-1.4: Consider an ordinance restricting or prohibiting new gasoline service stations, encouraging the development of new cleaner and more sustainable vehicle fueling stations, and encouraging the transition of existing vehicle fueling stations to cleaner and more sustainable alternatives such as clean electricity and green hydrogen.</li> </ul>
<b>Strategy 2: Clean Freight and Delivery Infrastructure</b>	
<p>IN-2: Promote clean and efficient movement of goods.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-2.1: Assess the potential emission reductions achievable by traffic control systems that inform drivers of existing conditions and route alternatives.</li> <li>▶ IN-C-2.2: Engage with regional transportation stakeholders to develop policies that support the California Sustainable Freight Action Plan.</li> <li>▶ IN-C-2.3: Collaborate with East Bay Community Energy (EBCE) to develop and implement a Medium- and Heavy-Duty Goods Movement Electrification Blueprint.</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ IN-C-2.4: Streamline and expedite permitting for the deployment of direct current (DC) fast chargers that support medium- and heavy-duty electric vehicles (EVs) at Fremont-based companies.</li> <li>▶ IN-C-2.5: Encourage incentive programs offered by EBCE to install infrastructure for DC fast chargers.</li> <li>▶ IN-C-2.6: Support the implementation of the Medium- and Heavy-Duty Fuel Cell Electric Truck Action Plan for California developed by the Hydrogen Fuel Cell Partnership (H2FCP) and encourage the installation of public hydrogen fueling stations in Fremont that support medium- and heavy-duty hydrogen fuel cell electric vehicles (FCEVs).</li> </ul>
<b>Strategy 3: Clean Mobility Infrastructure</b>	
<p>IN-3: Install infrastructure to support electric vehicle (EV) charging and other zero-emission vehicle (ZEV) fueling needs.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-3.1: Encourage and consider incentives for existing gas stations and retail centers to add EV charging and hydrogen fueling stations.</li> <li>▶ IN-C-3.2: Collaborate with EBCE to establish fast-charging mobility hubs at publicly accessible sites that support tenants of multifamily properties and rideshare drivers.</li> <li>▶ IN-C-3.3: Adopt California Green Building Code (CALGreen) Tier 2 residential and nonresidential EV readiness voluntary measures as local requirements.</li> <li>▶ IN-C-3.4: Partner with regional and state agencies to incentivize EV charging at public facilities, office spaces, retail centers, multifamily residential properties, and other publicly accessible properties.</li> <li>▶ IN-C-3.5: Partner with regional agencies to expand the public charging for electric micromobility devices.</li> <li>▶ IN-C-3.6: Utilize the City's public communication channels to share information about existing and new charging locations.</li> </ul>
<p>IN-4: Increase the use of smart mobility and modernize transportation infrastructure as identified in the City's Mobility Action Plan.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-4.1: Continue to implement all traffic signal modernization projects as identified in the Mobility Action Plan.</li> <li>▶ IN-C-4.2: Continue efforts to implement smart mobility technologies for traffic signals, parking, and shared vehicles (e.g., cars, bikes, scooters).</li> <li>▶ IN-C-4.3: Seek creative solutions and opportunities to partner with other agencies and private sector companies for on-demand shuttle services, including autonomous shuttles.</li> </ul>
<p>IN-5: Improve pedestrian and bicycle infrastructure as identified in previous City plans and the new Active Transportation Plan.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-5.1: Continue to enhance safe routes to schools through infrastructure improvements and student, parent, and school staff education and engagement.</li> <li>▶ IN-C-5.2: Continue to enhance pedestrian and bicycle infrastructure to support an increase in these forms of transportation.</li> <li>▶ IN-C-5.3: Continue to coordinate the planning of pedestrian and bicycle trail systems with adjacent city and county agencies and special districts.</li> <li>▶ IN-C-5.4: Continue to implement the All Ages and Abilities Vision Bicycle Network (Bicycle Network) presented in the 2018 Bicycle Master Plan, with a focus on access to and connection between the Priority Development Areas (PDAs), transit stations, and employment centers.</li> <li>▶ IN-C-5.5: Explore adding infrastructure for secure bicycle parking along the Bicycle Network and in transit-oriented development (TOD) centers.</li> </ul>

Measures	Actions
<p>IN-6: Replace the City's gasoline and diesel-powered fleet vehicles and other equipment with low-emission and zero-emission vehicles.</p>	<ul style="list-style-type: none"> <li>▶ IN-M-6.1: Assess need and current capacity and continue to add charging and refueling stations at appropriate City sites to service the fleet's low emission and zero-emission vehicles.</li> <li>▶ IN-M-6.2: Replace existing light-duty internal combustion engine City fleet vehicles with low emission and zero-emission vehicles at the time of vehicle replacement, including vehicles used by Public Works, Community Services, Community Development, Police, and Fire.</li> <li>▶ IN-M-6.3: Utilize bicycles or neighborhood electric vehicles (NEVs) for City operations when practical, and encourage sourcing from or partnering with local providers where possible.</li> <li>▶ IN-M-6.4: Educate and encourage City staff to limit idling when using fleet vehicles.</li> <li>▶ IN-M-6.5: Pilot low-emission and zero-emission vehicles for medium- and heavy-duty fleet.</li> </ul>
<p><b>Strategy 4: Critical Infrastructure Protection</b></p>	
<p>IN-7: Improve energy infrastructure resilience.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-7.1: Ensure adequate backup power is available to maintain critical facility operations during grid outages and other emergencies; for any diesel generators, ensure that they comply with the U.S. Environmental Protection Agency (EPA) Tier 4 final emissions standards.</li> <li>▶ IN-C-7.2: Encourage installation of local, climate smart renewable sources of energy, decentralize energy supplies, and increase energy storage capacity to improve energy independence.</li> <li>▶ IN-C-7.3: Partner with PG&amp;E and EBCE to identify and protect critical energy infrastructure from climate hazards including power outages, flooding, and wildfires.</li> <li>▶ IN-C-7.4: Collaborate with PG&amp;E as they modernize the electrical grid for variable and distributed power by upgrading transformers, lines, and other power equipment; support local, regional, and statewide coordination efforts that help to accelerate this transition.</li> </ul>
<p>IN-8: Improve water and wastewater infrastructure resilience.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-8.1: Collaborate with Alameda County Water District (ACWD), Union Sanitary District (USD), and Alameda County Flood Control and Water Conservation District (ACFCWCD) to protect vulnerable water and wastewater facilities to ensure an adequate clean water supply during emergencies and disaster recovery.</li> <li>▶ IN-C-8.2: Partner with ACWD and USD as they upgrade water and wastewater systems to accommodate projected changes in water quality and availability.</li> <li>▶ IN-C-8.3: Reduce reliance on external water supplies by shifting towards local sources of water such as greywater, rainwater, air conditioning condensate, and foundation drainage.</li> </ul>
<p>IN-9: Protect vulnerable transportation infrastructure, services, and systems from climate change impacts.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-9.1: Coordinate with community members, transportation agencies, and private entities to identify and protect local and regional transportation, transit, and active transportation corridors that are at risk due to climate change.</li> <li>▶ IN-C-9.2: Use the best available science and resilient design features to improve resiliency in transportation infrastructure.</li> <li>▶ IN-C-9.3: Modify pedestrian walkways and bus shelters to provide shading and install other heat mitigating materials wherever feasible.</li> </ul>

Measures	Actions
<p>IN-10: Assess local vulnerabilities to climate change and incorporate climate adaptation and resiliency into City planning, policies, and infrastructure projects.</p>	<ul style="list-style-type: none"> <li>▶ IN-M-10.1: Continue to review and update City maintenance protocols on an ongoing basis to incorporate best practices for preparing for climate vulnerabilities, including provisions for flooding, extreme temperatures, drought, wildfires, and poor air quality as recommended by the California Governor’s Office of Emergency Services (CalOES).</li> <li>▶ IN-M-10.2: Utilize research and findings regarding the local risks of sea level rise from the Alameda County Flood Control and Water Conservation District (ACFCWCD), San Francisco Bay Conservation and Development Commission (BCDC), Metropolitan Transportation Commission (MTC), and Federal Emergency Management Agency (FEMA) to inform the City’s capital planning and development processes.</li> <li>▶ IN-M-10.3: As part of the City’s Local Hazard Mitigation Plan (LHMP) update process, perform a climate risk analysis of City infrastructure including an evaluation of fire safety, energy and water resiliency, and flooding; based on this analysis, incorporate appropriate climate adaptation and resiliency measures into future capital improvements as funding is available.</li> </ul>
<p><b>Strategy 5: Clean Landscaping and Off-Road Equipment</b></p>	
<p>IN-11: Reduce emissions and air pollution associated with landscaping equipment.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-11.1: Encourage business owners to replace gasoline-powered landscaping equipment with electric equipment.</li> <li>▶ IN-C-11.2: Evaluate a local ordinance that would ban the use of gas-powered landscaping equipment.</li> <li>▶ IN-C-11.3: Partner with BAAQMD and other relevant agencies to support the development of a regional trade-in or rebate program to replace gas- or diesel-powered landscaping equipment with electric alternatives.</li> <li>▶ IN-C-11.4: Support the continued funding and expansion of the State’s Clean Off-Road Equipment (CORE) Voucher Incentive Project for zero-emission off-road technologies.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ IN-M-11.1: Continue to replace gasoline-powered park maintenance and landscaping equipment with electric equipment as appropriate.</li> </ul>
<p>IN-12: Reduce emissions and air pollution associated with diesel fuel use in off-road equipment and stationary sources.</p>	<ul style="list-style-type: none"> <li>▶ IN-C-12.1: Require new development projects to use renewable diesel in diesel-powered construction equipment; ensure that all relevant diesel equipment complies with the U.S. Environmental Protection Agency (EPA) Tier 4 final emissions standards.</li> <li>▶ IN-C-12.2: Encourage the use of electric-powered construction equipment in all projects requiring City approval.</li> <li>▶ IN-C-12.3: Require that new backup power installations consist of low-carbon technologies such as battery or hydrogen fuel cell technologies wherever feasible; where diesel generators are installed, require that they comply the U.S. Environmental Protection Agency (EPA) Tier 4 final emissions standards (currently required by BAAQMD for generators over 1,000 brake horsepower) and consider opportunities for supplying them with renewable diesel.</li> <li>▶ IN-C-12.4: Collaborate with the California Air Resources Board (CARB), the Bay Area Air Quality Management District (BAAQMD), EBCE, and others on programs and incentives that support the development and distribution of low-carbon, less polluting backup power options and construction equipment.</li> </ul>

Measures	Actions
<b>LAND USE AND MOBILITY</b>	
<b>Strategy 1: Clean and Multimodal Mobility and Connectivity</b>	
<p>LU-1: Promote and enhance active transportation options as identified in the City's Active Transportation Plan and Mobility Action Plan.</p>	<ul style="list-style-type: none"> <li>▶ LU-C-1.1: Update the City's Bicycle Parking Standards in the Fremont Municipal Code to follow the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.</li> <li>▶ LU-C-1.2: Continue to implement the most progressive safe and complete street design standards as recommended by the National Association of City Transportation Officials.</li> <li>▶ LU-C-1.3: Continue to implement the transportation system improvements of Fremont's Vision Zero Action Plan to enhance pedestrian and bicyclist safety.</li> <li>▶ LU-C-1.4: Achieve and maintain one hundred percent public school participation in Safe Routes to School programs.</li> <li>▶ LU-C-1.5: Continue to raise public awareness of the available bicycle and trail facilities and programs, particularly the low-stress bicycle network proposed by the City's 2018 Bicycle Master Plan.</li> <li>▶ LU-C-1.6: Promote adoption of personal e-mobility modes through outreach, education, and incentive programs from regional agencies, such as the Ride Electric E-Bike Adoption Program from East Bay Community Energy (EBCE).</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ LU-M-1.1: Provide amenities for bicyclists such as secure bicycle parking, showers, and lockers at City facilities.</li> </ul>
<p>LU-2: Reduce vehicle miles traveled (VMT) and single-occupancy vehicle trips, as identified in Fremont's General Plan.</p>	<ul style="list-style-type: none"> <li>▶ LU-C-2.1: Encourage ride matching, carpooling, high-occupancy vehicle lanes, shuttles, preferential parking for carpools, expanded public transit, and similar strategies to reduce single occupancy vehicle trips.</li> <li>▶ LU-C-2.2: Continue to support the use and expansion of Park &amp; Ride parking lots to promote carpooling and express bus use, as described in Fremont's General Plan.</li> <li>▶ LU-C-2.3: Collaborate with regional transportation agencies and business networks to provide information about, and access to, incentives and services that increase the use of alternatives to single occupant vehicle commuting, including the Bay Area Commuter Benefits Program, the Alameda County Guaranteed Ride Home Program, and the 511 SF Bay traffic information program.</li> <li>▶ LU-C-2.4: Utilize vehicle miles travelled (VMT) (rather than Level of Service) as the criteria for transportation analysis under the California Environmental Quality Act (CEQA) for all development projects in accordance with California Senate Bill 743.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ LU-M-2.1: Encourage City employees to choose alternatives to single-occupant vehicle commuting and advertise these benefits during employee recruitment.</li> <li>▶ LU-M-2.2: During employee recruitment, advertise the City's existing incentives and subsidies for choosing alternatives to single-occupant vehicle commuting.</li> </ul>

Measures	Actions
<p>LU-3: Encourage the adoption of zero-emission passenger vehicles.</p>	<ul style="list-style-type: none"> <li>▶ LU-C-3.1: Continue to promote zero-emission passenger vehicle incentive and rebate programs.</li> <li>▶ LU-C-3.2: Coordinate with the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and other regional planning agencies to develop action steps and goals to plan the transition to electric vehicles.</li> <li>▶ LU-C-3.3: Partner with regional agencies to develop and promote EV adoption campaigns targeted at low-income and disadvantaged communities, such as BAAQMD's Clean Cars for All Program.</li> <li>▶ LU-C-3.4: Encourage EBCE to offer additional incentives for EV leases/purchases and/or for the installation of residential EV charging units.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ LU-M-3.1: Provide preferential parking for alternatively fueled vehicles at City facilities.</li> </ul>
<p>LU-4: Increase transit ridership and promote transition to zero-emissions transit.</p>	<ul style="list-style-type: none"> <li>▶ LU-C-4.1: As described in Fremont's General Plan, apply street design and development standards that require transit-supportive facilities such as bus stop curb extensions, bus shelters, benches, lighting, sidewalks, and convenient access to bus stops.</li> <li>▶ LU-C-4.2: Coordinate with regional transit agencies—including AC Transit, Valley Transit Authority (VTA), BART, Capitol Corridor, and Altamont Corridor Express (ACE)—on feasibility and timeline for transition to electric buses and fossil fuel free transit vehicles.</li> <li>▶ LU-C-4.3: Support regional campaigns to increase transit ridership and user safety and comfort.</li> <li>▶ LU-C-4.4: Work with AC Transit to ensure that bus stops are designed to maximize rider comfort and safety and that they are located in areas that serve community members most dependent on public transit such as youth, seniors, people with disabilities, and low-income individuals.</li> <li>▶ LU-C-4.5: Promote regional transit agencies' sustainability achievements to encourage public transit ridership.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ LU-M-4.1: Continue to explore opportunities for alternative employee commute options including ridesharing and bikesharing programs that support the "last mile commute" from public transit.</li> </ul>
<p>LU-5: Increase implementation of Transportation Demand Management (TDM) strategies, as identified in Fremont's General Plan.</p>	<ul style="list-style-type: none"> <li>▶ LU-C-5.1: Develop design standards for streets and parking lots to accommodate increased pick-up and drop-off for rideshare passengers.</li> <li>▶ LU-C-5.2: Implement the City's Trip Reduction and Transportation Demand Management (TDM) Ordinance and consider updates to the ordinance that would expand the applicability to additional businesses.</li> <li>▶ LU-C-5.3: Require new developments, particularly those within transit-oriented areas and along transit corridors, to comply with City standards for pedestrian, bicycle, and transit amenities.</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ LU-C-5.4: Coordinate with Alameda County Transportation Commission (Alameda CTC), MTC, and BAAQMD to promote transportation demand programs to local employers, including rideshare, vanpool, telecommuting, transit subsidies, showers and changing facilities, bicycle racks and lockers, and other incentives.</li> <li>▶ LU-C-5.5: Require employers to provide preferential parking for carpools.</li> <li>▶ LU-C-5.6: Support the formation of Transportation Management Associations (TMAs) and other entities that promote TDM to reduce vehicle trips.</li> <li>▶ LU-C-5.7: Evaluate options to incentivize new multifamily residential developments to include a GreenTRIP score in their submittal.</li> <li>▶ LU-C-5.8: Encourage continued support for subsidized transit vouchers.</li> </ul>
<p>LU-6: Reduce the amount of parking to encourage transit-oriented development (TOD) as identified in Fremont’s General Plan.</p>	<ul style="list-style-type: none"> <li>▶ LU-C-6.1: Modify the City’s Zoning Code in accordance with California Assembly Bill (AB) 2097 to remove parking minimums for new developments within half a mile of public transit and consider establishing parking maximums in new developments.</li> <li>▶ LU-C-6.2: Update parking standards and regulations to ensure that parking is 1) efficiently designed and addresses the desire to encourage walking, bicycling, the use of alternative fuel vehicles, and public transit use 2) aligns with AB 2097, and 3) considers changing business patterns, technology, consumer behavior, demographics, and changes in vehicle design and technology.</li> <li>▶ LU-C-6.3: Manage the parking supply by implementing measures such as permit parking, parking time limits, and metered parking, especially in high use and transit-oriented development (TOD) areas.</li> <li>▶ LU-C-6.4: Encourage the concept of shared parking for land uses where peak parking demand occurs at different times of the day, thereby reducing the aggregate number of spaces required.</li> </ul>
<b>Strategy 2: Sustainable Land Use Planning</b>	
<p>LU-7: Apply smart growth and low-carbon land use development principles.</p>	<ul style="list-style-type: none"> <li>▶ LU-C-7.1: Continue implementing transit-oriented development (TOD) principles at the Fremont, Irvington, and Warm Springs/South Fremont BART Stations and the Centerville Train Station and consider other opportunities such as the Fremont Boulevard corridor, and look for ways to increase employment concentrations near regional transit.</li> <li>▶ LU-C-7.2: Promote increased housing density and diversity in residential zones through zoning code updates, the permitting process, and development incentive programs, including allowing for construction of duplexes, triplexes, and accessory dwelling units (ADUs) within areas zoned for single family homes.</li> <li>▶ LU-C-7.3: Support and encourage low-carbon development through adoption of land use policies and regulations that require high efficiency/low carbon design, increase density, and reduce VMT.</li> <li>▶ LU-C-7.4: Coordinate with the Metropolitan Transportation Commission (MTC) and other agencies to 1) establish a method for analyzing the life cycle GHG emissions of land use and transportation planning decisions, and 2) align regional mode share targets with GHG emission reduction targets.</li> <li>▶ LU-C-7.5: Ensure that local land use decisions recognize the opportunities and constraints presented by the City’s transportation system, including road capacity, transit availability, and pedestrian and bicycle mobility.</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ LU-C-7.6: Work with MTC, Association of Bay Area Governments (ABAG), BART, AC Transit, Valley Transportation Authority (VTA), and other regional agencies to implement future transportation plans and to promote land use decisions that reinforce regional transportation investments.</li> </ul>
<p>LU-8: Incorporate climate vulnerabilities into land use planning.</p>	<ul style="list-style-type: none"> <li>▶ LU-C-8.1: Evaluate land use designations in areas subject to flooding from sea level rise to minimize risk to life and property.</li> <li>▶ LU-C-8.2: Consider establishing “climate hazard overlay zones” whereby additional layers of zoning standards would be applied to defined geographical areas that have been identified as being more vulnerable to future flooding, erosion, landslides, wildfire, or severe storm/high wind events, regardless of the underlying base zoning district.</li> <li>▶ LU-C-8.3: Coordinate with private landowners and property managers to support the upgrade of facilities vulnerable to the impacts of climate change, and consider managed retreat as a long-term strategy to reduce flood risk associated with sea level rise.</li> </ul>
<p><b>MATERIALS AND WASTE</b></p>	
<p><b>Strategy 3: Materials Reuse and Plastic Waste Reduction</b></p>	
<p>MW-1: Promote responsible consumption of products and materials and reduce disposable packaging use.</p>	<ul style="list-style-type: none"> <li>▶ MW-C-1.1: Discourage single-use disposable consumer products and encourage reusable items.</li> <li>▶ MW-C-1.2: Evaluate an ordinance requiring take-out food ware and other packaging to be reusable or compostable.</li> <li>▶ MW-C-1.3: Support and advocate for legislation that aims to reduce pollution, increase reuse, require sustainable and circular redesign, and support end of life management of products and packaging.</li> <li>▶ MW-C-1.4: Develop and support community education campaigns that encourage residents and businesses to purchase goods and services locally, with a preference for using Certified Green Businesses wherever possible.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ MW-M-1.1: Require containers, take-out food ware, and other packaging in City food service areas and at City events to be reusable (wherever possible) or compostable; provide disposables only upon request.</li> <li>▶ MW-M-1.2: Prohibit the purchase and use of plastic water bottles and other single-use, disposable containers by all City departments.</li> <li>▶ MW-M-1.3: Install water bottle refilling stations in City buildings and at public-facing City facilities.</li> </ul>
<p>MW-2: Encourage repair, reuse, and upcycling of materials.</p>	<ul style="list-style-type: none"> <li>▶ MW-C-2.1: Promote materials reuse and sharing through outreach and education, community tool libraries, maker spaces, fix-it-clinics, and material swaps.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ MW-M-2.1: Continue to support and expand upon the City’s internal FreeCycle Program for the reuse of surplus office supplies.</li> </ul>
<p><b>Strategy 2: Managing Recycling and Organics</b></p>	
<p>MW-3: Bolster recovery of organic and recyclable materials and increase landfill diversion rates.</p>	<ul style="list-style-type: none"> <li>▶ MW-C-3.1: Continue to increase participation in curbside and drop-off recycling programs, reduce contamination, and identify new opportunities for items that can be recycled curbside or dropped off.</li> <li>▶ MW-C-3.2: Continue to implement organics collection for all multi-family dwellings with five or more units for composting food waste and compostable paper and encourage multi-family dwellings with less than five units to subscribe to organics</li> </ul>

Measures	Actions
	<p>collection; provide education, audits, and other technical assistance to multi-family property owners and managers to increase waste diversion rates.</p> <ul style="list-style-type: none"> <li>▶ MW-C-3.3: Implement programs to ensure edible food generators, food recovery services, and food recovery organizations increase recovery rates of edible food.</li> <li>▶ MW-C-3.4: Develop waste reduction and diversion behavior campaigns in partnership with StopWaste and other relevant organizations.</li> <li>▶ MW-C-3.5: Partner with Rising Sun Center for Opportunity (RSCO) to provide information on recycling and composting that can be distributed to residents through the Green House Call Program.</li> <li>▶ MW-C-3.6: Increase commercial compliance with State waste recycling and composting mandates through outreach and education.</li> <li>▶ MW-C-3.7: Require construction sites to separate waste for reuse, recycling, and increased diversion.</li> <li>▶ MW-C-3.8: Minimize "upstream" (pre-consumer) food waste generation through robust community education and targeted partnerships with food waste generators and recovery organizations.</li> </ul>
<p>MW-4: Support methane recovery and reuse from organic waste sources.</p>	<ul style="list-style-type: none"> <li>▶ MW-C-4.1: Encourage Fremont’s waste collection service providers to seek new and improved processing and collection methods as well as new conversion technologies to increase energy recovery, adding to existing efforts such as the landfill gas to electricity and the landfill gas to Liquefied Natural Gas (LNG) plants at the Altamont Landfill.</li> <li>▶ MW-C-4.2: Encourage development of local and regional anaerobic digester facilities that use organic materials such as food, water, and animal waste to create biogas (a mixture of mostly carbon dioxide and methane) capable of replacing fossil fuels for electricity, vehicle fuel, and renewable natural gas.</li> </ul>
<p>MW-5: Establish and advance zero waste targets and policies.</p>	<ul style="list-style-type: none"> <li>▶ MW-C-5.1: Update the Fremont Municipal Code to align with the statewide Short-Lived Climate Pollutant Policy (established by California Senate Bill 1383) to reduce the disposal of organic waste in landfills, including edible food.</li> <li>▶ MW-C-5.2: Continue to pursue development of a citywide zero waste policy and/or high diversion plan.</li> <li>▶ MW-M-5.1: Develop a zero-waste action plan for City operations.</li> <li>▶ MW-M-5.2: Institutionalize a City sustainable events policy, including requirements for reusable food ware and zero waste at City events.</li> <li>▶ MW-M-5.3: Conduct periodic waste audits of City facilities to determine opportunities for increased diversion.</li> <li>▶ MW-M-5.4: Ensure that City facilities have the access or capability to compost food scraps and other organic materials.</li> </ul>
<p><b>NATURAL AND URBAN LANDSCAPES</b></p>	
<p><b>Strategy 1: Carbon Sequestration</b></p>	
<p>NL-1: Increase soil carbon content.</p>	<ul style="list-style-type: none"> <li>▶ NL-C-1.1: Encourage development projects to use locally produced compost and mulch for landscaping to sequester carbon and assist with soil water retention, erosion control, and weed abatement.</li> <li>▶ NL-C-1.2: Require contractors to procure and use compost to meet California Water Efficient Landscape Ordinance (WELO) requirements in new and renovated landscapes.</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ NL-C-1.3: Support the establishment of compost distribution hubs that provide access to compost for urban farms, community organizations, and individuals growing food.</li> <li>▶ NL-M-1.1: Regularly apply locally produced compost and mulch to City landscapes to sequester carbon and assist with soil water retention, erosion control, and weed abatement.</li> </ul>
<p>NL-2: Increase the carbon sequestration potential to the City’s bayfront and bayland areas.</p>	<ul style="list-style-type: none"> <li>▶ NL-C-2.1: Support the development of a regional approach to aquatic sequestration in the San Francisco Bay by 2030 in collaboration with the San Francisco Bay Restoration Authority (SFBRA), San Francisco Bay Area Conservancy Program (SFBACP), San Francisco Bay Conservation and Development Commission (BCDC), San Francisco Bay Joint Venture (SFBJV), and other regional groups involved in wetlands restoration.</li> </ul>
<p>NL-3: Implement the City’s Urban Forest Management Plan.</p>	<ul style="list-style-type: none"> <li>▶ NL-C-3.1: Continue to implement the residential tree planting, replacement, and maintenance program for single-family homeowners.</li> <li>▶ NL-C-3.2: Protect, maintain, and enhance the City’s existing urban forest and maintain healthy tree resources within the City.</li> <li>▶ NL-C-3.3: Encourage planting native tree species in new development and redevelopment, replacing trees when proposed for removal, and planting trees to shade buildings and reduce energy requirements.</li> <li>▶ NL-C-3.4: Track and increase the diversity of urban tree species, with an emphasis on native and drought-tolerant trees.</li> <li>▶ NL-C-3.5: Identify priority areas to expand urban tree and vegetation planting, prioritizing tree planting in low-canopy corridors and in neighborhoods with increased risk of heat and/or air pollution.</li> <li>▶ NL-C-3.6: Engage landscape companies, gardeners, nurseries, and other key stakeholders on the climate advantages of specific plant species selection, including carbon sequestration rates, drought tolerance, and fire resistance.</li> <li>▶ NL-M-3.1: Preserve the existing tree canopy and increase tree plantings on City-owned land and right-of-way.</li> </ul>
<p><b>Strategy 2: Green Infrastructure</b></p>	
<p>NL-4: Expand and protect green infrastructure and biodiversity.</p>	<ul style="list-style-type: none"> <li>▶ NL-C-4.1: Continue to implement the City’s Green Stormwater Infrastructure (GSI) plan to transform storm drainage system from traditional “gray” stormwater infrastructure to green stormwater infrastructure that slows stormwater flow by directing it to vegetated systems.</li> <li>▶ NL-C-4.2: Develop permitting guidelines and best practices for green and vegetative roofs that can reduce runoff flow rates and volume, absorb and filter pollutants, supply green habitat and nesting areas, and reduce the urban heat island effect.</li> </ul>
<p><b>Strategy 3: Water Conservation in Landscapes</b></p>	
<p>NL-5: Reduce water usage for irrigation and landscaping.</p>	<ul style="list-style-type: none"> <li>▶ NL-C-5.1: Require drought tolerant, water conserving, and/or native landscaping in new development and redevelopment projects.</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ NL-C-5.2: Collaborate with ACWD to implement water conservation and reclamation programs, including landscape surveys and incentive programs.</li> <li>▶ NL-C-5.3: Continue to enforce and strengthen as necessary the City’s Water Efficient Landscape Ordinance (WELo) and standards for the use of BayFriendly Landscaping Requirements (now ReScape) to reduce outdoor water use in new developments.</li> <li>▶ NL-C-5.4: Require a ReScape rating for all landscape projects over 2,500 square feet to foster soil health, conserve water, sequester carbon, protect natural resources, reduce waste, and prevent pollution.</li> <li>▶ NL-C-5.5: Require weather-adjusting smart irrigation controllers and/or rain sensors in new development projects.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ NL-M-5.1: Continue implementing the Bay-Friendly Landscape requirements for civic improvement projects.</li> <li>▶ NL-M-5.2: Reduce consumption of water in the operation and maintenance of parks and recreation facilities.</li> <li>▶ NL-M-5.3: Enhance and expand weather-based irrigation controls throughout the City’s park system.</li> <li>▶ NL-M-5.4: Replace grass with artificial turf where drought tolerant landscaping would not be appropriate (e.g., sport fields).</li> <li>▶ NL-M-5.5: Install drought-tolerant landscaping and apply compost and mulch at City facilities.</li> </ul>
<p><b>Strategy 4: Habitat Restoration and Biodiversity</b></p>	
<p>NL-6: Conserve and protect natural habitats, ecosystems, and wildlife corridors impacted by climate change.</p>	<ul style="list-style-type: none"> <li>▶ NL-C-6.1: Minimize impacts to and enhance the preservation of natural and semi-natural wetland areas—including riparian corridors, vernal pools, and their wildlife habitats—through the development and environmental review process.</li> <li>▶ NL-C-6.2: Work with the Alameda County Flood Control and Water Conservation District (ACFCWCD) to evaluate the feasibility of revegetating watercourses that have been modified for flood control, erosion prevention, or other purposes.</li> <li>▶ NL-C-6.3: Partner with regional conservation agencies and nonprofits to protect local habitats, enhance local ecosystems, and develop wildlife and pollinator corridors across the City.</li> <li>NL-C-6.4: Continue to evaluate development within 100 feet of the top bank of riparian areas and water bodies—including creeks, lakes, ponds, marshes, and vernal pools—and 200 feet in areas above the toe of the hill as established by the City’s General Plan.</li> <li>▶ NL-C-6.5: Continue to manage Fremont’s bayfront and bayland areas as permanent open space.</li> <li>▶ NL-C-6.6: Identify, preserve, and restore natural resources—such as wetlands, flood plains, recharge zones, riparian areas, open space, and native habitats—as valued assets for flood protection, water quality improvement, groundwater recharge, habitat, and overall long-term water resource sustainability.</li> </ul>
<p>NL-7: Restore, rehabilitate, and repurpose degraded, damaged, or destroyed ecosystems through active interventions to enhance the natural adaptive capacity of biological communities.</p>	<ul style="list-style-type: none"> <li>▶ NL-C-7.1: Encourage restoration and preservation of former extraction areas (mineral/clay quarries and salt ponds) for open space, wildlife, and recreation purposes.</li> </ul>
<p>NL-8: Prioritize nature-based solutions to improve coastal and watershed resilience while promoting biodiversity.</p>	<ul style="list-style-type: none"> <li>▶ NL-C-8.1: Maintain and enhance natural shoreline buffers to protect inland development through mechanisms such as conservation easements and establishment of priority conservation area.</li> <li>▶ NL-C-8.2: Enhance the drought and flood resistance of soils in publicly managed lands with compost and mulch.</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ NL-C-8.3: Work with regional partners to build "living levees" to allow for natural, gradual transitions along the bay shoreline—from open water to tidal mudflat, to tidal marsh, to "ecotone" or transitional upland habitat.</li> <li>▶ NL-C-8.4: Engage with regional partners such as the San Francisco Estuary Institute (SFEI), San Francisco Bay Conservation &amp; Development Commission (BCDC), and federal entities such as Don Edwards Wildlife Refuge to increase sediment delivery to wetlands to protect against sea-level rise.</li> </ul>
<b>ADAPTATION AND RESILIENCY</b>	
<b>Strategy 1: Extreme Heat Mitigation</b>	
AR-1: Adopt urban heat island reduction design guidelines.	<ul style="list-style-type: none"> <li>▶ AR-C-1.1: Update "cool surface" regulations to require that at least 50% of all hardscapes meet certain criteria to reduce the urban heat island effect.</li> <li>▶ AR-C-1.2: Develop spatial map of heat risk to develop a strategy to retrofit existing roofs and hardscapes in areas of highest heat vulnerability.</li> <li>▶ AR-C-1.3: Promote the use of cool and vegetative roofs, installation of shaded parking structures, selection of light-colored paving, and planting of trees and other vegetation to help reduce the urban heat island effect.</li> </ul>
AR-2: Protect populations vulnerable to extreme heat and poor air quality.	<ul style="list-style-type: none"> <li>▶ AR-C-2.1: During and in advance of periods of extreme heat and poor air quality, continue to promote Fremont's Cooling/Air Quality Centers to vulnerable populations through the development of multilingual resources and existing service networks.</li> <li>▶ AR-C-2.2: Continue to coordinate with the Bay Area Air Quality Management District (BAAQMD) as they monitor air quality and notify the public when there are elevated levels of air pollution in the region.</li> </ul>
<b>Strategy 2: Wildfire Risk Reduction</b>	
AR-3. Reduce the wildland-urban interface (WUI) fire risk.	<ul style="list-style-type: none"> <li>▶ AR-C-3.1: Develop a fire risk assessment for all new development within fire hazard severity zones or the WUI.</li> <li>▶ AR-C-3.2: Reduce fire risk in existing development through building and fire code updates and enforcement.</li> <li>▶ AR-C-3.3: Promote and implement wildland fire mitigation measures to reduce WUI fire risk on public and private property (e. g., vegetation management, weed abatement, defensible space, home hardening), and enforce applicable rules as necessary.</li> <li>▶ AR-C-3.4: Promote awareness and incentives to help landowners increase defensive space around structures.</li> <li>▶ AR-C-3.5: Implement wildland fire mitigation measures to reduce WUI fire risk on public property (e.g., vegetation management, weed abatement, fire breaks).</li> <li>▶ AR-C-3.6: Provide an adequate level of fire service to protect the City in accordance with Fremont Fire's adopted Standards of Cover.</li> </ul>

Measures	Actions
<b>Strategy 3: Flood Risk Reduction</b>	
AR-4: Minimize risks to life and property resulting from flooding and flood induced hazards.	<ul style="list-style-type: none"> <li>▶ AR-C-4.1: Reduce local flooding through implementation of low-impact development, including features such as green infrastructure, and pervious and climate-smart landscaped surfaces.</li> <li>▶ AR-C-4.2: Coordinate with the Alameda County Flood Control and Water Conservation District (ACFCWCD) to repair and replace the City’s stormwater pipelines, pump stations, and storm drains on an ongoing basis to reduce local flooding of nearby streets, utilities, and buildings.</li> </ul>
AR-5: Reduce flood and drought risk through integrated watershed management.	<ul style="list-style-type: none"> <li>▶ AR-C-5.1: Encourage Alameda County Flood Control and Water Conservation District (ACFCWCD) to preserve, enhance, and restore the wetlands in creek and flood control channels and Alameda County Water District (ACWD) to preserve, enhance, and protect water recharge areas.</li> </ul>
<b>Strategy 4: Sea Level Rise Preparedness</b>	
AR-6: Evaluate proposed development in areas of the City subject to flooding impacts caused by rising sea levels.	<ul style="list-style-type: none"> <li>▶ AR-C-6.1: Sustain and promote open space in undeveloped areas at high risk of flooding from sea level rise as a strategy to reduce risk.</li> <li>▶ AR-C-6.2: Implement risk-reduction measures, such as elevation setbacks and nature-based solutions, for proposed development in areas that would otherwise be at risk for flooding, storm surges, and/or sea level rise.</li> <li>▶ AR-C-6.3: Evaluate building code updates—such as requiring raised floor levels—for new development in areas that are vulnerable to flooding.</li> </ul>
AR-7 Protect existing development from sea level rise impacts.	<ul style="list-style-type: none"> <li>▶ AR-C-7.1: Evaluate City requirements for stored hazardous materials and update them as appropriate to ensure that any stored hazardous materials are protected from flood zones, rising sea levels, and tsunami inundation areas.</li> <li>▶ AR-C-7.2: Evaluate vegetative- and soil-based solutions to improve stormwater filtration and flood prevention.</li> <li>▶ AR-C-7.3 Evaluate improvements to stormwater design standards to address backwater effects caused by sea level rise, including storm surges.</li> </ul>
AR-8: Minimize risks to life and property resulting from flooding caused by sea level rise.	<ul style="list-style-type: none"> <li>▶ AR-C-8.1: Maintain sea level rise flood risk and hazard datasets in the City’s GIS mapping.</li> <li>▶ AR-C-8.2: Continue the City’s participation in the National Flood Insurance Program.</li> <li>▶ AR-C-8.3: Work with the Federal Emergency Management Agency (FEMA) and nearby cities to update sea level rise flood zone maps.</li> </ul>
<b>Strategy 5: Emergency Preparedness and Disaster Response</b>	
AR-9: Revise emergency management plans, programs, and activities.	<ul style="list-style-type: none"> <li>▶ AR-C-9.1: Continue to plan for integration of persons with access and functional needs (AFN) into mass care, disaster relief, evacuation, and other emergency services.</li> <li>▶ AR-C-9.2: Prepare an update to City’s Local Hazard Mitigation Plan (LHMP), including applicable climate adaptation and resiliency strategies as required under California Senate Bill 379.</li> <li>▶ AR-C-9.3: Enhance the City’s capability to issue mass notifications via Wireless Emergency Alerts, AC Alert, Nixle Alerts, and other methods.</li> </ul>

Measures	Actions
	<ul style="list-style-type: none"> <li>▶ AR-C-9.4: Coordinate with key public service providers to develop an energy assurance plan to support critical operations during and after disasters.</li> <li>▶ AR-C-9.5: Ensure that traffic signals along evacuation routes are equipped with battery backup systems.</li> <li>▶ AR-C-9.6: Develop Severe Weather and Evacuation Appendices to the City’s Emergency Operations Plan.</li> <li>▶ AR-C-9.7: Maintain a dedicated Emergency Operations Center (EOC) to accommodate efficient and effective City response in the event of a largescale disaster.</li> </ul>
<p>AR-10: Ensure emergency management activities are conducted equitably.</p>	<ul style="list-style-type: none"> <li>▶ AR-C-10.1: Conduct ongoing training for first responders and City personnel to deal with climate exacerbated hazards, including how to better serve vulnerable populations.</li> </ul>
<p>AR-11: Improve notification systems for natural hazards to reach the most vulnerable community members.</p>	<ul style="list-style-type: none"> <li>▶ AR-C-11.1: Develop an outreach plan to engage vulnerable populations to be prepared with emergency supplies.</li> <li>▶ AR-C-11.2: Promote resident enrollment in hazard notification networks of regional agencies such as AC Alert.</li> </ul>
<p><b>Strategy 6: Community Resilience</b></p>	
<p>AR-12: Establish resilience hubs.</p>	<ul style="list-style-type: none"> <li>▶ AR-C-12.1: Develop government-facility resilience hubs throughout the community that provide backup power, shelter, and disaster assistance during extreme climate events and other emergencies (e.g., heatwaves and poor air quality days).</li> <li>▶ AR-C-12.2: Pilot a targeted grassroots community engagement strategy to create stronger connections between neighbors to advance climate and emergency preparedness.</li> <li>▶ AR-C-12.3: Coordinate with local community-based organizations to activate neighborhood-level resilience hubs that offer emergency shelters during extreme climate events and other emergencies, as well as year-round services and amenities (e.g., food distribution and workforce development training).</li> </ul>
<p>AR-13: Improve food security.</p>	<ul style="list-style-type: none"> <li>▶ AR-C-13.1: Support the development of farmers’ markets and other venues where locally grown produce and fresh foods can be sold.</li> <li>▶ AR-C-13.2: Support increased access to local food for limited income residents through promotion of food assistance programs/benefits and collaboration with local farmers’ markets.</li> <li>▶ AR-C-13.3: Support existing community and school gardens and facilitate opportunities to expand community growing spaces with a focus on youth, non-native English speakers, and low-income residents.</li> <li>▶ AR-C-13.4: Partner with regional organizations to support organic and regenerative urban agricultural practices, including community gardens, edible landscapes, and pollinator habitats.</li> <li>▶ AR-C-13.5 Encourage low-carbon plant-based diets and develop outreach and tips for residents to reduce the GHG emissions associated with their food consumption.</li> </ul>

Measures	Actions
<b>GREEN ECONOMY</b>	
<b>Strategy 1: Green Businesses and Jobs</b>	
<p>GE-1: Support and encourage circular economy innovation and business leadership in Fremont.</p>	<ul style="list-style-type: none"> <li>▶ GE-C-1.1: Encourage businesses creating recycling-based products to locate in Fremont and support zero waste business development.</li> <li>▶ GE-C-1.2: Partner with local cleantech industry on used EV battery and solar panel reuse to encourage market development and materials upcycling.</li> <li>▶ GE-C-1.3: Adopt policies and develop partnerships that enable clean, local manufacturing of goods that are designed to minimize wasted resources.</li> <li>▶ GE-C-1.4: Promote the adoption of Fremont-based clean technologies, including through public-private demonstration projects and promoting their local market adoption.</li> </ul>
<p>GE-2: Incentivize and promote green business practices.</p>	<ul style="list-style-type: none"> <li>▶ GE-C-2.1: Promote the development of a clean technology cluster by continuing specific incentives such as the “Clean Tech Business Tax Exemption.”</li> <li>▶ GE-C-2.2: Increase the number of Fremont Certified Green Businesses each year in partnership with the Fremont Chamber of Commerce to recognize and promote current participants.</li> <li>▶ GE-C-2.3: Encourage, support, and recognize local entrepreneurship that aligns with Climate Ready Fremont goals and focuses on materials upcycling and re-use for product innovation.</li> <li>▶ GE-C-2.4: Promote green tenant leasing practices for commercial businesses to align tenant and landlord co-benefits, utilizing best practices such as the Green Tenant Toolkit developed by the Business Council on Climate Change (BC3).</li> <li>▶ GE-C-2.5: Collaborate with industry associations and other regional entities to develop recognition programs, peer learning opportunities, and technical assistance for outstanding sustainable business operations.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>▶ GE-M-2.1: Gather and track key sustainability performance metrics of City facilities and, where appropriate, certify them as California Green Businesses.</li> </ul>
<p>GE-3: Support green jobs in the City.</p>	<ul style="list-style-type: none"> <li>▶ GE-C-3.1: Support the work of the Bay Area Regional Energy Network (BayREN) and others to conduct outreach and training with local contractors on building electrification and decarbonization efforts.</li> <li>▶ GE-C-3.2: Partner with local employers, educational institutions, vocational service providers, and other community-based organizations to provide professional development and green jobs training programs for youth and residents.</li> <li>▶ GE-C-3.3: Partner with local advanced manufacturers to provide on-the-job training and STEM learning for youth to encourage green job growth.</li> </ul>

Measures	Actions
<b>Strategy 2: Climate Equity</b>	
<p>GE-4: Increase the resiliency of low-income or otherwise vulnerable housing.</p>	<ul style="list-style-type: none"> <li>▶ GE-C-4.1: Collaborate with Habitat for Humanity, Cal State East Bay, Rebuilding Together, GRID Alternatives, and the Cities of Berkeley, Oakland, and Hayward to perform holistic electrification upgrades and key repairs to eligible homes through the Home Electrification Equity Project (HEEP).</li> <li>▶ GE-C-4.2: Collaborate with PG&amp;E, East Bay Community Energy (EBCE), and community nonprofits to create a targeted resiliency campaign for low-income and climate-vulnerable residents.</li> </ul>
<p>GE-5: Ensure an equitable transition to 100 percent clean power.</p>	<ul style="list-style-type: none"> <li>▶ GE-C-5.1: Explore opportunities for residents of multifamily properties to be able to access local solar generation, such as through Virtual Net Energy Metering (VNEM) or community solar programs.</li> <li>▶ GE-C-5.2: Engage affordable housing property and asset managers to increase local participation in energy efficiency and clean energy incentive programs such as the Bay Area Regional Energy Network (BayREN) BAMBE program and the California Solar on Multifamily Affordable Housing (SOMAH) program.</li> <li>▶ GE-C-5.3: Partner with EBCE to offer low-cost options and incentives for climate-vulnerable community members to access 100 percent renewable grid electricity.</li> <li>▶ GE-C-5.4: Promote opportunities such as green leasing that would enable tenants to secure solar at their place of residence by overcoming the tenant landlord split incentive.</li> </ul>
<b>Strategy 3: Climate-Friendly Purchasing, Budgeting, and Financing</b>	
<p>GE-6: Incorporate sustainability best practices into City purchasing decisions and City contracts.</p>	<ul style="list-style-type: none"> <li>▶ GE-M-6.1: Continue to require that the City purchase recycled content products and, where possible, purchase products with a higher percentage of recycled content than the minimum level required by the City's Green Purchasing Policy.</li> <li>▶ GE-C-6.2: Update, implement, and monitor the City's Green Purchasing Policy to align with California Senate Bill 1383 targets and to incorporate new waste reduction strategies and programs in response to innovations in materials and technologies.</li> <li>▶ GE-C-6.3: Establish an interdepartmental green purchasing training and champions program to support implementation of green purchasing policies.</li> <li>▶ GE-C-6.4: Pursue opportunities in the City's solid waste collector contract and Ride On Tri-City contracts to use alternative fuel vehicles for the fleet servicing Fremont.</li> <li>▶ GE-C-6.5: Require the use of new GHG emission reducing paving technologies for municipal street and parking lot pavement projects such as warm-mix asphalt, higher albedo (reflective) pavement, and low embodied carbon (recycled content) concrete.</li> </ul>
<p>GE-7: Modify the City's capital planning and budgeting processes to incorporate priorities established by <i>Climate Ready Fremont</i>.</p>	<ul style="list-style-type: none"> <li>▶ GE-M-7.1: Include a reference within the Budget Principles section of the City's current-year budget to prioritize projects and programs that reduce GHG emissions and/or increase resiliency to climate change.</li> <li>▶ GE-M-7.2: Add criteria to the evaluation process for the City's biannual Capital Improvement Program to prioritize projects and programs that reduce GHG emissions and/or increase resiliency to climate change.</li> <li>▶ GE-M-7.3: Prepare a guidance document for incorporating adaptation to sea level rise into the City's capital planning process.</li> </ul>

Measures	Actions
<p>GE-8: Establish financial mechanisms and pursue outside funding sources to support the implementation of <i>Climate Ready Fremont</i>.</p>	<ul style="list-style-type: none"> <li>▶ GE-M-8.1: Evaluate existing and potential financial risks posed by climate change to the City and recommend strategies to mitigate these risks, including options for insurance products, real estate strategy, and other appropriate mechanisms.</li> <li>▶ GE-C-8.2: Explore phasing in a methane gas use tax or similar strategy for assessing the environmental costs associated with gas consumption in buildings.</li> <li>▶ GE-C-8.3: Provide necessary funding for municipal climate and sustainability infrastructure projects, such as through the City's Capital Improvement Program or other local revenue enhancements.</li> <li>▶ GE-C-8.4: Pursue grant funding opportunities from public agencies at the regional, state, and federal level as well as from private corporations and foundations to support the implementation of Climate Ready Fremont measures.</li> </ul>
<b>PUBLIC PARTICIPATION AND ENGAGEMENT</b>	
<b>Strategy 1: Access to Nature and Environmental Stewardship</b>	
<p>PE-1: Ensure availability and accessibility to healthy, natural spaces and safe outdoor recreation opportunities for all community members.</p>	<ul style="list-style-type: none"> <li>▶ PE-C-1.1: Collaborate with local and regional agencies to provide robust trail and park maintenance to prevent and respond to damage from climate change effects.</li> <li>▶ PE-C-1.2: Ensure that new urban parks and trail systems are within walking distance of underserved populations and that they facilitate connections between homes and businesses.</li> <li>▶ PE-C-1.3: Evaluate and enhance the availability of natural and artificial shading features in parks for cooling during outdoor recreation.</li> <li>▶ PE-C-1.4: Partner with regional conservation agencies, local community groups, and schools to map urban biodiversity and promote its expansion.</li> </ul>
<p>PE-2: Encourage residents and community members to act as environmental stewards.</p>	<ul style="list-style-type: none"> <li>▶ PE-C-2.1: Encourage community members to plant trees on private land.</li> <li>▶ PE-C-2.2: Encourage the creation of community gardens on public and private lands by community groups.</li> <li>▶ PE-C-2.3: Consider creating a tree giveaway event or providing lower-cost trees to the public through a bulk purchasing program.</li> </ul>
<b>Strategy 2: Climate Action Engagement</b>	
<p>PE-3: Encourage community participation and ownership of <i>Climate Ready Fremont</i>.</p>	<ul style="list-style-type: none"> <li>▶ PE-C-3.1: Continue to support and expand participation in the City's Fremont Green Challenge residential climate action engagement platform.</li> <li>▶ PE-C-3.2: Partner with the Fremont Unified School District (FUSD), StopWaste, and other relevant organizations to offer opportunities for youth community engagement on climate change, building upon current youth sustainability programming and climate literacy curriculum.</li> <li>▶ PE-C-3.3: Formalize a network of partners, businesses, community organizations, and volunteers for Climate Ready Fremont support and implementation efforts.</li> <li>▶ PE-C-3.4: Provide resources to, support for, and recognition of local, community-driven sustainability projects and efforts.</li> </ul>

Measures	Actions
<p>PE-4: Increase public awareness and participation in climate planning, with a focus on equity and inclusion.</p>	<ul style="list-style-type: none"> <li>▶ PE-C-4.1: Develop a climate preparedness outreach program focused on local climate vulnerable populations that provides information on staying healthy and safe during hazardous events.</li> <li>▶ PE-C-4.2: Raise public awareness of the public health impacts of climate change through partnerships with local hospitals, public health institutions, and other relevant social service organizations.</li> <li>▶ PE-C-4.3: Engage with students and schools to incorporate climate mitigation, adaptation, and resiliency into the curriculum.</li> </ul>
<p><b>Strategy 3: Climate Tracking and Reporting</b></p>	
<p>PE-5: Track climate and sustainability metrics accurately and transparently for the community.</p>	<ul style="list-style-type: none"> <li>▶ PE-C-5.1: Establish and track metrics to monitor progress of Climate Ready Fremont goals and report data through an online platform, such as a digital portal or dashboard on the City's website</li> <li>▶ PE-C-5.2: Include sustainability features within the City's Open Data Hub, such as displaying solar installations and electric vehicle charging stations on City maps.</li> <li>▶ PE-C-5.3: Develop comprehensive qualitative and quantitative metrics to measure the progress of Climate Ready Fremont implementation efforts.</li> <li>▶ PE-C-5.4: Regularly report updates and accomplishments of neighborhoods, teams, and individuals on the Fremont Green Challenge platform to the community and highlight their successes in community outreach efforts.</li> </ul>

Notes: AB = Assembly Bill; ABAG = Association of Bay Area Governments; ACE = Altamont Corridor Express; ACFCWCD = Alameda County Flood Control and Water Conservation District; ACWD = Alameda County Water District; ADU = accessory dwelling unit; AFN = access and functional needs; Alameda CTC = Alameda County Transportation Commission; AMI = advanced water metering; BAAQMD = Bay Area Air Quality Management District; BayREN = Bay Area Regional Energy Network; BCDC = San Francisco Bay Conservation and Development Commission; C&D = construction and demolition; CALGreen = California Green Building Standards Code; CalOES = California Governor’s Office of Emergency Services; CARB = California Air Resources Board; CEQA = California Environmental Quality Act; CORE = State’s Clean Off-Road Equipment; DC = direct current; EBCE = East Bay Community Energy; EOC = Emergency Operations Center; EPA = U.S. Environmental Protection Agency; EV = electric vehicle; FCEV = fuel cell electric vehicle; FEMA = Federal Emergency Management Agency; FUSD = Fremont Unified School District; GSI = Green Stormwater Infrastructure; H2FCP = Hydrogen Fuel Cell Partnership; HEEP = Home Electrification Equity Project; LHMP = Local Hazard Mitigation Plan; LNG = Liquefied Natural Gas; MTC = Metropolitan Transportation Commission; NEV = neighborhood electric vehicle; PDA = Priority Development Area; RCI = Recycling Certification Institute; RSCO = Rising Sun Center for Opportunity; SFBACP = San Francisco Bay Area Conservancy Program; SFBJV = San Francisco Bay Joint Venture; SFBRA = San Francisco Bay Restoration Authority; SFEI = San Francisco Estuary Institute; SOMAH = California Solar on Multifamily Affordable Housing; TDM = Transportation Demand Management; TMA = Transportation Management Association; TOD = transit-oriented development; USD = Union Sanitary District; VMT = vehicle miles travelled; VNEM = Virtual Net Energy Metering; WBLCA = whole building life cycle assessment; WELO = California Water Efficient Landscape Ordinance; WUI = wildland-urban interface; ZEV = zero-emission vehicle.

Source: City of Fremont 2023.

# 3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

## APPROACH TO ANALYSIS

The General Plan Update EIR is a program EIR consistent with the requirements of CEQA. The analysis considers the environmental impacts of policy implementation and development buildout that could occur under the General Plan 2035. As discussed in Section 1, the project is consistent with General Plan 2035 policies and is considered an implementation action of the General Plan 2035.

Additionally, altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: a subsequent environmental impact report (SEIR), a Supplement to an EIR, and an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no SEIR is required unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will 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 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 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, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR;
  - (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 measures or alternatives; 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.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a Subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with PRC Section 21166 and State CEQA Guidelines Sections 15162-15164.

This Addendum includes an attachment with an environmental checklist that contains the substantial evidence supporting that the proposed CAP Update would not result in any new or substantially more severe environmental impacts from those identified in the General Plan Update EIR. This Addendum and environmental checklist serve as the appropriate CEQA compliance document and have been prepared consistent with the requirements of Section 15162 of the State CEQA Guidelines. To ensure that all environmental topical areas are appropriately evaluated, the environmental checklist was prepared to mirror the standard organization of the sample environmental checklist presented in Appendix G of the State CEQA Guidelines. For each checklist topic, the analysis evaluates whether any “changed condition” (i.e., changed circumstances, project changes, issues that are peculiar to the project, or new information of substantial importance) that may result in a different or new environmental impact significance conclusion from the EIR would occur. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to PRC Section 21166 and State CEQA Guidelines Sections 15162-15164. Through this detailed analysis, the City has demonstrated that implementation of the proposed CAP Update would not result in new or more substantially severe impacts than disclosed in the General Plan Update EIR.

## CHECKLIST FORMAT

The analysis in this Addendum remains programmatic; it 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 available (e.g., specific location of infrastructure). Each of the following resource-specific subsections begins with a checklist. The purpose of this checklist is to evaluate the categories listed in Sections 15162-15164 of the State CEQA Guidelines to determine whether, in light of the General Plan Update EIR, there are any significant environmental effects requiring additional environmental analysis. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to PRC Section 21166 and State CEQA Guidelines Sections 15162-15164. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed in the General Plan Update EIR. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the project were adequately addressed in the General Plan Update EIR, and the environmental impact significance conclusions of the General Plan Update EIR remain applicable. The purpose of each column of the checklist is described below.

### Where Impact Was Analyzed?

This column provides a cross-reference to the pages of the General Plan EIR where information and analysis may be found relative to the environmental issue listed under each topic.

### Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed in the CAP Update, as it is described in the certified General Plan Update EIR, is indicated in the columns to the right of the environmental issues.

### Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the State CEQA Guidelines, this column indicates whether there have been changes to the city or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the CAP Update having new significant environmental impacts that were not considered in the General Plan Update EIR or having substantial increases in the severity of previously identified significant impacts.

## Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the State CEQA Guidelines, this column indicates whether 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 General Plan Update EIR documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered “yes” requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered “no” and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less-than-significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

## Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. Where appropriate, updates to the environmental setting are provided.

## Mitigation Measures

The General Plan Update EIR does not include any GHG reduction-related mitigation measures. Rather, the EIR concludes that impacts would be mitigated to the greatest extent feasible through General Plan 2035 policies and actions. This discussion identifies any new mitigation measures necessary to address the potential effects of the proposed CAP Update.

## Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

### 3.1 AESTHETICS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>I. Aesthetics.</b>					
a) Have a substantial adverse effect on a scenic vista?	Impact: General Plan implementation would not have a substantial adverse effect on a scenic vista, p. 4-27	No	No	No	No
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Impact: General Plan implementation would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway, p. 4-27	No	No	No	No
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Impact: Project implementation would not conflict with an applicable zoning or other regulation governing scenic quality within an urbanized area, p. 4-28	No	No	No	No
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Impact: General Plan implementation could result in the creation of new sources of nighttime lighting and daytime glare, p. 4-28	No	No	No	No

#### 3.1.1 Discussion

No substantial change in the environmental and regulatory settings related to aesthetics, described in General Plan Update EIR Chapter 4(B), "Aesthetics," has occurred since the certification of the General Plan Update EIR in December 2011.

The significant scenic resources of Fremont are the backdrop to the east of the East Bay Hills rising up above the city, and the wide expansive view to the west of the San Francisco Bay and across the Bay to the Peninsula. Additionally, the General Plan 2035 identifies the following natural gateways to Fremont: Mission Pass, Niles Canyon, and State Route 84 through the Coyote Hills. The General Plan Update EIR disclosed that implementation of the General Plan 2035 would result in new development that could result in changes to the skyline throughout the city, which may obstruct or interfere with views of visual features surrounding the city.

The city is an urbanized area that generally consists of commercial and residential development. Areas of open space and wetlands primarily surround the perimeter. Development within the city is subjected to applicable zoning or other regulations governing scenic quality including the Design Guidelines and Place Type Design Manual. Policies in the General Plan 2035 are intended to complement and further the intent of these provisions regulating scenic quality and resources, and any development occurring under the General Plan 2035 would be subject to compliance with these guidelines, as well as the applicable regulations set forth in the Fremont Municipal Code. The General Plan Update EIR concludes that impacts related to aesthetic resources would be less than significant under project and cumulative conditions.

Implementation of the CAP Update would result in a variety of actions that include implementation of educational campaigns, new incentive policies, and installation of small equipment or upgrades at existing buildings throughout the city. These actions would not result in significant physical changes such that there would be changes to nearby scenic vistas or scenic resources, substantially degrade the quality of public views, or introduce substantial light or glare. Other actions that could result in physical changes include installation of on-site solar installations (Measure BU-1 and Action IN-C-7.2) utility line upgrades, gas pipeline upgrades (Measure IN-1), installation of EV charging stations (Measure IN-3), and bicycle and pedestrian trail improvements (Measure IN-5). These actions would either upgrade or replace existing facilities or would be small elements that are consistent with the built environment. No significant light sources inconsistent with the built environment would be required. As such, the CAP Update would not result in the potential for adverse effects on a scenic vista or other scenic resources, would not introduce substantial light or glare, and would not degrade the existing visual character of Fremont. Further, the development that could be associated with the CAP Update would be limited in nature and generally consistent with the scope of development evaluated in the General Plan Update EIR.

As described above, no substantial changes to the visual character of the city or surrounding areas have occurred since approval of the General Plan Update EIR. Actions implemented under the CAP Update would generally be consistent with a typical urban environment and would be required to demonstrate consistency with applicable regulations governing scenic quality. Further, the CAP Update would be implemented across the city and would affect the same area analyzed for the General Plan Update EIR. Implementation of policies and actions under the CAP Update would not substantially alter the development type or density within the city. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid, and no further analysis is required.

## Mitigation Measures

No significant aesthetic impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

## CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to aesthetics.

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>II. Agriculture and Forest Resources.</b>					
a) 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?	Impact: General Plan implementation may result in the conversion of farmlands, including Prime Farmland and Unique Farmland, to non-agricultural use, pp. 4-292–4-293	No	No	No	No
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	Impact: General Plan implementation may result in conflicts with existing zoning for agricultural use, or a Williamson Act contract, p. 4-293	No	No	No	No
c) 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))?	Impact: General Plan implementation would not result in the loss of forest land or conversion of forest land to non-forest use, p. 4-293	No	No	No	No
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<b>Combined with impact above</b>	No	No	No	No
e) 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?	Impact: General Plan implementation would not 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, p. 4-293	No	No	No	No

### 3.2.1 Discussion

No substantial change in the environmental and regulatory settings related to agriculture and forestry, described in General Plan Update EIR Chapter 4(K), "Agricultural Resources," has occurred since the certification of the General Plan Update EIR in December 2011.

As indicated by the California Department of Conservation's Farmland Mapping and Monitoring Program within the Fremont city limits, most of the land is identified as urban and built-up land; however, there are small pockets of Prime and Unique Farmland interspersed. There are no agriculturally designated lands (i.e., Prime Farmland or Unique Farmland) within the City of Fremont. General Plan 2035 Policies 2-6.2, 2-6.3, 7-1.1, 7-1.3, and 7-1.4 are intended to protect open space areas where most agricultural uses are allowed. Additionally, General Plan 2035 Policies 2-6.6 and 2-6.10 are intended to reduce potentially adverse agricultural effects that may be associated with future development. The General Plan Update EIR identified a significant and unavoidable impact regarding the conversion of agricultural land to urban uses even with implementation of policies listed above, while all other impacts in Chapter 4(K), "Agricultural Resources," of the General Plan Update EIR were either less than significant or no impact. The General Plan Update EIR includes potential mitigation for conversion of farmland which would include rezoning the properties to open space to limit its development potential and ensure its continued availability for use in agricultural production. Additionally, a second mitigation option would be to extract an impact fee for conversion of the land for the purpose of restoring or conserving other lands in the city related to agricultural production. However, both mitigation measures were determined to not be feasible because it would not be consistent with the General Plan 2035 vision and goals for infill development.

There are no forest lands or timber lands located within the city. Therefore, the General Plan Update EIR determined that implementation of the General Plan 2035 would result in no impact relative to this topic under project and cumulative conditions.

The CAP Update is a policy document and, like the General Plan 2035, would not result in the direct approval of any subsequent action. The CAP Update does, however, identify policies and actions that the City intends to execute to achieve GHG emission reductions and climate resiliency. These subsequent actions could result in limited construction within the city. The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements, public services expansions, and building upgrades evaluated in the General Plan Update EIR and would occur within the city. Furthermore, the CAP Update includes policies and GHG reduction measures intended to reduce the irrevocable conversion of existing designated agricultural land to urban uses as a result of buildout of the General Plan 2035. Implementation of Measure NL-6 would minimize impacts to and enhance the preservation of natural and semi-natural wetland areas through the development and environmental review process (Action NL-C-6.1) and would continue to manage Fremont's bayfront and bayland areas as permanent open space (Action NL-C-6.5). Potential impacts on agricultural and forestry resources resulting from projects under the CAP Update would be consistent with or potentially improved compared to impacts described in the General Plan Update EIR. Further, implementation of the CAP Update would not result in significant adverse effects to agricultural land because the CAP Update does not propose new development that would result in conversion of agricultural land to urban uses beyond what is analyzed in the General Plan Update EIR.

As described in the General Plan Update EIR, there are no designated forest lands within the city. Therefore, there would be no conflicts with lands designated for forestry resources and no impact would occur. While there are limited areas under Williamson Act Contract, CAP Update implementation actions would be focused on upgrades to existing facilities in the already built environment. Although conversion of agricultural land to urban uses was found to be significant and unavoidable in the General Plan Update EIR, the CAP Update would not result in the conversion of significant amounts of agricultural land beyond that considered and evaluated in the General Plan Update EIR. No new significant impacts or substantially more severe impacts to lands allowing agricultural uses, Williamson Contract land, or forested lands would occur.

## Mitigation Measures

The General Plan Update EIR did not identify any feasible mitigation measures to reduce or eliminate impacts to the conversion of farmland and concluded that this impact would remain significant and unavoidable. The CAP Update does not include development proposals that would convert agricultural uses to urban uses beyond that evaluated in the General Plan Update EIR.

## CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to agricultural and forestry resources.

### 3.3 AIR QUALITY

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>III. Air Quality.</b>					
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	Impact: General Plan implementation may conflict with or obstruct implementation of the applicable air quality plan, or result in a cumulatively considerable net increase of criteria pollutants, pp. 4-124-4-130	No	No	No	No
b) 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?	<b>Combined with impact above</b>	No	No	No	No
c) Expose sensitive receptors to substantial pollutant concentrations?	Impact: General Plan implementation may expose sensitive receptors to substantial pollutant concentrations, pp. 4-130-4-138	No	No	No	No
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Impact 3.3-3: General Plan implementation may result in other emissions (such as those leading to odors adversely affecting a substantial number of people), pp. 4-138-4-142	No	No	No	No

#### 3.3.1 Discussion

Air quality is discussed in Chapter 4(E), "Air Quality," of the General Plan Update EIR. No substantial change in the environmental setting related to air quality has occurred since certification of the General Plan Update EIR, however, the City has adopted new policies related to air quality since the certification of the General Plan Update EIR. The following policies are applicable in addition to those provided in the General Plan Update EIR.

#### REGULATORY SETTING

Local

Bay Area Air Quality Management District

City of Fremont

Addendum to the Fremont General Plan Update EIR

BAAQMD is primarily responsible for assuring that the National and State ambient air quality standards are attained and maintained in the Bay Area. BAAQMD provides guidelines and thresholds for local agencies concerning air pollutant sources.

## EVALUATION OF CAP UPDATE

Fremont is located within the nine county San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) monitors air quality in the basin through a regional network of air pollution monitoring stations (including one in Fremont) to determine if the national and State standards for criteria air pollutants and emission limits of toxic air contaminants are being achieved. The General Plan Update EIR indicates that Alameda County has a designation of nonattainment for ozone, respirable particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>) and is either unclassified or in attainment for all other criteria pollutants with regards to the California ambient air quality standards. Additionally, Alameda County has a designation of nonattainment for ozone and PM<sub>2.5</sub> and is either unclassified or in attainment for all other criteria pollutants with regards to the national ambient air quality standards. The General Plan Update EIR evaluates the General Plan 2035's consistency with BAAQMD's 2010 Clean Air Plan.

The General Plan 2035 includes numerous policies and actions intended to improve air quality that are consistent with the control measures included in BAAQMD's 2010 Clean Air Plan by promoting a compact urban development form, emphasizing infill development, and ensuring land use patterns do not expose sensitive receptors to pollutant concentrations. General Plan 2035 Policies 7-7.1 through 7-7.4 are intended to reduce air contaminant levels and improve regional air quality. The General Plan Update EIR identified significant and unavoidable impacts regarding an increase in construction-related emissions of dust, diesel exhaust, and odor, as well as an increase in VMT above what is assumed under the 2010 Clean Air Plan. The General Plan Update EIR includes Mitigation AIR-3 which would require the implementation of BAAQMD-recommended measures to control particulate matter emissions during construction. However larger projects, due to their size and construction schedule, might have exhaust emissions that exceed the BAAQMD significance thresholds for construction exhaust emissions.

The CAP Update is a policy document and, like approval of the General Plan 2035, would not result in the direct approval of any subsequent action. The CAP Update does, however, identify policies and actions that the City intends to execute to achieve GHG emission reductions and climate resiliency. The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements, public services expansions, and building upgrades evaluated in the General Plan Update EIR and would occur within the city. For example, implementation of the CAP Update would support future electric vehicle (EV) infrastructure (Measure IN-3 and Action IN-M-6.1), transit access improvements (Measure IN-2), and building retrofits (Measures BU-4 and BU-5). Potential impacts to air quality resulting from projects under the CAP Update would be consistent with impacts described in the General Plan Update EIR. In addition, implementation of the CAP Update would reduce emissions of toxic air contaminants and criteria air pollutants and precursors associated with off-road equipment and on-road vehicle use. These include CAP Update measures and associated actions that would reduce use of diesel-powered engines (i.e., Measure IN-12 and Action IN-C-7.1) to eliminate the provision of fossil fuel-powered backup generators and increase EV vehicle adoption (Measures LU-3 and LU-4).

Overall, potential impacts to air quality resulting from projects under the CAP Update would be consistent with or potentially improved compared to impacts described in the General Plan Update EIR. Further, implementation of the CAP Update would not result in the potential for new or adverse physical effects on the environment that would be inconsistent with the development considered and evaluated in the General Plan Update EIR. Additionally, measures included in the CAP Update have co-benefits identified including improved air quality. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid, and no further analysis is required.

## Mitigation Measures

The General Plan Update EIR identified feasible mitigation measures to reduce or eliminate an increase in VMT and construction-related emissions of dust, diesel exhaust, and odors and concluded that these impacts would be less

than significant. However, larger projects, due to their size and construction schedule, might have exhaust emissions that exceed the BAAQMD significance thresholds for construction exhaust emissions, in which case the impact would remain significant and unavoidable. The CAP Update does not include development proposals that would generate increased construction emissions beyond that evaluated in the General Plan Update EIR.

## CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to air quality.

### 3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
a) 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 the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	Impact 3.4-1: General Plan implementation could 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 the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, pp. 4-306-7-308	No	No	No	No
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	Impact 3.4-2: General Plan implementation could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, pp. 4-308-4-309	No	No	No	No
c) 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 3.4-3: General Plan implementation could 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, pp. 4-308-4-309	No	No	No	No
d) 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?	Impact 3.4-4: General Plan implementation would not 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, pp. 4-309-4-310	No	No	No	No

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Impact 3.4-5: The General Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, p. 4-310	No	No	No	No
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Impact 3.4-6: General Plan implementation would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan, pp. 4-310-4-311	No	No	No	No

### 3.4.1 Discussion

Biological resources are discussed in Chapter 4(L), "Biological Resources," of the General Plan Update EIR. No substantial change in the environmental setting related to biological resources has occurred since certification of the General Plan Update EIR.

The General Plan Update EIR indicates that Fremont contains numerous aquatic habitats that qualify as sensitive and may serve as migratory wildlife corridors. The General Plan Update EIR also evaluates the potential for future development to result in impacts to protected special-status plants and animals and their habitat. Numerous policies and actions intended to protect sensitive natural communities, including riparian habitat, wetlands, and waters of the US, from adverse effects associated with future development and improvement projects were also adopted with the General Plan 2035. General Plan 2035 Policies 7-1.1 through 7-1.5 help to preserve and protect natural habitats, plant and wildlife species, hillside areas, and wetlands by preparing conservation plans that aim to limit development. Additionally, General Plan 2035 Policy 7-5.4 would preserve former extraction areas and form habitat conversion as part of a rehabilitation plan. Although subsequent projects may disturb protected wetlands and/or jurisdictional waters, the regulatory process that is established through Section 404 of the Clean Water Act ensures that there is "no net loss" of wetlands or jurisdictional waters. The implementation of the General Plan 2035 policies and actions, as well as federal and State regulations, would ensure that impacts related to biological resources would be less than significant under project and cumulative conditions.

The CAP Update is a policy document and, like approval of the General Plan 2035, would not result in the direct approval of any subsequent action. The CAP Update does, however, identify policies and actions that the City intends to execute to achieve GHG emission reductions and climate resiliency. The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements, public services expansions, and building upgrades evaluated in the General Plan Update EIR and would occur within the city primarily within the urban built environment. Where potential changes to natural lands would occur, these actions would be required to comply with federal and State regulations and adopted General Plan 2035 policies that would protect biological resources. Implementation of the CAP Update would result in some ground-disturbing activities including installation of EV infrastructure (Measure IN-3 and Action IN-M-6.1), transit access improvements (Measures LU-4 and IN-9) and building retrofits (Measures BU-4 and BU-5). However, these activities would generally occur in developed area or would be consistent with the level of development envisioned under the General Plan 2035. Further,

the CAP Update would not re-designate any land currently designated for open space or habitat protection. Potential impacts under the CAP Update would be consistent with impacts described in the General Plan Update EIR and no new or substantially more severe environmental impacts would occur. The findings of the certified General Plan Update EIR regarding biological resources remain valid and no further analysis is required.

### **Mitigation Measures**

No significant biological resource impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

### **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to biological resources.

### 3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>V. Cultural Resources.</b>					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Impact: General Plan implementation could cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, pp. 4-282-4-283	No	No	No	No
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Impact: General Plan implementation could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, pp. 4-284-4-285	No	No	No	No
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Impact: Implementation of the General Plan could lead to the disturbance of any human remains, p. 4-286	No	No	No	No

#### 3.5.1 Discussion

Cultural resources are discussed in Chapter 4(J), "Cultural and Archaeological Resources," of the General Plan Update EIR. No substantial change in the environmental setting related to cultural resources has occurred since certification of the General Plan Update EIR.

As discussed in the General Plan Update EIR, known historic resource sites are located throughout the city and there is potential for additional undiscovered prehistoric sites to be in various areas of the city as well. In addition, excavation and construction activities allowed under the General Plan 2035 may yield human remains that may not be marked in formal burials. The General Plan Update EIR indicates that future development and infrastructure projects considered by the City will be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations. The General Plan 2035 includes policies and actions that would reduce impacts to cultural, historic, and archaeological resources, as well as policies and actions for the conservation of cultural, historic, and archaeological resources. Specifically, General Plan 2035 policies require development projects with a potential to impact archeological resources to be monitored by a relevant expert. In the event of a resource discovery, it is required that all ground disturbing activities and construction to be halted until a qualified expert is able to analyze the project site and determine appropriate mitigation. Additionally, General Plan Update EIR Policy 4-6.10 requires consultation with tribes that may be impacted by proposed development, in accordance with state, local, and tribal intergovernmental consultation requirements. The General Plan Update EIR concludes that with implementation of General Plan 2035 policies, mitigation measures, the Municipal Code, and compliance with applicable State and local regulations, impacts related to cultural resources would be less than significant under project and cumulative conditions.

The CAP Update is a policy document and, like approval of the General Plan, would not result in the direct approval of any subsequent action. The CAP Update does, however, identify policies and actions that the City intends to execute to achieve GHG emission reductions and climate resiliency. The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements, public services expansions, and building upgrades evaluated in the General Plan Update EIR and would occur within the city. For example, implementation of the CAP Update would support future EV infrastructure (Measure IN-3 and Action IN-M-6.1); innovative approaches to energy generation, distribution, and storage (Measure BU-10); and building retrofits (Measures BU-4, BU-5, and BU-7). Infrastructure upgrades could result in ground disturbance within the city that is consistent with the types of disturbance and potential to encounter cultural resources evaluated in the General Plan Update EIR. Building retrofits could affect historic resources.

As described in the General Plan Update EIR, future discretionary projects would be subject to environmental review under CEQA, which may include project-level records review and analysis, and would result in identification of necessary avoidance or mitigation measures to reduce potential impacts. The General Plan Update EIR includes policies and actions that would reduce impacts to cultural, historic, and archaeological resources, as well as policies and actions for the conservation of cultural, historic, and archaeological resources. Specifically, General Plan Update Policy 4-6.2 and Implementation 4-6.2.A, would require a review of any proposed alterations to Register Resources and Potential Register Resources associated with proposed development projects, and confirm they are consistent with the recommended procedures and best practices provided in *The Secretary of Interior Standards for the Treatment of Historic Properties*. Potential impacts on cultural resources resulting from projects under the CAP Update would be consistent with impacts described in the General Plan Update EIR. The project would not result in any new or substantially more severe significant cultural resources impacts. Therefore, the conclusions of the General Plan Update EIR remain valid, and no further analysis is required.

### Mitigation Measures

No significant and unavoidable cultural resource impacts were identified in the General Plan Update EIR. Impacts deemed to be potentially significant would be reduced to less than significant with the implementation of General Plan 2035 mitigation measures. Actions implemented under the CAP Update would be consistent with the ground-disturbing activities identified and evaluated in the General Plan Update EIR. Further, these projects would be required to comply with policies and mitigation measures of the General Plan, which would reduce impacts to cultural resources to less-than-significant levels.

### CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to cultural resources.

### 3.6 ENERGY

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>VI. Energy.</b>					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Impact: General Plan implementation has the potential to result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency, pp. 4-341-4-342	No	No	No	No
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<b>Combined with above impact</b>	No	No	No	No

#### 3.6.1 Discussion

No substantial change in the environmental and regulatory settings related to energy, described in the General Plan Update EIR Chapter 4(O), "Infrastructure and Utilities," has occurred since certification of the General Plan Update EIR. The setting information described in the General Plan Update EIR remains applicable for this analysis.

The General Plan Update EIR evaluates the potential for future development to result in impacts to energy use due to wasteful, inefficient, or unnecessary consumption of energy resources. The General Plan 2035 includes numerous policies and actions intended to conserve energy resources. The implementation of the General Plan 2035 policies and actions, as well as federal and State regulations, would address the potential for future development to result in impacts to energy resources. General Plan 2035 Policies 9-2.1 and 9-2.2 would require energy efficiency and sustainability in the design of municipal buildings as a way to conserve energy and reduce GHG emissions. The General Plan Update EIR concludes that impacts related to energy resources would be less than significant under project and cumulative conditions.

The CAP Update is a policy document and, like approval of the General Plan 2035, would not result in the direct approval of any subsequent action. The CAP Update does, however, identify policies and actions that the City intends to execute to achieve GHG emission reductions and climate resiliency. These subsequent projects could result in a temporary increase of energy use, but are not anticipated to increase long term operational energy use. For example, implementation of the CAP Update would require energy efficiency and sustainability in the design of future EV infrastructure (Measure IN-3 and Action IN-M-6.1); innovative approaches to energy generation, distribution, and storage (Measure BU-10); and promote building energy tracking and performance assessment through available rebates and incentives (Measures BU-9). The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements, public services expansions, and building upgrades evaluated in the General Plan Update EIR and would occur within the city. Furthermore, the CAP Update includes measures and actions that seek to increase energy independence (e.g.,

decrease importing energy resources, use of renewable sources, and increasing battery storage). Potential energy impacts resulting from projects under the CAP Update would be consistent with impacts described in the General Plan Update EIR and would increase overall energy efficiency throughout the city. No new significant impacts or substantially more severe impacts related to energy would occur.

### **Mitigation Measures**

No significant energy impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

### **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to energy.

## 3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>VII. Geology and Soils.</b>					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Impact: General Plan implementation has the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides, pp. 4-256-4-257	No	No	No	No
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault	<b>Combined with impact above</b>				
ii) Strong seismic ground shaking?	<b>Combined with impact above</b>				
iii) Seismic-related ground failure, including liquefaction?	<b>Combined with impact above</b>				
iv) Landslides?	<b>Combined with impact above</b>				
b) Result in substantial soil erosion or the loss of topsoil?	Impact: General Plan implementation has the potential to result in substantial soil erosion or the loss of topsoil, p. 4-258	No	No	No	No
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral	Impact: General Plan implementation has the potential to result in development located on a geologic unit or soil that is unstable, or that would become unstable	No	No	No	No

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
spreading, subsidence, liquefaction, or collapse?	as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, p. 4-258				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	Impact: General Plan implementation has the potential to result in development on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property, p. 4-259	No	No	No	No
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Impact: General Plan implementation does not have the potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, p. 4-259	No	No	No	No
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Impact: General Plan implementation has the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, pp. 4-285-4-286	No	No	No	No

### 3.7.1 Discussion

No substantial change in the environmental and regulatory settings related to geology, soils, or paleontological resources, described in the General Plan Update EIR Chapter 4(H), "Geology, Soils and Seismicity," has occurred since certification of the General Plan Update EIR. The setting information described in the General Plan Update EIR remains applicable for this analysis.

As described in the General Plan Update EIR, there are known, active faults within the city, including the Hayward Fault Zone an Alquist-Priolo Earthquake Fault Zone established by the California Geological Survey. All projects would be required to comply with the provisions of the California Building Standards Code (CBSC), which requires development projects to: perform geotechnical investigations in accordance with State law, engineer improvements

to address potential seismic and ground failure issues, and use earthquake-resistant construction techniques to address potential earthquake loads when constructing buildings and improvements. The General Plan 2035 would also allow development and improvement projects that would involve some land clearing, grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters.

As described in the General Plan Update EIR, unstable geologic units could be present within the city. The potential impacts of such unstable materials could include subsidence and seismically induced liquefaction, especially in areas that adjoin Alameda Creek, as well as the San Francisco Bay margin along the northwestern edge of the city. The General Plan Update EIR also discloses the presence of expansive soils in the city and evaluates the potential for direct or indirect risks to life or property. Finally, ground-disturbing construction associated with development allowed under the General Plan 2035 could uncover previously unknown fossils of potential scientific significance and other unique geologic features.

As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the CBSC, the General Plan, Zoning Ordinance, and other applicable regulations. Future development and improvement projects would be required to prepare a geotechnical study and incorporate recommendations into the improvement design, consistent with the requirements of the State and City codes. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan 2035 includes policies and actions, such as Policies 10-2.1.A, 10-2.1.B, 10-2.1.C, 10-2.3.A, 10-2.4.A, and 10-2.4.C, to ensure that development projects address potential geologic hazards, at-risk buildings and infrastructure is evaluated for potential risks, and site-specific studies are completed for area subject to liquefaction. Further, the Regional Water Quality Control Board requires a project-specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each project that disturbs an area of 1 acre or larger. The SWPPPs include project-specific best management measures that are designed to control drainage and erosion. The General Plan Update EIR concludes that impacts related to geology and soils would be less than significant under project and cumulative conditions.

Implementation of the CAP Update would result in a variety of actions that include implementation of educational campaigns, new incentive policies, and installation of small equipment or upgrades at existing buildings throughout the city. These actions would not result in significant physical changes such that it would increase potential for on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. For example, implementation of the CAP Update would support future EV infrastructure (Measure IN-3 and Action IN-M-6.1), transit access improvements (Measures LU-4 and IN-9), and building retrofits (Measures BU-4 and BU-5).

The measures in the proposed CAP Update would not generally result in the construction of structures on expansive soils that would create risks to life and property. Projects would consist of targeted infrastructure improvements and upgrade to existing structures to improve energy efficiency. Additionally, all subsequent projects are subject to the City's discretionary review and will be evaluated for conformance with the CBSC, the General Plan 2035, Zoning Ordinance, and other regulations, including any site-specific SWPPP. The CAP Update does not include development proposals that would require the use of septic systems. Furthermore, the General Plan 2035 includes policies and actions that would reduce impacts to paleontological resources, as well as policies and actions for the conservation of paleontological resources. Specifically, General Plan 2035 policies require development projects with a potential to impact paleontological resources to be monitored by a relevant expert. Although no paleontological resources are currently known to exist in those portions of the city where development would be anticipated under the General Plan 2035, implementation of Mitigation CUL-2 included in the General Plan Update EIR, would require that in the event of a resource discovery, all ground disturbing activities and construction would be halted until a qualified expert is able to analyze the project site and determine appropriate mitigation.

As described above, no substantial changes to the geological landscape and soil composition in the city or surrounding areas have occurred since approval of the General Plan Update EIR. Actions implemented under the CAP Update would result in limited potential for ground disturbance. The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements, public services expansions, and building upgrades evaluated in the General Plan Update EIR. Further, the CAP Update

would be implemented across the city and would affect the same area analyzed for the General Plan Update EIR. Implementation of policies and actions under the CAP Update would not substantially alter the development type or density within the city. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid and no further analysis is required.

### **Mitigation Measures**

No significant geological or soil impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

### **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to geology and soils.

### 3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>VIII. Greenhouse Gas Emissions.</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Impact 3.7-1: General Plan implementation would not generate GHG emissions that could have a significant impact on the environment, pp. 4-354-4-357	No	No	No	No
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Impact 3.7-2: General Plan implementation would not conflict with adopted plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions, p. 4-357	No	No	No	No

#### 3.7.1 Discussion

Greenhouse gas (GHG) emissions are discussed in Chapter 4(P), “Global Climate Change,” of the General Plan Update EIR. No substantial change in the environmental setting related to GHG emissions has occurred since certification of the General Plan Update EIR, however, there have been several new or updated GHG executive orders, plans, policies, or regulations issued since the certification of the General Plan Update EIR. The following regulations are applicable in addition to those provided in the General Plan Update EIR.

#### REGULATORY SETTING

##### State

##### Climate Change Scoping Plan

The 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) lays out the framework for achieving the statewide carbon neutrality goal no later than 2045, as identified in AB 1279 (CARB 2022). The 2022 Scoping Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA (CARB 2022:220-221). Specifically, it states that when a lead agency determines a proposed project would emit significant GHG emissions or conflict with state climate goals, lead agencies must impose feasible design features and mitigation measures to minimize the impact.

The 2022 Scoping Plan also describes an approach for detailed and adequately supported GHG reduction plans (including CAPs) to become a tool for streamlining project-level environmental review (CARB 2022:218-220). Under CEQA, individual projects that comply with the strategies and actions within an adequate local CAP can streamline the project-specific GHG analysis.

##### Building Efficiency Standards

The energy consumption of new residential and nonresidential buildings in California is regulated by CCR 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 2022 Building Energy Efficiency Standards, which were adopted on August 11, 2021, went into effect on January 1, 2023. The 2022 California Energy Code encourages

efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, among other requirements (CEC 2022).

## Local

### Bay Area Air Quality Management District

BAAQMD updated its thresholds of significance for climate impacts in April 2022. BAAQMD recommends that cities and counties evaluate plans (which includes general plans and CAPs) “based on whether they will be consistent with California’s long-term climate goal of achieving carbon neutrality by 2045. To be consistent with this goal, these plans should reduce GHG emissions in the relevant jurisdiction to meet an interim milestone of 40 percent below the 1990 emission level by 2030, consistent with SB 32, and to support the State’s goal of carbon neutrality by 2045” (BAAQMD 2022:3).

## EVALUATION OF CAP UPDATE

The General Plan Update EIR evaluates the potential for future development to result in impacts to climate change through the generation of significant GHG emissions or to hinder the ability of achieving adopted GHG reduction plans, policies, or regulation. According to the General Plan Update EIR, the City’s GHG Reduction Strategy called for more specific community-wide measures and goals to be detailed in an independent CAP. The City’s update to the CAP should align the City’s GHG reduction targets with the State-mandated GHG reduction targets for 2030. As shown in Table 2-3, the measures included in the CAP Update will meet the City’s 2030 target, which is aligned with SB 32. The implementation of the General Plan 2035 policies and actions, as well as federal and State regulations, would address the potential for future development to result in impacts to climate change. The General Plan Update EIR concludes that impacts related to climate change would be less than significant under project conditions. Since the certification of the General Plan Update EIR in 2011, BAAQMD updated its thresholds of significance, and impacts related to climate change would be less than significant under cumulative conditions.

The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements, public services expansions, and building upgrades evaluated in the General Plan Update EIR, and would occur within the city. For example, implementation of the CAP Update would support future EV infrastructure (Measure IN-3 and Action IN-M-6.1), transit access improvements (Measures LU-4 and IN-9) and building retrofits (Measures BU-4 and BU-5). Potential GHG impacts resulting from projects under the CAP Update would be consistent with impacts described in the General Plan Update EIR. In addition, implementation of the CAP Update would reduce GHG emissions with off-road equipment and on-road vehicle use. These include CAP Update measures and associated actions that would reduce use of diesel-powered engines (i.e., Measure IN-12 and Action IN-C-7.1) to eliminate the provision of fossil fuel-powered backup generators and increase EV vehicle adoption (Measures IN-12 and IN-3).

The CAP Update is a policy document and, like approval of the General Plan 2035, would not result in the direct approval of any subsequent action. The CAP Update does, however, identify policies and actions that the City intends to execute to achieve GHG emission reductions and climate resiliency. As described above, the CAP Update identifies a specific policy framework that would serve as an extension of the General Plan 2035 by establishing citywide measures and actions intended to reduce GHG emissions associated with buildout of the General Plan 2035. Through implementation of the proposed CAP Update, the City would achieve consistency with the State and local regulations adopted for the purpose of reducing GHG emissions since certification of the General Plan Update EIR. Further, implementation of the CAP Update would not result in the potential for new or adverse physical effects on the environment that would be inconsistent with the development considered and evaluated in the General Plan Update EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid, and no further analysis is required.

## Mitigation Measures

No significant GHG impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

## CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to hydrology and water quality.

### 3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
<b>IX. Hazards and Hazardous Materials.</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Impact: General Plan implementation has the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, p. 4-270	No	No	No	No
b) 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?	Impact: General Plan implementation has the potential to 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, p. 4-270	No	No	No	No
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Impact: General Plan implementation has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, p. 4-270	No	No	No	No
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code	Impact: General Plan implementation has the potential to have projects located on a site which is included on a list of hazardous	No	No	No	No

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	materials sites compiled pursuant to Government Code Section 65962.5, p. 4-270	No	No	No	No
e) 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Impact: General Plan implementation is not located within an airport land use plan, two miles of a public airport or public use airport, and would not result in a safety hazard for people residing or working in the project area, p. 4-271	No	No	No	No
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Impact: General Plan implementation has the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, p. 4-271	No	No	No	No
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Impact: General Plan implementation has the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, p. 4-271	No	No	No	No

### 3.8.1 Discussion

No substantial change in the environmental and regulatory settings related to hazards and hazardous materials, described in General Plan Update EIR Chapter 4(I), "Hazards and Hazardous Materials," has occurred since certification of the General Plan Update EIR.

According to the Fremont Fire Department’s Hazardous Materials Division, there are over 1,000 registered hazardous materials sites within the city, associated with numerous industries. However, the most significant sites are associated with companies in the manufacturing/high-tech industry, the industrial refrigeration industry, and the life sciences/biotechnology industry. No airport facilities or private airstrips are located within the city and the city is not located within a high wildfire risk zone (City of Fremont 2011). The General Plan Update EIR discusses the potential for accidental release of hazardous materials that are used in the construction or operation of a project, including the

increase in the number of businesses storing, using, transporting, and/or disposing of hazardous material within Fremont. There is also the potential for accidental release of pre-existing hazardous materials associated with previous activities on a site. The use, transport, and disposal of hazardous materials is regulated and monitored by local fire departments, Certified Unified Program Agencies, the California Division of Occupational Safety and Health and the California Department of Toxic Substances Control consistent with the requirements of Federal, State, and local regulations and policies. Facilities that store hazardous materials onsite are required to maintain a Hazardous Materials Business Plan in accordance with State regulations. In the event of an accidental release of hazardous materials, the local Certified Unified Program Agency and emergency management agencies (e.g., police and fire) would respond. All future projects allowed under the General Plan 2035 would be required to comply with the provisions of Federal, State, and local requirements related to hazardous materials. Hazardous materials regulations related to the use, handling, and transport of hazardous materials are codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code. Furthermore, the General Plan Update EIR ensures that the City's emergency access routes and public information regarding designated facilities and routes are regularly reviewed to ensure that up to date information is available to the City and the public in the event of an emergency, and includes requirements for adequate water supply and water flow availability, ensuring adequate emergency access, adequate fire protection services, and fire safe design site standards. All future projects allowed under the General Plan 2035 would be required to comply with the provisions of federal, State, and local requirements related to wildland fire hazards, including State fire safety regulations associated with wildland-urban interfaces, fire-safe building standards, and defensible space requirements. Implementation of General Plan 2035 Policies 10-6.1, 10-6.2, 10-6.4, 10-6.5, 10-6.6, and 10-6.7 would further reduce hazards to the population due to a hazardous material release through educating the public about fire safety and prevention, regulating the use of hazardous materials, and providing a citywide Hazardous Waste Management Plan. Therefore, the General Plan Update EIR concludes that impacts related to hazards and hazardous materials would be less than significant under project and cumulative conditions.

Implementation of the CAP Update would result in a variety of actions that include implementation of educational campaigns, new incentive policies, and installation of small equipment or upgrades at existing buildings throughout the city. These actions would not result in significant physical changes such that there would be an increase in the potential of an accidental hazardous materials release or exacerbate wildland fire risk. Actions that could result in the reduction of potential hazards and accidental hazardous materials release include requiring stored hazardous materials be protected from flood zones, rising sea levels, and tsunami inundation areas (Action AR-C-7.1), developing a climate preparedness outreach program focused on local climate vulnerable populations that provides information on staying healthy and safe during hazardous events (Action PE-C-4.1), and reducing the wildland-urban interface (WUI) fire risk through various incentives and mitigation measures (Measure AR-3). These measures would reduce the potential for accidental hazardous materials release and increase public awareness and participation in climate planning. No new significant impacts or substantially more severe impacts related to hazards and hazardous materials beyond that considered and evaluated in the General Plan Update EIR would occur.

The CAP Update does not include policies or actions that would substantially increase the use, transport, or disposal of hazardous materials in the city. Further, policies and actions in the CAP Update would not result in projects with the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The CAP Update does not include policies that would increase the potential for fire, such that there would be potential to expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. As described in the General Plan Update EIR, weather is a key factor in the potential for wildfires. Through reduction of GHG emissions, the CAP Update would limit the city's contribution to global climate change and the potential for wildfires. No new significant impacts or substantially more severe impacts in regard to hazards and hazardous materials would occur; therefore, the findings of the certified General Plan Update EIR remain valid and no further analysis is required.

## Mitigation Measures

No significant hazards or hazardous material impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

## CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to hazards and hazardous materials.

### 3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>X. Hydrology and Water Quality.</b>					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Impact: General Plan implementation could violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality or obstruct implementation of a water quality control plan, pp. 4-219-4-222	No	No	No	No
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Impact: General Plan implementation could result in the depletion of groundwater supplies or interfere substantially with groundwater recharge or conflict with a groundwater management plan, p. 4-222	No	No	No	No
c) 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:	Impact: General Plan implementation could alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, impeded flows, or polluted runoff, pp. 4-222-4-225	No	No	No	No
i) Result in substantial on- or offsite erosion or siltation;	<b>Combined with impact above</b>				
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<b>Combined with impact above</b>				
iii) 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	<b>Combined with impact above</b>				
iv) Impede or redirect flood flows?	<b>Combined with impact above</b>				

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Impact: General Plan implementation would not release pollutants due to project inundation by flood hazard, tsunami, or seiche, pp. 4-249 and 4-253	No	No	No	No
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<b>Combined with b) above</b>				

### 3.9.1 Discussion

No substantial change in the environmental and regulatory settings related to hydrology and water quality, described in General Plan Update EIR Chapter 4(G), "Hydrology and Water Quality," has occurred since certification of the General Plan Update EIR.

Fremont is in the Alameda County Water District (ACWD) within the Niles Cone subbasin. Potable water is mainly provided by the State Water Project (SWP), as well as San Francisco Water Department (SFWD), and local runoff within the Alameda Creek watershed and groundwater. There is currently sufficient water supply to meet anticipated demand from General Plan 2035 buildout and the lakes and ponds adjacent to Alameda Creek provide for additional groundwater recharge. Additionally, the city is not at significant risk from a dam failure. Due to the shallowness of the San Francisco Bay along the Fremont waterfront, the city is not within a tsunami hazard area and would not be subject to substantial impacts from seiche events. However, seiches could affect Fremont by causing either of the reservoirs (Del Valle and Turner) in the hills to overtop their dams, leading to inundation or flooding in portions of the city.

As evaluated in the General Plan Update EIR, grading, excavation, and removal of vegetation cover associated with future construction activities could temporarily increase runoff, erosion, and sedimentation. Compliance with existing City and County construction and stormwater management codes and the Stormwater Control Plan would reduce these potential impacts related to stormwater quality. In addition, consistent with current requirements, prior to the issuance of grading permits, each site greater than one acre developed under the General Plan 2035 would be required to submit a SWPPP and/or Stormwater Management Plan to the City for approval. The General Plan Update EIR concludes that the provisions of the Clean Water Act, which require preparation of a SWPPP where more than 1 acre of ground disturbance would occur, would address the potential for future development to violate water quality standards or waste discharge requirements, or otherwise obstruct implementation of a water quality control plan.

Once constructed, new development and infrastructure projects that result from implementation of the General Plan 2035 could increase the amount of impervious surface throughout Fremont. Future increases in impervious surfaces could result in increased urban runoff, pollutants, and first flush roadway contaminants, as well as an increase in nutrients and other chemicals from landscaped areas. Chapter 18.210 of the City's Municipal Code provides regulations and gives legal effect to certain requirements of the Waste Discharge Requirements and National Pollutant Discharge Elimination System permit for the discharge of stormwater runoff from the City's municipal separate storm sewer (MS4), issued by the California Regional Water Quality Control Board, San Francisco Region to the City. Furthermore, in order to reduce stormwater runoff, particularly around the Laguna Creek area, implementation of General Plan Update EIR Mitigation Measure HYD-1 would ensure that prior to issuance of building permits for a project with a potential net increase in stormwater runoff, the City must find that a flood

control management and design plan results in no net increase in runoff or consistency in runoff volumes modeled by the Alameda County Flood Control and Water Conservation District. With implementation of General Plan 2035 policies and mitigation measures, impacts related to hydrology and water quality would be less than significant under project and cumulative conditions.

Construction required to implement the CAP Update could result in erosion and grading. All construction would occur within city and would be subject to the requirements of State regulations (e.g., the Clean Water Act) and uniformly applied policies adopted through the General Plan 2035. Implementation of the CAP Update would not substantially increase water demand or impervious surfaces in a manner that would interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Implementation of the CAP Update would not result in new or expanded impervious surfaces that could impair groundwater recharge or substantially alter the existing drainage pattern. In addition, the CAP Update does not propose measures that could increase the presence of pollutants within flood hazard zones. In fact, Climate Adaptation Strategy 3 and 4 included under "Adaptation and Resiliency" and associated Measures (AR-4 through AR-8) are intended to reduce the impacts of flooding in the city, and provide measures and actions geared towards flood risk reduction and sea level rise preparedness. Potential impacts on hydrology and water quality resulting from projects under the CAP Update would be consistent with or potentially improved compared to impacts described in the General Plan Update EIR. Further, implementation of the CAP Update would not result in significant adverse effects to hydrology and water quality because the CAP Update does not propose new development that would result in substantial changes to groundwater or surface water, or increase stormwater runoff, beyond what is analyzed in the General Plan Update EIR.

### **Mitigation Measures**

With implementation of mitigation, no significant hydrology or water quality impacts were identified in the General Plan Update EIR. The CAP Update does not include development proposals that would increase stormwater runoff to the Laguna Creek Drainage Facility beyond that evaluated in the General Plan Update EIR. Therefore, there are no mitigation measures applicable to the project.

## **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to hydrology and water quality.

### 3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XI. Land Use and Planning.</b>					
a) Physically divide an established community?	Impact: General Plan implementation would not physically divide an established community, p. 4-20	No	No	No	No
b) 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?	Impact: General Plan implementation could 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, pp. 4-20-4-21	No	No	No	No

#### 3.10.1 Discussion

No substantial change in the environmental or regulatory setting related to land use and planning has occurred since certification of the General Plan Update EIR. The conditions described in Chapter 4(A), "Land Use," of the General Plan Update EIR remain applicable to the following analysis.

Fremont includes five historic town centers in southern Alameda County (Niles, Centerville, Irvington, Warm Springs, and Mission San Jose), as well as a City Center. The town centers are predominantly suburban in nature, with single-family detached homes with some multifamily development around commercial areas with older main-street configurations, and some concentrated neighborhoods of apartments and condominium development, primarily within the Centerville, Irvington, Warm Springs, and City Center Transit Oriented Developments (TODs). The centrally located City Center contains one of the city's four TOD zones, for which more intense, connected, and resource-efficient development is contemplated within the General Plan. Industrial development has occurred in the southwestern area, as well as industrial and business park development within the northwestern area of the city. The City's plan maintains a quality open-space frame consisting primarily of the coastal range on the east and the bay and wetlands to the west which bookend urban uses. General Plan 2035 policies would ensure that future development is compatible with adjacent communities and land uses. The General Plan Update EIR concludes that impacts related to land use would be less than significant under project and cumulative conditions.

As set forth by State law, the General Plan 2035 serves as the primary planning document for the City and subordinate documents and plans, such as the CAP Update, would be updated to be consistent with the General Plan 2035. As described in the General Plan Update EIR, the General Plan 2035 does not include any new areas designated for urbanization or new roadways, infrastructure, or other features that would divide existing communities. Additionally, implementation of General Plan Update EIR Policy 4-1.11 would effectively limit the potential for future physical division of existing neighborhoods, and focus future development in urban areas as well as planned mobility improvements. Additionally, the CAP Update implements the provisions of the General Plan 2035, specifically fulfilling the City's obligation pursuant to General Plan Policy 7-8.1, which required the City to update the City's CAP to achieve the GHG reduction targets for 2030 and 2050.

Implementation of the CAP Update would result in a variety of actions that include implementation of educational campaigns, new incentive policies, and installation of small equipment or upgrades at existing buildings throughout the city. These actions would not result in physical changes to the environment, including new infrastructure, with the potential to physically divide an established community. Through Measure LU-7, which proposes to apply smart growth and low carbon land use development principles, the City would continue to implement and adopt policies that support high-density, mixed-use, and transit-oriented development and housing near jobs. These projects would be subject to a determination of compatibility with the land use policies and actions outlined in the General Plan Update EIR. Subsequent development and infrastructure projects would be required to be consistent with all applicable policies, standards, and regulations, including those land use plans, policies, and regulations adopted to mitigate environmental effects by the City as well as those adopted by agencies with jurisdiction over components of future development projects. Further, the CAP Update would be implemented across the city and would affect the same area analyzed for the General Plan Update EIR. Implementation of policies and actions under the CAP Update would not substantially alter the development type or physically alter existing established communities within the city. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid, and no further analysis is required.

### **Mitigation Measures**

No significant land use or planning impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

### **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to land use and planning.

### 3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XII. Mineral Resources.</b>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Impact: General Plan implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, p. 4-316	No	No	No	No
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Impact: General Plan implementation would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, p. 4-316	No	No	No	No

#### 3.11.1 Discussion

No substantial change in the environmental and regulatory settings related to mineral resources, described in the General Plan Update EIR Chapter 4(M), "Mineral Resources," has occurred since certification of the General Plan Update EIR.

As described in the General Plan Update EIR, the city contains six areas identified by the State Mining and Geology Board as containing regionally significant construction aggregate resources. Each of the construction aggregate areas in the city is constrained by one or more environmental issues. The City has not categorically excluded mineral resource development in these areas, but would review any proposal for resource extraction, recognizing the severe constraints from pre-existing potentially incompatible uses. Additionally, effective implementation of Policy 7-5.1 would reduce the potential for substantive loss of availability of known mineral resources by prohibiting any future development or incompatible uses at locally known mineral resource recovery sites in Fremont. The General Plan Update EIR concludes that impacts related to mineral resources would be less than significant under project and cumulative conditions.

Implementation of the CAP Update would result in a variety of actions that include implementation of educational campaigns, new incentive policies, and installation of small equipment or upgrades at existing buildings throughout the city. Implementation of Action NL-C-7.1 would encourage restoration and preservation of former extraction areas (mineral/clay quarries and salt ponds) for open space, wildlife, and recreation purposes. Potential impacts on mineral resources resulting from projects under the CAP Update would be consistent with or potentially improved compared to impacts described in the General Plan Update EIR. GHG reduction measures and actions included in the CAP Update would not result in the loss of availability of a known mineral resource. In addition, the CAP Update would not amend, revise, or be inconsistent with any existing regulations related to mineral resources. Further, the CAP Update would be implemented across the city and would affect the same area analyzed for the General Plan Update EIR. Implementation of policies and actions under the CAP Update would not result in the loss of availability of known or locally important mineral resources within the city. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid and no further analysis is required.

## Mitigation Measures

No significant mineral resource impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

## CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to mineral resources.

### 3.12 NOISE

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XIII. Noise.</b>					
a) 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 in other applicable local, state, or federal standards?	<p>Impact: General Plan implementation may result in exposure to significant traffic noise sources, pp. 4-166-4-173</p> <p>Impact: General Plan Implementation may result in exposure to excessive railroad noise sources, pp. 4-166-4-173</p> <p>Impact 3.12-3: Implementation of General Plan may result in the generation of excessive stationary noise sources, pp. 4-183-4-185</p> <p>Impact 3.12-4: General Plan implementation may result in an increase in construction noise sources, pp. 4-183-4-185</p>	No	No	No	No
b) Generation of excessive groundborne vibration or groundborne noise levels?	<p>Impact: General Plan implementation may result in construction vibration, pp. 4-179-4-180 and 4-185-4-187</p> <p>Impact: General Plan implementation may result in exposure to ground borne vibration, pp. 4-179-4-180</p>	No	No	No	No
c) 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, would the project expose	NA	NA	NA	NA	NA

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
people residing or working in the project area to excessive noise levels?					

### 3.12.1 Discussion

No substantial changes in the environmental and regulatory settings have occurred related to noise, described in Chapter 4(F), "Noise and Vibration," of the General Plan Update EIR.

Impacts associated with increased traffic-related noise exposure, and increases in roadway noise, excessive noise, and vibration as a result of construction activity in the General Plan Update EIR were identified as significant and unavoidable impacts, while all other impacts in Chapter 4(F), "Noise and Vibration," of the General Plan Update EIR were less than significant. Implementation of the CAP Update would not exceed the City's traffic noise standards or result in significant increases in traffic noise levels at existing sensitive receptors because the CAP Update does not propose new development that would result in increased traffic levels. General Plan 2035 Policies HS 8.1.1 through HS 8.1.7, as well as Policy 3-1.8, Policy 3-6.7, Policies 10-8.1 through 10-8.10, and Policy 11-11.8 are intended to minimize exposure to excessive noise, including noise associated with traffic. The General Plan Update EIR identified that an increase in noise levels and groundborne vibration as a result of construction activities, even with implementation of policies listed above, would remain a significant and unavoidable impact. The General Plan Update EIR includes mitigation measures to reduce noise and groundborne vibration impacts that includes best practice measures such as avoiding pile-drivers near sensitive areas, requiring compliance with the construction hours ordinance to limit hours of exposure, and perform site specific vibration studies to direct construction activities. However, due to the density of development anticipated in Fremont, some of these measures may not feasibly reduce substantial noise near sensitive areas.

The CAP Update is a policy document and, like approval of the General Plan 2035, would not result in the direct approval of any subsequent action. The CAP Update does, however, identify policies and actions that the City intends to execute to achieve GHG emission reductions and climate resiliency. These subsequent projects could result in limited construction noise, but are not anticipated to increase long term, operational noise. Implementation of Measure IN-12 would replace gasoline-powered park maintenance equipment with quieter electric equipment (Action IN-M-11.1) and encourage the use of electric-powered construction equipment in all projects requiring City approval (Action IN-M-12.2). Additionally, the CAP Update requires that the City educate and encourage City staff to limit idling when using fleet vehicles (Action IN-M-6.4). The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements, public services expansions, and building upgrades evaluated in the General Plan Update EIR and would occur within the city. Furthermore, the CAP Update includes policies and actions intended to reduce private vehicle use, which may reduce the potential traffic noise from buildout of the General Plan 2035. Potential noise impacts resulting from projects under the CAP Update would be consistent with impacts described in the General Plan Update EIR. Although an increase in ambient noise levels and groundborne vibration was found to be significant and unavoidable in the General Plan Update EIR, the CAP Update would not increase noise levels and groundborne vibration beyond that considered and evaluated in the General Plan Update EIR. No new significant impacts or substantially more severe impacts related to noise would occur.

## Mitigation Measures

The General Plan Update EIR did not identify any feasible mitigation measures to reduce or eliminate an increase in ambient noise levels and groundborne vibration and concluded that these impacts would remain significant and unavoidable. The CAP Update does not include development proposals that would generate new construction noise and vibration beyond that evaluated in the General Plan Update EIR.

## CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant noise impacts.

### 3.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XIV. Population and Housing.</b>					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Impact: General Plan implementation would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), pp. 4-31-4-32	No	No	No	No
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Impact: General Plan implementation would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, p. 4-32	No	No	No	No

#### 3.13.1 Discussion

No substantial change in the environmental or regulatory setting related to population and housing has occurred since certification of the General Plan Update EIR. The conditions described in Chapter 4(C), "Population, Employment and Housing," of the General Plan Update EIR, remain applicable to the following analysis.

Fremont has experienced tremendous population growth during the post-World War II era. Between 1970 and 1990, the population of Fremont grew nearly 10 times faster than the population of Alameda County during the same time period, and the Association of Bay Area Governments (ABAG) projects that population and housing demand will continue to increase in the future (City of Fremont 2011). The Land Use Element and Land Use Map identify new growth that is focused on infill sites distributed throughout the city, with higher density uses focused around major transportation corridors, including the Bay Area Rapid Transit (BART) system. The General Plan 2035 is intended to accommodate the City's fair share of statewide housing needs. Additionally, implementation of General Plan 2035 policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the General Plan 2035, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth. The General Plan Update EIR concludes that impacts related to population and housing would be less than significant under project and cumulative conditions.

Implementation of the CAP Update would result in a variety of actions that include implementation of new incentive policies and installation of small equipment or upgrades at existing buildings throughout the city. These actions would not induce population growth directly or indirectly, because the GHG reduction measures do not propose new housing, nor do they propose changes to policies or regulations related to land use or residential zoning. Although the City would continue to implement and adopt policies that support dense, mixed-use, and transit-oriented development and housing near jobs through Measure LU-7, this pattern of development is consistent with the assumptions in the General Plan Update EIR and related planning documents. GHG reduction measures that would facilitate the construction of future EV infrastructure (Measure IN-3 and Action IN-M-6.1), transit access

improvements (Measures LU-4 and IN-9), building retrofits (Measures BU-4 and BU-5), bicycle and pedestrian trail improvements (Measure IN-5), and onsite solar installations (Measure BU-1 and Action IN-C-7.2), 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 area and permanent, and relocation of workers would not be required. As such, the CAP Update would not displace people or housing because the GHG reduction measures do not propose new housing, nor do they propose changes to policies or regulations related to land use or residential zoning.

The General Plan 2035 accommodates future growth in Fremont, including new businesses, expansion of existing businesses, and new residential uses. Infrastructure and services would need to be extended to accommodate future growth. The CAP Update is another component of the City's approach to planning for environmentally conscious growth. There are no components of the CAP Update that would result in substantial unplanned population growth. Implementation of the CAP Update would not result in projects with the potential to displace people or housing. Further, the development that could be associated with the CAP Update would be limited in nature and generally consistent with the scope of development evaluated in the General Plan Update EIR.

### **Mitigation Measures**

No significant population or housing impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

### **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to population and housing.

### 3.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XV. Public Services.</b>					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
Fire protection?	Impact: General Plan implementation could result in adverse physical impacts on the environment associated with the need for new governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts and the provision of public services, pp. 4-326-4-330	No	No	No	No
Police protection?	<b>Combined with impact above</b>				
Schools?	<b>Combined with impact above</b>				
Parks?	<b>See Section 3.14, "Recreation"</b>				
Other Public Facilities?	<b>Combined with impact above</b>				

#### 3.14.1 Discussion

No substantial change in the settings related to public services, described in General Plan Update EIR Chapter 4(N), "Public Services," has occurred since certification of the General Plan Update EIR.

The Fremont Fire Department maintains 11 fire stations and is responsible for fire prevention, firefighting, and emergency medical response. Additionally, the Fremont Police Department provides police protection services and, as of 2019, consisted of over 300 staff, of which more than 200 are sworn personnel, and more than 100 are professional staff, yielding a ratio of almost 1 officer per 1,000 citizens. The Fremont Unified School District (FUSD) operates public schools throughout the city. In 2010, the FUSD had 29 elementary schools, five junior high schools, six high schools, and several alternative schools. Library services are provided by the Alameda County library system which operates the four public libraries in Fremont (City of Fremont 2011).

Development accommodated under the General Plan 2035 would result in additional residents and businesses in the city. This would result in increased demand for public services, including fire protection, law enforcement, schools, parks, libraries, and other public and governmental services. The General Plan 2035 includes policies and actions to ensure that public services are provided at acceptable levels and that the City will maintain and implement public facility master plans, in collaboration with appropriate outside service providers and other agencies, to ensure compliance with appropriate regional, state, and federal laws and to provide efficient public facilities and services to Fremont. As discussed above in Section 3.13, "Population and Housing," the CAP Update would not result in population growth.

As the demand for services increases, there will likely be a need to address acceptable service ratios, response times, and other performance standards. New or expanded service structures (e.g., offices, maintenance and administrative buildings, schools, parks, fire facilities, libraries) will be needed to provide adequate staffing, equipment, and appropriate facilities to serve growth in the city. Any future development under the General Plan 2035 would be required to comply with regulations, policies, and standards included in the General Plan 2035. The General Plan Update EIR concludes that impacts related to public services would be less than significant under project and cumulative conditions.

Implementation of the CAP Update would result in a variety of actions that include implementation of educational campaigns, new incentive policies, and installation of small equipment or upgrades at existing buildings throughout the city. These actions would not result in significant physical changes such that there would result in a significant increase in the demand for public services that would result in deterioration or require the expansion of existing facilities. The CAP Update would not result in population growth, and therefore would not increase the demand for public services or result in the construction or expansion of parks and facilities. The CAP Update would encourage public service facilities such as schools, hospitals, and community centers to develop renewable microgrids (Action BU-C-11.1), would coordinate with key public service providers to develop an energy assurance plan to support critical operations during and after disasters (Action AR-C-9.4), and would continue to enhance safe routes to schools through infrastructure improvements and student, parent, and school staff education and engagement (Action IN-C-5.1). As such, the CAP Update would not degrade facilities supporting public services and would not require the expansion of such facilities.

As described above, no substantial changes to public services have occurred since approval of the General Plan Update EIR. Actions implemented under the CAP Update would generally be consistent with a typical urban environment and would be required to demonstrate consistency with applicable regulations governing public services. Further, the CAP Update would be implemented across the city and would affect the same area analyzed for the General Plan Update EIR. Implementation of policies and actions under the CAP Update would not substantially alter the development type or density within the city, nor would it cause a direct increase in population. These actions would not result in the potential for new or adverse physical effects on the environment that would be inconsistent with the development or beyond that considered and evaluated in the General Plan Update EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid and no further analysis is required.

### **Mitigation Measures**

No significant public service impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

### **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to public services.

### 3.15 RECREATION

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XVI.Recreation.</b>					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Impact: General Plan implementation may result in adverse physical impacts associated with the deterioration of existing parks and recreation facilities or the construction of new parks and recreation facilities, pp. 4-29-4-30	No	No	No	No
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<b>Combined with impact above</b>				

#### 3.15.1 Discussion

No substantial change in the regulatory settings related to recreation, described in General Plan Update EIR Chapter 4(N), "Public Services," has occurred since certification of the General Plan Update EIR.

The City of Fremont includes an extensive park system, including an array of citywide parks, neighborhood parks, mini parks, historic parks, civic parks, regional parks, and community centers (City of Fremont 2011). Growth accommodated under the General Plan 2035 would result in increased demand for parks and recreation facilities. Development under the General Plan 2035 would indirectly lead to the construction of new parks and recreation facilities to serve new growth and to meet existing parks and recreation needs. New facilities would be provided at a pace and in locations appropriate to serve new development, as required to maintain the City's adopted standard for park space acreage at 5 acres for every 1,000 residents (as required by General Plan 2035 Policy 8-1.2). New parks or recreational facilities constructed in the future would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the parks and recreational facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan 2035. These impacts are described in the relevant chapters (Chapters 4 through 6) of the General Plan Update EIR. Because any future development under the General Plan 2035 would be required to comply with regulations, policies, and standards included in the General Plan 2035, the General Plan Update EIR concludes that impacts related to recreational facilities would be less than significant under project and cumulative conditions.

Implementation of the CAP Update would result in a variety of actions that include implementation of educational campaigns, new incentive policies, and installation of small equipment or upgrades at existing buildings throughout the city. These actions would not result in significant physical changes such that there would be a significant increase in use of existing recreational facilities that would result in deterioration or require the expansion of existing facilities.

The CAP Update would not result in population growth, and therefore would not increase the demand for parks or result in the construction of new recreational facilities. The CAP Update would require the City to identify new development mitigation for the provision of parks or recreation facilities to reduce water consumption (Action NL-M-5.2) and ensure availability and accessibility to parks and open spaces for all community members and provide routine robust trail and park maintenance that would support the existing parks system (Measure PE-1). Implementation of the CAP Update may also result in minor modifications to existing parks, such as installation of upgraded irrigation systems and drought-tolerant landscaping (Measure NL-5). As such, the CAP Update would not degrade existing parks and recreational facilities and would not require the expansion of such facilities.

As described above, no substantial changes to the City's parks and recreational facilities have occurred since approval of the General Plan Update EIR. Actions implemented under the CAP Update would generally be consistent with a typical urban environment and would be required to demonstrate consistency with applicable regulations governing parks and recreation. Further, the CAP Update would be implemented across the city and would affect the same area analyzed for the General Plan Update EIR. Implementation of policies and actions under the CAP Update would not substantially alter the development type or density within the city, nor would it cause a direct increase in population. These actions would not result in the potential for new or adverse physical effects on the environment that would be inconsistent with the development considered and evaluated in the General Plan Update EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid and no further analysis is required.

### **Mitigation Measures**

No significant recreation impacts were identified in the General Plan Update EIR, and no mitigation measures were required.

### **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts regarding recreation.

### 3.16 TRANSPORTATION/TRAFFIC AND CIRCULATION

WENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XVII. Transportation.</b>					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Impact: General Plan implementation may conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, pp. 4-69-4-105	No	No	No	No
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Not Analyzed	No	No	No	No
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Impact 3.14-3: General Plan implementation would not substantially increase hazards due to a geometric design feature or incompatible use, p. 4-105	No	No	No	No
d) Result in inadequate emergency access?	Impact 3.14-4: General Plan implementation would not result in inadequate emergency access, p. 4-105	No	No	No	No

#### 3.16.1 Discussion

Transportation and circulation are discussed in Chapter 4(D), "Transportation and Circulation," of the General Plan Update EIR. No substantial change in the environmental setting related to transportation and circulation has occurred since certification of the General Plan Update EIR, however, the City has adopted new policies related to transportation since the certification of the General Plan Update EIR. The following policies are applicable in addition to those provided in the General Plan Update EIR.

## REGULATORY SETTING

### Local

The Fremont City Council adopted a VMT policy on July 1, 2020, pursuant to the requirements of SB 743, which requires local jurisdictions to use VMT instead of Level of Service to analyze transportation impacts under CEQA. The VMT policy aligns with the goals and policies of the General Plan and other City-adopted plans, and supports new development in suitable areas near transit, mixed-use neighborhoods, and other amenities.

## EVALUATION OF CAP UPDATE

The City of Fremont roadway network is comprised of freeways, arterials, parkways, collector streets, and local streets. Impact 2) in the General Plan Update EIR identified a significant and unavoidable impact with regard to alterations and improvements to existing roadways, while all other impacts in Chapter 4(D), "Transportation and Circulation," of the General Plan Update EIR were less than significant. Implementation of the CAP Update would not exceed the City's VMT thresholds because the CAP Update does not propose new development that would result in increased VMT. The General Plan's land use patterns and intensities, as well as its policies, include a multitude of components that will reduce VMT. Transportation demand management (TDM) strategies are included in General Plan 2035 policies and CAP Update strategies and measures.

The CAP Update is a policy document and, like the General Plan Update, would not result in the direct approval of any subsequent action. The CAP Update does, however, identify policies and actions that the City intends to execute to achieve GHG emission reductions and climate resiliency. These subsequent actions would be required to complete VMT analyses based on the City's adopted VMT policy. The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements evaluated in the General Plan Update EIR and would occur within the city. For example, implementation of the CAP Update would reduce VMT from new and existing development through TDM strategies (Measure LU-5), transit access improvements (Measures LU-4 and IN-9), and bicycle and pedestrian infrastructure improvements (Measure IN-5). Potential impacts on transportation resulting from projects under the CAP Update would be consistent with impacts described in the General Plan Update EIR. Although alterations and improvement projects on roadways were found to be significant and unavoidable in the General Plan Update EIR, the CAP Update would not result in a significant alteration of roadways beyond that considered and evaluated in the General Plan Update EIR. No new significant impacts or substantially more severe impacts to transportation and circulation would occur.

### Mitigation Measures

The General Plan Update EIR did not identify any feasible mitigation measures to reduce or eliminate impacts to transportation and circulation and concluded that this impact would remain significant and unavoidable. Impact 2) was deemed significant and unavoidable in the General Plan Update EIR and no feasible mitigation measure are included; however, the CAP Update does not include development proposals that would generate new VMT or traffic impacts beyond that evaluated in the General Plan Update EIR. Therefore, there are no mitigation measures applicable to the project.

## CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to transportation/traffic circulation.

### 3.17 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XVIII. Tribal Cultural Resources.</b>					
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?					
Would the project 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:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Not Analyzed	No	NA	NA	No
b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Not Analyzed	No	NA	NA	No

#### 3.17.1 Discussion

AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: “tribal cultural resources.” It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a Notice of Preparation of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration. This requirement took effect on July 1, 2015. The Notice of Preparation for the General Plan Update EIR was published in the summer of 2010, prior to the effective date of this requirement. AB 52 (Chapter 532, Statutes of 2014) established a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (PRC Section 21084.2). AB 52 consultation requirements went into effect on July 1, 2015, for all projects that had not already published a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration or published a Notice of Preparation of an EIR prior to that date (Section 11 [c]). Specifically, AB 52 requires that “prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation” (21808.3.1 [a]), and that “the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource only if” consultation is formally concluded (21082.3[d]).

However, in the case of the current project, the lead agency has prepared this Addendum to the previously adopted 2011 General Plan Update EIR, in accordance with Section 15164 of the State CEQA Guidelines. An addendum was

determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred. The Addendum addresses minor technical changes or additions and confirms that the project is consistent with what was previously analyzed under the 2011 General Plan Update EIR. As such, the Addendum will not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3.1(d) and 21080.3.2 do not apply; no tribal consultation under AB 52 is required.

Prior to the arrival of Europeans in California, the Fremont area was occupied by the Ohlone Indians. The Ohlone were hunters and gatherers and they greatly relied on the diversity of the area's natural food supply, such as mussels, sea lions, and a variety of plant foods. The General Plan Update EIR disclosed that implementation of the General Plan 2035 would result in new development that could result in ground-disturbing activities, which may obstruct or interfere with unknown significant tribal cultural resources or tribal human remains.

The CAP Update is a policy document and, like approval of the General Plan 2035, would not result in the direct approval of any subsequent action. The CAP Update does, however, identify policies and actions that the City intends to execute to achieve GHG emission reductions and climate resiliency. These subsequent projects could result in limited ground-disturbing activities associated with new construction and related underground utility installation. Prior to any ground-disturbing activities, General Plan 2035 Policy 4-6.10 would require coordination with representatives of local Native American organizations to ensure protection of Native American resources. Furthermore, if human remains are encountered during construction activities, General Plan Update EIR Mitigation Measure CUL-4 would require that work be halted and that all work within 50 feet of the remains be redirected and the County Coroner be notified immediately, and if human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of identification. With implementation of General Plan 2035 policies and mitigation measures, impacts related to tribal cultural resources would be less than significant under project and cumulative conditions.

The physical improvements anticipated to occur as a result of implementing the proposed CAP Update would be consistent with the types of infrastructure improvements, public services expansions, and building upgrades evaluated in the General Plan Update EIR and would occur within the city. For example, implementation of the CAP Update would support future EV infrastructure (Measure IN-3 and Action IN-M-6.1); innovative approaches to energy generation, distribution, and storage (Measure BU-10); and building retrofits (Measures BU-4, BU-5, and BU-7). Infrastructure upgrades could result in ground disturbance within the city that is consistent with the types of disturbance evaluated in the General Plan Update EIR.

Actions implemented under the CAP Update would generally be consistent with a typical urban environment and would be required to demonstrate consistency with applicable regulations governing tribal cultural resources. Further, the CAP Update would be implemented across the city and would affect the same area analyzed for the General Plan Update EIR. Implementation of policies and actions under the CAP Update would not substantially alter the development type or density within the city. Although impacts to tribal cultural resources were not specifically evaluated in the General Plan Update EIR, measures and actions provided in the CAP Update would not increase impacts to historical tribal structures and as well as resources considered significant to local Native American tribes. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid and no further analysis is required.

### **Mitigation Measures**

Implementation of the CAP Update would not result in new significant or more severe impacts to tribal cultural resources. No mitigation is required.

## **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to tribal cultural resources.

### 3.18 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XIX. Utilities and Service Systems.</b>					
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	Impact: General Plan implementation may require or result in the construction of new or expanded water treatment facilities, wastewater facilities, or stormwater drainage facilities, the construction of which could cause significant environmental effects, pp. 4-337-4-340	No	No	No	No
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Impact 3.15-1: General Plan implementation would result in sufficient water supplies available to serve the City and reasonably foreseeable future development during normal, dry and multiple dry years, pp. 4-337-4-339	No	No	No	No
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project’s projected demand, in addition to the provider’s existing commitments?	Impact 3.15-3: General Plan implementation has the potential to result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments, pp. 4-340-4-341	No	No	No	No
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Impact: General Plan implementation would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, p. 4-341	No	No	No	No
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<b>Combined with impact above</b>				

### 3.18.1 Discussion

In 2018, the County of Alameda and 11 of its cities, including the City of Fremont, launched East Bay Community Energy (EBCE) as a not-for-profit public agency that governs community choice energy service for the city. No other substantial changes in the settings related to utilities and services systems, described in General Plan Update EIR Chapter 4(O), "Infrastructure and Utilities," have occurred since certification of the General Plan Update EIR.

Public utilities in the city are provided by various entities, as identified in Table 3.18-1.

**Table 3.18-1 Utilities Providers for the City of Fremont**

Utility	Agency/Provider
Water Supply	Alameda County Water District (ACWD)
Wastewater Collection and Conveyance	Union Sanitary District (USD)
Wastewater Treatment	USD
Stormwater Conveyance	Alameda County Flood Control and Water Conservation District (ACFCWCD)
Solid Waste Collection	Republic Services
Electrical Service	Pacific Gas & Electric (PG&E), East Bay Community Energy (EBCE)
Natural Gas	PG&E

Source: Data compiled by Ascent Environmental in 2023; City of Fremont 2011.

Implementation of the General Plan 2035 would result in increased population and employment growth within the city, and a corresponding increase in the demand for additional water supplies. For the purpose of the analysis in the General Plan Update EIR, potable water demands were estimated based on water use factors recommended in the ACWD Urban Water Management Plan 2010-2015. During fiscal year 2009-2010, the ACWD had 80,139 service connections and distributed 47,000 acre-feet of water. Approximately 70 percent of ACWD water was delivered to residences during that year. In fiscal year 2008-2009, average daily production and consumption was 45.25 million gallons per day (MGD) (ACWD 2016). Although, with the implementation of tighter water use regulations, use of new water efficient appliances, and society’s continued understanding and practice around water conservation, the demand forecast used in the 2020 UWMP is substantially reduced from the demand forecast previously published in the 2015 UWMP (ACWD 2021). Furthermore, SB 7 requires water agencies to reduce per capita water consumption by 20 percent by 2020 (City of Fremont 2011). However, anticipated development evaluated under the General Plan Update EIR would exceed water demand projections identified under the original General Plan which would place additional unanticipated demand on projected ACWD water supplies (City of Fremont 2011). Mitigation was recommended that requires new development to install the latest technology in water efficient plumbing fixtures, irrigation systems, and landscaping, and developers must coordinate with ACWD on the installation of separate, non-potable water distribution systems. With implementation of this mitigation, impacts were determined to be less than significant.

Wastewater treatment capacity collected in Fremont is pumped to the Alvarado Wastewater Treatment Plant and is anticipated to be adequate to serve buildout. As indicated in the ACWD Urban Water Management Plan 2020-2025, the average dry weather flow (ADWF) in 2020 was approximately 23 MGD. This projected ADWF is far below the city’s current capacity rights of 33 MGD. However, future individual development projects proposed in areas designated for residential densities exceeding 29.9 units per acre could exceed the capacity of the existing local sanitary sewer conveyance system (ACWD 2021).

The General Plan Update EIR discloses that infrastructure and facilities necessary to serve new growth could involve development of facilities within new development projects, on appropriately designated land, and improvements to existing facilities and disturbance of existing rights-of-way. As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the General Plan 2035, Municipal Code, and other applicable regulations.

The General Plan Update EIR includes mitigation to reduce impacts associated water demand and wastewater capacity. Implementation of General Plan Update EIR Mitigation Measures UTIL-1A and UTIL-1B would result in a decrease in development-related demand for water by incorporating water efficiency measures and coordinating the use of recycled water with ACWD. Additionally, as a result of sanitary sewer conveyance capacity constraints, the General Plan Update EIR includes Mitigation Measure UTIL-2, which requires updates to master plans and the coordination of site-specific analysis of project-related effects on the sanitary sewer conveyance system and necessary capacity expansion. With implementation of General Plan Update policies and mitigation measures, impacts related to utilities and service systems would be less than significant under project and cumulative conditions.

The General Plan 2035 includes a range of policies designed to ensure an adequate water supply for development and to minimize the potential adverse effects of increased water use. Given that projected water demands associated with General Plan 2035 buildout with the implementation of mitigation would not exceed the projected available water supplies, and that the General Plan 2035 includes a comprehensive set of goals and policies to ensure an adequate and reliable source of clean potable water, the City determined that there will be adequate water supply to serve the buildout. Implementation and buildout of the General Plan 2035 would not result in the need to construct or expand water supply and treatment facilities that have not already been described and accounted for in the relevant water master plans.

In addition, future projects within the city would be required to comply with applicable State and local requirements, including those pertaining to solid waste, construction waste diversion, and recycling. While there is adequate permitted landfill capacity to accommodate future growth, the General Plan 2035 includes actions to further reduce the project's impact on solid waste services. The General Plan Update EIR concludes that impacts related to utilities would be less than significant with mitigation under project and cumulative conditions.

Implementation of the CAP Update would result in a variety of actions that include implementation of educational campaigns, new incentive policies, and installation of small equipment or upgrades at existing buildings throughout the city. These actions would not result in significant physical changes such that there would be significant changes to the supply and demand of local utilities and service systems. The CAP Update includes measures focused on the water, wastewater, and solid waste sectors to minimize GHG emissions while improving community resilience and energy reliability and protecting natural resources. The CAP Update includes proposed measures to further reduce water consumption and demand for wastewater treatment. CAP Update measures and actions would reduce indoor water consumption in buildings (Measure BU-13) and would encourage water conservation (Actions BU-C-13.1 through BU-C-13.4, BU-M-13.1, and BU-M-13.2). Additional measures propose to reduce water consumption for irrigation and landscaping (Measure NL-5) and would increase the use of recycled water (Measure BU-14) by requiring that new development include recycled water infrastructure and encourage the use of recycled water for industrial uses and landscape irrigation (Actions BU-C-14.1 through BU-C-14.4 and BU-M-14.1). Measures related to solid waste aim to eliminate the disposal of organic solid waste in landfills (Measure MW-4), increase recycling and the diversion of other inorganic solid waste (Measure MW-3), reduce generation of waste from residents and businesses (Measure MW-5) and increase sustainable materials use and recovery in construction and demolition (Measure BU-15), and facilitate repair and reuse of consumer products (Measure MW-1). These measures would reduce demand for utilities and service systems and lessen the potential for new or expanded facilities in the future. Additionally, as described in Section 3.9, "Hydrology and Water Quality," implementation of the CAP Update is not anticipated to increase impervious surfaces or runoff more than the effects anticipated from buildout of the General Plan and evaluated in the General Plan Update EIR. No new significant impacts or substantially more severe impacts to utilities and services systems beyond that considered and evaluated in the General Plan Update EIR would occur.

Actions implemented under the CAP Update would generally be consistent with typical urban development and would be required to demonstrate consistency with applicable regulations governing urban infrastructure as it relates to local utilities and service systems. Further, the CAP Update would be implemented across the city and would affect the same area analyzed for the General Plan Update EIR. Implementation of policies and actions under the CAP Update would not substantially alter the development type or density within the city. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid and no further analysis is required.

## Mitigation Measures

No significant and unavoidable impacts to utilities and service systems were identified in the General Plan Update EIR. Impacts deemed to be potentially significant are reduced to less than significant with the implementation of provided mitigation measures. The CAP Update does not include development proposals that would result in a significant increase in water demand not already evaluated in the General Plan Update EIR. New development projects would be required to comply with the City's policies and General Plan Update EIR mitigation measures pertaining to utilities and service systems. Therefore, no additional mitigation measures would be applicable to the project.

## CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts to utilities and service systems.

### 3.19 WILDFIRE

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the GP EIR.	Any Peculiar Impact?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>XX. Wildfire.</b>					
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Refer to Section 3.8, "Hazards and Hazardous Materials," discussion under item f).	No	No	No	No
b) 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?	Not Analyzed	No	No	No	No
c) Require the installation 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?	Not Analyzed	No	No	No	No
d) 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?	Not Analyzed	No	No	No	No

### 3.19.1 Discussion

This resource section reflects the updated State CEQA Guidelines that became effective on December 28, 2018, after the General Plan Update EIR was certified. As provided in CEQA Guidelines Section 15007, "amendments to the guidelines apply prospectively only." CEQA documents must meet the "content requirements in effect when the document was set out for public review," and "shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved."

As directed by Section 15007, the General Plan Update EIR does not need to be revised to conform to the new wildfire requirements. Information was known about the effect of wildfire on the environment at the time the 2011 General Plan Update EIR was prepared; and, thus, it could have been evaluated. In addition, the change in the State CEQA Guidelines does not constitute new significant information under CEQA (State CEQA Guidelines 15162), as it does not constitute a new impact caused by the changes proposed in the project.

The following thresholds are specific to areas within or near State Responsibility Areas (SRAs) or Local Responsibility Areas (LRAs) classified as Very High Fire Hazard Severity Zones. The SRA is the area where the State is financially responsible for the prevention and suppression of wildfires. Alternatively, the LRA is the area in which local governments or fire districts, rather than the State, are responsible for fire prevention and suppression. The California Department of Forestry and Fire Protection (CAL FIRE) creates Fire Hazard Severity Zone maps for areas within the SRA and prepares recommended Fire Hazard Severity Zone maps for areas within the LRA. Hazard ratings range from Moderate to Very High and are based on the physical conditions that contribute to the likelihood that an area will burn over a 30- to 50-year period.

Fremont is solely located within a LRA and does not contain any areas determined to have either a high or very high fire threat to people within the city limits (CAL FIRE 2008; 2023). Future projects are not anticipated to remove or impede evacuation routes, and the General Plan 2035 does not include land uses, policies, or other components that conflict with adopted emergency response or evacuation plans. The General Plan 2035 ensures that the City maintains adequate emergency access as well as staffing, training, station locations, emergency response. Important new critical facilities would also be located to ensure resiliency and functionality in the event of a natural disaster.

Any future projects contemplated under the General Plan 2035 would be required to comply with the provisions of Federal, State, and local requirements related to wildland fire hazards, including State fire safety regulations associated with wildland-urban interfaces, fire-safe building standards, and defensible space requirements as part of the projects' approval process. Infrastructure required to serve development allowed under the General Plan 2035 would generally be located in and along established city roadways and would be located in areas that are already urbanized and are currently served by infrastructure. As such, implementation of the General Plan 2035 would not exacerbate wildfire risks. The General Plan 2035 includes requirements for adequate water supply and water flow availability, emergency access, fire protection services, fire safe design site standards, and ensuring public awareness regarding fire safety. All future development projects would be required to be consistent with the City's municipal code standards related to the California Fire Code. Furthermore, the City has adopted an ordinance that designates areas within the city as Very High Fire Hazard Severity Zones that were not so identified by the state maps. This amended designation will carry forward the building standards for heightened fire protection and vegetation management and conform Fremont's local requirements to State law.

Implementation of the CAP Update would result in a variety of actions that include implementation of educational campaigns, new incentive policies, and installation of small equipment or upgrades at existing buildings throughout the city. These actions would not interfere with implementation of an adopted emergency response plan, exacerbate wildfire risk, or expose people or structures to significant risks, as a result of runoff, post-fire slope instability, or drainage changes. The CAP Update would require the City to partner with PG&E to identify and protect critical energy infrastructure from wildfires (Action IN-C-7.3), perform a climate risk analysis of City infrastructure including an evaluation of fire safety (Action IN-M-10.3), and reduce the wildland-urban interface (WUI) fire risk through various incentives and mitigation measures (Measure AR-3). Although new electrical infrastructure may result from implementation of the CAP Update, such as the installation of EV charging stations (Measure IN-3) and utility line upgrades (Measure IN-1), the increase in electrical demand would be within the scope of the utility provider's integrated resources plans. The potential for upgraded and modified infrastructure is within the overall scope of the

upgrades contemplated in the General Plan Update EIR and would not require the installation 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. Although impacts related to wildfire were not specifically evaluated in the General Plan Update EIR, measures and actions provided in the CAP Update would reduce wildfire risk and would lessen significant risks to people or structures.

Actions implemented under the CAP Update would generally be consistent with a typical urban environment and would be required to demonstrate consistency with applicable regulations governing wildfire safety. Further, the CAP Update would be implemented across the city and would affect the same area analyzed for the General Plan Update EIR. Implementation of policies and actions under the CAP Update would not substantially alter the development type or density within the city. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified General Plan Update EIR remain valid and no further analysis is required.

### **Mitigation Measures**

Implementation of the CAP Update would not result in new significant or more severe impacts related to emergency response and evacuation or exacerbation of wildfire risk. No mitigation is required.

### **CONCLUSION**

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the General Plan Update EIR remain valid, and approval of the CAP Update would not result in new or substantially more severe significant impacts regarding wildfire.



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