4.7 GREENHOUSE GAS EMISSION

SECTION 4.0

4.7 GREENHOUSE GAS EMISSIONS

This Draft Environmental Impact Report (Draft EIR) section considers the potential for the North Canyon Ranch residential project to result in environmental impacts due to greenhouse gas (GHG) emissions and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts associated with GHG emissions where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the CEQA Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this Draft EIR. Emissions generated by the project during construction and operations were estimated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0. The CalEEMod output data sheets for the project are included in **Appendix C, Air Quality and Greenhouse Gas Emissions.**

4.7.1 Existing Conditions

The climate change and GHG overview, environmental setting, and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

Climate Change and Greenhouse Gas Overview

Climate refers to a change in the state of the climate that can be identified (e.g., using statistical tests) by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer. It refers to any change in climate over time, whether due to natural variability or as a result of human activity. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (e.g., changes in ocean circulation). Human activities can affect the atmosphere through releasing carbon and other greenhouse gases (explained below) by burning fuel (e.g., coal, oil, and other gases) and changing the Earth's surface (e.g., by deforestation and urbanizing large swaths of land). Gas emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs heat, light, and gases from the atmosphere. Evidence demonstrating that rapid climate change is occurring on Earth include:

- Rising of global surface temperatures by 1.3° Fahrenheit (F) over the last 100 years;
- Changes in precipitation patterns;
- Melting ice in the Arctic;
- Melting glaciers throughout the world;
- Rising ocean temperatures;
- Acidification of oceans; and
- Range shifts in plant and animal species.

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. Without it, life as experienced by humans on Earth would not exist. Human activities since the beginning of the industrial revolution (approximately 150

years ago) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap energy, thereby contributing to an average increase in the Earth's temperature. Human activities that exacerbate the greenhouse effect are detailed below.

California Health and Safety Code (HSC) Section 38505(g) defines GHGs as the following compounds: Carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). Carbon dioxide, followed by CH_4 and N_2O, are the most common GHGs that result from human activity and are the GHGs of primary concern in this analysis. Fluorinated gases (HFCs, PFCs, SF_6, and NF_3) are synthetic, powerful GHGs that are emitted from a variety of industrial processes and are not of primary concern in this analysis. Descriptions of the GHG compounds of primary concern in this analysis and examples of sources that emit these GHGs are provided below.

- **Carbon Dioxide.** CO_2 is the primary GHG emitted through human activities. CO_2 enters the atmosphere through the burning of fossil fuels, solid waste, trees, and wood products, and as a result of other chemical reactions, such as the manufacturing of cement. Globally, the largest source of CO_2 emissions is the combustion of fossil fuels in power plants, automobiles, industrial facilities, and other similar sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and petroleum-based products also produce CO_2 emissions. CO_2 is removed from the atmosphere (or "sequestered") as part of the biological carbon cycle. Billions of tons of atmospheric CO_2 are sequestered by oceans and growing plants (also known as "sinks") and are emitted back into the atmosphere annually through respiration, decay, and combustion (also known as "sources"). When in balance, the total CO_2 sinks and sources from the entire carbon cycle are roughly equal. However, since the Industrial Revolution, human activities, such as the burning of fossil fuels and deforestation, have increased CO_2 concentrations in the atmosphere.

- **Methane.** CH_4 is emitted from a variety of human-related and natural sources. Human-related sources of CH_4 include fossil fuel production and transport, animal husbandry, rice cultivation, biomass burning, and waste management (as from the decay of organic waste in landfills). Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. CH_4 emission levels from a source can vary significantly from one country or region to another, depending on many factors such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes that cause CH_4 emissions in both human-related and natural sources. Also, the implementation of technologies to capture and utilize CH_4 from sources such as landfills, coal mines, and manure management systems affects the emission levels from these sources. It is estimated that 60 percent of global CH_4 emissions are related to human activities.

- **Nitrous Oxide.** N_2O is emitted from a variety of human-related and natural sources. Human-related sources of N_2O include agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuel and solid waste, adipic (fatty) acid production, and nitric acid production. N_2O is also produced naturally through sources associated with the biological nitrogen cycle, particularly microbial action in wet tropical forests. N_2O emission levels from a source can vary significantly from one country or region to another, depending on many factors such as industrial and agricultural production characteristics, combustion technologies, waste management practices, and climate. For example, heavy utilization of synthetic nitrogen fertilizers in crop production typically results in significantly more N_2O emissions from agricultural soils than that occurring from less intensive, low-tillage techniques. Also, the presence or absence of control

devices on combustion sources, such as catalytic converters on automobiles, can have a significant effect on the level of N_2O emissions from these types of sources. It is estimated that 40 percent of global N_2O emissions are related to human activities.[1]

Individual GHGs have varying atmospheric lifetimes and heat-trapping properties. The atmospheric lifetime of a GHG is the average time the molecule stays stable in the atmosphere. Most GHGs have long atmospheric lifetimes, staying in the atmosphere for hundreds or thousands of years. The potential of a gas to trap heat in the atmosphere is measured by its global warming potential (GWP). The GWP is defined as the cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas. CO_2 is the reference gas used for GWP and has a GWP of one. **Table 4.7-1, Atmospheric Lifetimes and Global Warming Potentials**, identifies the atmospheric lifetimes and GWPs of the GHGs of primary concern in this analysis as reported in the California Air Resources Board's (CARB's) 2014 Scoping Plan Update.

Table 4.7-1
Atmospheric Lifetimes and Global Warming Potentials

GHG	Chemical Compound	Atmospheric Lifetime (Years)	100-Year [a] GWP
Carbon Dioxide	CO_2	Varies [b]	1
Methane	CH_4	12	25
Nitrous Oxide	N_2O	114	298

Source: U.S. Environmental Protection Agency. Overview of Greenhouse Gases. Accessed on May 5, 2022 at: https://www.epa.gov/ghgemissions/overview-greenhouse-gases#CH4%20reference.

[a] The warming potential over a 100-year time frame relative to CO_2.

[b] Atmospheric CO_2 is part of the global carbon cycle, and therefore its atmospheric lifetime is a complex function of geochemical and biological processes. Some of the excess carbon dioxide will be absorbed quickly (for example, by the ocean surface), but some will remain in the atmosphere for thousands of years, due in part to the very slow process by which carbon is transferred to ocean sediments.

GHG emissions generally are reported in metric tons (MT) of CO_2 equivalents (CO_2e) ($MTCO_2e$). A CO_2e is calculated using the mass emissions of an individual GHG multiplied by its GWP. The calculation of the CO_2e is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas.

Projected Impacts of Climate Change in California

According to California's 2017 Climate Change Scoping Plan climate change can drive extreme weather events such as coastal storm surges, drought, wildfires, floods, and heat waves, and disrupt environmental systems including our forests and oceans. A warming climate also causes sea level to rise, which will magnify the adverse impact of any storm surge and high waves on the California coast.

In 2009, California adopted a statewide Climate Adaptation Strategy (CAS) that summarizes climate change impacts and recommends adaptation strategies across seven sectors: Public Health, Biodiversity and Habitat, Oceans and Coastal Resources, Water, Agriculture, Forestry, and Transportation and Energy. The California Natural Resources Agency will be updating the CAS and is responsible for preparing reports to the Governor on the status of the CAS. The Natural Resources Agency has produced climate change assessments which detail impacts of global warming in California.[2] These include:

[1] U.S. Environmental Protection Agency. Overview of Greenhouse Gases. Available at: https://www.epa.gov/ghgemissions/overview-greenhouse-gases#CH4%20reference. Accessed on May 5, 2022.

[2] State of California, Department of Justice. Office of the Attorney General, Climate Change Impacts in California. Accessed at: https://oag.ca.gov/environment/impact. Accessed on April 25, 2022.

- Sea level rise, coastal flooding and erosion of California's coastlines would increase, as well as sea water intrusion.
- The Sierra snowpack would decline between 70 and 90 percent, threatening California's water supply.
- Higher risk of forest fires resulting from increasing temperatures and making forests and brush drier. Climate change will affect tree survival and growth.
- Attainment of air quality standards would be impeded by increasing emissions, accelerating chemical processes, and raising inversion temperatures during stagnation episodes resulting in public health impacts.
- Habitat destruction and loss of ecosystems due to climate change affecting plant and wildlife habitats.
- Global warming can cause drought, warmer temperatures and saltwater contamination resulting in impacts to California's agricultural industry.

Greenhouse Gas Emissions Inventory

In an effort to evaluate and reduce the potential adverse impacts of global climate change, GHG inventories have been compiled to estimate the level of emissions and removals. The global, national, statewide, and Countywide inventories are summarized below.

Global

The Global Carbon Project releases an annual update of the global carbon budget and trends. According to the Global Carbon Budget 2021, the atmospheric CO_2 concentration in 2021 is 415 parts per million (ppm), 49 percent above the concentration at the start of the Industrial Revolution (about 277 ppm in 1750).[3]

United States

In 2020, total gross U.S. greenhouse gas emissions were 5,981.4 million metric tons of CO_2e (MMT CO_2e).[4,5] Total U.S. emissions decreased by 7.3 percent from 1990 to 2020, down from a high of 15.7 percent above 1990 levels in 2007. Emissions decreased from 2019 to 2020 by 9.0 percent (590.4 MMT CO_2e). The sharp decline in emissions from 2019 to 2020 is largely due to the impacts of the coronavirus (COVID 19) pandemic on travel and economic activity. However, the decline also reflects the combined impacts of long-term trends in many factors, including population, economic growth, energy markets, technological changes including energy efficiency, and the carbon intensity of energy fuel choices.

State of California

According to the CARB, California GHG Emission Inventory - 2021 Edition, total California GHG emissions were 418.2 MMT CO_2e in 2019, 7.2 MMT CO_2e lower than 2018 levels and almost 13 MMT CO_2e below the 2020 GHG Limit of 431 MMT CO_2e.[6] Per capita GHG emissions in California have dropped from a 2001 peak of 14.0 metric tons of CO_2e (MT CO_2e) per person to 10.5 MT CO_2e per person in 2019, a 25 percent decrease. The major source of GHGs in California is transportation, contributing almost 40 percent of the State's total GHG emissions in 2019, or over 50 percent if emissions from extracting, refining, and moving transportation fuels in California are included.

[3] Global Carbon Project, Global Carbon Budget 2021, November 4, 2021, Accessed on April 28, 2022, at: https://www.globalcarbonproject.org/carbonbudget/21/files/GCP_CarbonBudget_2021.pdf

[4] U.S. Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020.

[5] The metric ton is a metric unit of mass equal to 1,000 kilograms. It is equivalent to approximately 2,204.6 pounds; 1.102 short tons, and 0.984 long tons.

[6] California Air Resources Board, California Greenhouse Gas Emissions for 2000 to 2019, July 28, 2021.

City of Simi Valley

The City adopted a Climate Action Plan (CAP) June 4, 2012, as an appendix to the General Plan. According to the City's CAP, the total Community GHG emissions for the City for the year 2006 was 1,186,126 MT CO_2e and were projected to be 1,515,088 MT CO_2e under a business as usual (BAU) model, and 1,838,426 in 2030 under a BAU model. However, the CAP also estimated that by implementing GHG Emissions Reduction Programs and Regulations outlined in the CAP, citywide GHG emissions for the year 2020 would be reduced to 1,113,977 MT CO_2e.[7] The CAP does not provide estimates for a year 2030 scenario incorporating GHG Emissions Reduction Programs and Regulations.

Environmental Setting

North Canyon Ranch

The proposed North Canyon Ranch residential development project site is located within an approximately 160-acre undeveloped property in unincorporated Ventura County, adjacent to the City boundary of the northwestern portion of the City. The project site property is located within the City's Sphere of Influence (SOI) area, and the project is requesting that the project site be annexed into the City boundary. The proposed residential development would be clustered in the southern portion of the property, with a disturbance area of approximately 90.96 acres, while the rest of the property would be retained as open space. Existing land uses adjacent to the proposed development area consist of multi-family residences and "big box" stores associated with the Simi Valley Town Center Mall to the south, single-family residences to the east, and open space to the north and west. The southwestern corner of the development area is located at the northern terminus of First Street, and the eastern side of the development area is located at the western terminus of Falcon Street, which the project would extend westerly through the project site to connect with First Street. For this evaluation, the existing North Canyon Ranch site's contribution to GHG emissions is assumed to be zero.

Island Annexations

The project would include the annexation of nine unincorporated areas (Island Annexations) from the County of Ventura to the City, which are also within the City's SOI. The Annexation Areas are located within the City limits boundary, although currently they are excluded from the City's jurisdiction, and consist of parcels that are mostly developed for residential use (consisting of single-family homes and several duplexes). A total of approximately five undeveloped lots within these unincorporated areas, which are located adjacent to existing development, could potentially be developed with five dwelling units. For the purposes of CEQA, the only action for this part of the project is for the Ventura County Local Agency Formation Commission (LAFCO) to approve annexation of the Island properties to the City and match existing zoning to the City's closest zoning, and no physical changes in land use or infrastructure within these properties is proposed as part of this project. As such, this evaluation will assume that the existing GHG emissions contribution from the Island Annexations properties would continue as under existing conditions and would not change as a result of the proposed project.

Regulatory Setting

There are a number of plans, regulations, programs, and agencies that provide policies, requirements, and guidelines regarding GHG emissions at the federal, State, regional, and local levels, which include those described below.

[7] City of Simi Valley, Simi Valley Climate Action Plan, Adopted June 4, 2012.

Federal

Federal Clean Air Act

The U.S. Environmental Protection Agency (U.S. EPA) is responsible for implementing federal policy to address GHGs. The United States Supreme Court (Supreme Court) ruled in *Massachusetts v. Environmental Protection Agency* (2007) 127 S. Ct. 1438 that CO2 and other GHGs are pollutants under the federal Clean Air Act, which the U.S. EPA must regulate if it determines they pose an endangerment to public health or welfare. On December 7, 2009, the Administrator signed the following two findings regarding GHGs under Section 202(a) of the CAA, which were a prerequisite for implementing GHG emission standards for vehicles[8]:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in the atmosphere threaten the public health and welfare of current and future generations.
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

Corporate Average Fuel Economy (CAFE) Standards

The National Highway Traffic Safety Administration (NHTSA) Corporate Average Fuel Economy (CAFE) standards regulate how far vehicles must travel on a gallon of fuel. NHTSA sets CAFE standards for passenger cars and for light trucks (collectively, light-duty vehicles), and separately sets fuel consumption standards for medium- and heavy-duty trucks and engines. NHTSA, on behalf of the Department of Transportation, is finalizing revised fuel economy standards for passenger cars and light trucks for model years (MYs) 2024- 2025 that increase at a rate of 8 percent per year and increase at a rate of 10 percent per year for MY 2026 vehicles. NHTSA currently projects that the revised standards would require an industry fleet-wide average of roughly 49 mpg in MY 2026.[9]

Energy Independence and Security Act

Enacted in December 2007, the Energy Independence and Security Act (EISA) facilitates the reduction of national GHG emissions by aiming to improve vehicle fuel economy and reduce U.S. dependence on petroleum through:

- Increasing the supply of renewable alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS), which requires transportation fuel sold in the U.S. to contain a minimum of 36 billion gallons of renewable fuels annually by 2022;
- Requiring transportation fuel sold in the U.S. to contain a minimum of 36 billion gallons of renewable fuels (biofuel) annually by 2022;
- Setting the Corporate Average Fuel Economy (CAFE) standard for passenger cars and light trucks by the year 2020 (see additional information, below); and
- Including grant programs to encourage the development of cellulosic biofuels, plug-in hybrid electric vehicles (PHEVs), and other emerging electric vehicle (EV) technologies.

[8] U.S. EPA. Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act. Accessed November 8, 2021 at: https://www.epa.gov/climate-change/endangerment-and-cause-or-contribute-findings-greenhouse-gases-under-section-202a

[9] National Highway Traffic Safety Administration, Corporate Average Fuel Economy, Final Rule: CAFE Standards for MYs 2024-2026, Accessed April 25, 2022 at: https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy.

According to the U.S. Department of Energy, the EISA is projected to reduce GHG emissions by nine percent by 2030.[10]

Mandatory Reporting of Greenhouse Gases Rule

On September 22, 2009, the U.S. EPA issued a final rule for the mandatory reporting of GHG data and other relevant information from large sources in the US. This comprehensive, nationwide emissions data is intended to provide a better understanding of the sources of GHGs and guide development of policies and programs to reduce emissions. The mandatory reporting rule applies to direct GHG emitting sources; suppliers of fossil fuel, industrial gas, and other products that would result in GHG emissions if released, combusted, or oxidized; and facilities that inject CO_2 underground for geologic sequestration or other reasons. In general, facilities that emit 25,000 $MTCO_2e$ or more per year of GHGs are required to submit annual reports to the U.S. EPA.[11]

State

Senate Bill 1078 and Senate Bill 107, The California Renewables Portfolio Standard

The California Renewables Portfolio Standard (RPS) program (Public Utilities Code § 399, *et seq.*) requires retail sellers of electricity, including electrical corporations, community choice aggregators, and electric service providers, to purchase a specified minimum percentage of electricity generated by eligible renewable energy resources such as wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. The legislation set a target by which 20 percent of the State's electricity would be generated by renewable sources. The RPS requires each electrical corporation to increase its total procurement of eligible renewable energy resources by at least one percent per year so that 20 percent of its retail sales are procured from eligible renewable energy resources. If an electrical corporation fails to meet an annual target, it would be required to procure additional eligible renewable resources in subsequent years to compensate for the shortfall.

Assembly Bill 1493, The Pavley Standards

In 2002, the State enacted AB 1493, which directed the CARB to develop and adopt regulations that achieve the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks, beginning with model year 2009. In 2004, pursuant to this directive, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year. These regulations created what are referred to as the Pavley Standards (or Pavley I Standards). In 2009, the CARB adopted amendments to the Pavley I Standards to reduce GHG emissions from new motor vehicles through the 2016 model year. These regulations created what are referred to as the Pavley II Standards. The Pavley Standards are intended to reduce GHG emissions from California passenger vehicles by about 34 percent below 2016 levels by 2025, as well as improve fuel efficiency and reduce motorists' costs.[12]

Executive Order S-3-05

Executive Order (EO) S-3-05 included the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. To meet the targets, the Governor directed several State agencies to cooperate in the development of a CAP. The Secretary of the California Environmental Protection

[10] U.S. Department of Energy. Energy Independence and Security Act of 2007. Accessed April 25, 2022 at: https://afdc.energy.gov/laws/eisa.

[11] U.S. EPA. Greenhouse Gas Reporting Program (GHGRP). Accessed April 25, 2022 at: https://www.epa.gov/ghgreporting/learn-about-greenhouse-gas-reporting-program-ghgrp.

[12] California Air Resources Board (CARB). Advanced Clean Car Summary. Accessed on April 29, 2022 at: https://ww2.arb.ca.gov/sites/default/files/2019-12/acc%20summary-final_ac.pdf.

Agency (Cal EPA) leads the Climate Action Team (CAT), whose goal is to implement global warming emission reduction programs identified in the CAP and to report biannually on the progress made toward meeting the emission reduction targets established in the EO.[13]

Assembly Bill 32, The Global Warming Solutions Act of 2006

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006 (Health and Safety Code Section 38500, *et seq*.), also known as AB 32. As required by AB 32, CARB was directed to determine statewide GHG emissions in 1990 and set that as a limit to be achieved statewide by 2020. AB 32 mandated CARB to establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved.

Executive Order S-1-07, The California Low Carbon Fuel Standard

EO S-1-07, California's Low Carbon Fuel Standard (LCFS), was issued in 2007 and adopted in 2009. The LCFS program requires a minimum 10 percent reduction in the carbon intensity of California's transportation fuels by the year 2020. The LCFS was identified by CARB as a discrete early action item in the adopted Climate Change Scoping Plan (Scoping Plan) that complements other AB 32 measures and is a key part of achieving the State's 2030 petroleum reduction goals. The LCFS program was re-adopted in 2015 and amended in 2018. Under the LCFS program, the 2030 standard of a 20 percent carbon intensity decline will be imposed for all years post-2030.[14]

Senate Bill 375, the Sustainable Communities and Climate Protection Act

In 2008, SB 375 enacted the Sustainable Communities and Climate Protection Act of 2008 to encourage regional planning that integrates land use and transportation policy to reduce GHG emissions from driving, and ultimately lead to healthier, more efficient, and equitable communities. Under SB 375, the development and implementation of Sustainable Communities Strategies (SCSs) are required of metropolitan planning organizations (MPOs). The SCSs link transportation, land use, housing, and climate policy to reduce regional vehicle miles traveled (VMT) to reduce per capita GHG emissions. In consultation with MPOs, the CARB is required to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. CARB's regional GHG reduction targets must be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. For the Southern California Association of Governments (SCAG) region, the current target is 19 percent below 2005 per capita emissions levels by 2035. This target has been incorporated into SCAG's 2020-2045 Regional Transportation Plan / Sustainable Communities Plan (2020-2045 RTP/SCS), also referred to as the "Connect SoCal" Plan).[15]

[13] Executive Order S-3-05, June 1, 2005.
[14] California Air Resources Board. Low Carbon Fuel Standard. Accessed on April 29, 2022 at: https://ww2.arb.ca.gov/sites/default/files/2020-09/basics-notes.pdf.
[15] Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Adopted September 3, 2020.

Climate Change Scoping Plan

One of CARB's first steps in implementing AB 32 was to prepare a scoping plan that identified strategies for reducing GHG emissions. The initial Scoping Plan was adopted in 2008. The key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the LCFS; and
- Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

The Scoping Plan differentiated between "capped" and "uncapped" strategies. Capped strategies are subject to the Cap-and-Trade Program. The Scoping Plan stated that the inclusion of these emissions within the Cap-and Trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. Uncapped strategies that would not be subject to the Cap-and-Trade emissions caps and requirements were provided as a margin of safety by accounting for additional GHG emission reductions.

The 2020 target of 427 $MMTCO_2e$ required the reduction of 169 $MMTCO_2e$, or approximately 30 percent, from the State's projected 2020 emissions of 596 MMTCO2e (BAU), and the reduction of 42 $MMTCO_2e$, or almost 10 percent, from 2002-2004 average emissions. The strategies listed in the Scoping Plan were expected to lead to emissions reductions from both sources within the capped sectors (146.7 $MMTCO_2e$) and from sources or sectors not covered by cap-and-trade (27.3 $MMTCO_2e$). The CARB estimated the largest reductions in GHG emissions would be from implementing the following measures and standards for capped sources:

- Improved emissions standards for light-duty vehicles (31.7 $MMTCO_2e$);
- Energy efficiency measures in buildings and appliances (26.3 $MMTCO_2e$);
- The RPS (21.3 $MMTCO_2e$); and
- The LCFS (15 $MMTCO_2e$).[16]

The First Update to the Scoping Plan (Update) was approved by the CARB in 2014. The Update builds upon the initial Scoping Plan with new strategies and recommendations and identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The Update defines near-term 2020 GHG limits but also sets the groundwork for achieving long-term GHG emission reductions.[17] The Update established a broad framework for achieving emission reductions of 80 percent below 1990 levels by 2050. Consequently, the

[16] California Air Resources Board, Climate Change Scoping Plan: A Framework for Change, December 2008.
[17] California Air Resources Board, First Update to the Climate Change Scoping Plan, May 2014.

Update recalculated the 1990 GHG emissions level from 427 $MMTCO_2e$ in the initial Scoping Plan to 431 $MMTCO_2e$. According to the Update, GHG reductions that average approximately 5.2 percent per year would be required after 2020 in order to reach the 2050 goal.

The CARB identified six key focus areas comprising major components of the State's economy to evaluate and describe the larger transformative actions that would be needed to meet the State's more expansive emission reduction needs by 2050. The focus areas included Energy, Transportation (Vehicles/Equipment, Sustainable Communities, Housing, Fuels, and Infrastructure), Agriculture, Water, Waste Management, and Natural and Working Lands. The final recommendations of the CARB called for a 2030 target of, at a minimum, 40 percent reduction from 1990 levels and a 2040 target of, at a minimum, 60 percent reduction from 1990 levels; a call for California to reduce its energy use and transition to 100 percent renewable energy; financial support for transportation in disadvantaged communities; and amendments to the Cap-and-Trade Regulation that would exclude direct allocation and offset credits.[18]

The Scoping Plan was updated again in 2017 (2017 Scoping Plan). The 2017 Scoping Plan identifies how the State can reach its 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels. The 2017 Scoping Plan builds on and integrates efforts that were already underway to reduce the State's GHG, criteria pollutant, and TAC emissions. Programs such as the LCFS and RPS are delivering cleaner fuels and energy; the Advanced Clean Cars Program has put more than a quarter million clean vehicles on the road; and the Sustainable Freight Action Plan will result in efficient and cleaner systems to move goods throughout the State. Enhancing and implementing these ongoing efforts puts California on the path to achieving the 2030 target. This Scoping Plan relies on these, and other, programs paired with a more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits.[19]

The 2022 Scoping Plan was developed to continue to build upon the actions of the previous scoping plans to reduce the California's GHG, criteria pollutant, and toxic air contamination through clean technologies and fuels. The plan identifies feasible and cost-effective path to achieve carbon neutrality by 2045 and also assessing the progress the state is making toward reducing its GHG emissions by at least 40 percent by 2030 levels, as targeted by SB 32 and the 2017 Scoping Plan.[20]

Senate Bill X1-2

Effective in 2011, SB X1-2 establishes more aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the State's electricity come from renewable energy sources by 2020. This legislation applies to all electricity retailers in the State, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet renewable energy goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020. The California Energy Commission (CEC) verifies the eligibility of renewable energy procured for Renewables Portfolio Standard (RPS) compliance periods by retail sellers and publicly owned utilities (POUs).[21]

The Advanced Clean Cars Program

In 2012, the CARB adopted the Advanced Clean Cars Program, which is aimed at reducing both smog-causing pollutants and GHG emissions from cars and light-duty trucks model years 2017-2025. The set of

[18] California Air Resources Board, First Update to the Climate Change Scoping Plan, May 2014.
[19] California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017.
[20] California Air Resources Board, California 2022 Climate Change Scoping Plan, December 2022.
[21] California Energy Commission, Renewables Portfolio Standard, Accessed on April 29, 2022 at: https://www.energy.ca.gov/programs-and-topics/programs/renewables-portfolio-standard/renewables-portfolio-standard.

regulations focus on increasing the number of plug-in hybrid cars and zero emission vehicles (ZEVs) in the vehicle fleet and on making fuels such as electricity and hydrogen readily available for these vehicle technologies. The components of the Advanced Clean Cars Program are the Low Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the ZEV regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell EV), with provisions to also produce PHEVs in the 2018 through 2025 model years. the new standards will reduce GHG emissions by 34 percent in 2025.[22]

Executive Order B-16-12

EO B-16-12 was issued in 2012 to implement a vision of a future in which ZEV would help the State meet its GHG reduction targets. EO B-16-12 directed the State government to accelerate the market for ZEVs in California through fleet replacement and EV infrastructure. The EO set the following targets:

- By 2015, all major cities in California will have adequate infrastructure and be ZEV ready;
- By 2020, the State will have established adequate infrastructure to support one million ZEVs in California;
- By 2025, there will be 1.5 million ZEVs on the road in California; and
- By 2050, virtually all personal transportation in the State will be based on ZEVs, and GHG emissions from the transportation sector will be reduced by 80 percent below 1990 levels.[23]

California Green Building Standards Code

The California Green Building Standards Code (CALGreen) is Part 11 of the California Code of Regulations Title 24. The 2022 CALGreen Code became effective on January 1, 2023, and includes both voluntary and mandatory efficiency standards to improve public health, safety, and general welfare by enhancing the design and construction of buildings having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following five categories:

- Planning and design;
- Energy efficiency;
- Water efficiency and conservation;
- Material conservation and resource efficiency; and
- Environmental quality.

The part of the California Code of Regulations, the provisions of CALGreen are enforced through the building permit process.

Executive Order B-30-15

EO B-30-15 was issued in 2015 and created an interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030. The interim standard was established to ensure that California would meet its target of reducing GHG emissions to 80 percent below 1990 levels by 2050.[24]

[22] California Air Resources Board, Facts About the Advanced Clean Cars Program, November 9, 2011.
[23] Executive Order B-16-2012.
[24] California Office of Planning and Research, Website News Page: Office of Governor Edmund G. Brown Jr. Governor Brown Establishes Most Ambitious Greenhouse Gas Reduction Target in North America, Accessed on May 5, 2022 at: https://www.ca.gov/archive/gov39/2015/04/29/news18938/index.html.

Executive Order B-55-18

EO B-55-18 was issued in 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative emissions thereafter. Based on this executive order, CARB would work with relevant State agencies to develop a framework for implementation and accounting that tracks progress towards this goal as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

Senate Bill 350

In 2015, the State enacted the Clean Energy and Pollution Reduction Act, or SB 350. SB 350 increases the State's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This would increase the use of RPS-eligible resources, including solar, wind, biomass, and geothermal sources, among others. In addition, SB 350 requires the State to double its energy efficiency savings in electricity and natural gas end uses by 2030. To help ensure that these goals are met and that GHG emission reductions are achieved, large utilities will be required to develop and submit Integrated Resource Plans (IRPs) that detail how each utility will meet their customers resource needs, reduce GHG emissions, and increase the deployment of clean energy resources.[25]

Senate Bill 100

SB 100 (The 100 Percent Clean Energy Act of 2018) sets a 2045 goal of powering all retail electricity sold in California and State agency electricity needs with renewable and zero-carbon resources, such as solar and wind energy, that do not emit climate-altering GHGs. SB 100 also updates the State's RPS to ensure that at least 60 percent of California's electricity is renewable by 2030. Under SB 100, the CEC, CPUC, and CARB are also required to use programs under existing laws to achieve 100 percent clean electricity and issue a joint policy report on SB 100 by 2021 and every four years thereafter.[26]

Senate Bill 32

In 2017, SB 32 added Health and Safety Code Section 38566 requiring statewide GHG emissions reductions to 40 percent below those that occurred in 1990 by the year 2030.[27] As outlined in SB 32, achieving the required reductions involves increasing renewable energy use, imposing tighter limits on carbon content of gasoline and diesel fuel, increasing use of electric vehicles (EVs), improving energy efficiency, and reducing emissions from key industries.

Regional and Local

Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2020-2045 RTP/SCS, also referred to as Connect SoCal, demonstrates the region's ability to attain and exceed the State's GHG emission reduction targets. The RTP/SCS is a regional plan for integrating the transportation network and related strategies with an overall land use pattern to accommodate projected growth, housing needs, and transportation demands. The 2020-2045 RTP/SCS has been found to meet the State targets for reducing GHG emissions from cars and light trucks, as it achieves per capita GHG emission reductions relative to 2005 levels of eight percent in 2020, and 19 percent in 2035, which meet the GHG reduction targets that were established by CARB for the SCAG region.[28]

[25] California Energy Commission, Clean Energy and Pollution Reduction Act, SB 350 Overview. Accessed on May 10, 2021 at: https://www.energy.ca.gov/sb350/.

[26] California Energy Commission, SB 100 Joint Agency Report, Accessed on May 28, 2021 at: https://www.energy.ca.gov/sb100.

[27] California Legislative Information, Senate Bill No. 32. Accessed April 29, 2022.at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32.

[28] Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Adopted September 3, 2020.

Simi Valley Climate Action Plan

The City of Simi Valley developed a Greenhouse Gas Inventory Policy to account for GHG emissions based on established GHG principles and a Climate Action Plan (CAP), which was adopted on June 4, 2012. The CAP was prepared to reduce and encourage reductions in GHG emissions from all sectors within the City by 15 percent by 2020 as compared to a 2006 baseline. The City compares and collects GHG emissions data for its municipal operations and tracks county-wide GHG emissions. An indicator of the success of these efforts is a measured reduction in GHG emissions using protocols discussed in the CAP. No specific GHG emission thresholds of significance are included in the CAP or GHG Inventory Policy.

4.7.2 Thresholds of Significance

As stated in CEQA Guidelines Section 15064.7(a), a threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant.

According to Appendix G, Environmental Checklist Form**,** of the CEQA Guidelines, the proposed project would result in a significant impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. ***(GHG Emissions Generation)***
- Conflict with an applicable plan, policy, or regulation adopted for the purposed of reducing the emissions of GHGs. ***(GHG Emissions Reduction Plans and Policy)***

CEQA Guidelines Section 15064.4 provides guidance for determining the significance of impacts from GHG emissions. CEQA Guidelines Section 15064.4(a) specifies that a lead agency should make a good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project. CEQA Guidelines Section 15064.4(a) further states that a lead agency shall have discretion to determine, in the context of a particular project, whether to:

1) Quantify GHG emissions resulting from a project; and/or
2) Rely on a qualitative analysis or performance-based standards.

In addition, the CEQA Guidelines Section 15064.4(b) states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

1) The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3) The extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance for GHG emissions. Rather, the CEQA guidelines afford the lead agency with substantial discretion in determining an appropriate significance threshold on which to evaluate the effects of GHG emissions of a particular project, which may be quantitative, qualitative, or based on performance standards. In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change.

To date, VCAPCD has not established quantitative significance thresholds for evaluating GHG emissions in CEQA analyses for non-industrial development projects, and thus policy consistency is used as a threshold for these projects. Therefore, this analysis, the potential significance of the project's GHG emissions will be qualitatively evaluated based on the "extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions" (CEQA Guidelines Section 15064.4(b)). The proposed project would be required by the City to comply with applicable regulations or requirements adopted to implement statewide, regional, or local plans for the reduction or mitigation of greenhouse gas emissions. The project's consistency with such plans is discussed in the Plan Consistency evaluation provided below.

4.7.3 Project Impacts and Mitigation Measures

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact to directly influence climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution toward an impact is cumulatively considerable. CEQA Guidelines, Section 15355 states that "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

The analysis of impacts below focuses on the North Canyon Ranch project component. The component Island Annexations Areas are located within existing developments and include parcels that are mostly developed for residential use with single-family homes or duplexes. A total of approximately five undeveloped lots within these unincorporated areas could potentially be developed with five dwelling unit – a nominal number of homes compared to the entire City housing stock. Further, the five vacant lots within these areas could potentially be developed with five homes in the future with or without implementation of the rest of this project if they remained within County jurisdiction, and development of the five lots would be a nominal amount of increase compared to Citywide development. For the purposes of CEQA, the only action for the Islands portion of the project is for the City to annex these properties and adjust the zoning to match the County's with the closest City equivalent, and no physical changes in land use or infrastructure within these properties is proposed. As such, the annexation portion of the project would not cause substantial development or population growth that would generate GHG emission as a result of the annexations. Therefore, the City's annexation of the Islands would not contribute to substantial growth not anticipated within the AQMP, and the potential impacts of the Island Annexations regarding consistency with the AQMP would be less than significant.

4.7.3.1 GHG Emissions Generation

The proposed project would potentially have a significant impact if it would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Implementation of the proposed project would contribute GHG emissions during short-term construction and long-term operations activities. Pursuant to CEQA Guidelines Section 15064.4 requirements, which calls for a good-faith effort to describe and calculate emissions, the amount of GHG emissions resulting from the project's construction and operations have been estimated using CalEEMod Version 2020.4.0. The project proposes 157 single-family residences and 50 multi-family residences. Previously, 159 single-family residences were proposed, which is the number of units evaluated in the air quality analysis (CalEEMod). The analysis is therefore slightly conservative (i.e., slightly overstates project emissions).

Construction Emissions

During grading and construction, GHG emissions would result mainly from trip generation (mobile sources) and the use of heavy equipment and trucks. The proposed project's construction-related GHG

emissions were estimated using the CalEEMod 2022.1.1.21 emissions estimator model. The estimated total GHG emissions associated with construction of the project as shown in the CalEEMod output files provided in Appendix C of this report would be approximately 2,512 metric tons. As construction emissions occur for a limited period of a proposed project's lifetime, as a standard practice, GHG emissions from construction are amortized over a presumed project lifetime. A proposed project lifetime of 30 years is recommended by South Coast Air Quality Management District (SCAQMD)[29] for amortizing construction related GHG emissions, which would be conservative for the project. The proposed project's amortized construction-related emissions would be 84 MT CO_2e. The amortized construction emissions have been added to the project's annual operational GHG emissions as shown in the following discussion.

Operational Emissions

During operations, the project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. The estimated operational emissions as well as the amortized construction emissions based on the CalEEMod output files provided in Appendix B of this report are summarized in **Table 4.7-2, Greenhouse Gas Emissions**. As shown in Table 4.7-2, the project would generate an estimated 2,823 MT CO_2e per year including the amortized construction-related emissions. As future residents of the project generate GHG emissions where they currently reside and commute, which cannot be known, the estimated emissions shown in Table 4.7-2 conservatively do not reflect the net change in global, State, or regional GHG emissions that would result from implementation of the proposed project.

Table 4.7-2
Greenhouse Gas Emissions

Generation Source	$MTCO_2e$/year
Project Emissions	
Mobile Source	2,060
Area Sources	3
Energy Utilization	589
Water Consumption	36
Solid Waste Generation	51
Refrigerants	1
Construction (Amortized)	84
Total Project Operational Emissions [a]	**2,823**
Source: CalEEMod output sheets in Appendix C. Note: Total may appear not to sum due to rounding.	

The proposed project's estimated emissions shown in Table 4.7-1 are provided pursuant to CEQA Guidelines Section 15064.4(a) for informational and disclosure purposes only. However, no numeric threshold for determining the potential significance of GHG emissions for a residential project, such as a mass emissions rate (bright line threshold), per capita emissions rate (efficiency threshold), or emissions reduction percentage below an unmitigated rate (performance threshold to be generated by a mixed-use project with residential and commercial uses) has been adopted by the City, VCAPCD, SCAQMD nor any other State, regional, or local agency with jurisdiction of the proposed project site. As there are no applicable numeric standards for determining if the proposed project's estimated emissions shown in Table 4.7-2 would cause a cumulatively considerable contribution to an environmental impact under CEQA, the significance of proposed project's GHG emissions will be determined based on the "extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions" (CEQA Guidelines Section 15064.4(b)). As

[29] The VCAPCD does not specify a presumed lifetime for development projects in the County.

shown in Section 4.7.3.2, the project would be consistent with such plans, and therefore, impacts would be less than significant.

Mitigation Measures

Impacts would be less than significant, and therefore no mitigation is required.

Residual Impacts

Impacts would be less than significant before mitigation as there are no applicable numerical thresholds adopted for determining whether a residential project's GHG emissions would have a cumulatively considerable contribution to an environmental impact under CEQA, and as the project would be consistent with applicable statewide, regional, or local plans for the reduction or mitigation of GHG emissions.

4.7.3.2 GHG Emissions Reduction Plans and Policy

A significant impact may occur if the proposed project were to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As discussed above, there is no adopted numeric threshold that would be applicable to the project, the significance of the project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis considers the project's consistency with the 2017 Scoping Plan,[30] the 2020–2045 RTP/SCS,[31] and the City's CAP. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

SCAG RTP/SCS

The SCAG 2020–2045 RTP/SCS, adopted September 3, 2020, is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. The RTP/SCS plans to accommodate future growth through intensification of residential and commercial land uses in urban areas to reduce VMT, which would reduce emissions of GHGs in the transportation sector, the largest contributing sector to statewide GHG emissions. **Table 4.7-3, Project Consistency with SCAG RTP/SCS Strategies**, lists the relevant strategies identified in the SCAG 2020-2045 RTP/SCS that could be implemented to help achieve the State-mandated GHG emissions reduction targets and provides an analysis of project consistency with each strategy.

[30] California Air Resources Board. California's 2017 Climate Change Scoping Plan. November 2017.
[31] Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Adopted September 3, 2020.

Table 4.7-3
Project Consistency with SCAG RTP/SCS Strategies

Connect SoCal Strategies	Consistency Analysis
Focus Growth Near Destinations & Mobility Options • Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify way to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Consistent.** The project site is located near existing commercial and employment destinations including the adjacent Simi Valley Town Center, as well as nearby light industrial and commercial development in western Simi Valley. The site is located near an existing Simi Valley Transit bus stop at the adjacent Simi Valley Town Center and proposes to provide a new bus stop within the project site along the proposed Falcon Street/First Street extension. The proposed extension of Falcon Street to connect with First Street would increase connectivity from existing neighborhoods to commercial and employment destinations. As the site is located close to existing destinations, the project would encourage a reduction of solo car trips.
Promote Diverse Housing Choices • Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of GHG emissions	**Consistent.** The project would not eliminate existing housing, nor would it displace residents. The project would provide diverse housing choices by including single-family residences and townhome/condo units. The project would not impede SCAG's ability to provide funding opportunities for new workforce and affordable housing development or to create incentives and reduce regulatory barriers for building accessory dwelling units or other housing.
Leverage Technology Innovations • Promote low emission technologies such as neighborhood EVs, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology – such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**Consistent.** The project would be required to comply with Title 24 Part 11, the Green Building Code and would provide EV chargers and/or EV-ready parking spaces and solar panels and/or solar-ready roof area as required by Code. The project would also provide a bus stop within the site along the Falcon Street extension, providing residents and visitors access by bus. Providing a community micro-power grid is not within the purview of the proposed project.

Connect SoCal Strategies	Consistency Analysis
Support Implementation of Sustainability Policies • Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts, Community Revitalization and Investment Authorities, or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**No Conflict.** The funding, support, and implementation of these sustainability policies and strategies is the responsibility of SCAG. The project would not impede SCAG's ability to pursue these strategies.
Promote a Green Region • Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**No Conflict.** The project would provide housing units on an undeveloped lot adjacent to commercial, dining, and employment destinations, including the Simi Valley Town Center. The project site, which is located within the City's Sphere of Influence, would be annexed to the City. The proposed development would be clustered in the southern portion of the site and the project would retain over 70 acres of open space. Additionally, the project would incorporate pocket parks, landscape lots, a landscaped median along the Falcon Street extension, slope areas, and drainage basins. The project would also retain an existing trail easement along the eastern project boundary providing hiker access from Falcon Street to the open space areas to the north. These features would support policies for the reduction of urban heat islands, carbon sequestration, preservation of wildlife connectivity, and access to park space.
Source: Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Adopted September 3, 2020.	

Climate Change Scoping Plan

In 2008, the CARB adopted the Climate Change Scoping Plan: A Framework for Change (Scoping Plan), which establishes an overall framework for measures to reduce statewide GHG emissions for various sources/sectors to 1990 levels by 2020, consistent with the reduction targets of Assembly Bill 32 (AB 32).

Table 4.7-4, 2008 Scoping Plan Consistency, provides an analysis of project consistency with these strategies.

Table 4.7-4
2008 Scoping Plan Consistency

Strategy	Project Consistency
California Cap-and-Trade Program Implement a broad-based California Cap-and-Trade Program to provide a firm limit on emissions. Link the California Cap-and-Trade Program other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	**Not Applicable.** The Statewide Cap-and-Trade Program is aimed at government agencies and does not apply directly to the project. Further, the goal of the Program is to reduce GHG emissions from major sources (covered entities), such as electricity generation and large stationary sources (including refineries, cement production facilities, oil and gas production facilities, glass manufacturing facilities, and food processing plants), rather than from private mixed-use development such as the project.
California Light-Duty Vehicle GHG Standards Implement the adopted Pavley Standards and the planned second phase of the program. Align zero emission vehicle (ZEV), alternative, and renewable fuel and vehicle technology programs with long-term climate change goals.	**Consistent.** The development and implementation of Statewide Pavley Standards is not the responsibility of individual development or the project. However, the proposed development would be near shopping, dining, and employment opportunities and would provide a bus stop within the site that would encourage pedestrian or transit travel. The project would also provide EV chargers and/or EV-ready parking spaces for future installation of EV chargers as required by code that would support ZEV phase in and alternative transportation options.
Energy Efficiency Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts, including new technologies and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent.** The project would comply with the performance standards of CALGreen and Title 24 building efficiency standards, including installation of Energy Star rated appliances, high-efficiency wall and/or roof insulation, and/or high efficiency LED lighting to maximize energy efficiency.
Renewable Portfolio Standard Achieve a 33 percent renewable energy mix Statewide.	**No Conflict.** The project would utilize energy supplied by SCE, which reports carbon-free resources comprised 43 percent of its power mix as of calendar year 2020.[32] Additionally, the project would provide solar panels as required by code to supplement electrical energy demands.
Low Carbon Fuel Standard Develop and adopt the Low Carbon Fuel Standard (LCFS), which would reduce the carbon intensity of California's transportation fuels by at least ten percent by 2020.	**Not Applicable**. Development and adoption of the LCFS would not be within the purview of the development project.
Regional Transportation-Related GHG Targets Develop regional GHG emissions reduction targets for passenger vehicles.	**Not Applicable.** Development of GHG targets for vehicles would not be within the purview of the project. However, the project would be near shopping, dining, and employment opportunities and would provide a bus stop within the site that would encourage pedestrian or

[32] Edison International, 2020 Sustainability Report, 2020, Accessed on May 4, 2022, at https://www.edison.com/home/sustainability/sustainability-report.html

Strategy	Project Consistency
	transit travel. The project would also provide EV chargers and/or EV-ready parking spaces for future installation of EV chargers as required by code that would support ZEV phase in and alternative transportation options. All of these features would reduce transportation related GHG emissions.
Vehicle Efficiency Measures Implement light-duty vehicle efficiency measures.	**Not Applicable.** The implementation of vehicle efficiency measures would not be within the purview of the project. However, as more efficient vehicles, including EVs become available, project residents and customers would likely begin utilizing more efficient vehicles.
Goods Movement Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not Applicable.** The implementation of shore power for ships and improving the efficiency of goods movement would not be within the purview of the project.
Million Solar Roofs Program Install 3,000 megawatts (MW) of solar-electric capacity under California's existing solar programs.	**Consistent.** The project would install solar panels per code requirements, participating in this Statewide effort.
Medium/Heavy-Duty Vehicles Adopt medium and heavy-duty vehicle efficiency measures.	**Not Applicable.** The implementation of vehicle efficiency measures is the responsibility of State agencies and does not directly apply to the project.
Industrial Emissions Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	**Not Applicable.** The project does not include large industrial sources and therefore would not generate substantial emissions from industrial facilities.
High Speed Rail Support implementation of a high speed rail system.	**Not Applicable.** This measure does not directly apply to the project.
Green Building Strategy Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The project would comply with CALGreen building standards and would include sustainability features, such as low flow water fixtures and energy star appliances. The project would include photovoltaic panels, as required by the California solar mandate.
High GWP Gases Adopt measures to reduce high GWPs.	**Not Applicable.** This measure is addressed to government agencies and does not directly apply to the project.
Recycling and Waste Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling. Move toward zero-waste.	**Consistent.** The project is anticipated to comprise a small percentage of Citywide waste during operations and therefore would have a minimal impact on waste facilities. Additionally, during construction, the Simi Valley Municipal Code (SVMC) Section 4.408.1 requires that the project recycle and/or salvage for reuse a minimum of 75 percent of the nonhazardous construction and demolition debris. SVMC Section 9-35.050 provides standards for recyclable and discard collection containers that would apply to the proposed

Strategy	Project Consistency
	multi-family residential buildings for owners/tenants during operations. All single-family residences would include separate trash and recycling bins for sorting to facilitate diversion of recyclable items from the waste stream.
Sustainable Forests Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Not Applicable.** This measure does not directly apply to the project as it would develop a site that is not in or adjacent to a forest area, and thus would not reduce forest sequestration of carbon. The project would retain over 70 acres of open space, and would also include landscape lots as well as landscaped pocket parks and slope areas. The project would provide a net increase in trees and tree canopy on the North Canyon Ranch site.
Water Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The project would include low flow plumbing features and fittings, as well as drought resistant landscaping and efficient irrigation to reduce GHG emissions associated with water conveyance and wastewater processing.
Agriculture In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update, determine if the program should be made mandatory by 2020.	**Not Applicable.** The project does not contain agricultural facilities, and therefore this measure is not directly applicable.
Source: California Air Resources Board, Climate Change Scoping Plan: A Framework for Change, December 2008.	

The Scoping Plan was updated in 2014, 2017, and again in 2022. The 2017 update to the Scoping Plan proposes CARB's strategy for achieving the State's 2030 GHG reduction target as established in Senate Bill 32 (SB 32). **Table 4.7-5, 2017 Scoping Plan Update Consistency** and **Table 4.7-6 2022 Scoping Plan Update Consistency**, provides an analysis of the project's consistency with Scoping Plan Update (2017) and the latest Scoping Plan Update (2022) policies and primary objectives.

Table 4.7-5
2017 Scoping Plan Update Consistency

Policy	Primary Objective	Consistency
SB 350	Reduce GHG emissions in the electricity sector through the implementation of the 50 percent RPS, doubling of energy savings, and other actions as appropriate to achieve GHG emissions reductions planning targets in the Integrated Resource Plan (IRP) process.	**Consistent.** SCE would be the electricity provider for the project and would be responsible for meeting the applicable RPS standards. The project would support this policy and objective with energy saving features to meet or exceed performance standards prescribed by Title 24 Building Energy Efficiency Standards and Green Building Standards. Additionally, the project would install solar panels to supplement electricity supplied by SCE. Thus, the project would support efforts of the energy sector to achieve GHG emissions reduction planning targets.
Low Carbon Fuel Standard (LCFS)	Transition to cleaner/less-polluting fuels that have a lower carbon footprint.	**Consistent**. The LCFS would reduce the carbon intensity of transportation fuels consumed in California, and it is generally the responsibility of fuel producers,

Policy	Primary Objective	Consistency
		importers, or dispensers to achieve applicable benchmarks. The project would install EV chargers and/or EV-ready parking spaces for future installation of charging equipment to encourage use of EVs which would reduce GHG emissions from the transportation sector and thus not conflict with the LCFS program.
Mobile Source Strategy (Cleaner Technology and Fuels [CTF] Scenario)	Reduce GHGs and other pollutants from the transportation sector through transition to zero emission and (low emission vehicles (LEVs), cleaner transit systems and reduction of VMT.	**Consistent.** This objective would be the responsibility of public agencies. It is not the responsibility of the project to introduce ZEVs or LEVs. However, the project would install EV chargers and/or EV-ready parking spaces for future installation of charging equipment to encourage use of EVs which would reduce GHG emissions to support transition to ZEV and LEV use. In addition, the development would provide multi-family and single-family residences located near existing shopping, dining, and employment opportunities. As such, the project would support the objective of this policy.
SB 1383	Approve and Implement Short-Lived Climate Pollutant strategy to reduce highly potent GHGs	**Not Applicable**. This objective would be the responsibility of public agencies. The project would not be responsible for implementing a Short-Lived Climate Pollutant strategy to reduce highly potent GHGs.
California Sustainable Freight Action Plan	Improve freight efficiency, transition to zero emission technologies, and increase competitiveness of California's freight system.	**Not Applicable**. This objective would be the responsibility of public agencies. The project would not be responsible for improving freight efficiency, transitioning to zero emission technologies, and increasing the competitiveness of California's freight system. Additionally, the proposed residential uses would not be anticipated to generate substantial freight traffic.
Post-2020 Cap-and-Trade Program	Reduce GHGs across largest GHG emissions sources	**Not Applicable**. This objective would be the responsibility of public agencies. The project would not be responsible for implementing a cap-and-trade program for large GHG emissions sources.
Source: California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017.		

Table 4.7-6
2022 Scoping Plan Update Consistency

Policy	Primary Objective	Consistency
AB 1279 The California Climate Crisis Act	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in this Scoping Plan.	**Consistent.** The project would utilize energy supplied by SCE. The project would support this policy by required compliance with Title 24 Building Energy Efficiency Standards and Green Building Standards for energy savings, as well as providing solar panels on rooftops and carports that would generate renewable electricity to supplement project demand. It would be the responsibility of SCE to achieve the applicable carbon neutrality. According to the SCE 2020 Annual Report approximately 38% of SCE's supply portfolio in 2019 came from renewable sources eligible under California's RPS. SCE estimates that approximately 35% of its supply portfolio in 2020 came from renewable sources eligible under California's RPS. California has set RPS targets which require California retail sellers of electricity to provide 60% of energy sales from renewable resources by 2030. California also requires sellers of electricity to deliver 100% of retail sales from carbon free sources by 2045. SCE anticipates it will meet California's requirements through 2045.
SB 905 Carbon Capture, Removal, Utilization, and Storage Program	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The Scoping Plan modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.	**Not Applicable.** Creation of the statewide Carbon Capture, Removal, Utilization, and Storage Program is the responsibility of CARB and does not apply directly to the project.

Policy	Primary Objective	Consistency
SB 846 Diablo Canyon Powerplant: Extension of Operations	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The Scoping Plan explains the emissions impact of this legislation.	**Not Applicable.** The Diablo Canyon Power Plant is operated by Pacific Gas and Electric, which does not serve southern California. The Project would be served by SCE, which does not receive power from Diablo Canyon Power Plant. The project would not affect the extension of operation of the units of the Diablo Canyon Power Plant.
SB 1020 Clean Energy, Jobs, and Affordability Act of 2022	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The Scoping Plan describes the implications of this legislation on emissions.	**Consistent.** The project would utilize energy supplied by SCE. The project would support this policy by required compliance with Title 24 Building Energy Efficiency Standards and Green Building Standards for energy savings, as well as providing solar panels on rooftops and carports that would generate renewable electricity to supplement project demand. It would be the responsibility of SCE to achieve the applicable carbon neutrality. According to the SCE 2020 Annual Report approximately 38% of SCE's supply portfolio in 2019 came from renewable sources eligible under California's RPS. SCE estimates that approximately 35% of its supply portfolio in 2020 came from renewable sources eligible under California's RPS. California has set RPS targets which require California retail sellers of electricity to provide 60% of energy sales from renewable resources by 2030. California also requires sellers of electricity to deliver 100% of retail sales from carbon free sources by 2045. SCE anticipates it will meet California's requirements through 2045.
SB 1137 Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection	**Consistent.** The project does not propose the development of oil and gas wells or infrastructure within health protection zones or otherwise.

Policy	Primary Objective	Consistency
	zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.	
SB 1075 Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in this Scoping Plan.	**Not Applicable.** Production of transportation fuel is not applicable to the project.
SB 1206 Hydrofluorocarbon gases: sale or distribution	SB 1206 mandates a stepped sales prohibition on newly produced high-global warming potential (GWP) HFCs to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP < 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.	**Not Applicable.** The project would not sell HFC-based equipment. The project would install HVAC units that use HFC, and these HVAC units would comply with laws in place at the time.

Policy	Primary Objective	Consistency
SB 27 Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO_2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in this Scoping Plan as CO_2 removal targets for 2030 and 2045 in support of carbon neutrality.	**Not Applicable.** Carbon removal targets and strategies are the responsibility of CNRA, CARB, and other state agencies.
SB 596 Greenhouse Gases: Cement Sector: Net-zero Emissions Strategy	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: • Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. • Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. • Coordinate and consult with other state agencies. • Prioritize actions that leverage state and federal incentives. • Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity. The Scoping Plan modeling is designed to achieve these outcomes.	**Not Applicable.** The project does not produce cement.

Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: • Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. • Analyze and project the impact of climate change and other stressors in California's biodiversity. • Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which	**Not Applicable.** Compliance with the land conservation goals is the responsibility of state agencies. Nonetheless, the project will leave much of the subject property undeveloped.

Policy	Primary Objective	Consistency
	restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs this Scoping Plan.	
N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: • 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. • 100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. • 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero-electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The Scoping Plan modeling reflects achieving these targets	**Not Applicable.** This executive order is the responsibility of the state and transportation sector. The project would provide EV infrastructure that would support the use of electric vehicles.
N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: • Includes a proactive strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change. • Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change.	**Not Applicable.** This directive applies to the state. The project would provide EV infrastructure that would support the use of electric vehicles.

Policy	Primary Objective	Consistency
	• Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million ZEV sales by 2030 by: • Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. • Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. • Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The Scoping Plan modeling reflects efforts to accelerate ZEV deployment.	
SB 576 Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program	Sea level rise, combined with storm-driven waves, poses a direct risk to the state's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to	**Not Applicable.** This law applies to the state. The project is not in a coastal area and would not be affected by sea level rise or storm-driven waves.

Policy	Primary Objective	Consistency
	administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.	
AB 65 Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaption information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.	**Not Applicable.** This law is applicable to the State Coastal Conservancy.
B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: • Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. • Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state's water supply, water quality, and native plants and animals. This Executive Order also calls for CARB to: • Develop a framework for implementation and accounting that tracks progress toward this goal. • Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. This Scoping Plan is designed to achieve carbon neutrality no later than 2045 and the	**Consistent.** The project would utilize energy supplied by SCE. The project would support this policy by required compliance with Title 24 Building Energy Efficiency Standards and Green Building Standards for energy savings, as well as providing solar panels on rooftops and carports that would generate renewable electricity to supplement project demand. It would be the responsibility of SCE to achieve the applicable carbon neutrality. According to the SCE 2020 Annual Report approximately 38% of SCE's supply portfolio in 2019 came from renewable sources eligible under California's RPS. SCE estimates that approximately 35% of its supply portfolio in 2020 came from renewable sources eligible under California's RPS. California has set RPS targets which require California retail sellers of electricity to provide 60% of energy sales from renewable resources by 2030. California also requires sellers of electricity to deliver 100% of retail sales from carbon free sources by 2045. SCE anticipates it will meet California's requirements through 2045.

Policy	Primary Objective	Consistency
	modeling includes technology and fuel transitions to achieve that outcome.	
SB 100 California Renewables Portfolio Standard Program: emissions of greenhouse gases	SB 100 mandates that the CPUC, CEC, and CARB plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero- carbon resources by December 31, 2045. This bill also updates the state's Renewables Portfolio Standard (RPS) to include the following interim targets: • 44% of retail sales procured from eligible renewable sources by December 31, 2024. • 52% of retail sales procured from eligible renewable sources by December 31, 2027. • 60% of retail sales procured from eligible renewable sources by December 31, 2030. Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. This Scoping Plan reflects the SB 100 Core Scenario resource mix with a few minor updates.	
AB 2127 Electric Vehicle Charging Infrastructure: Assessment	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40% below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in this Scoping Plan.	**Not Applicable.** Compliance with bill is the responsibility of the CEC, CARB, and CPUC. The project would provide EV infrastructure that would support the use of electric vehicles.
SB 30 Insurance: Climate Change	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events,	**Not Applicable.** The implementation of this bill is the responsibility of the Insurance Commissioner.

Policy	Primary Objective	Consistency
	create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.	
AB 2061 Near-zero-emission and Zero-emission Vehicles	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero- emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in this Scoping Plan.	**Not Applicable.** Heavy vehicles operating on highways would be used during construction of the project for soil export. During operation, the residential uses and future industrial uses would indirectly use heavy vehicles through goods and services conveyed by these vehicles. The project would not affect heavy vehicle wight standards.
Source: California Air Resources Board,. California 2022 Climate Change Scoping Plan,. December 2022.		

Simi Valley Climate Action Plan

The City of Simi Valley Climate Action Plan (CAP), which was adopted on June 4, 2012, was prepared to reduce and encourage reductions in GHG emissions from all sectors within the City by 15 percent by 2020 as compared to a 2006 baseline. **Table 4.7-7, Project Consistency with Simi Valley Climate Action Plan** summarizes the strategies and project-level measures identified within the CAP that could apply to a residential development. As shown in Table 4.7-7, the project would be consistent with the applicable GHG reduction measures of the CAP.

Table 4.7-7
Project Consistency with Simi Valley Climate Action Plan

Strategy	Project Consistency
Energy Reduction Measures	
R2-E1 – Residential Energy Efficiency Program This measure involves the adoption of a voluntary incentive program that facilitates energy efficient design for all new residential buildings.	**Consistent.** The project would be required to comply with the Title 24 standards for Building Energy Efficiency that are in effect at the time of development. These standards include actions such as insulation certified by the Department of Consumer Affairs, Bureau of Home Furnishing and Thermal Insulation to reduce energy necessary to regulate building temperature and natural gas systems only installed if they do not have a continuously burning pilot light, to save energy.

Strategy	Project Consistency
R2-E8 – Water Use Reduction Initiative The City's adoption of a water use reduction goal would introduce requirements for new development.	**Consistent.** The project would be required to comply with the City's water use restrictions on time, area, frequency, and duration of specified allowable water usages. The project also includes drought tolerant landscaping throughout the common areas of the project site, which would further reduce water use.
Solid Waste	
R2-W1 – City Diversion Program This measure provides a list of waste reduction measures that can be implemented for municipal operations and within the community on an individual development project level which will further strengthen existing waste reduction and diversion programs. Project-level measures within R2-W1 that apply to residential and commercial development include: • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) that meets or exceeds the mandatory 75% currently required by the City; and • Provide interior and exterior storage areas for recyclables and green waste at all buildings.	**Consistent.** The project would comply with current City of Simi Valley mandatory construction and demolition waste recycling percentages. The project would comply with solid waste diversion programs and include recycling infrastructure (recyclable storage areas) as part of the project.
Transportation	
R2-T – Anti-Idling Enforcement This measure involves the adoption and enforcement of an Anti-Idling Ordinance for heavy duty diesel trucks, including local delivery trucks and long-haul truck transport within the City.	**Consistent.** Current State law restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation.
R2-T8 – Expand Renewable Fuel/Low-Emission Vehicle Use New developments within the City will be required to provide the necessary facilities and infrastructure in all land use types to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).	**Consistent.** The project would be required to comply with Title 24 Part 11, the Green Building Code and would provide EV chargers and/or EV-ready parking spaces as required by Code.

The proposed project would be consistent with the Scoping Plan and major goals of SCAG's 2020-2045 RTP/SCS, as well as applicable policies of the City's CAP. As such, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Potential impacts would be less than significant.

Mitigation Measures

Impacts would be less than significant, and therefore no mitigation is required.

Residual Impacts

Impacts would be less than significant before mitigation as there are no applicable numerical thresholds adopted for determining whether a residential project's GHG emissions would have a cumulatively considerable contribution to an environmental impact under CEQA, and as the project would be consistent with applicable statewide, regional, or local plans for the reduction or mitigation of GHG emissions.

4.7.4 Cumulative Impacts

No one source or project would generate enough GHG emissions to independently affect global climate. Rather, global climate change and associated impacts are the result of the combination of the accumulation of GHGs emitted worldwide. Due to the nature of the assessment of GHG emissions and the effects of global climate change, impacts are only analyzed from a cumulative context, which as evaluated above, would be less than significant. The North Canyon Ranch project, as evaluated above, would not result in significant GHG impacts. The component Island Annexation Areas could generate a very minimal amount of new development (five residential units), which is not proposed at this time and could occur regardless of the annexation. Implementation of the project would not add a substantial impact to global climate change to the project as a whole, and impacts would be less than significant.