CITY OF SAN MARCOS

Climate Action Plan Monitoring Report

Second Biennial Report

Reporting Period: January 1, 2021 – August 31, 2024

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San Marcos
Discover Life's Possibilities

Executive Summary

The 2020 Climate Action Plan (CAP) is focused on reducing community-wide greenhouse gas (GHG) emissions that cause climate change in the City of San Marcos (City). This Second Biennial Climate Action Plan Monitoring Report (Report) provides information on CAP implementation progress and performance status for the reporting period of January 1, 2021, through August 31, 2024.

GHG Emissions Categories

- Transportation
- Energy
- Water
- Solid Waste
- Carbon Sequestration

Reduction Targets

The CAP sets the following emission reduction targets:

- **4 percent** below 2012 levels by 2020
- **42 percent** below 2012 levels by 2030

The City already achieved its 2020 target. To meet the 2030 target, the City will need to reduce emissions by **82,000 metric tons of carbon dioxide equivalent ($MTCO_2e$)** in 2030.

How much is 82,000 metric tons of greenhouse gas?

GHG emissions from **17,668 gasoline-powered passenger vehicles** driven for one year

OR

GHG emissions from **15,955 homes' electricity use** for one year

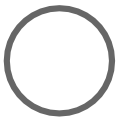
Source: EPA Greenhouse Gas Equivalencies Calculator

The CAP includes eight strategies and 22 measures to achieve GHG reductions. The City has completed implementation of three measures, while implementation is ongoing for 12 measures and in progress for the remaining seven.[1] The "Tracking Our Progress" section of this report provides a detailed update on the status and performance progress of each measure.

Ongoing:
12 measures

Completed:
3 measures

In progress:
7 measures



Not started:
0 measures

The City has made considerable progress implementing the three CAP measures with the greatest GHG reduction potential:

E-3: Increase Grid-Supply Renewable and Zero-Carbon Electricity: The City joined Clean Energy Alliance (CEA), in April 2023, to meet the target of renewable electricity. The city chose Clean Impact Plus as the default product choice for San Marcos customers. Clean Impact Plus sources 75% of its power from carbon-free sources, 50% of which are renewable.

S-1: Increase Citywide Waste Diversion: The Public Works Department is working with EDCO Disposal Corporation (EDCO) to implement organics waste recycling throughout the city. Additionally the City is working with its consultant, the Solana Center on edible food recovery programs. These efforts have resulted in a 5% reduction in solid waste disposal level from 2021 to 2022.

T-13: Implement Transportation Demand Management Plans at Existing Employers: The City adopted a comprehensive TDM Ordinance and Implementing Policy in March 2024. The TDM Policy includes 29 trip-reduction strategies that a business can choose from to develop a customized TDM Plan tailored to its operations and needs.

[1] "Ongoing" and "In progress" are defined in the "Tracking Our Progress" section of this report.

The following table provides icons summarizing the status of each measure. More detailed information on each measure is provided in the "Tracking Our Progress" section of this report.

Transportation

STRATEGY 1: Increase Use of Zero-Emission/Alternative Fuel Vehicles	
	**T-1:** Transition to a More Fuel-Efficient Municipal Fleet
	**T-2:** Require Electric Vehicle Charging Stations in New Development
	**T-3:** Install Electric Vehicle Charging Stations at Public Facilities
	**T-4:** Provide Grants for Residents and Businesses to Install Electric Vehicle Charging Stations
STRATEGY 2: Reduce Fossil Fuel Use	
	**T-5:** Synchronize Traffic Signals
	**T-6:** Install Roundabouts
STRATEGY 3: Reduce Vehicle Miles Traveled	
	**T-7:** Participate in the San Diego Association of Government's iCommute Vanpool Program
	**T-8:** Develop Bicycle Infrastructure Identified in the City's General Plan Mobility Element
	**T-9:** Adopt Citywide Transportation Demand Management Ordinance
	**T-10:** Implement the Intra-City Shuttle System
	**T-11:** Increase Transit Ridership
	**T-12:** Reduce Parking Requirements for New Residential Developments Near Transit
	**T-13:** Implement Transportation Demand Management Plans at Existing Employers
	**T-14:** Transition to an Online Building and Engineering Permit Submittal System

Energy

STRATEGY 4: Increase Building Energy Efficiency	
	**E-1:** Require New Residential Developments to Install Alternatively-Fueled Water Heaters
STRATEGY 5: Increase Renewable and Zero Carbon Energy	
	**E-2:** Require Installation of PV systems at New Non-Residential Developments
	**E-3:** Increase Grid-Supply Renewable and Zero-Carbon Electricity

Water

STRATEGY 6: Reduce Water Use	
	**W-1:** Reduce Outdoor Water Use for Landscaping
	**W-2:** Reduce Water Use in City Managed Landscape Areas

Solid Waste

STRATEGY 7: Reduce and Recycle Solid Waste	
	**S-1:** Increase Citywide Waste Diversion

Carbon Sequestration

STRATEGY 8: Increase Urban Tree Cover	
	**C-1:** Increase Tree Planting at City Parks and Public Rights-of-Way
	**C-2:** Increase Tree Planting in New Developments

Climate Action Planning in San Marcos

The CAP establishes strategies, measures, and actions to reduce GHG emissions in the city. This report provides information on the implementation progress and status of CAP measure performance.

How much is 82,000 metric tons of greenhouse gas?

GHG emissions from **17,668 gasoline-powered passenger vehicles** driven for one year

OR

GHG emissions from **15,955 homes' electricity use** for one year

OR

Carbon sequestered by **1,355,877 tree seedlings** grown for 10 years

Greenhouse Gas Reduction

The CAP uses a 2012 baseline inventory to forecast emissions and set targets for emissions reductions based on State targets. The inventory estimated annual community-wide emissions to be 599,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) in 2012. With State and federal adjustments applied, the City's 2030 emissions were estimated to be 429,000 $MTCO_2e$. The CAP sets the following targets to reduce community- wide emissions in alignment with State targets:

- **4 percent** below 2012 levels by 2020
- **42 percent** below 2012 levels by 2030

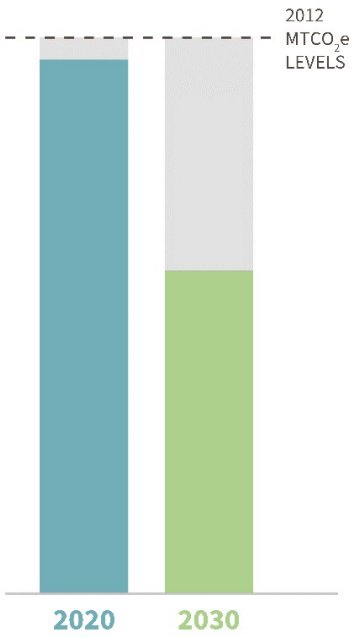
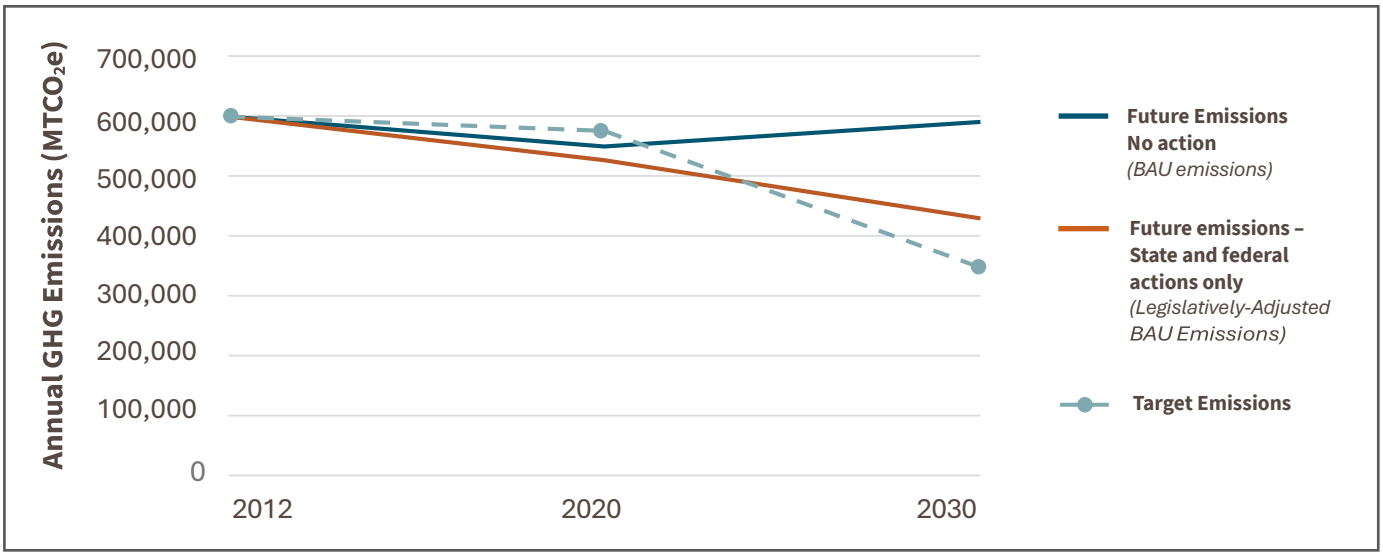


Figure 1. Comparison of Forecast Annual GHG Emissions without Local Action to the CAP's 2020 and 2030 GHG Reduction Targets



Community Engagement

All community members have opportunities to take actions that help implement CAP goals. Changes in everyday habits such as consuming less energy, producing less waste through recycling, conserving water, composting, and driving less by choosing to carpool, take transit, or walk and bike more frequently, leads to better outcomes for the environment and the City.

As Figure 1 shows, the City has already achieved its 2020 target (without any additional climate action). To meet the 2030 target, the City will need to reduce emissions by 82,000 $MTCO_2e$ in 2030.

To close the gap between the forecast future emissions and the 2030 CAP target, the CAP proposes eight strategies and 22 GHG reduction measures organized under five GHG emissions categories:

- **Transportation**
- **Water**
- **Energy**
- **Solid Waste**
- **Carbon Sequestration**

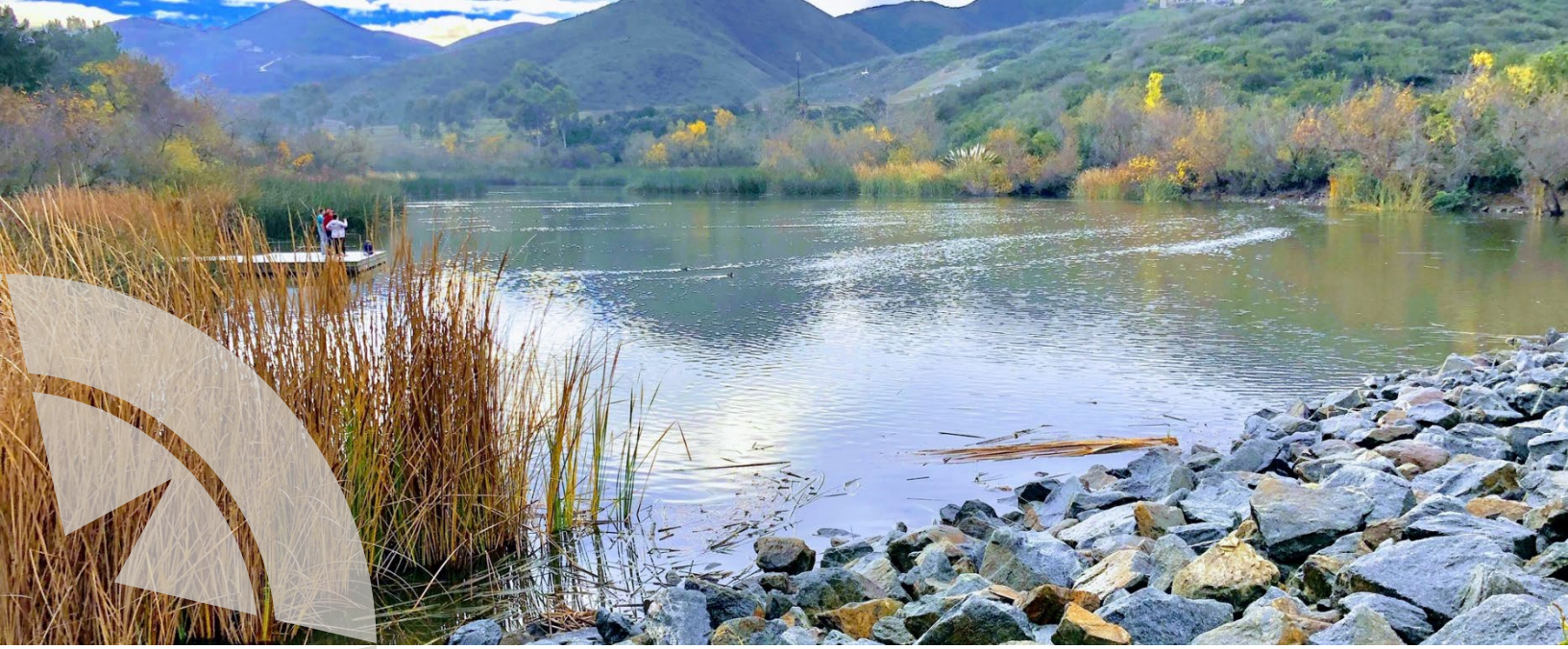
Co-benefits

- Improved Air Quality
- Improved Water Quality
- Improved Public Health
- Improved Access to Low-Cost Transportation Options
- Reduced Traffic Congestion
- Reduced Energy Use
- Enhanced Safety
- Enhanced Community Character
- Increased Local Green Jobs
- Reduced Heat Island Effect

Monitoring and Reporting

City staff presents a summary of CAP implementation progress to the CAP Working Group, Planning Commission and City Council on biennial basis. Each GHG emissions reduction measure's environmental or economic co-benefits are also discussed in the report, if available. The periodic reporting on CAP implementation is intended to provide information to the public on City's on-going efforts on CAP implementation.

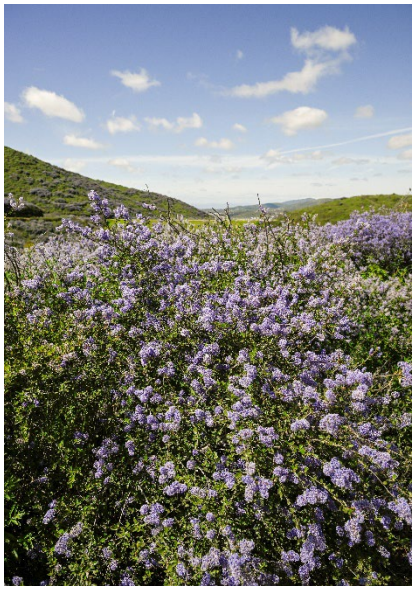
IMPLEMENTATION AND MONITORING SCHEDULE	
2020	CAP adopted
2022 & 2024	Biennial Monitoring Report



Tracking Our Progress

This section provides the City's progress on each measure with updates on the status of implementation, key indicators, progress made, and milestones achieved.

The following icons depict the implementation status of each measure:



Ongoing – The City will continue to implement this measure on an on-going basis either by requiring projects subject to the CAP checklist to comply with specific requirements or implementing it through City's own Capital projects.

Complete – This measure has been completed as stipulated in the CAP.

In Progress – Work on this measure has started and is expected to be complete at a future date.

Not Started – Work on this measure has not yet started.

Transportation

Transportation strategies include increasing zero-emission or alternative fuel vehicle use, increasing transportation system efficiency for existing and future travel patterns, and increasing the use of alternative travel modes.

STRATEGY 1:
Increase Use of Zero-Emission/Alternative Fuel Vehicles

T-1: Transition to a More Fuel-Efficient Municipal Fleet

Status Summary: *In Progress*. The City will continue to reduce gasoline and diesel usage in the City vehicle fleet by converting to new hybrid technology, which is expected to function with advanced fuel efficiency design. The City is expected to convert five passenger vehicles to new models of hybrid technology by June 2025.

CAP Goal: Reduce City fleet gasoline use by 4,000 gallons in 2030.	**Performance Status:** City fleet gasoline usage decreased by 1,609 gallons (4%), from 38,106 gallons in 2022 to 36,497 gallons in 2024. Diesel usage decreased by 2,691 gallons (30%), from 9,082 gallons in 2022 to 6,391 gallons in 2024. Data from 2021 are not included because fuel usage related to City operations was affected by COVID lockdown conditions.

T-2: Require Electric Vehicle Charging Stations in New Developments

Status Summary: *Ongoing.* Since 2021, the City has required multi-family and commercial development to provide EV charging for at least 5% of parking spaces. The City is also implementing 2022 California Building and Green Code requirements through Title 17 of the Municipal Code which includes more extensive EV charger requirements than Measure T-2. For new multi-family projects, Title 17 requires that projects with up to 20 units provide low power Level 2 receptacles at 25% of spaces, and projects with more than 20 units are required to provide low power Level 2 receptacles 25% of spaces and Level 2 charger at 5% of spaces. Specified additions/alterations also require 10% of parking spaces to be EV capable. For new non-residential projects, the requirements range from 5% to 20% EV capable spaces and up to 25% Level 2 chargers.

CAP Goals: Install 220 EV charging stations in new multi-family developments by 2030. Install 230 EV charging stations in new commercial developments by 2030.	**Performance Status:** The City has approved 14 new development projects that are collectively required to install 124 EV charging stations: - 94 EV charging stations in new multi-family developments, and - 30 EV charging stations in new commercial developments

STRATEGY 1 (CONT'D):
Increase Use of Zero-Emission/Alternative Fuel Vehicles

T-3: Install Electric Vehicle Charging Stations at Public Facilities

Status Summary: *In Progress.* Two projects are complete and operational. The City is in negotiations with a consultant for the installation of 14 chargers at the City Hall parking lot.

CAP Goal: Install 45 EV charging stations by 2030.	**Performance Status:** 27 EV charging stations installed: 7 at Sunset Park and 20 at Creekside Marketplace.

T-4: Provide Grants for Residents and Businesses to Install Electric Vehicle Charging Stations

Status Summary: *In Progress.* The City launched the Electric Vehicle Charging Station (EVCS) Grant Rebate Program in October 2022 and continues to fund the installation of EV charging stations. From 2021 to 2030, the City will provide a total of $240,000 annually to residents and businesses as rebates to incentivize installation of EV Chargers.

CAP Goals: Fund the installation of 900 EV charging stations at residences by 2030. Fund the installation of 900 EV charging stations at businesses by 2030.	**Performance Status:** As of July 31, 2024 the City has issued rebates for 211 residential properties that equates to 211 Level 2 EV chargers installed in various homes in the City. The process and application to request the funds are available on the City's website.

STRATEGY 2:
Reduce Fossil Fuel Use

T-5: Synchronize Traffic Signals

Status Summary: *Complete.* In 2020-2021, City's Traffic Management Center (TMC) and Control System project connected 137 intersections by fiber optic communications to the TMC. As part of this project, 65 intersections along six corridors were synchronized, far exceeding the CAP goals to synchronize a total of 22 intersections by 2030. The City also conducted before and after travel time delay studies for five of the corridors which evaluated the optimized signal timings for AM and PM peak periods and the integrated traffic signals controlled by the City and Caltrans. Measurements collected in Spring 2024 showed significant improvements to travel times, delays, and stops. The benefit analysis estimated an annual travel time savings of $3.3 million and fuel savings of about 346,764 gallons, translating to $1.35 million.[2]

CAP Goals: Synchronize traffic signals at 13 intersections by 2020. Synchronize traffic signals at an additional nine intersections by 2030.	**Performance Status:** 137 intersections connected by fiber optic and 65 intersections synchronized.

T-6: Install Roundabouts

Status Summary: *Complete.* The two roundabouts installed in the North City East project area achieve the CAP goal for 2020. The City continues to look for opportunities to install additional roundabouts with new development projects.

CAP Goal: Install two additional roundabouts by 2020.	**Performance Status:** In addition to the two roundabouts installed in the North City East project area, two roundabouts are under construction or in design stage in the North City West project area.

STRATEGY 3
Reduce Vehicle Miles Traveled

T-7: Participate in the San Diego Association of Government's iCommute Vanpool Program

Status Summary: *In Progress.* Based on data from SANDAG, there were up to four vanpools commuting out of San Marcos during the period of January 2021 to June 2024, with an average of 4-7 passengers in each vanpool. The City will continue to monitor vanpool activity in San Marcos.

CAP Goal: Maintain 12 SANDAG vanpools that start or end in the City in 2030.	**Performance Status:** 4 vanpools commuted out of San Marcos between January 2021 and June 2024.

[2] Dollar value of benefits analysis is based on US Dept of Energy: Travel time value: $11.84/hour; Price of Fuel: $3.90/gallon

STRATEGY 3 (CONT'D):
Reduce Vehicle Miles Traveled

T-8: Develop Bicycle Infrastructure Identified in the City's General Plan Mobility Element

Status Summary: *Ongoing.* The City is implementing this measure on an on-going basis by requiring projects subject to the CAP checklist to develop bicycle infrastructure as the City implements the bicycle network identified in the General Plan Mobility Element. The City has adopted its first Active Transportation Plan (ATP), which encourages non-motorized forms of transportation, primarily walking and cycling, and will be used to prioritize active transportation projects for the City's Capital Improvement Program and for construction as required by the City for private development projects. Additionally, it will offer educational programs and policies to support the mode shift. The ATP proposes to create an interim network of corridors where more comfortable facilities can be implemented within existing rights-of-way and an ultimate network that would allow for the future construction of enhanced pedestrian facilities and bike facilities that require more right-of-way such as Class IV protected bikeways and Class I pedestrian-cyclist shared-use paths. The ultimate network provides for over 100 additional miles of Class I and Class IV bike lanes.

CAP Goal: Install an additional 18 miles of two-way bicycle lanes (Class II or better) by 2030.	**Performance Status:** Between January 2021 and August 2024, the City installed 0.93 miles of new Class II bike lanes, 1.6 miles of new trails, and 6.5 miles of new sidewalks.

T-9: Adopt Citywide Transportation Demand Management Ordinance

Status Summary: *Ongoing.* The City is implementing this measure on an on-going basis by requiring projects subject to the CAP checklist to implement Transportation Demand Management (TDM) measures.

The City adopted a comprehensive TDM Ordinance and implementing Policy in March 2024. The TDM Ordinance is incorporated in the Municipal Code as Chapter 20.360 and includes requirements for project specific TDM plans, monitoring, reporting, and enforcement provisions and incorporates the TDM Policy by reference. The TDM Policy implements the TDM Ordinance and includes 29 strategies that a developer can choose from to develop their project specific TDM Plan. Six of the strategies are mandatory for all projects and an additional 23 strategies are optional, each optional strategy has an assigned point value. Projects must implement the mandatory strategies and then can choose any combination of optional strategies to achieve the minimum required 10-point score.

CAP Goal: Increase the alternative transportation mode share for new development projects by seven percent annually through 2030.	**Performance Status:** The City has approved 11 development projects with a total of 1,740 residential units and 155,268 square feet of non-residential development that are implementing project-specific TDM measures from the CAP Checklist.

STRATEGY 3 (CONT'D):
Reduce Vehicle Miles Traveled

T-10: Implement the Intra-City Shuttle System

Status Summary: *In Progress.* In June 2024, the North County Transit District (NCTD) launched the new NCTD+ transit service in the City. NCTD+ is an on-demand transit service that offers affordable rides to the community within a 10 square mile zone in the heart of San Marcos. It provides connections to four SPRINTER rail stations, 72 BREEZE bus stops, Palomar College and Cal State San Marcos as well as local restaurants, retail stores and other key locations in the City. The new on-demand service is available daily from 6 a.m. to 9 p.m. and residents can schedule rides by phone call or with the free NCTD+ app.

CAP Goal: Fully implement the intra-city shuttle system with electric shuttles running at 10-minute headways by 2030.	**Performance Status:** An intra-city shuttle system, called NCTD+, has been established as part of a 12-month pilot program.

T-11: Increase Transit Ridership

Status Summary: *In Progress.* The City continues to allow for and incentivize medium to high density residential and mixed-use projects along its transportation corridors of Mission Road, Rancho Santa Fe, and San Marcos Boulevard. Among other considerations, availability of transit along these corridors guides the City's vision of growth. It is anticipated that increase in transit ridership may occur with additional population along these corridors in the future. During this reporting period, the City approved 212,888 square feet of non-residential development and 583 residential units within a half-mile of transit stations.

CAP Goal: Increase the number of commuters taking transit to or from the City to 7,000 in 2030.	**Performance Status:** Based on NCTD data, stop level ridership at the three Sprinter stations in the City declined from 7,100 riders weekly in 2020 to 5,162 riders weekly in 2024. Boardings at the NCTD bus stop in the city in Fiscal Year 2024 were 6,201 riders weekly.

T-12: Reduce Parking Requirements for New Residential Developments Near Transit

Status Summary: *Ongoing.* The City is implementing this measure on an on-going basis by requiring projects subject to the CAP checklist to add new residential units near transit with at least 27 percent fewer parking spaces than required by the Municipal Code.

CAP Goal: Approve at least 3,700 new residential units near transit that provide at least 27 percent fewer parking spaces than required by City Code.	**Performance Status:** Since 2020, the City has approved 463 units with 50 percent fewer parking spaces than required by the Municipal Code.

STRATEGY 3 (CONT'D):
Reduce Vehicle Miles Traveled

T-13: Implement Transportation Demand Management Plans at Existing Employers

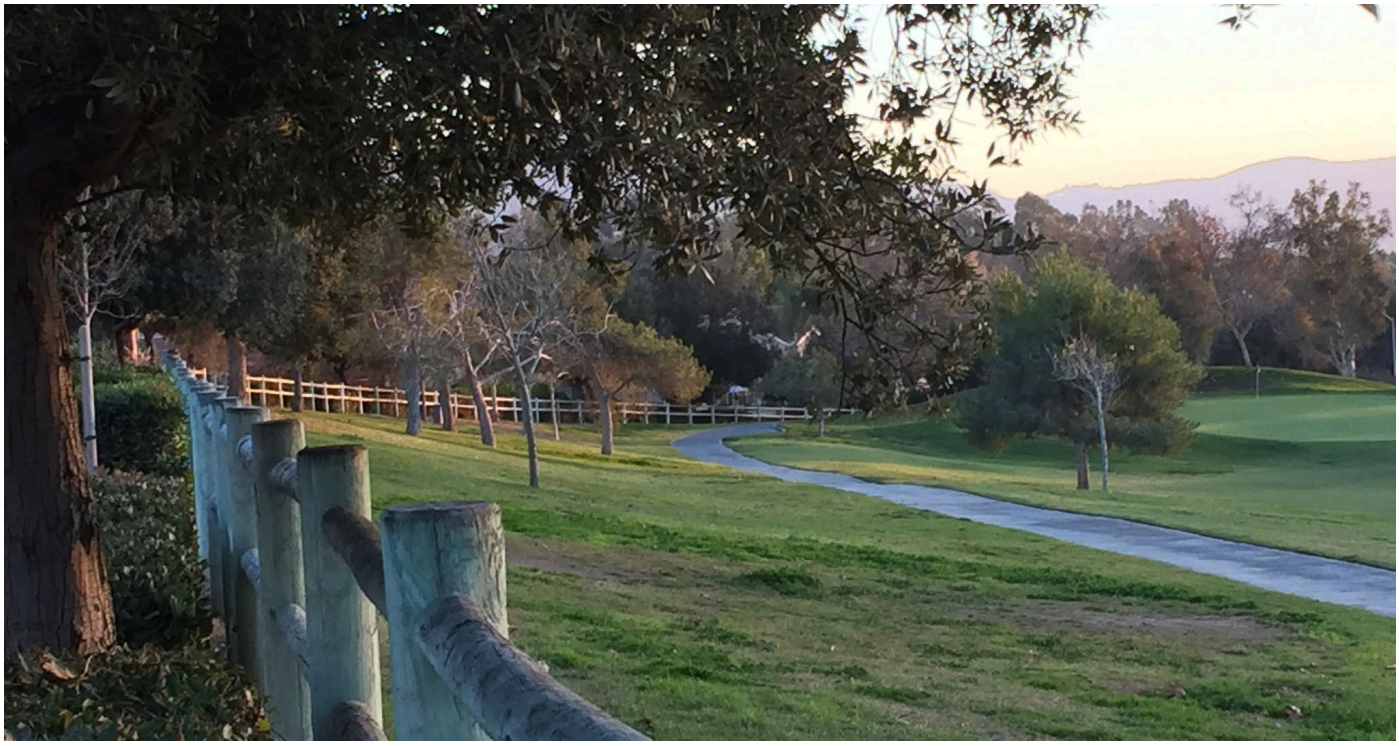
Status Summary: *Ongoing.* The City adopted a comprehensive TDM Ordinance and implementing Policy in March 2024. The TDM Ordinance is incorporated in the Municipal Code as Chapter 20.360 and incorporates the TDM Policy by reference. The TDM Policy includes 29 strategies that a business can choose from to develop a TDM Plan to reduce vehicular trips from its operations.

CAP Goal: Reduce commute VMT to 3.7 percent below projected VMT in 2030, or approximately 30.6 million VMT by 2030.	**Performance Status:** The TDM Policy is published on the City's website for any business to use as a resource to develop a TDM Plan that matches specific needs and operations of a business.

T-14: Transition to an Online Building and Engineering Permit Submittal System

Status Summary: *Complete.* The City has completed this goal. Engineering permits, building permits, planning applications and pre-applications are processed electronically. The City will continue to improve its public-facing forms, applications, and written procedures to assist the public with online submittals.

CAP Goal: Completely transition to an online permitting submittal system by 2021.	**Performance Status:** An Online Building and Engineering Permit Submittal System has been established.



Energy

The strategies include improving energy efficiency of new development projects, both increasing the amount of renewable energy generated locally, and reducing the amount of non-renewable energy consumed locally.

STRATEGY 4:
Increase Building Energy Efficiency

E-1: Require New Residential Developments to Install Alternatively-Fueled Water Heaters

Status Summary: *Ongoing.* The City is implementing this measure on an on-going basis by requiring new residential development projects subject to the CAP checklist to install alternatively-fueled water heaters.

CAP Goal: Install 1,800 new alternatively-fueled water heaters by 2030.	**Performance Status:** The City has approved 7 new residential development projects with a total of 1,277 units; 1,181 units will have electric water heaters, and 96 units will have solar hot water with electric heaters.

STRATEGY 5:
Increase Renewable and Zero Carbon Energy

E-2: Require Installation of PV systems at New Non-Residential Developments

Status Summary: *Ongoing.* Since January 1, 2023, newly constructed buildings or mixed occupancy buildings with more than three habitable stories have been required to install a photovoltaic (PV) system and battery storage per the California Building Energy Code. The PV systems requirements are replicated in the City's Title 17/Building Code that implements the State's Title 24 Building and Energy Code. Title 17 PV requirements for multi-family, and specified non-residential projects, are based on the number of units or size of the project.

CAP Goal: Install 2.1 Megawatt (MW) PV at new commercial developments by 2030.	**Performance Status:** The City has approved nine development projects with non-residential components, including PV systems totaling 2.3 MW. This total includes the University District Specific Plan, which includes PV systems for residential and non-residential development.

E-3: Increase Grid-Supply Renewable and Zero-Carbon Electricity

Status Summary: *Ongoing.* The Clean Energy Alliance (CEA) was launched in the City in April 2023. The CEA supplies renewable and zero-carbon electricity for its residents and businesses in compliance with this CAP measure.

CAP Goal: Achieve 95% renewables and zero-carbon in electricity supply in 2030 with up to 3% customer opt-out rate.	**Performance Status:** The City Council established "Clean Impact Plus" as the default power supply product for all customer accounts in the city. The power mix is 75% carbon-free electricity, of which 50% is renewable.

Water

Strategies include implementing policies and plans for more efficient water usage.

STRATEGY 6:
Reduce Water Use

W-1: Reduce Outdoor Water Use for Landscaping

Status Summary: *Ongoing.* The City is implementing this measure on an on-going basis by requiring projects subject to the CAP checklist to comply with the Water Efficiency Landscape Ordinance (WELO). Landscape plans for projects are reviewed for compliance, and after installation, City staff conducts inspections to confirm landscaping is installed in compliance with WELO and approves plans.

CAP Goal: Reduce outdoor water use for landscaping by 165 acre-feet in 2030.	**Performance Status:** The City has approved 14 development projects totaling approximately 26 acres of outdoor landscape area subject to the WELO ordinance.

W-2: Reduce Water Use in City Managed Landscape Areas

Status Summary: *Ongoing.* The City is implementing this measure on an on-going basis through irrigation system retrofit projects, non-functional turf removal and upgrades to smart irrigation controllers. An example of one such effort is the City's current project with VWD and San Diego County Water Authority to replace non-functional turf with native plants and dry streambed along Bradley Park frontage to conserve water. In 2021/22 the City upgraded 214 controllers in right of way landscapes and in 2023, the City replaced 24 irrigation controllers throughout community park sites.

CAP Goal: Reduce water use in existing City managed landscaped areas by 120 acre-feet in 2030.	**Performance Status:** Water use in City parks has decreased from a baseline average of 165 acre-feet per year in 2020-2022, to an average of 71 acre-feet per year in 2023-2024, which is a reduction of 94-acre feet or 57%.

Solid Waste

Strategies include diverting waste away from landfills and into other waste streams such as recycling or composting.

STRATEGY 7:
Reduce and Recycle Solid Waste

S-1: Increase Citywide Waste Diversion

Status Summary: *In Progress.* The City is working with its solid waste hauler, EDCO, on various efforts to reduce waste going into landfills. Through its Organics Recycling Program, EDCO collects food scraps and landscape waste in its Green Organics Container and at its Anaerobic facility converts this waste into renewable natural gas and fertilizer. To reduce edible food into waste stream and to implement SB 1383, the City is working with its consultant, Solana Center, on edible food recovery programs.

CAP Goal: Achieve 85% Citywide waste diversion by 2030. The 85% waste diversion rate would result in 2.7 pounds/person/day of waste disposed in landfills.	**Performance Status:** Solid waste disposal data for 2020 through 2022 are provided below: **2020:** 87,531 tons/year; 4.9 pounds/person/day **2021:** 95,793 tons/year; 5.6 pounds/person/day **2022:** 90,840 tons/year; 5.3 pounds/person/day

Carbon Sequestration

Increasing carbon sequestration strategies include expanding the urban forest canopy and protecting natural systems, which help remove carbon dioxide from the atmosphere.

STRATEGY 8:
Increase Urban Tree Cover

C-1: Increase Tree Planting at City Parks and in Public Rights-of-Way

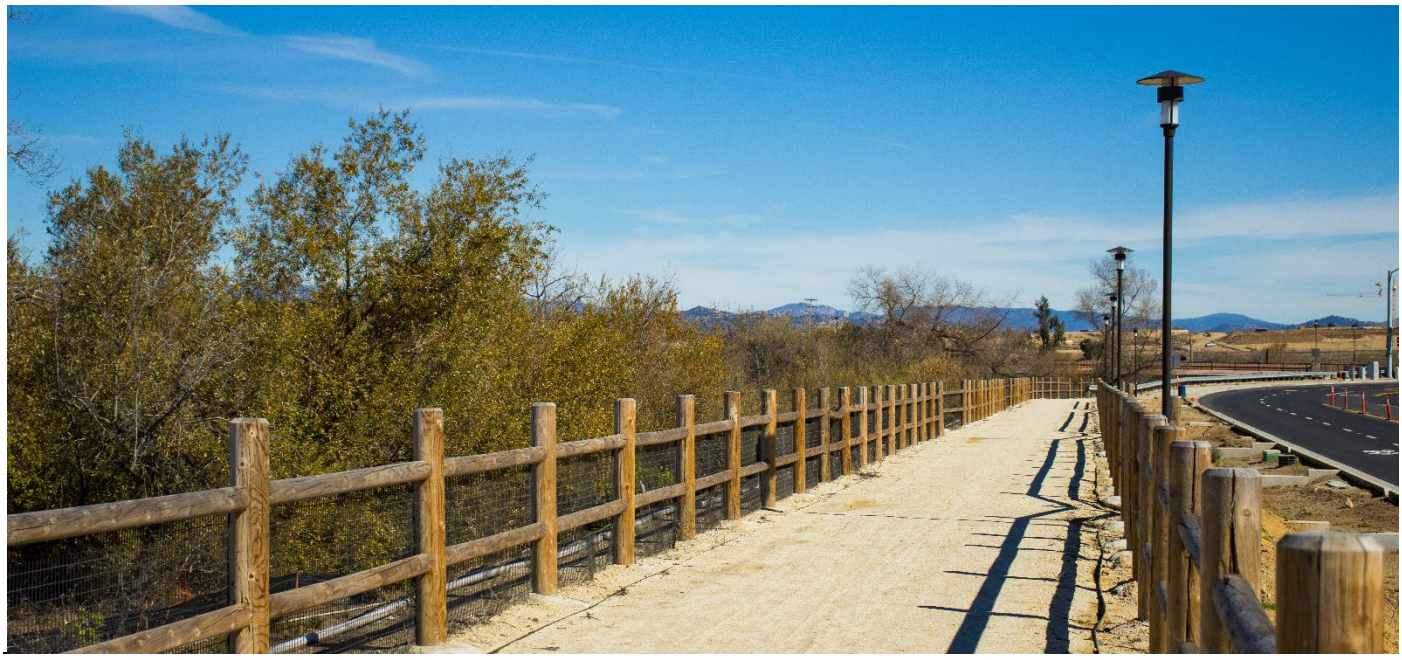
Status Summary: *Ongoing.* The City planted 1,266 new public trees since CAP's adoption, including 275 trees reported in last Implementation Report, 155 trees in The Highlands right-of-way (ROW), 83 trees at Las Abejas Park and Trail, 497 trees at Discovery Street and Craven Road, 256 trees in Creek District, and more. This measure is "On-Going" as the City will continue to look for opportunities to plant trees at parks and other City managed landscape areas.

CAP Goal: Plant and maintain 1,500 new trees in public spaces by 2030.	**Performance Status:** The City planted 1,266 new public trees. It is expected that the CAP Goal of 1,500 trees will be met with trees installed in upcoming Knoll Park and public park approved at the Restaurant Row site.

C-2: Increase Tree Planting in New Developments

Status Summary: *Ongoing.* The City is implementing this measure on an on-going basis by requiring new private development projects to plant one tree for every five parking spaces and a minimum of one tree in the front yard of new single-family homes. If any projects propose to remove trees, the City requires replacement of trees at a 1:1 ratio.

CAP Goal: Plant and monitor 1,200 new trees on private properties by 2030.	**Performance Status:** The City has approved 14 new projects including approximately 2,263 new trees.



Looking Ahead

The City has made considerable progress implementing the CAP. Three measures have already been completed, and an additional twelve are being implemented on an on- going basis. Going forward, the City will continue working on the seven measures that are in progress. In addition, the City is looking ahead to the following plans and programs:

1. San Marcos Creek Specific Plan (SMC_SP) Update

The City is currently working on updating the SMC-SP. It is expected that the SP update will result in allowance of additional residential units within the City's core area. The adoption of this Specific Plan along with its Environmental Impact Report is anticipated in 2026.

2. Potential CAP update as a follow-up to the SMC-SP

Following the approval and adoption of the comprehensive SMC-SP Update and the Environmental Impact Report, which is anticipated in 2026, the City will evaluate updating the CAP. The CAP update is anticipated to account for updated densities and intensities of uses in the SMC-SP Update and its projected build-out date. Any future update to the CAP will be based on latest available data of a recent GHG emissions baseline year. The future GHG emissions projections will take into account City, State and Federal regulations and programs that are in place to reduce the GHG emissions.

APPENDICES

Appendix A. CAP Measure Performance Data for Approved Development Projects

Appendix B. Performance Data for CAP Measure T-8: Bike Lanes, Sidewalks, Trails

Appendix C. Performance Data for CAP Measure W-2: Water Use in City Parks