



CLIMATE ACTION PLAN CONSISTENCY CHECKLIST INTRODUCTION

In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The purpose of the Climate Action Plan Consistency Checklist (Checklist) is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).¹

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

This Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined through the use of this Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Projects that are not consistent with the CAP must prepare a comprehensive project-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions and incorporation of the measures in this Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

The Checklist may be updated to incorporate new GHG reduction techniques or to comply with later amendments to the CAP or local, State, or federal law.

¹ Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

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CAP CONSISTENCY CHECKLIST SUBMITTAL APPLICATION

- ❖ The Checklist is required only for projects subject to CEQA review.²
- ❖ If required, the Checklist must be included in the project submittal package. Application submittal procedures can be found in [Chapter 11: Land Development Procedures](#) of the City's Municipal Code.
- ❖ The requirements in the Checklist will be included in the project's conditions of approval.
- ❖ The applicant must provide an explanation of how the proposed project will implement the requirements described herein to the satisfaction of the Planning Department.

Application Information

Contact Information

Project No./Name: AVA Pacific Beach

Property Address: 3823, 3863, 3913 Ingraham Street & 3952 Jewell Street San Diego, CA 92109

Applicant Name/Co.: Sofia Zamora/AvalonBay Communities, Inc.

Contact Phone: 310-481-1288 Contact Email: sofia_zamora@avalonbay.co

Was a consultant retained to complete this checklist? ☒ Yes ☐ No If Yes, complete the following

Consultant Name: Brittany Ruggels Wallace Contact Phone: 619-204-9757

Company Name: KLR Planning Contact Email: brittany@klrplanning.com

Project Information

1. What is the size of the project (acres)? 4.35 acres proposed for redevelopment within existing 12.96-acre property.
2. Identify all applicable proposed land uses:
- ☐ Residential (indicate # of single-family units):
- ☒ Residential (indicate # of multi-family units): 138 new units
- ☐ Commercial (total square footage):
- ☐ Industrial (total square footage):
- ☐ Other (describe):
3. Is the project or a portion of the project located in a Transit Priority Area? ☒ Yes ☐ No
4. Provide a brief description of the project proposed:

See Attachment A.

² Certain projects seeking ministerial approval may be required to complete the Checklist. For example, projects in a Community Plan Implementation Overlay Zone may be required to use the Checklist to qualify for ministerial level review. See Supplemental Development Regulations in the project's community plan to determine applicability.

ATTACHMENT A - PROJECT DESCRIPTION

The AvalonBay – Pacific Beach project occupies approximately 12.96-acres within the Crown Point neighborhood of the Pacific Beach community. Located at 3823, 3863, 3913 Ingraham Street and 3952 Jewell Street, the project site is currently developed as 564 multi-family apartment units, associated resident amenities, and approximately five acres of surface parking totaling 765 parking spaces.

The project involves the re-development of underutilized portions of the site (a surface parking lot in the southern portion of the site, the parking lot with recreational amenity cover in the northern portion of the site, and surface parking in the east-central portion of the site) with an additional 138 residential units and 20 parking spaces. Additionally, two new parking structures – one located in the southern portion of the site and the other located in the northern portion of the site – would be constructed to house the majority of project parking spaces. The project would result in a total of 702 residential units (564 existing plus 138 proposed) and 756 parking spaces (122 existing and 634 proposed).

The project site has a land use designation of Multifamily in the Pacific Beach Community Plan and Local Coastal Program Land Use Plan and is further identified as 29 to 43 dwelling units per net residential acre (du/nra). With redeveloping a portion of underutilized areas on the project site, the unit would increase to 702 units, or 54.16 du/nra. Therefore, the project would require a Community Plan Amendment (CPA) to change the density on-site to be consistent with the ultimate project proposed. The project site is zoned RM-3-7, which allows for a multi-family residential density of up to 43.56 dwelling units per acre (du/ac). Similar to the CPA, the project would require a Rezone to change the current zoning designation (RM-3-7) to RM-3-8.

In addition to the CPA and Rezone, discretionary permits will be required as part of the project entitlements, including a Coastal Development Permit (CDP) due to the project's location within the Coastal Overlay Zone, and a Neighborhood Development Permit.



CAP CONSISTENCY CHECKLIST QUESTIONS

Step 1: Land Use Consistency

The first step in determining CAP consistency for discretionary development projects is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the City to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency

Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
A. Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations? ³ <u>OR</u>		
B. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment, would the proposed amendment result in an increased density within a Transit Priority Area (TPA) ⁴ and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department? <u>OR</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?		

If **"Yes,"** proceed to Step 2 of the Checklist. For question B above, complete Step 3. For question C above, provide estimated project emissions under both existing and proposed designation(s) for comparison. Compare the maximum buildout of the existing designation and the maximum buildout of the proposed designation.

If **"No,"** in accordance with the City's Significance Determination Thresholds, the project's GHG impact is significant. The project must nonetheless incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Step 2 of the Checklist.

The project site has a land use designation of Multifamily in the Pacific Beach Community Plan and Local Coastal Program Land Use Plan and is further identified as 29 to 43 dwelling units per net residential acre (du/nra). With redeveloping a portion of underutilized areas on the project site, the unit count would increase to 702 units, or 54.16 du/nra. Therefore, the project would require a Community Plan Amendment (CPA) to change the density on-site to be consistent with the ultimate project proposed. The project site is zoned RM-3-7, which allows for a multi-family residential density of up to 43.56 dwelling units per acre (du/ac). Similar to the CPA, the project would require a Rezone to change the current zoning designation (RM-3-7) to RM-3-8. The Community Plan Amendment and Rezone would allow for an increase in density within a TPA. Therefore, the project would be consistent with Step 1, Subsection B.

³ This question may also be answered in the affirmative if the project is consistent with SANDAG Series 12 growth projections, which were used to determine the CAP projections, as determined by the Planning Department.

⁴ This category applies to all projects that answered in the affirmative to question 3 on the previous page: Is the project or a portion of the project located in a transit priority area.

Step 2: CAP Strategies Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP. Step 2 only applies to development projects that involve permits that would require a certificate of occupancy from the Building Official or projects comprised of one and two family dwellings or townhouses as defined in the California Residential Code and their accessory structures.⁵ All other development projects that would not require a certificate of occupancy from the Building Official shall implement Best Management Practices for construction activities as set forth in the [Greenbook](#) (for public projects).

Step 2: CAP Strategies Consistency			
Checklist Item (Check the appropriate box and provide explanation for your answer)	Yes	No	N/A
Strategy 1: Energy & Water Efficient Buildings			
<p>1. <i>Cool/Green Roofs.</i></p> <ul style="list-style-type: none"> • Would the project include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code (Attachment A)?; <u>OR</u> • Would the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code?; <u>OR</u> • Would the project include a combination of the above two options? <p>Check "N/A" only if the project does not include a roof component.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>The project would include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under California Green Building Standards Code or the project roof construction have a thermal mass over the roof membrane, including areas of vegetated (green) roofs, weighing at least 25 pounds per square foot as specified in the voluntary measures under California Green Building Standards Code or a combination of the two.</p> </div>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁵ Actions that are not subject to Step 2 would include, for example: 1) discretionary map actions that do not propose specific development, 2) permits allowing wireless communication facilities, 3) special events permits, 4) use permits or other permits that do not result in the expansion or enlargement of a building (e.g., decks, garages, etc.), and 5) non-building infrastructure projects such as roads and pipelines. Because such actions would not result in new occupancy buildings from which GHG emissions reductions could be achieved, the items contained in Step 2 would not be applicable.

2. Plumbing fixtures and fittings

With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following:

Residential buildings:

- Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi;
- Standard dishwashers: 4.25 gallons per cycle;
- Compact dishwashers: 3.5 gallons per cycle; and
- Clothes washers: water factor of 6 gallons per cubic feet of drum capacity?

Nonresidential buildings:

- Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in [Table A5.303.2.3.1 \(voluntary measures\) of the California Green Building Standards Code](#) (See Attachment A); and
- Appliances and fixtures for commercial applications that meet the provisions of [Section A5.303.3 \(voluntary measures\) of the California Green Building Standards Code](#) (See Attachment A)?

Check "N/A" only if the project does not include any plumbing fixtures or fittings.

The project includes a residential building and would include low-flow fixtures/appliances consistent with: kitchen faucets (maximum flow rate not to exceed 1.5 gallons per minute at 60 psi), standard dishwashers (4.25 gallons per cycle), compact dishwashers (3.5 gallons per cycle), and clothes washers (water factor of 6 gallons per cubic feet of drum capacity).



Strategy 3: Bicycling, Walking, Transit & Land Use

3. Electric Vehicle Charging

- Multiple-family projects of 17 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?
- Multiple-family projects of more than 17 dwelling units: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents?
- Non-residential projects: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use?

Check "N/A" only if the project is a single-family project or would not require the provision of listed cabinets, boxes, or enclosures connected to a conduit linking the parking spaces with electrical service, e.g., projects requiring fewer than 10 parking spaces.

The project is a multiple family project consisting of more than 17 dwelling units and would required 19 electric vehicle charging spaces (three percent of the total 634 new parking spaces) and 50 percent or 10 will have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents.



Strategy 3: Bicycling, Walking, Transit & Land Use

(Complete this section if project includes non-residential or mixed uses)

4. Bicycle Parking Spaces

Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code ([Chapter 14, Article 2, Division 5](#))?⁶

Check "N/A" only if the project is a residential project.

N/A. The project is a residential project.



⁶ Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

5. Shower facilities

If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the [California Green Building Standards Code](#) as shown in the table below?

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0-10	0	0
11-50	1 shower stall	2
51-100	1 shower stall	3
101-200	1 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants

Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).

N/A. The project is a residential project.



6. *Designated Parking Spaces*

If the project includes a nonresidential use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the following table?

Number of Required Parking Spaces	Number of Designated Parking Spaces
0-9	0
10-25	2
26-50	4
51-75	6
76-100	9
101-150	11
151-200	18
201 and over	At least 10% of total

This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements.

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.

Check "N/A" only if the project is a residential project, or if it does not include nonresidential use in a TPA.

N/A. The project is a residential project.



7. *Transportation Demand Management Program*

If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes:

At least one of the following components:

- Parking cash out program
- Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools
- Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development

And at least three of the following components:

- Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees
- On-site carsharing vehicle(s) or bikesharing
- Flexible or alternative work hours
- Telework program
- Transit, carpool, and vanpool subsidies
- Pre-tax deduction for transit or vanpool fares and bicycle commute costs
- Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use?

Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees).

N/A. The project is a residential project.



Step 3: Project CAP Conformance Evaluation (if applicable)

The third step of the CAP consistency review only applies if Step 1 is answered in the affirmative under option B. The purpose of this step is to determine whether a project that is located in a TPA but that includes a land use plan and/or zoning designation amendment is nevertheless consistent with the assumptions in the CAP because it would implement CAP Strategy 3 actions. In general, a project that would result in a reduction in density inside a TPA would not be consistent with Strategy 3. The following questions must each be answered in the affirmative and fully explained.

1. Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?

Considerations for this question:

- Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
- Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
- Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?

Considerations for this question:

- Does the proposed project support/incorporate identified transit routes and stops/stations?
- Does the project include transit priority measures?

3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?

Considerations for this question:

- Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
- Does the proposed project urban design include features for walkability to promote a transit supportive environment?

4. Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?

Considerations for this question:

- Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
- Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

5. Would the proposed project incorporate implementation mechanisms that support Transit Oriented Development?

Considerations for this question:

- Does the proposed project include new or expanded urban public spaces such as plazas, pocket parks, or urban greens in the TPA?
- Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?
- Do the zoning/implementing regulations associated with the proposed project support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?

Considerations for this question:

- Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
- Does the proposed project include policies or strategies for preserving existing trees?
- Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

Step 3: Project CAP Conformance Evaluation

1. Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?

The Climate Action Plan includes the following measure relative to transit-supportive density: "Achieve better walkability and transit-supportive densities by locating all new residential development within Transit Priority Areas." The AVA Pacific Beach project proposes additional residential development on a developed residential site within the TPA. The project proposes development of an additional 138 residential units, which is a transit-supportive use. Thus, the project increases the capacity for transit-supportive uses within a TPA, supporting the Climate Action Plan's definition of transit-supportive density.

2. Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?

The proposed project is located in a TPA and would contribute to the increased use of transit by locating medium-high-density multi-family residential adjacent and proximate to existing transit. There is a bus stop for Bus Route 9 fronting the project site on Ingraham Street. Bus Route 9 runs along Ingraham Street to the Old Town Transit Center, which supports Bus Routes 8, 9, 10, 28, 30, 35, 44, 83, 88, and 105, as well as the Blue and Green lines of the Metropolitan Transit Service Trolley System, the COASTER, Amtrak Trains, and airport shuttles.

The project proposes adding an additional 138 multi-family residential units and, therefore, provides a concentration of potential transit users within walking distance of existing transit service. The transit provided in proximity to the project accesses regional shopping and employment areas. For example, the Pacific Plaza Shopping Mall, located less than three-quarters of a mile northwest of the project site, can be accessed by taking Bus Route 9. Several business and industrial parks located east and north of the project site, including UC San Diego and University Town Center (UTC), can be accessed by taking Bus Route 9 to the Old Town Transit Center with transfer to the Midcoast Trolley line. As such, the proposed project has the ability to contribute to increased transit use, particularly to access employment destination and goods and services.

3. Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?

The AVA Pacific Beach project site would implement pedestrian improvements in a TPA to increase walking opportunities. The project's location provides convenient access to nearby activity centers, including Crown Point Park (located approximately one-half mile east of the project site), as well as access to Pacific Beach one half mile to the west. Pedestrian improvements include sidewalk connections between buildings and on-site amenities connecting public sidewalks on the perimeter of the site. Landscape treatments are proposed along public streets to enhance pedestrian accessibility. Additionally, landscape improvements along Jewell Street would be in accordance with Phase II of B Pathways a local grassroots

program focusing on creating a network of safe neighborhood routes to encourage pedestrian use.

4. Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?

The proposed project increases bicycling opportunities. The proposed project is currently developed and is connected to the local and regional bicycle network through existing streets and facilities. The Crown Point Bike Path is approximately one-half mile west of the project site and a bike lane is provided on Crown Point Drive approximately one-half mile east of the project site. The project would provide additional residents to an area with access to bike paths and lanes. The project would provide bicycle storage areas for residents to use, as well as electric bike recharging facilities.

5. Would the proposed project implementation mechanisms that support Transit Oriented Development?

Land uses and zoning associated with the project include medium-high-density multi-family residential. The project would provide for additional housing on the project site to serve employment and retail uses in the project area. The proposed project provides and supports multi-modal transportation options. The project is within walking distance to retail and employment areas. The Crown Point Bike Path and bike lane along Crown Point Drive are each within one-half mile of the project site. Transit occurs in the project area with easy access to existing Bus Route 9 stop fronting the project site, which provides access to business and industrial parks, as well as larger retail centers. Schools, entertainment uses, and parks are located within a one-mile radius of the project site. As such, the project results in development that supports transit and has easy access to many services and amenities via walking and bicycling, thereby reducing automobile use.

6. Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?

Portions of the project site proposed for redevelopment are currently developed as open parking lots and a two-level parking garage. The existing development includes landscaping and street trees. The project would add additional trees and landscaping in the area proposed for redevelopment as well as adding street trees and other landscaping along affected project frontages. The landscaping plan would contribute to the City's urban canopy tree coverage goal. This tree canopy along the project would create a more pleasant pedestrian environment and encourage walking, furthering the City's goals to reduce the use of single-occupant vehicles and promote active transportation.

As demonstrated in the responses to the Step 3 Conformance Evaluation questions, the project would:

- Provide transit-supportive residential densities within a TPA,
- Support the increased use of transit in a TPA,
- Implement features that support and improve walkability, and bicycle use,

- Contribute to the City's urban canopy tree coverage goal, and
- Function overall as a Transit Oriented Development.



CLIMATE ACTION PLAN CONSISTENCY CHECKLIST ATTACHMENT A

This attachment provides performance standards for applicable Climate Action Plan (CAP) Consistency Checklist measures.

Table 1 Roof Design Values for Question 1: Cool/Green Roofs supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan				
Land Use Type	Roof Slope	Minimum 3-Year Aged Solar Reflectance	Thermal Emittance	Solar Reflective Index
Low-Rise Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
High-Rise Residential Buildings, Hotels and Motels	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
Non-Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
<p>Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 residential and non-residential voluntary measures shown in Tables A4.106.5.1 and A5.106.11.2.2, respectively. Roof installation and verification shall occur in accordance with the CALGreen Code.</p> <p>CALGreen does not include recommended values for low-rise residential buildings with roof slopes of ≤ 2:12 for San Diego's climate zones (7 and 10). Therefore, the values for climate zone 15 that covers Imperial County are adapted here.</p> <p>Solar Reflectance Index (SRI) equal to or greater than the values specified in this table may be used as an alternative to compliance with the aged solar reflectance values and thermal emittance.</p>				

Table 2 Fixture Flow Rates for Non-Residential Buildings related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Fixture Type	Maximum Flow Rate
Showerheads	1.8 gpm @ 80 psi
Lavatory Faucets	0.35 gpm @60 psi
Kitchen Faucets	1.6 gpm @ 60 psi
Wash Fountains	1.6 [rim space(in.)/20 gpm @ 60 psi]
Metering Faucets	0.18 gallons/cycle
Metering Faucets for Wash Fountains	0.18 [rim space(in.)/20 gpm @ 60 psi]
Gravity Tank-type Water Closets	1.12 gallons/flush
Flushometer Tank Water Closets	1.12 gallons/flush
Flushometer Valve Water Closets	1.12 gallons/flush
Electromechanical Hydraulic Water Closets	1.12 gallons/flush
Urinals	0.5 gallons/flush

Source: Adapted from the [California Green Building Standards Code](#) (CALGreen) Tier 1 non-residential voluntary measures shown in Tables A5.303.2.3.1 and A5.106.11.2.2, respectively. See the [California Plumbing Code](#) for definitions of each fixture type.

Where complying faucets are unavailable, aerators rated at 0.35 gpm or other means may be used to achieve reduction.

Acronyms:

gpm = gallons per minute

psi = pounds per square inch (unit of pressure)

in. = inch

Table 3 Standards for Appliances and Fixtures for Commercial Application related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Appliance/Fixture Type	Standard	
Clothes Washers	Maximum Water Factor (WF) that will reduce the use of water by 10 percent below the California Energy Commissions' WF standards for commercial clothes washers located in Title 20 of the <i>California Code of Regulations</i> .	
Conveyor-type Dishwashers	0.70 maximum gallons per rack (2.6 L) (High-Temperature)	0.62 maximum gallons per rack (4.4 L) (Chemical)
Door-type Dishwashers	0.95 maximum gallons per rack (3.6 L) (High-Temperature)	1.16 maximum gallons per rack (2.6 L) (Chemical)
Undercounter-type Dishwashers	0.90 maximum gallons per rack (3.4 L) (High-Temperature)	0.98 maximum gallons per rack (3.7 L) (Chemical)
Combination Ovens	Consume no more than 10 gallons per hour (38 L/h) in the full operational mode.	
Commercial Pre-rinse Spray Valves (manufactured on or after January 1, 2006)	Function at equal to or less than 1.6 gallons per minute (0.10 L/s) at 60 psi (414 kPa) and <ul style="list-style-type: none"> • Be capable of cleaning 60 plates in an average time of not more than 30 seconds per plate. • Be equipped with an integral automatic shutoff. • Operate at static pressure of at least 30 psi (207 kPa) when designed for a flow rate of 1.3 gallons per minute (0.08 L/s) or less. 	

Source: Adapted from the [California Green Building Standards Code](#) (CALGreen) Tier 1 non-residential voluntary measures shown in Section A5.303.3. See the [California Plumbing Code](#) for definitions of each appliance/fixture type.

Acronyms:

L = liter

L/h = liters per hour

L/s = liters per second

psi = pounds per square inch (unit of pressure)

kPa = kilopascal (unit of pressure)