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November 17, 2020
Rincon Project No: 19-08066

Elizabeth Shearer-Nguyen
Senior Planner
City of San Diego
Development Services Department
1222 First Ave., MS 301
San Diego, CA 92101-4101

E-mail address: EShearerNguyen@sandiego.gov

Subject: **Campus Point 2 Neighborhood Development Permit Amendment - Project No. 651935, Climate Action Plan Consistency Checklist & Implementation Plan, San Diego, California 92101**

Dear Ms. Shearer-Nguyen:

The City of San Diego's (City) Climate Action Plan (CAP) provides greenhouse gas (GHG) reduction measures that would assist the City in achieving the City's 2035 GHG emissions reduction targets. The GHG reduction goals of the CAP are intended to achieve the City's share of the State's 2050 GHG reduction goals. The CAP analyzed greenhouse gas (GHG) emissions on a citywide basis based on the anticipated assumptions for the growth and buildout for each community, including Downtown. The CAP Consistency Checklist was filled-in to demonstrate the proposed projects' compliance with the City's CAP. The CAP Consistency Checklist was adopted by City Council on July 12, 2016, and revised June 2017, to uniformly implement the CAP for project-specific analyses of GHG emission impacts.

This intent of this letter is to supplement the City's CAP Checklist for the Campus Point 2 Neighborhood Development Permit Amendment and provides a summary of how the proposed project would comply with the applicable requirements of the CAP Checklist.

Project Description

The 84.79-acre Project site is bound by Campus Point Drive to the east, open space to the northeast, north, and west, and Campus Point Court to the south. The Project site consists of an 8-parcel campus and is located within the University Planning Area of San Diego. The existing parcels include 10300 Campus Point Drive, 10290 Campus Point Drive, 4110 Campus Point Court, 4161 Campus Point Court, 10260 Campus Point Drive, 4224 Campus Point Court, 4242 Campus Point Court, and 10210 Campus Point Drive, as well as two utility/central plant structures. The applicant proposes to increase the existing approved development intensity of the combined sites from 1,345,250 gross floor area (GFA) to 1,901,613 GFA. The net increase of the proposed development intensity over the previous is 227,980 GFA.

The proposed development intensity increase would include the following existing buildings to remain: CP1, CP1-1, CP2, CP2-1, CPS1, CPS2, CPS3, and CPS4 with a total of 1,345,250 GFA. New buildings that are being processed separately under a ministerial permit include CP4 and P1, with a total of 245,607

GFA. Proposed new buildings within this permit include CP3, P5, CP6, CP7, and P2, which make up a total of 626,332 GFA. Other proposed improvements include reconfiguration of the main "Boulevard" (private road), which provides for circulation through the campus. Three existing buildings are planned to be demolished including the buildings at 10260 Campus Point Drive, 4110 Campus Point Court, and 4161 Campus Point Court, with a total of 315,276 GFA to be demolished. Additional new buildings proposed as a part of the development include CP3, CP5, CP6, CP7, and P2, with a total of 626,032 GFA.

CAP Checklist Consistency

The following discussion provides an explanation of how the proposed project complies with Step 1 and what the proposed project includes to meet the requirements of Step 2 of the CAP Checklist as provided in Appendix A.

Step 1: Land Use Consistency

The project is consistent with the existing General Plan and Community Plan land use and zoning designations. The project entails a commercial office development, which is consistent with the permitted uses required by the University Community Plan (UCP) with the "Central" subarea, within the Community Plan Implementation Overlay Zone (CPIOZ) – Discretionary Review (Permit Type "B") (CPIOZ Type B), and the Industrial Park (IP-1-1) zoning designation. The UCP states that the Central subarea is to be "the most urban subarea characterized by intense, multi-use urban development. It will also be one of the major residential, commercial and office nodes in the City." The IP-1-1 zone specifically allows "research and development uses with some limited manufacturing."

The UPC limits development intensity through the evaluation of units per acres for residential and square feet per acre for each subarea. Within sub area 10, an exception is provided for SAIC and Alexandria. The exception states "SAIC shall be required to mitigate its peak-hour trip generation rate to a level equal to or less than that which would be generated by a project of 18,000 SF/AC. Alexandria shall be required to mitigate its peak-hour trip generation rate to a level equal to or less than that which would be generated by a project of 20,000 SF/AC. Mitigation shall be achieved through a Transportation System management (TSM) program to be approved by the City Council." The Alexandria portion of the exception is applicable to the proposed project. The proposed project plans on complying with the development limitations related to trip generation within the Community Plan. As part of this compliance, the proposed project will incorporate a Transportation Demand Management (TDM) plan meeting both the requirements of the CAP and including additional measures as-needed to ensure peak-hour traffic generation will not exceed the 20,000 sf/acre limitation in the current Community Plan. Please refer to the TIA for details on the TDM measures to be incorporated into the project above and beyond CAP requirements. Therefore, the Project is consistent with the applicable intensity limits applicable to the current UCP designation and IP-1-1 zoning.

Accordingly, the proposed project's land uses and development intensity conform to the land use designations and development intensity requirements set forth in the General Plan, the UCP, and zoning and furthers the goals of these plans to create an area with "intense, multi-use urban development."

Step 2: CAP Strategies Consistency

Step 2 of the CAP consistency review requires that the applicable strategies and actions of the City's CAP are incorporated into the project. The following discussion describes how the proposed project would incorporate all applicable strategies identified in the CAP Consistency Checklist and referenced in the

102020 Draft Traffic Impact Analysis (TIA)-Vehicle Miles Traveled (VMT) Transmittal for Campus Point Master Plan Update.

Applicable Strategies

(1) The project would include roofing materials meeting the performance standard of a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the measures under California Green Building Standards Code for non-residential structures as shown in Appendix A of the City CAP Checklist Application Form. The Project's architects have confirmed these roofing materials are commercially available and the approximate locations to install the "cool/green" roofing membrane over the unoccupied roof. The applicant is already committed to meeting this standard as a project design feature but is also willing to accept it as a project condition.

(2) The project will meet the performance standards by utilizing 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. Appliances and fixtures for commercial applications will that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code. The Project's architects have confirmed that plumbing, fixtures, fittings and appliances meeting these standards are commercially available and technically capable of being installed in the building. The applicant is already committed to meeting this standard as a project design feature but is also willing to accept it as a project condition.

(3) Fifty percent (50%) of the total spaces required under the law to have listed cabinets, boxes, or enclosures will meet the performance standard in Strategy 3 by also having the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents. According to Table 142-05G Parking Ratios for Specified Non-Residential Uses in Chapter 14, Article 2, Division 5 indicates research and development is required to provide 2.1 spaces per 1,000 square feet. The new development would develop 626,032 square feet of new buildings. As it is assumed the associated parking would be removed with those structure, the new buildings would provide the necessary parking. Based on the size of the development and the City's parking requirements, the project will provide a total of 1,315 parking spaces within the new parking structures and 6 percent are required to have the listed cabinets, boxes or enclosures (79 vehicle charging-ready spaces). At least fifty percent of them (40 spaces) will be equipped with the electrical vehicle supply equipment for immediate use. The applicant is already committed to meeting this standard as a project design feature but is also willing to accept it as a project condition. The Project's architects have confirmed EV stations meeting these standards are commercially available and technically capable of being installed in the building. The approximate location of the EV charging stations will be identified in project plans.

(4) The project will provide short- and long-term bicycle parking in excess of the Chapter 14, Article 2, Division 5 requirements. The short-term bicycle parking requirement is 5 percent of the total automobile spaces provided. At 5 percent of the total parking would require 200 bicycle spaces. Long term bicycle parking is required to be 10 at 2.5 spaces per 1,000 car spaces.

Based on the short-term and long-term bike parking spaces required in the City's Municipal Code, the project is required to provide at least 200 short- and long-term bicycle parking spaces (or have at least 200 non-portable bike corrals within 200 feet of the project frontage), per CAP strategy 4. The project will provide 305 bicycle parking spaces (224 short-term and 81 long-term). The applicant is already committed to meeting this standard as a project design feature and is not seeking a deviation from the existing legal requirement for bike parking. The applicant is also willing to accept it as a project condition. The Project's architects have confirmed bike parking meeting these standards are commercially available and technically capable of being installed.

(5) Shower/changing facilities and personal effects lockers will be provided in accordance with the performance standards in the table provided in this section of the CAP Consistency Checklist. The applicant is already committed to meeting this standard as a project design feature but is also willing to accept it as a project condition. The Project's architects have confirmed that showers and lockers meeting these standards are commercially available and technically capable of being installed in the building.

(6) The project is located within a Transit Priority Area (TPA), is a non-residential use, and is required to provide 3,993 parking spaces within the overall Campus Point Master Plan. Consistent with the CAP Consistency Checklist designated parking table, 355 of the 3,993 spaces must be designated for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles spaces. The project proposes 355 low-emitting, fuel-efficient, and carpool/vanpool parking spaces. The applicant is already committed to meeting this standard as a project design feature but is also willing to accept it as a project condition.

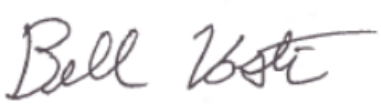
(7) The project will have over 50 tenant occupants. Accordingly, the Transportation Demand Management (TDM) program will include unbundled parking, whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development, for the life of the development. The project will also apply the requirements of the current TDM to future tenants, including continuing on-site bikesharing, providing employees with flexible or alternative work hours, and employing telework programs. In addition, as required by the current TDM, the site provides a shuttle service to reduce the need for driving as well as access to services, such as cafes, commercial stores, post facilities, restaurants, gyms, and childcare, either onsite or within 1,320 feet (1/4 mile) of the site. The current TDM requirements are attached.

Step 3: Project CAP Conformance Evaluation (if applicable)

Step 3 is not applicable to the project, but can be provided upon request.

Based on the implemented steps and attached comparative analysis, the project would be consistent with the CAP and the emission estimates included therein. If you have any questions, please feel free to contact us at (760) 918-9444.

Sincerely,
Rincon Consultants, Inc.



Bill Vosti
Senior Environmental Planner

Lorraine Ahlquist
Senior Environmental Manager

Attachments:

Climate Action Plan Consistency Checklist Submittal Application

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: Campus Point 2 Neighborhood Development Permit Amendment - Project No. 651935

Property Address: 10300/10290/10260/10210 Campus Point Dr. & 4110/4161/4224/4242 Campus Point Ct.

Applicant Name/Co.: ARE-SD Region No. 28,47,57,58, LLC & ARE-SD Region No. 40 Exchange Holding, LLC

Contact Phone: (858) 638-2803 Contact Email: cclement@are.com

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

Consultant Name: Bill Vosti Contact Phone: (805) 459-2142

Company Name: Rincon Consultants Contact Email: bvosti@rinconconsultants.com

Project Information

1. What is the size of the project (acres)? 84.79
2. Identify all applicable proposed land uses:
   - ☐ Residential (indicate # of single-family units):
   - ☐ Residential (indicate # of multi-family units):
   - ■ Commercial (total square footage): 1,901,613 GFA
   - ☐ 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 ATTACHED SHEET FOR PROJECT DESCRIPTION

[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.

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] OR,		
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?; OR,	☑	☐
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 proposed is consistent with the General Plan which identifies the site for Commercial, Office, Mixed Use; additionally, the project is consistent with the University Community Plan (UCP) "Central" subarea (subarea 10), Community Plan Implementation Overlay Zone (CPIOZ) – Discretionary Review (Permit Type "B") (CPIOZ Type B); and lastly, the project is consistent with the requirements of the Park (IP-1-1) zoning designation zone. The General Plan land use designations allow for the development of commercial office uses; however, the General Plan defers to the UCP for more detailed land use designations and site-specific policy recommendations than is possible at the citywide level. The UCP states that development within Subarea 10 will limit peak-hour trip generation rate to a level equal to or less than that which would be generated by a project of 20,000 SF/AC. the proposed project will incorporate a Transportation Demand Management (TDM) plan to ensure peak-hour traffic generation will not exceed the 20,000 sf/acre limitation in the UCP. The IP-1-1 zone specifically allows "research and development uses with some limited manufacturing." Accordingly, the proposed project's land uses and development intensity conform to the land use designations and development intensity requirements set forth in the General Plan, the UCP, and zoning and furthers the goals of these plans to create an area with "intense, multi-use urban development."

[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			
1. *Cool/Green Roofs*. • 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)?; OR • 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?; OR • Would the project include a combination of the above two options? Check "N/A" only if the project does not include a roof component. The proposed project will 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. Please see cover sheet for additional detail.	☑	☐	☐

[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 proposed project will be consistent with each of the following: 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; 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. Please see cover sheet for additional detail.	☑	☐	☐

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 proposed project will include the total required listed cabinets, boxes or enclosures, and 50% will have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use. Please see cover sheet for additional detail.	☑	☐	☐
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. The proposed project will provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14. Article 2. Division 5). Please see cover sheet for additional detail. The project is required to provide 200 bicycle parking spaces and will provide 305 bicycle parking spaces.	☑	☐	☐

[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).

The proposed project will include changing/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code as shown in the above table. Please see cover sheet for additional detail.

☑	☐	☐

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.

The proposed project will provide 355 designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in exceedance of the requirements identified the above table.

Please see cover sheet for additional detail.

☑ ☐ ☐

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). The proposed project will provide a transportation management program (TDM) that will be applicable to existing tenants and future tenants that will un-bundle 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. The project will provide on-site bikesharing, as well as encourage future employers to provide flexible or alternative work hours, and telework programs. The project site currently provides a shuttle service and access to services that reduce the need to drive, including cafes, commercial stores, bank, post office, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the project site. Please refer to the TIA for details on the TDM measures to be incorporated into the project to meet the CAP requirements of Strategy 7.	☑	☐	☐

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?

CLIMATE ACTION PLAN CONSISTENCY CHECKLIST
ATTACHMENT A

This attachment provides performance standards for applicable Climate Action Pan (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

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.

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.

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.

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 *California Code of Regulations*.	
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 • 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)

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July 17, 2020

City of San Diego
DEVELOPMENT SERVICES
1222 1st Avenue
San Diego, CA 92101

Re: Campus Point: NDP Amendment
LPA Project No. 1912520
City SD Pts No. 651935

PROJECT DESCRIPTION:

THE 84.79 ACRE PROJECT SITE IS BOUND BY CAMPUS POINT DRIVE TO THE EAST, OPEN SPACE TO THE NORTHEAST, NORTH, AND WEST, AND CAMPUS POINT COURT TO THE SOUTH. THE PROJECT SITE CONSISTS OF AN 8 PARCELS CAMPUS AND IS LOCATED WITHIN THE UNIVERSITY COMMUNITY PLANNING AREA OF SAN DIEGO. THE EXISTING PARCELS ARE DESCRIBED AS FOLLOWS.

ID	Address	Legal Description	APN
A	10300 Campus Point Drive	PARCEL 1 (PM 10898)	343-230-13
B	10290 Campus Point Drive	PARCEL 2 (PM 10898)	343-230-14
C	4110 Campus Point Court	PARCEL 1 (PM 20824)	343-230-38
D	4161 Campus Point Court	PARCEL 2 (PM 20824)	343-230-43
E	10260 Campus Point Drive	PARCEL 1 & 3 (PM 14065)	343-230-42
F	4210 & 4224 Campus Point Court	PARCEL 3 (PM 20824)	343-230-40
G	4242 & 4244 Campus Point Court	PARCEL 4 (PM 20824)	343-230-41
H	10210 Campus Point Drive	PARCEL 1 (PM 12822)	343-230-17

THE EXISTING DEVELOPMENT INTENSITY OF THE COMBINED SITES IS 1,673,633 GFA AS NOTED BELOW.

- PARCELS A & B = 1,060,108 GFA
- PARCEL C = 44,795 GFA
- PARCEL D = 163,817 GFA
- PARCEL E = 106,664 GFA
- PARCEL F = 98,088 GFA
- PARCEL G = 135,180 GFA
- PARCEL H = 64,981 GFA

EXISTING ENTITLEMENT VS. PROPOSED ENTITLEMENT

EXISTING BUILDINGS =	1,345,250 GFA
EXISTING BUILDINGS TO BE DEMOLISHED =	315,276 GFA
NEW BUILDINGS PROCESSED SEPARATELY =	245,607 GFA
PROPOSED NEW BUILDINGS =	626,032 GFA
TOTAL PROPOSED DEVELOPMENT =	1,901,613 GFA
NET INCREASE OVER EXISTING APPROVED ENTITLEMENT =	**227,980 GFA**

THE APPLICANT PROPOSES TO INCREASE THE EXISTING APPROVED DEVELOPMENT INTENSITY OF THE COMBINED SITES FROM 1,673,633 GFA TO 1,901,613 GFA. THE NET INCREASE OF THE PROPOSED DEVELOPMENT INTENSITY OVER THE PREVIOUS IS 227,980 GFA.

THE PROPOSED DEVELOPMENT INTENSITY INCREASE WILL BE INCLUSIVE OF EXISTING BUILDINGS TO REMAIN (CP1, CP1-1, CP2, CP2-1, CPS1, CPS2, CPS3, CPS4 = 1,345,250 GFA), PLUS NEW BUILDINGS BEING PROCESSED SEPARATELY UNDER MINISTERIAL PERMIT (CP4, P1 = 245,607 GFA), PLUS PROPOSED NEW BUILDINGS WITHIN THIS PERMIT (CP3, CP5, CP6, CP7, P2 = 626,032 GFA). OTHER PROPOSED IMPROVEMENTS: INCLUDE RECONFIGURATION OF THE MAIN "BOULEVARD" (PRIVATE ROAD), PROVIDING CIRCULATION THROUGH THE CAMPUS.

APPLICANT SEEKS CITY OF SAN DIEGO DISCRETIONARY REVIEW AND APPROVAL OF THE NEW, PROPOSED FACILITIES AND ASSOCIATED SITE IMPROVEMENTS COVERED HEREIN.

BUILDING INFORMATION

EXISTING BUILDINGS:
THERE ARE NINE EXISTING BUILDINGS PLUS TWO UTILITY/CENTRAL PLANT STRUCTURES LISTED AS FOLLOWS. THE UTILITY/CENTRAL PLANT STRUCTURES ARE ROOFED AND ARE NOT NORMALLY OCCUPIED EXCEPT FOR OCCASIONAL MAINTENANCE PERSONNEL. THUS, THE SQUARE FOOTAGES OF SUCH FACILITIES ARE NOT INCLUDED IN THE DEVELOPMENT INTENSITY CALCULATION. THE EXISTING BUILDINGS HOUSE PRIMARILY SCIENTIFIC RESEARCH AND DEVELOPMENT USES.

- "CP1" - 463,791 GFA, 2-STORY, MULTI-TENANT BUILDING
- "CP2" – 267,934 GFA, 4-STORY, SINGLE-TENANT BUILDING
- "10260" – 106,664 GFA, 6-STORY, MULTI-TENANT BUILDING
- "4110" – 44,795 GFA, 2-STORY, MULTI-TENANT BUILDING
- "4161" – 163,817 GFA, 3-STORY, SINGLE-TENANT BUILDING
- "CPS1" – 128,163 GFA, 7-STORY, MULTI-TENANT BUILDING
- "CPS2" – 64,981 GFA, 3-STORY, MULTI-TENANT BUILDING
- "CPS3" – 98,088 GFA, 2-STORY, MULTI-TENANT BUILDING
- "CPS4" – 7,017 GFA, 1-STORY, AMENITY BUILDING
- "CP1-1" – 9,044 SF (EXCLUDED FROM GFA), 1-STORY CENTRAL PLANT BUILDING
- "CP2-1" – 7,310 SF (EXCLUDED FROM GFA), 1-STORY CENTRAL PLANT BUILDING
- TOTAL EXISTING BUILDINGS = 1,345,250 GFA

EXISTING BUILDINGS TO BE DEMOLISHED:

THREE OF THE ABOVE EXISTING BUILDINGS ARE PLANNED TO BE DEMOLISHED AND THEIR AREA IS THEREFORE EXCLUDED FROM THE PROPOSED DEVELOPMENT INTENSITY TABULATIONS. THESE EXISTING BUILDINGS ARE "10260, 4110, AND 4161". TOTAL EXISTING BUILDINGS TO BE DEMOLISHED = 315,276 GFA.

NEW BUILDINGS BEING PROCESSED SEPARATELY UNDER MINISTERIAL PERMIT:
THERE ARE ALSO THE FOLLOWING TWO NEW BUILDINGS BEING PROCESSED UNDER SEPARATE MINISTERIAL PERMITS (SEPARATE FROM ENTITLEMENT EFFORT).

- "CP4" – 210,607 GFA, 5-STORY OVER 1 LEVEL SUBTERRANEAN, MULTI-TENANT BUILDING
- "P1" – 35,000 GFA ACCESSORY AMENITY, 846 STALL, 6 LEVELS OVER 1 LEVEL SUBTERRANEAN, PARKING STRUCTURE
- TOTAL NEW BUILDINGS PROCESSED SEPARATELY = 245,607 GFA

PROPOSED NEW BUILDINGS

THE FOLLOWING ADDITIONAL NEW BUILDINGS ARE PROPOSED:

- "CP3" – 103,559 GFA, 4-STORY OVER 1 LEVEL SUBTERRANEAN PARKING, MULTI-TENANT BUILDING
- "CP5" – 99,561 GFA, 3-STORY OVER 2 LEVELS SUBTERRANEAN BASEMENT, SINGLE-TENANT BUILDING
- "CP6" – 136,500 GFA, 4-STORY OVER 1 LEVEL SUBTERRANEAN PARKING, MULTI-TENANT BUILDING
- "CP7" – 211,792 GFA, 7-STORY OVER 2 LEVELS SUBTERRANEAN PARKING, MULTI-TENANT BUILDING
- "P2" – 69,620 GFA R&D, 5,000 GFA ACCESSORY AMENITY, 1,251 STALL, 5 LEVELS OVER 2 LEVELS SUBTERRANEAN, PARKING STRUCTURE
- TOTAL PROPOSED NEW BUILDINGS = 626,032 GFA

Building Name	Address	GFA (SF)	Year Constructed	Building Heights
EXISTING BUILDINGS TO REMAIN				
CP1	10300 Campus Point Dr	463,791	1979	43' - 5"
CP2	10290 Campus Point Dr	267,934	1997	74' - 4"
CPS1	4242 Campus Point Ct	128,163	1987	75' - 0"
CPS2	10210 Campus Point Dr	64,981	1987	40' - 0"
CPS3	4210 & 4224 Campus Point Ct	98,088	1987	30' - 6"
CPS4	4244 Campus Point Ct	7,017	1987	23' - 10"
		1,029,974		
EXISTING CENTRAL PLANT BUILDINGS				
CP1-1	10300 Campus Point Dr	0	1979	25' - 0"
CP2-1	10290 Campus Point Dr	0	1997	30' - 0"
		0		
BUILDINGS PROCESSED UNDER SEPARATE MINISTERIAL PERMIT				
CP4	TBD	210,607	TBD	TBD
P1	TBD	35,000	TBD	TBD
		245,607		
PROPOSED BUILDINGS				
CP3	TBD	103,559	TBD	64' - 9 1/2"
CP5	TBD	99,561	TBD	61' - 0"
CP6	TBD	136,500	TBD	64' - 0"
CP7	TBD	211,792	TBD	109' - 9 1/2"
P2	TBD	74,620	TBD	65' - 3 1/2"
		626,032		
TOTAL		1,901,613		

Building Name	Address	GFA	Year Constructed	Building Heights
EXISTING BUILDINGS TO BE DEMOLISHED				
4110 CPC	4110 Campus Point Ct	-44,795	1991	30' - 6"
4161 CPC	4161 Campus Point Ct	-163,817	1988	49' - 0"
10260 CPC	10260 Campus Point Dr.	-106,664	1987	92' - 3"
		-315,276		
TOTAL		-315,276		

TOTAL DEVELOPMENT AT FULL ENTITLEMENT
1,029,974 + 245,607 + 626,032 = 1,901,613 GFA