

Costa Verde Center Revitalization Project
Environmental Impact Report
SCH No. 2016071031; Project No. 477943

Appendix D

CAP Consistency Checklist

March 2020

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October 11, 2019

Mr. John Murphy
Regency Centers
420 Stevens Avenue, Suite 320
Solana Beach, CA 92075

Subject: City of San Diego Climate Action Plan (CAP) Consistency Checklist for the Costa Verde Center Revitalization Project (PTS #477943)

Dear Mr. Murphy:

HELIX Environmental Planning, Inc. (HELIX) has reviewed the Costa Verde Center Revitalization Project's (Project's) consistency with the City of San Diego (City) Climate Action Plan's (CAP's) Consistency Checklist (Checklist) to determine the proposed Project's impacts on greenhouse gas (GHG) emissions. This memorandum summarizes the findings of the attached Checklist.

Site Information

The Project is located at the northwest corner of the intersection of Genesee Avenue and Nobel Drive in the University City community of the City. The project site consists of a 13.23-acre property on Assessor's Parcel Numbers (APNs) 345-210-12, -13, and -14. The property is within the University Community Plan, which designates the site's land use as commercial. The General Plan land use designation is Commercial Employment, Retail, & Services. The property is also within the Costa Verde Specific Plan (CVSP) area, which constitutes the zoning for the project area. The existing base zone underlying the area is RS-1-14.

Project Description

The Project entails the reconfiguration and expansion of the existing Costa Verde Center to create a local, walkable hub that provides neighborhood services, retail shops, restaurants, office/research/development uses, a hotel, and community gathering spaces. The Project proposes to retain the current amount (approximately 178,000 square feet [SF]) of commercial/retail uses, add approximately 360,000 SF of research and development (R&D) and 40,000 SF of commercial/office uses, and re-designate an approximately one-acre portion of the project site to Visitor Commercial to reintroduce a hotel use to the CVSP area. A 200-room hotel would serve visitors and the community's research, business, and educational hub. The hotel would be up to 10 stories in height and would encompass approximately 125,000 SF. The maximum building heights would be 45 feet for commercial/retail structures, 120 feet for R&D and commercial/office uses, and 135 feet for the hotel.

The northern portion of the center sits approximately 14 feet higher in elevation (approximately 360 feet AMSL) than the southern portion of the site (approximately 350 feet AMSL, to approximately 335 feet AMSL). A uniform podium level of approximately 360 feet AMSL would be established across the entire site to provide a more cohesive experience and facilitate mobility throughout the site. The majority (approximately 1,758 spaces) of parking would be provided beneath this podium level. At the southern portion of the site, two commercial/retail structures would be located at an elevation similar to the existing ground elevation, but lower than the podium level, due to the difference in elevation across the site.

The northern portion of the center would consist of a pedestrian-oriented promenade. The promenade would extend from a gateway entry at Genesee Avenue and Esplanade Court to a circular style cul-de-sac and a central thoroughfare. It would be lined with retail, restaurant, and office buildings, as well as a central lawn and gathering area, outdoor seating and dining areas, decorative planters, site furniture, landscaping, and accent paving. Elevators and stairs would provide connections to the Mid-Coast Trolley Station.

The southern portion of the center would be oriented around a surface parking lot. This area is intended for essential neighborhood services, such as a grocery store, pharmacy, and banks. Landscaping and non-contiguous sidewalks would be provided along the project's frontage on Genesee Avenue and Nobel Drive.

CAP and Checklist Overview

In December 2015, the City adopted the CAP that outlines the actions the City will undertake to achieve its proportional share of state GHG emission reductions. The purpose of the 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).

The Checklist 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 the measures would ensure that new development is consistent with CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP, as determined through the use of the 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 the Checklist to the extent feasible. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

Project Consistency with Checklist

Step 1: Land Use Consistency

The proposed Project was analyzed for consistency with the CAP's Checklist (see Attachment A for the Checklist). Step 1 of the Checklist is to determine land use consistency of a project. A project would have a consistent land use if it is:

- Consistent with the existing General Plan and Community Plan land use and zoning designations (Checklist Option A of Step 1); or
- If not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment, a project would be land use consistent if it would result in an increased density within a Transit Priority Area (TPA) and implements CAP Strategy 3 actions (Checklist Option B of Step 1); or
- If not consistent with Item A, a project would be consistent if it includes 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 (Checklist Option C of Step 1).

The Project would not be consistent with the Community Plan's land use and development intensity for the CVSP of 178,000 SF for Neighborhood/Community Commercial uses. The Project is proposing a land use and development intensity change through the addition of 360,000 SF of R&D, 40,000 SF of commercial/office space, and a 200-room hotel. Therefore, Checklist Option A of Step 1 would not apply to the Project.

Regarding Checklist Option B of Step 1, the Project is located in a TPA (City 2019) and would implement CAP Strategy 3 actions. The Project's conformance with each CAP Strategy 3 item is described below.

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 goal of the City of Villages Strategy is to implement mixed-use villages throughout the City and connect them through high-quality transit. As shown on Figure LU-1 of the City of San Diego General Plan Land Use and Community Planning Element, the project area is considered to have a high propensity for village development (City 2015). Although it would not be formally designated as a village, the Project proposes the new development of a hotel, R&D, and commercial/office space in an area that supports existing residential development. This intensified development would be in proximity to the new Mid-Coast Trolley University Town Center station, as well as existing bus lines, which would support increased use of mass transit. Therefore, the Project would result in the increase of transit supportive employment densities, and would be consistent with Question 1 of Step 3.

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

The Project would incorporate the new Mid-Coast Trolley line through provision of pedestrian bridges from the trolley station into the project site. The bridges would also extend over Genesee Avenue to the bus terminal at Westfield UTC. Bicycle lockers and parking spaces located near the trolley station would further support transit use. The design of the Project would help to create a transit-supportive environment that would encourage the use of the trolley and bus lines for employment and/or recreational purposes. Therefore, the Project would be consistent with Question 2 of Step 3.

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

As described above, the Project would include pedestrian bridges from the trolley station that would allow employees and guests of the Project, as well as residents of the adjacent residential uses, to use mass transit (trolley and bus), and access additional shopping centers (Westfield UTC). The Project has also been designed to provide pedestrian entry from multiple areas to the north, east, south, and west, and to provide internal pedestrian walkways throughout the project site. High-visibility crosswalk striping would be included at Project driveway entries/exits on Genesee Avenue for pedestrian safety and accessibility. Sidewalks along Genesee Avenue and Nobel Drive would be improved to urban parkway configurations, with a 12-foot wide sidewalk, tree grates, and 2 feet of private landscaping within the parkway. Benches would also be provided along Genesee Avenue to enhance pedestrian comfort. Therefore, the Project would increase walking opportunities in a TPA, and the Project would be consistent with Question 3 of Step 3.

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

Project design incorporates elements to increase bicycling opportunities, consistent with the City's Bicycle Master Plan. The City's Bicycle Master Plan identifies Class II bike lanes along the Project's frontages with Genesee Avenue and Nobel Drive. These facilities currently exist and would not be adversely affected by the Project. The Project also would not preclude additional bicycle improvements currently under consideration. Specifically, the project street sections illustrate provision of a one-way Class IV cycle track on Nobel Drive. The Project has been designed to provide entry from multiple areas to the north, east, south, and west, and to provide bicycle access throughout the project site. In addition, bicycle lockers and racks would be provided on site to encourage bicycling opportunities. Therefore, the project would be consistent with Question 4 of Step 3.

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

Project design includes new urban public spaces that would be in close proximity to transit, such as the trolley and bus lines, which would support Transit Oriented Development. The Project's public spaces would include a central plaza with outdoor seating, a lawn, and a gathering area as well as an additional outdoor-use area adjacent to the existing park to the west of the project site. The increased R&D and commercial/office space in the area would provide additional employment within a TPA and within proximity to mass transit. In addition, as noted in Step 2, Item 8 below, the Project would implement a parking/transportation demand 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. Therefore, the Project would be consistent with Question 5 of Step 3.

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

The Project would include landscaping throughout the project site, including along existing and proposed roadways, access drives, plazas, parking lots, and streetscapes. The proposed landscape palette includes a variety of canopy, shade, and accent trees, accent and ornamental shrubs, and groundcovers to provide a unified theme throughout the site. Eleven types of trees would be provided

on site. The strategic locations of these trees throughout the project site would provide shade that would increase pedestrian usability, and would also provide protection for pavement as described in the Urban Forest Management Plan. The incorporation of the variety and number of trees throughout the project site would meet the City Municipal Code governing landscape planting, and the tree canopy would exceed the existing urban tree canopy within the project limits. This includes replacing existing palm trees with canopy trees that would provide greater shade coverage. Therefore, the project would be consistent with Question 6 of Step 3.

As described above under the six questions related to Step 3, the Project would be in conformance with CAP Strategy 3 actions and would therefore be consistent with Checklist Option B of Step 1. Given the aforementioned, the Project would be consistent with the land use assumptions used in the CAP.

Step 2: CAP Strategies Consistency

After determining consistency with Step 1, Step 2 of the checklist determines a project's consistency with the applicable strategies and actions of the CAP. The project's conformance with each CAP Measure is described below.

Strategy 1: Energy & Water Efficient Buildings

1. Cool/Green Roofs

The Project is designed to have roofs with materials providing a solar reflection index equal to or greater than the values specified in the voluntary measures of CALGreen Attachment A for non-residential land use types.

2. Plumbing Fixtures and Fittings

The Project structures would be provided with plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 of CALGreen (voluntary measures). The appliances and fixtures would meet the provisions of Section A5.303.3 of CALGreen. Requirements related to the specified flow rates will be included in the lease letters for all buildings to ensure that future replacement fixtures meet or exceed these requirements.

Strategy 3: Bicycling, Walking, Transit & Land Use

3. Electric Vehicle Charging

The Project is required to provide six percent of the total parking spaces with a listed cabinet, box, or enclosure connected to a conduit linking the parking spaces with electrical service (i.e., EV-capable parking spaces). Based on the provision of a total of 2,076 parking spaces, the Project is required to provide 125 EV-capable parking spaces. The Project would provide 129 EV-capable parking spaces. Of the 129 EV-capable parking spaces, 65 (50 percent) would have the necessary EV supply equipment installed to provide active EV charging stations ready to use.

4. Bicycle Parking Spaces

The Project is subject to the requirements of the City's Parking Regulations found in San Diego Municipal Code Chapter 14, Article 2, Division 5, which requires the provision of short-term bicycle parking for

visitors and long-term bicycle parking for tenant-occupants/employees. The project is required to provide five short-term bicycle parking spaces, which is 5 percent of the total visitor vehicular parking spaces, and 99 long-term bicycle parking spaces, which is 5 percent of the total tenant-occupant/employee vehicular parking spaces. The project would provide 20 short-term bicycle parking spaces and 99 long-term bicycle parking spaces, thus exceeding the requirements of the Municipal Code.

5. *Shower Facilities*

The Project would accommodate changing/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code requirements indicating showers and lockers per quantity of tenants. With an estimated 1,830 employees, the Project would be required to provide 11 shower stalls and 38 two-tier personal effects lockers. These facilities would be located behind Building C.

6. *Designated Parking Spaces*

The chart provided in Step 2, Item 6 of the CAP checklist requires the Project to designate 10 percent of the total number of parking spaces for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. Based on the provision of a total of 2,076 parking spaces, the Project is required to provide 208 designated spaces. The Project would provide 210 designated parking spaces and would thus be consistent with the chart provided in Step 2, Item 6 of the CAP checklist.

7. *Transportation Demand Management Program*

The Project would implement a transportation demand management plan that includes the following measures:

- The Project would provide preferential carpool/vanpool parking spaces as a part of the overall project parking requirements at the project site. These spaces would be signed and striped “carpool/vanpool parking only.”
- The Project would charge employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools. This may encourage employees to use transit and thereby reduce single-occupant vehicle trips and associated parking demand.
- The Project proposes changing/shower facilities.
- The Project would make a commitment to maintaining an employer network in the SANDAG iCommute program (which replaces the previous RideMatcher service) to tenants/employees.
- The Project would provide on-site carsharing vehicle(s) and/or bikesharing.
- The Project proposes on-site retail services that would reduce the need for office employees and nearby residents to drive, such as cafes, commercial stores, banks, a post office, restaurants, and a gym.

Conclusion

As described above, though the Project would not be consistent with the Community Plan's land use and development intensity, it is located within a Transit Priority Area and would implement CAP Strategy 3 actions. Furthermore, the Project would implement and be consistent with all seven of the CAP measures identified in Step 2 of the Checklist. Given the aforementioned, the proposed Project would be consistent with the Checklist and, therefore, the CAP, and the Project's incremental contribution to a cumulative GHG emissions effect would not be cumulatively considerable. Impacts to GHG emissions from the Project would be less than significant.

Sincerely,



Victor Ortiz
Air Quality Specialist

Attachment A: Climate Action Plan Consistency Checklist

References

City of San Diego (City). 2019. Transit Priority Areas per SB 743. February 5. Available at:
<https://www.sandiego.gov/sites/default/files/transit-priority-map.pdf>.

2015. City of San Diego General Plan Land Use and Community Planning Element. June 29.
Available at: <http://www.sandiego.gov/planning/genplan/#genplan>.



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.



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: _____

Property Address: _____

Applicant Name/Co.: _____

Contact Phone: _____ Contact Email: _____

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

Consultant Name: _____ Contact Phone: _____

Company Name: _____ Contact Email: _____

Project Information

1. What is the size of the project (acres)? _____

2. Identify all applicable proposed land uses:

Residential (indicate # of single-family units): _____

Residential (indicate # of multi-family 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:

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 <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 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.

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; height: 150px; width: 100%; margin-top: 10px;"></div>	<input 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.

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.

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.

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).

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.

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).

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 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

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 <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)