

APPENDIX E

Climate Action Plan Consistency Checklist



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?

Attachment A - Fourth Corner Apartments Project

CAP CONSISTENCY CHECKLIST SUPPORTING DOCUMENTATION

Project Description

Project Location

The proposed Fourth Corner Apartments Project is a mixed-use/infill development with affordable housing units and community space that would serve the City Heights community. The 0.87-acre project site consists of six contiguous lots at 4021, 4035, 4037 and 4061 Fairmount Avenue (Assessor's Parcel Numbers [APNs] 471-461-04, 05, 06, 07, 08 and 09). The project site is located in the CU-2-3 Zone and the Transit Area Overlay Zone within the City Heights Community Plan area. The Project site is designated Commercial and Mixed-Use (29 dwelling units [DU] per acre with a mixed-use density bonus of up to 43 DU per acre available). The project site is bound by dedicated City parkland at 4077 Fairmount Avenue to the north, a commercial development to the south, Fairmount Avenue on the west, and an unnamed alley to the east. Additionally, the project site is located within 0.5 miles of 10 transit stops (Bus Routes 7, 10, 13, and 965; Rapid Routes 60 and 235).

Proposed Development

The project consists of an in-fill mixed-use, apartment building that will provide 74 affordable dwelling units for Low Income residents and 1 Manager's Unit for a total of 75 dwelling units. The proposed residential project will include approximately 131,998 gross square feet of new construction with residential amenities, including approximately 5000 SF of outdoor community recreation open space on the podium deck, a 1,818 SF community room for use by the public, a residents' kitchen, laundry room and lounge. Vehicular parking and bicycle parking will be provided in a secured garage on the street level. The building will be four stories of residential - wood construction, over a parking structure at-grade. The elevator lobby, entrance and manager's office/ lounge will be located off Fairmount Avenue. A Site Development Permit, decided in accordance with Process Four, is required to demolish the designated historic structure at 4061 Fairmount Avenue, San Diego Historical Landmark #525 (SDMC Section 126.0502 (d)(1)). A Tentative Map would be required to consolidate the six contiguous lots into a single lot all, allowing all construction to occur within a single/newly created parcel.

Step 1: Land Use Consistency

The Fourth Corner Apartments Project would be consistent with General Plan and Community Plan land use and zoning designations. The project site is located within the CU-2-3 Zone of the Centralized Urbanized Planned District (CUPD) and the Transit Area Overlay Zone. The purpose of the CUPD is to assist in implementing the goals and objectives of the Mid-City Communities Plan. The CU-2-3 Zone within the CUPD is intended to accommodate a mix of heavy commercial and limited industrial uses with residential uses, including development with pedestrian orientation and medium-high density residential use. The CU-2-3 Zone permits a maximum density of one

Attachment A - Fourth Corner Apartments Project

DU for each 1,000 square feet (SF) of lot area. The Mid Cities Community Plan designates the site for commercial and mixed use, and permits up to 43 DU per acre, with a mixed-use bonus. The site's General Plan designation is "Multiple Use". It is also located within 0.5 miles of 10 transit stops (Bus Routes 7, 10, 13 and 965; Rapid Routes 60 and 235).

Under Assembly Bill 1763 (Government Code Section 65915), signed by Governor Newsome on October 9, 2019, affordable housing projects like the proposed Fourth Corner Apartments Project have no density limitations. Development of 75 DUs on the project site, with the inclusion of the community meeting space, would meet the criteria of Section 65915 of the Government Code and would be consistent with the General Plan, the Mid-Cities Community Plan, and the intent of the CUPD.

Step 2: CAP Strategies Consistency

Strategy 1: Energy and Water Efficient Buildings

1. *Cool/Green Roofs*: The project architectural details have not been determined at this time; however, it would include roofing materials with a minimum three-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. The standard white TPO membrane roof meets the Cool Roof standards for high-rise residential buildings.

2. *Plumbing Fixtures and Fittings*: The residential component of the project would use low-flow fixtures/appliances that would be consistent with the following for 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 washer: water factor of 6 gallons per cubic feet of drum capacity

The community meeting space component of the project would also use low-flow fixtures/appliances that would be consistent with the following for non-residential 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; 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

Attachment A - Fourth Corner Apartments Project

Strategy 3: Bicycling, Walking, Transit & Land Use

1. *Electric Vehicle Charging*: The required 3% of the total of parking spaces required for a multiple-family project of more than 17 dwelling units would be constructed 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. Of the total cabinets, boxes or enclosures provided, 50% would have the necessary electrical vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents.
2. *Bicycle Parking Spaces*: The project would provide 15 more bicycle parking spaces than the 41 bicycle parking spaces required by the City's Municipal Code, for a total of 56 bicycle parking spaces (both short-term and long-term).
3. *Shower Facilities*: This section is not applicable to this strategy because the project does not include non-residential development that would accommodate over 10 tenant occupants (employees).
4. *Designated Parking Spaces*: The project includes a non-residential use in a TPA. The project would provide the required number of designated parking spaces (4 spaces) for a combination of low-emitting, fuel efficient, and carpool/vanpool vehicles.
5. *Transportation Demand Management Program*: This strategy is not applicable because the project does not include non-residential develop that would accommodate over 50 tenant-occupants (employees).

Step 3: Project CAP Conformance Evaluation

Step 1 of the CAP Consistency Checklist for Fourth Corner Apartments Project is answered in the affirmative under option A; therefore, a Step 3 evaluation is not required.