APPENDIX K

Climate Action Plan Consistency Checklist

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: The Trails at Carmel Mountain Ranch/Project No. 652519

Property Address:

Applicant Name/Co.: New Urban West, Inc.

Contact Phone: 925-708-3638 Contact Email: jonathanf@newurbanwest.com

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

Consultant Name: Adam Poll Contact Phone: 805-308-8516

Company Name: Dudek Contact Email: apoll@dudek.com

Project Information

1. What is the size of the project (acres)? 164.5

2. Identify all applicable proposed land uses:
   - ☐ Residential (indicate # of single-family units):
   - ■ Residential (indicate # of multi-family units): 1,200
   - ■ Commercial (total square footage): 12,000
   - ☐ Industrial (total square footage):
   - ■ Other (describe): 111 acres of open space

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:

The proposed project is approximately 164.5 acres and includes a total of 1,200 multi-family homes and a mix of open space and recreational uses. Residential land uses would compose approximately 52.9 acres and would range in density from 13 to 37 dwelling units per acre. Open space uses would be composed of approximately 111 acres, which includes approximately 5 miles of publically accessible trails. In addition, the project proposes a 12,000 square foot pad for future development of a community art gallery/studio located near the existing Carmel Mountain Ranch library.

[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 not consistent with the existing land use and zoning designations and includes land use plan(s) and zoning designation amendment(s) that would result in an increased density within a TPA and will implement Step 3 of the CAP Consistency Checklist as defined in Step 1B of the CAP Consistency Checklist. The General Plan designates the site Park, Open Space, and Recreation; whereas the Carmel Mountain Ranch Community Plan designates the site as Private Recreation - Golf Course and would amend to Residential, Park and Open Space. The project site is zoned: AR-1-1 (agricultural residential), RS-1-13 (residential single unit), RS-1-14 (residential single unit), RM-2-5 (residential multiple unit), and RM-3-7 (residential multiple unit). The proposed project would include the following changes to the existing zoning: 12.01 acres from AR-1-1 (agricultural-residential) to RM-1-1 (residential-multiple unit); 4.16 acres from AR-1-1 (agricultural-residential) to RM-1-3 (residential-multiple unit); 10.07 acres from AR-1-1 (agricultural-residential) to RM-2-4 (residential-multiple unit); 11.4 acres from AR-1-1 (agricultural-residential) to RM-2-5 (residential-multiple unit); 5.58 acres from AR-1-1 (agricultural-residential) to RM-2-6 (residential-multiple unit); 3.42 acres from AR-1-1 (agricultural-residential) to RM-3-7 (residential-multiple unit); 4.45 acres from RS-1-14 (residential-single unit) to RM-2-5 (residential-multiple unit); 1.88 acres from RS-1-14 (residential-single unit) to AR-1-1 (agricultural-residential); 0.41 acres from RM-2-5 (residential-multiple unit) to AR-1-1 (agricultural-residential); 0.13 acres from RM-3-7 (residential-multiple unit) to AR-1-1 (agricultural-residential); and 5.55 acres from RM-1-1 (residential-multiple unit) to AR-1-1 (agricultural-residential).

[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 project shall include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than that provided in Table 1 of Attachment A.	☑	☐	☐

[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. Residential Buildings: The project shall include low-flow fixtures and appliances consistent with the requirements of this checklist item. Non-Residential Buildings: The project shall include low-flow fixtures and appliances consistent with the requirements of this checklist item.	☑	☐	☐

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. Residential: The project will provide listed cabinets, 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, and at a minimum 3% of the spaces would have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents. Non-residential: The project will provide listed cabinets, 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, and at a minimum 50% of the spaces would have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents.	☑	☐	☐

Strategy 3: Bicycling, Walking, Transit & Land Use (Complete this section if project includes non-residential or mixed uses)			
4. *Bicycle Parking Spaces* Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14, Article 2, Division 5)?[6] Check "N/A" only if the project is a residential project. Residential: N/A Non-residential: The City's Municipal Code requires at least two spaces or 0.1 per 1,000 square feet of building floor area. The non-residential square footage is 12,000, thus requiring two spaces. Therefore, the project would include at least two short-term bicycle parking spaces. The City's Municipal Code requires 5% of the required automobile parking spaces to be bicycle parking for any premises with more than ten full-time employees. The non-residential component has less than ten employees and therefore would have at least one long-term bicycle parking space.	☑	☐	☐

[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).

Residential: N/A

Non-residential: The project has less than 10 tenant occupants but does include a shower in the art gallery/studio.

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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.

Residential: N/A

Non-residential: The project's non-residential component will have 21 parking spots and therefore would include 2 spaces as designated for low-emitting, fuel-efficient, and carpool/vanpool vehicles.

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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 project does not accommodate over 50 tenant-occupants.	☐	☐	☑

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?

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?

Yes. Units 5 and 6 of the proposed project are located within a transit priority area; therefore, the entire project is considered to be within a transit priority area. The proposed project would result in an increase in residential density above what is currently zoned for the site. Because the proposed project would locate new residential units close to the San Diego Metropolitan Transit System (MTS) Sabre Springs/Peñasquitos Transit Station and an access point for the Interstate (I) 15 high-occupancy vehicle (HOV) lanes, the proposed project supports the General Plan's City of Villages strategy, including Policies LU-A.6 and LU-A.10, as it is an infill residential project. Further, the proposed project would include approximately 5 miles of trails that would allow residents to access the transit options close to the proposed project without using single-occupancy vehicles. The trails~~, which would be completed in Phases I and II,~~ would allow residents to take advantage of the proximity to public transportation as a project design feature. Thus, the project would implement the General Plan's City of Villages strategy in an identified transit priority area and the development would result in an increase in the capacity for transit-supportive residential densities.

~~The proposed project would result in an increase in density above what is currently zoned for the site. Because the proposed project would locate new residential units in close proximity to the San Diego Metropolitan Transit System (MTS) Sabre Springs/Peñasquitos Transit Station (1,000 feet) and an access point for the Interstate 15 High Occupancy Vehicle (HOV) lanes (2,000 feet), the development supports the General Plan's City of Villages strategy, including Policies LU A.6 and LU A.10 as it is an infill residential project. The proposed project would include approximately 6.74 miles of pedestrian and bicycle pathways (including 4.89 miles of existing and 1.85 miles of new trails) that would allow residents to access the mass transit options in close proximity to the proposed project without using single occupancy vehicles. The trails will also be prioritized to be completed in Phases I and II to allow residents to take advantage of the proximity to public transportation.~~

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

Yes. The proposed project would add medium-density residential units to an infill site located close (within 0.5 mile) to established transit (the MTS Sabre Springs/Peñasquitos Transit Station and an access point for the I-15 HOV lanes). The proposed project would include approximately 5 miles of trails that would allow residents to access the transit options close to the proposed project without using single-occupancy vehicles. The trails would ~~be completed in Phases I and II to~~ allow residents to take advantage of the proximity to public transportation as a project design feature. Thus, the proposed project would implement the General Plan's Mobility Element in a transit priority area to increase the use of transit.

~~The proposed project would add medium density residential units to an infill site located in close proximity to established mass transit [MTS Sabre Springs/Peñasquitos Transit Station (1,000 feet) and an access point for the Interstate 15 HOV lanes (2,000 feet)]. The residents of the project will be able to take advantage of established mass transit opportunities without having to use a single occupancy vehicle. The proposed project would include approximately 6.74 miles of pedestrian and bicycle pathways~~

~~(including 4.89 miles of existing and 1.85 miles of new trails) that would allow residents to access the mass transit options in close proximity to the proposed project without using single occupancy vehicles. The trails will also be prioritized to be completed in Phases I and II to allow residents to take advantage of the proximity to public transportation.~~

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

Yes. The proposed project would include approximately 5 miles of trails. The trail system would provide internal connections throughout the project site and, more importantly, connect residents to the neighborhoods, commercial developments, and transit stops surrounding the project site. The trails, which are designed for pedestrians and bicyclists, would ~~be completed in Phases I and II to~~ allow residents to take advantage of the proximity to public transportation as a project design feature. Thus, the proposed project would implement pedestrian improvements in transit priority areas to increase walking opportunities.

~~The proposed project would create a multimodal trail system that would provide internal connections throughout the project site and, more importantly, connect residents to the neighborhoods, commercial developments, and mass transit stops surrounding the project. The multimodal trail is designed for pedestrians and bicyclists. The proposed project would include approximately 6.74 miles of pedestrian and bicycle pathways (including 4.89 miles of existing and 1.85 miles of new trails) that would allow residents to access the mass transit options in close proximity to the proposed project without using single occupancy vehicles. The trails will also be prioritized to be completed in Phases I and II to allow residents to take advantage of the proximity to public transportation.~~

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

Yes. The proposed project would include approximately 5 miles of trails. The trail system would provide internal connections throughout the project site and, more importantly, connect residents to the neighborhoods and commercial developments surrounding the project. The trail is designed for pedestrians and bicyclists and it would allow residents to access the transit options close to (within 0.5 mile) the proposed project without using single-occupancy vehicles. The trail network~~, which would be completed in Phase I,~~ would allow residents to take advantage of the proximity to public transportation as a project design feature. The site is unique in that it consists of 18 separate development areas (11 of which are proposed for ~~residential~~ development), creating linkages through the site to key destination areas. In total, the proposed project would have 6 access points throughout the 164.5-acre site connecting to various roadways in the community. Trails would connect to sidewalks along the proposed on-site roadways and along existing adjacent residential streets to maximize access and connectivity. Traffic calming measures and low speed designs would be used in the design of on-site roadways, with "shared roadway" markings identifying that bicycle use is permitted. Trail staging areas would be constructed on site to provide bike racks, a trail map kiosk, bike station, picnic tables, and shade areas.

Thus, the proposed project would implement the City's Bicycle Master Plan to increase bicycling opportunities.

~~The proposed project would create a multimodal trail system that would provide internal connections throughout the project site and, more importantly, connect residents to the neighborhoods and commercial developments surrounding the project. The multimodal trail is designed for pedestrians and bicyclists. The trail network will include enhancements to the existing Class II bicycle lanes. As discussed in the TIA (LLG 2019), the site is unique in that is consists of 18 separate development areas (11 of which are proposed for residential development), creating linkages through the site to key destination areas. In total, the Project has 11 access points throughout the 164.5 acre site connecting to various roadways in the community. Trails would connect to sidewalks along the proposed on-site roadways and along existing adjacent residential streets to maximize access and connectivity. Traffic calming measures and low speed designs would be used in the design of on site roadways, with "shared roadway" markings identifying that bicycle use is permitted. Trail staging areas would be constructed onsite to provide bike racks, a trail map and rules kiosk, bike station, picnic tables, and shade areas. The proposed project would include approximately 6.74 miles of pedestrian and bicycle pathways (including 4.89 miles of existing and 1.85 miles of new trails) that would allow residents to access the mass transit options in close proximity to the proposed project without using single occupancy vehicles. The trails will also be prioritized to be completed in Phases I and II to allow residents to take advantage of the proximity to public transportation.~~

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

Yes. The proposed project would add medium-density residential units to an infill site located close to (within 0.5 mile) established transit (the MTS Sabre Springs/Peñasquitos Transit Station and access to the I-15 HOV lanes). The residents of the proposed project would be able to take advantage of established transit opportunities without having to use a single-occupancy vehicle. The proposed project is residential, so it would not directly create jobs, but there would be jobs needed to fulfill the maintenance, landscaping, and repair of the development, including the new open space and park areas. The proposed project would create jobs during the construction phase and residents would be close to employment opportunities nearby, including the Rancho Bernardo and Rancho Peñasquitos employment centers. The Rancho Bernardo and Rancho Peñasquitos employment centers are located directly to the north and southwest of the project area and are estimated to contain 16,542 and 8,861 employees, respectively (SANDAG 2019a, 2019b). The proposed project would create a trail system that would provide internal connections throughout the project site and, more importantly, connect residents to the neighborhoods and commercial developments surrounding the project. The trail is designed for pedestrians and bicyclists. The site is unique in that it consists of 18 separate development areas (11 of which are proposed for ~~residential~~ development), creating linkages through the site to key destination areas. In total, the proposed project has 6 access points throughout the 164.5-acre site connecting to various roadways in the community. Trails would connect to sidewalks along the proposed on-site

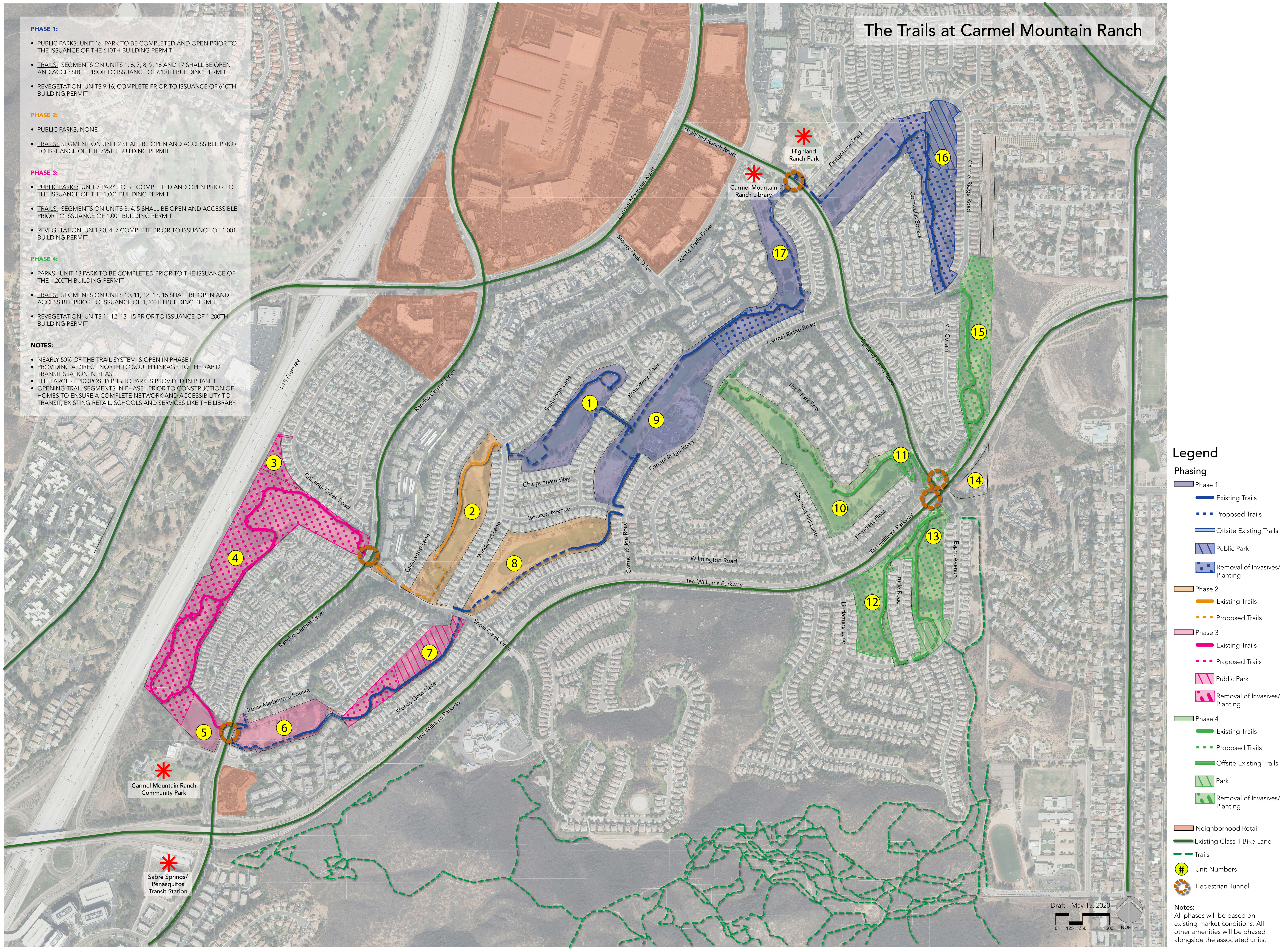
roadways and along existing adjacent residential streets to maximize access and connectivity. Traffic calming measures and low speed designs would be used in the design of on-site roadways, with "shared roadway" markings identifying that bicycle use is permitted. Thus, the proposed project would incorporate implementation mechanisms that support Transit Oriented Development.

~~The proposed project would add medium density residential units to an infill site located in close proximity to established mass transit [MTS Sabre Springs/Peñasquitos Transit Station (1,000 feet) and access to the Interstate 15 HOV lanes (2,000 feet)]. The residents of the project will be able to take advantage of established mass transit opportunities without having to use a single occupancy vehicle. The proposed project is residential so it would not directly create jobs, but there would be jobs needed to fulfill the maintenance, landscaping, and repair of the development, including the new open space and park areas. The proposed project would create jobs during the construction phase and residents would be in close proximity to employment opportunities nearby, including over 13,000 jobs within a 3 mile radius of the proposed project. The proposed project would create a multimodal trail system that would provide internal connections throughout the project site and, more importantly, connect residents to the neighborhoods and commercial developments surrounding the project. The multimodal trail is designed for pedestrians and bicyclists. The trail network will include enhancements to the existing Class II bicycle lanes. As discussed in the TIA (LLG 2019), the site is unique in that is consists of 18 separate development areas (11 of which are proposed for residential development), creating linkages through the site to key destination areas. In total, the Project has 11 access points throughout the 164.5 acre site connecting to various roadways in the community. Trails would connect to sidewalks along the proposed on-site roadways and along existing adjacent residential streets to maximize access and connectivity. Traffic calming measures and low speed designs would be used in the design of on-site roadways, with "shared roadway" markings identifying that bicycle use is permitted.~~

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

Yes. The project would include large shade/specimen, shade, street, and accent trees. There would be a minimum of four tree species included as part of the development from each category listed. The project would incorporate tree planting that would result in 29% coverage of the project site, which would contribute toward the City's 35% urban tree canopy coverage goal by 2035. In addition, the project also aims to preserve existing trees that are outside the limits of grading, and the applicant has prepared a landscape plan that identifies existing trees to remain. In total, the project would involve planting 363 new trees and keeping 1,521 existing trees. Thus, the project would implement the Urban Forest Management Plan to increase the City's urban tree canopy coverage.

~~The project will include: Large Shade/Specimen, Shade, Riparian, Screening, and Accent trees. There will be a minimum of five tree species included as part of the development from each category listed. In total, the proposed project will plant 363 new trees while keeping 1,521 existing trees. The project has incorporated tree planting that will result in 29% coverage of the site, which will contribute towards the City's 20% urban canopy tree coverage goal. In addition, the project also aims to preserve existing trees that are outside the limits of grading. Toward that end, the applicant has performed a topographic survey to determine existing tree locations.~~



The Trails at Carmel Mountain Ranch
PHASE 1:
PUBLIC PARKS: UNIT 16 PARK TO BE COMPLETED AND OPEN PRIOR TO THE ISSUANCE OF THE 610TH BUILDING PERMIT
TRAILS: SEGMENTS ON UNITS 1, 6, 7, 8, 9, 16 AND 17 SHALL BE OPEN AND ACCESSIBLE PRIOR TO ISSUANCE OF 610TH BUILDING PERMIT
REVEGETATION: UNITS 9,16, COMPLETE PRIOR TO ISSUANCE OF 610TH BUILDING PERMIT
PHASE 2:
PUBLIC PARKS: NONE
TRAILS: SEGMENT ON UNIT 2 SHALL BE OPEN AND ACCESSIBLE PRIOR TO ISSUANCE OF THE 795TH BUILDING PERMIT
PHASE 3:
PUBLIC PARKS: UNIT 7 PARK TO BE COMPLETED AND OPEN PRIOR TO THE ISSUANCE OF THE 1,001 BUILDING PERMIT
TRAILS: SEGMENTS ON UNITS 3, 4, 5 SHALL BE OPEN AND ACCESSIBLE PRIOR TO ISSUANCE OF 1,001 BUILDING PERMIT
REVEGETATION: UNITS 3, 4, 7 COMPLETE PRIOR TO ISSUANCE OF 1,001 BUILDING PERMIT
PHASE 4:
PARKS: UNIT 13 PARK TO BE COMPLETED PRIOR TO THE ISSUANCE OF THE 1,200TH BUILDING PERMIT
TRAILS: SEGMENTS ON UNITS 10, 11, 12, 13, 15 SHALL BE OPEN AND ACCESSIBLE PRIOR TO ISSUANCE OF 1,200TH BUILDING PERMIT
REVEGETATION: UNITS 11,12, 13, 15 PRIOR TO ISSUANCE OF 1,200TH BUILDING PERMIT
NOTES:
NEARLY 50% OF THE TRAIL SYSTEM IS OPEN IN PHASE I
PROVIDING A DIRECT NORTH TO SOUTH LINKAGE TO THE RAPID TRANSIT STATION IN PHASE I
THE LARGEST PROPOSED PUBLIC PARK IS PROVIDED IN PHASE I
OPENING TRAIL SEGMENTS IN PHASE I PRIOR TO CONSTRUCTION OF HOMES TO ENSURE A COMPLETE NETWORK AND ACCESSIBILITY TO TRANSIT, EXISTING RETAIL, SCHOOLS AND SERVICES LIKE THE LIBRARY
Highland Ranch Park
Carmel Mountain Ranch Library
Carmel Mountain Ranch Community Park
Sabre Springs/ Penasquitos Transit Station
I-15 Freeway
Highland Ranch Road
Carmel Mountain Road
Stoney Peak Drive
World Trade Drive
Eastbourne Road
Carmel Ridge Road
Cornwallis Square
Via Corsini
Rancho Carmel Drive
Chicarita Creek Road
Capewood Lane
Windcrest Lane
Seabridge Lane
Breezeway Place
Chippenham Way
Boulton Avenue
Tivoli Park Row
Chestnut Hill Lane
Fencrest Place
Wilmington Road
Ted Williams Parkway
Esprit Avenue
Etude Road
Lindamere Lane
Shoal Creek Drive
Stoney Gate Place
Royal Melbourne Square
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
Draft - May 15, 2020
0 125 250 500
NORTH
Legend
Phasing
Phase 1
Existing Trails
Proposed Trails
Offsite Existing Trails
Public Park
Removal of Invasives/ Planting
Phase 2
Existing Trails
Proposed Trails
Phase 3
Existing Trails
Proposed Trails
Public Park
Removal of Invasives/ Planting
Phase 4
Existing Trails
Proposed Trails
Offsite Existing Trails
Park
Removal of Invasives/ Planting
Neighborhood Retail
Existing Class II Bike Lane
Trails
Unit Numbers
Pedestrian Tunnel
Notes:
All phases will be based on existing market conditions. All other amenities will be phased alongside the associated units.