



# 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).<sup>1</sup>

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.

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<sup>1</sup> 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.<sup>2</sup>
- ❖ 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:

<sup>2</sup> 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 APPLICATION

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### Expanded Responses

#### APPLICATION INFORMATION

**4. Provide a brief description of the project proposed:**

The Riverwalk project proposes to redevelop the existing golf course as a mixed-use neighborhood that would include 4,300 multi-family residential dwelling units; 152,000 square feet of commercial retail space; 1,000,000 square feet of office and non-retail commercial space; 97 acres of park, open space, and trails; adaptive reuse of the existing golf clubhouse into a community amenity; and a new Green Line Trolley transit stop within the development.



# 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
<p>A. <input checked="" type="checkbox"/> Is the proposed project consistent with the existing General Plan and Community Plan land use and zoning designations?<sup>3</sup> <u>OR</u></p> <p>B. <input type="checkbox"/> 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)<sup>4</sup> and implement CAP Strategy 3 actions, as determined in Step 3 to the satisfaction of the Development Services Department? <u>OR</u></p> <p>C. <input type="checkbox"/> 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>

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.

<sup>3</sup> 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.

<sup>4</sup> 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.<sup>5</sup> 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
<b>Strategy 1: Energy &amp; Water Efficient Buildings</b>			
<p>1. <i>Cool/Green Roofs.</i></p> <ul style="list-style-type: none"> <li>• 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 <a href="#">California Green Building Standards Code</a> (Attachment A)?; <u>OR</u></li> <li>• 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 <a href="#">California Green Building Standards Code</a>?; <u>OR</u></li> <li>• Would the project include a combination of the above two options?</li> </ul> <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"/>

<sup>5</sup> 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.

## CAP CONSISTENCY CHECKLIST APPLICATION

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### Expanded Responses

#### STEP 2: CAP STRATEGIES CONSISTENCY

##### 1. Cool/Green Roofs.

Development of the proposed project would include roofing materials meeting the performance standard of a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the measures under California Green Building Standards Code; or would include roof construction that meets the performance standard of 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 provide a combination of these two design features.

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.

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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## CAP CONSISTENCY CHECKLIST APPLICATION

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### Expanded Responses

#### **2. Plumbing fixtures and fittings**

For residential buildings/residential components of mixed-use buildings, the project will meet the performance standards by utilizing low-flow fixtures, to include kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi; standard dishwashers with water use of 4.25 gallons per cycle; compact dishwashers with water use of 3.5 gallons per cycle; and clothes washers with a water factor of 6 gallons per cubic feet of drum capacity. For non-residential buildings/non-residential components of mixed-use buildings, the project will meet the performance standards by utilizing plumbing fixtures and fittings that do not exceed the maximum flow rate specified in Table A5.303.2.3.1 (voluntary measures) of the California Green Building Standards Code. Appliances and fixtures for commercial applications will that meet the provisions of Section A5.303.3 (voluntary measures) of the California Green Building Standards Code.

**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](#))?<sup>6</sup>

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

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

## CAP CONSISTENCY CHECKLIST APPLICATION

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### Expanded Responses

#### **3. Electric Vehicle Charging**

The project proposes a mixed-use development that includes multi-family residential dwelling units and commercial retail and office and non-retail commercial space. It is assumed that individual multi-family developments within the proposed project would be more than 17 dwelling units. The project will be conditioned to comply with City requirements. Regardless of the future total required parking and the required listed cabinets, boxes, or enclosures, 50 percent of the required listed cabinets, boxes, or enclosures will meet the performance standard by having the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents.

The project proposes 152,000 square feet of commercial retail use and 1,000,000 square feet of office and non-retail commercial use. Regardless of the future total required parking and the required listed cabinets, boxes, or enclosures, 50 percent of the required listed cabinets, boxes, or enclosures will meet the performance standard by having the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations. As individual development projects come forward for building permits allowed by the Specific Plan, they will be subject to permit conditions to provide electric vehicle charging facilities in accordance with the performance standards in the table provided in this section of the CAP Consistency Checklist.

#### **4. Bicycle Parking Spaces**

Each development within Riverwalk will provide short- and long-term bicycle parking in excess of the Municipal Code 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).

## CAP CONSISTENCY CHECKLIST APPLICATION

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### Expanded Responses

#### 5. Shower Facilities

As described above under Strategy 3, Item 3, as individual development projects come forward for building permits allowed by the Specific Plan, shower/changing facilities and personal effects lockers will be provided in accordance with the performance standards in the table provided in this section of the CAP Consistency Checklist. The number of required shower/changing facilities and personal effects lockers will be based on the cumulative number of tenants/occupants (employees) within the entire Specific Plan area at the time of building permit application.

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.

## CAP CONSISTENCY CHECKLIST APPLICATION

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### Expanded Responses

#### **6. Designated Parking Spaces**

The proposed project is located within a TPA. As individual non-residential development projects come forward for building permits, as allowed by the Riverwalk Specific Plan, they will be subject to permit conditions to provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the table in this section of the CAP Consistency Checklist.

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).



## CAP CONSISTENCY CHECKLIST APPLICATION

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### Expanded Responses

#### **7. Transportation Demand Management Program**

Any required TDM program(s) associated with development within Riverwalk would include unbundled parking; parking cash out; subsidized transit passes; on-site carsharing vehicles and bikesharing; flexible or alternative work hours; telework programs; and access to services that reduce the need to drive, such as cafes, commercial stores, restaurants, gyms, or childcare, either on-site or within one-quarter-mile of the structure/use. However, all individual projects within Riverwalk must follow the performance standards by incorporating at least one of the features from Category 1 of Strategy 3, Step 7; and at least three features from Category 2 of Strategy 3, Step 7.

## Step 3: Project CAP Conformance Evaluation (if applicable) attached pages

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

### **Step 3: Project CAP Conformance Evaluation**

The third step of the CAP Consistency Checklist would not be applicable, as the project is consistent with the CAP. Nonetheless, Step 3 has been voluntarily completed to further demonstrate consistency with the CAP Responses to the Step 3 Conformance Evaluation question are presented 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?**

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?

Although the Climate Action Plan does not define transit-supportive density, it does include the following measure relative to transit-supportive density: “Achieve better walkability and transit-supportive densities by locating all new residential development within Transit Priority Areas.” Riverwalk’s residential components are located within a five- to ten-minute walking radius of a transit stop/center, either the proposed transit stop at Riverwalk or the Fashion Valley Transit Center. This would provide transit-supportive residential density within Riverwalk.

The City of San Diego General Plan defines a village development as “the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated.” Riverwalk would contain potentially multiple village areas, with a mixed-use village core that would be located within the heart of the North District. This mixed-use village core would provide transit; multi-modal connectivity; and residential, commercial, employment and park/public space uses within the same area. As such, the project’s suitability accommodates mixed-use village development within the TPA.

Relative to transit-supportive employment intensities, the non-residential land uses within Riverwalk intentionally increase the capacity for transit-supportive employment intensities within the TPA. As currently developed, the Riverwalk Golf Course provides negligible employment intensity. With the Riverwalk Specific Plan, 152,000 square feet of commercial space and 1,000,000 square feet of employment space would be provided within walking distance of not only the Riverwalk transit stop but also the adjacent Fashion Valley Transit Center.

**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?

Riverwalk would include a new trolley stop/transit center for the Green Line Trolley. Riverwalk would facilitate bus routes to and through the site, potentially connecting at the trolley stop/transit center and other Connectivity Centers within Riverwalk. Thus, making transit a focus and priority for the project.

**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?

The entire Riverwalk site is located within a Transit Priority Area. Riverwalk contains multiple and direct pedestrian connections and accessibility to such activity centers and the mixed-use core within the North District, the employment hub within the South District, the social focal point of the repurposed Riverwalk Golf Course clubhouse within the Central District, as well as other retail, employment, and residential amenities. Easy direct pedestrian access and connectivity would be provided to Riverwalk’s transit stop.

Features that support walkability and promote a transit-supportive environment include the multi-faceted pedestrian and bicycle connections that provide clear and easy linkages to transportation options and a diversity of land uses. Streetscape design includes sidewalks and ample pedestrian space, as well as landscaping that provides evergreen and deciduous trees, as well as accent landscaping, shrubs, and ground cover for visual interest and comfort.

**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?

The Riverwalk Specific Plan includes a multi-layered network of bicycle improvements. The public roadways within Riverwalk would include Class II bicycle circulation facilities. On Friars Road and within certain streets, Class I bicycle facilities would be provided, as well as on trails throughout Riverwalk River Park. Class II or Class IV bicycle circulation facilities would be provided in surrounding Fashion Valley Road, Friars Road, and Hotel Circle North within the project frontage.

In addition to the bicycle network, Riverwalk would include a number of elements that support complete streets. All roadways within Riverwalk include sidewalks and/or open space walkways. Pedestrian connectivity between the North, Central, and the South Districts is facilitated by a pedestrian tunnel, two existing pedestrian bridges, two pedestrian tunnels, and a series of open space walkways and trails. As described below in item 6, Riverwalk includes a diverse tree and landscape palette to enhance the pedestrian experience and mobility hub would allow for easy connections to mobility options such as bike share, ride share, mass transit, and more.

**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.?

The Riverwalk Specific Plan includes a multi-faceted network of parks and open space. This network includes urban public spaces, such as plazas and linear parks within Riverwalk's four districts. Larger park space would be accommodated within the Riverwalk River Park, as well as an open space network along the San Diego River.

Land uses and zoning associated with the project include high density multi-family residential, retail, and office employment uses. The land uses would be concentrated around a planned transit stop (with new Green Line transit stop), as well as a mobility hub that provides multi-modal transportation access to Riverwalk's core areas. The employment focus (152,000 square feet of commercial space and 1,000,000 square feet of employment use) would support the project's transportation options within the TPA.

The Riverwalk Specific Plan allows for the efficient use of parking. Such mechanisms as shared parking and unbundled parking are specifically promoted in the Specific Plan. Similarly, the Specific Plan speaks to the need for parking to be flexible to allow for changes as market demand and/or City regulations.

**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?

The Riverwalk Specific Plan provides a diverse selection for street trees to allow for selection specific to parkway widths and other considerations. Along Friars Road and Fashion Valley Road, there are 11 street tree species. Primary street trees are divided into nine evergreen species and nine deciduous species. Additionally, there are 10 greenbelt/paseo tree species, five plaza accent tree species, eight specimen accent tree species, and 10 shade tree species. These trees contribute to the City's 20 percent urban canopy tree coverage goal.

The Riverwalk Specific Plan contains the following language relative to the preservation of existing trees on-site:

*Existing on-site tree specimens will be analyzed on an individual basis for preservation in their present or in a new location to the greatest extent feasible. All efforts will be made to preserve mature trees where possible. Existing trees will be analyzed and assessed in accordance with Council Policy 900-19 and the Conserve-A-Tree Program.*

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

- Increase the capacity for transit-supportive employment intensities,
- Support the increased use of transit,
- Include land uses and features that reflect its transit-oriented design,
- Implement features that support walkability,
- Enhance the bicycle network,
- Contribute to the City's urban canopy tree coverage goal, and
- Function overall as a Transit Oriented Development.

Based on the project's consistency with the project's CAP Consistency Checklist, the project's contribution of GHGs to cumulative Statewide emissions would be less than cumulatively considerable. Therefore, the project's direct and cumulative GHG emissions would have a less than significant impact on the environment.



# CLIMATE ACTION PLAN CONSISTENCY CHECKLIST

## ATTACHMENT A

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

<b>Table 1 Roof Design Values for Question 1: Cool/Green Roofs supporting Strategy 1: Energy &amp; Water Efficient Buildings of the Climate Action Plan</b>				
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"> <li>• Be capable of cleaning 60 plates in an average time of not more than 30 seconds per plate.</li> <li>• Be equipped with an integral automatic shutoff.</li> <li>• 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.</li> </ul>	

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)