APPENDIX D.
CAP 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.

This page intentionally left blank

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: Project No. 647676 / Alexandria Science Village

Property Address: 9363, 9373 & 9393 Towne Centre Drive, San Diego, CA 92121

Applicant Name/Co.: Alexandria-SD Region No. 53, LLC – Neil Hyytinen

Contact Phone: 858-610-5420 Contact Email: nhyytinen@hechtsolberg.com

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

Consultant Name: RT Lonsdale Contact Phone: 858-405-0869

Company Name: Miller Hull Partnership Contact Email: rlonsdale@millerhull.com

Project Information

1. What is the size of the project (acres)? 3.97 acres (gross)
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): 310,416 S.F. Research & Development
   - ■ Other (describe): 59,462 S.F. Retail, Drinking and Eating
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 Research & Development (R&D) center project will include demolition of the existing scientific research buildings on-site and redevelopment of the site with approximately 369,878 s.f. of mixed-use research, retail, and office uses across 2 buildings, of 4 stories in height. Secondary uses would comprise more than 10% of the total gross floor area, as required by the EMX zoning, serving primarily as tenant spaces. Additionally, 3 levels of subterranean parking offering approximately 938 parking spaces are proposed. The proposed plaza deck would be open to the sky above, have landscaping, and a partially open shade canopy.

[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 General Plan designates the site for "Industrial Employment" and Prime Industrial Lands; the University Community Plan designates the site as Scientific Research. The proposed project does not change the Scientific Research use designation or Prime Industrial classification, and therefore, the proposed land use (Research and Development - or R&D - with accessory/amenity space) is consistent with that currently allowed for the site under existing land use designations.

The project proposes to rezone the site from RS-1-14 (Residential--Single-Unit) to EMX-2 (Employment Mixed-Use) which is consistent with and would implement the Scientific Research and Prime Industrial classifications. The project would require a Community Plan Amendment, Specific Plan Amendment, and rezone to increase the allowable development intensity for scientific research and accessory commercial uses. The project would transfer development intensity rights (3,744 average daily trips or "ADT") from University Community Plan Area Subarea 37 (City Ownership) to newly created Subarea 102 and Subarea 10 as follows: 1,933 ADT transferred to new Subarea 102 (project site), which will allow an additional 241,600 square feet of scientific research/R&D; and 1,811 ADT transferred to Subarea 10 (Alexandria, Campus Point), which will allow an additional 226,400 s.f. of scientific research/R&D space.

The project will not adversely affect the applicable land use plan since the increase in development intensity is accommodated by the CPA, planned development permit, and ADT transfer from Subarea 37. Additionally, the project is consistent with the Scientific Research and Prime Industrial classifications, and all other policies in the University Community Plan.

The project would increase employment intensity within a Transit Priority Area (TPA) and implement CAP Strategy 3 actions (see attached Step 3 responses).

[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 install a membrane roof with a slope less than 2:12 with a minimum 3-year aged solar reflectance of 0.55, a thermal emittance of 0.75 and a SRI of 64. This is consistent with Attachment A in the CAP Consistency Checklist requirements for a non-residential project.	☑	☐	☐

[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. All plumbing fixtures would not exceed the maximum flow rate specified in Table A5.303.2.3.1, and all appliances and fixtures for commercial applications would meet the provisions of Section A5.303.3.	☑	☐	☐

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. Per the SDMC, a total of 769 parking spaces is required; the project as designed proposes 938 total parking spaces. Refer to parking breakdown tables provided on Sheet G001E of the March 2022 Development Plan set. Of these parking spaces, a minimum of 6% (57 spaces) is required to be allocated for Electrical Vehicle Charging (EVCS) per CalGreen mandatory measures. A minimum of half of those spaces, or 3% (29 spaces), would be required to be provided with a listed cabinet, box, or enclosure connected to a conduit linking parking spaces with electrical service for future installation of electric vehicle supply equipment (EVSE). The remaining half (minimum) would be required to provide active charging stations ready for use. See Sheets A1P31 Level P3, A1P21 Level P2, A1P11 Level P1.	☑	☐	☐
Strategy 3: Bicycling, Walking, Transit & Land Use (Complete this section if project includes non-residential or mixed uses)			
4. *Bicycle Parking Spaces* Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code (Chapter 14, Article 2, Division 5)?[6] Check "N/A" only if the project is a residential project. The City's Municipal Code requires that the project provide a minimum of 47 short-term and 47 long-term bicycle parking spaces. The project would provide 10% beyond the minimum requirement by providing 60 short-term spaces at the Level P1 main building entrance at the southwest corner and at the north plaza on Level 1 as well as 61 long-term secure spaces inside the building at the bike storage room on Level P1. See Sheets A1P11 and A111.	☑	☐	☐

[6] Non-portable bicycle corrals within 600 feet of project frontage can be counted towards the project's bicycle parking requirements.

5. *Shower facilities*

If the project includes nonresidential development that would accommodate over 10 tenant occupants (employees), would the project include changing/shower facilities in accordance with the voluntary measures under the California Green Building Standards Code as shown in the table below?

Number of Tenant Occupants (Employees)	Shower/Changing Facilities Required	Two-Tier (12" X 15" X 72") Personal Effects Lockers Required
0-10	0	0
11-50	1 shower stall	2
51-100	1 shower stall	3
101-200	1 shower stall	4
Over 200	1 shower stall plus 1 additional shower stall for each 200 additional tenant-occupants	1 two-tier locker plus 1 two-tier locker for each 50 additional tenant-occupants

Check "N/A" only if the project is a residential project, or if it does not include nonresidential development that would accommodate over 10 tenant occupants (employees).

The project proposes to include showers and lockers in compliance with CalGreen A5.106.4.3 and would provide a total of 16 shower stalls (16 min.) and 56 stacked/two-tiered lockers (31 min.), or 112 lockers in total. See Sheet A1P11 (see Grid W1 & J).

☑ ☐ ☐

6. *Designated Parking Spaces*

If the project includes a nonresidential use in a TPA, would the project provide designated parking for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles in accordance with the following table?

Number of Required Parking Spaces	Number of Designated Parking Spaces
0-9	0
10-25	2
26-50	4
51-75	6
76-100	9
101-150	11
151-200	18
201 and over	At least 10% of total

This measure does not cover electric vehicles. See Question 4 for electric vehicle parking requirements.

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces. The required designated parking spaces are to be provided within the overall minimum parking requirement, not in addition to it.

Check "N/A" only if the project is a residential project, or if it does not include nonresidential use in a TPA.

The project is located within a TPA. The total number of required parking spaces for the project per the SDMC is 769 spaces. The project proposes a total of 938 parking spaces.

A minimum of 10% (or 77 designated parking spaces) would be required for low-emitting, fuel-efficient, and carpool/vanpool vehicles. The project would provide the required spaces to meet the CalGreen Tier 2 voluntary measure of 22% (or 207) of total parking spaces which will include a combination of low-emitting, fuel-efficient, carpool/vanpool vehicles and EVCS spaces per CalGreen 2019 w/July 2021 supplement. Refer to Sheet G001E of the Development Plan set.

☑ ☐ ☐

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). A Transportation Demand Management (TDM) Program has been prepared for the project and will be applicable to future tenants. The TDM Program will include the following: 1) Unbundled parking; 2) Flexible or alternative work hours (implemented by not allowing mass starts/stops during the workday, as specified in individual leases); 3) Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees; 4) Access to services that reduce the need to drive, including cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either on-site or within 1,320 feet (1/4 mile) of the project site. The components included in the TDM Program are discussed in the attached Step 3 responses (Step 3, Item #2) as well as in the Local Mobility Analysis (March 2022) prepared for the project.	☑	☐	☐

Step 3: Project CAP Conformance Evaluation (if applicable)

Refer to Attachment 1 for responses.

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

1. **Would the proposed project implement the General Plan's City of Villages strategy in an identified Transit Priority Area (TPA) that will result in an increase in the capacity for transit-supportive residential and/or employment densities?**
   Considerations for this question:
   - Does the proposed land use and zoning designation associated with the project provide capacity for transit-supportive residential densities within the TPA?
   - Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?
   - Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

2. **Would the proposed project implement the General Plan's Mobility Element in Transit Priority Areas to increase the use of transit?**
   Considerations for this question:
   - Does the proposed project support/incorporate identified transit routes and stops/stations?
   - Does the project include transit priority measures?

3. **Would the proposed project implement pedestrian improvements in Transit Priority Areas to increase walking opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers (such as transit stations, schools, shopping centers, and libraries)?
   - Does the proposed project urban design include features for walkability to promote a transit supportive environment?

4. **Would the proposed project implement the City of San Diego's Bicycle Master Plan to increase bicycling opportunities?**
   Considerations for this question:
   - Does the proposed project circulation system include bicycle improvements consistent with the Bicycle Master Plan?
   - Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

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

6. **Would the proposed project implement the Urban Forest Management Plan to increase urban tree canopy coverage?**
   Considerations for this question:
   - Does the proposed project provide at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?
   - Does the proposed project include policies or strategies for preserving existing trees?
   - Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

CLIMATE ACTION PLAN CONSISTENCY CHECKLIST
ATTACHMENT A

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

Table 1 Roof Design Values for Question 1: Cool/Green Roofs supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan

Land Use Type	Roof Slope	Minimum 3-Year Aged Solar Reflectance	Thermal Emittance	Solar Reflective Index
Low-Rise Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
High-Rise Residential Buildings, Hotels and Motels	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16
Non-Residential	≤ 2:12	0.55	0.75	64
	> 2:12	0.20	0.75	16

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 residential and non-residential voluntary measures shown in Tables A4.106.5.1 and A5.106.11.2.2, respectively. Roof installation and verification shall occur in accordance with the CALGreen Code.

CALGreen does not include recommended values for low-rise residential buildings with roof slopes of ≤ 2:12 for San Diego's climate zones (7 and 10). Therefore, the values for climate zone 15 that covers Imperial County are adapted here.

Solar Reflectance Index (SRI) equal to or greater than the values specified in this table may be used as an alternative to compliance with the aged solar reflectance values and thermal emittance.

Table 2	Fixture Flow Rates for Non-Residential Buildings related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan
Fixture Type	**Maximum Flow Rate**
Showerheads	1.8 gpm @ 80 psi
Lavatory Faucets	0.35 gpm @60 psi
Kitchen Faucets	1.6 gpm @ 60 psi
Wash Fountains	1.6 [rim space(in.)/20 gpm @ 60 psi]
Metering Faucets	0.18 gallons/cycle
Metering Faucets for Wash Fountains	0.18 [rim space(in.)/20 gpm @ 60 psi]
Gravity Tank-type Water Closets	1.12 gallons/flush
Flushometer Tank Water Closets	1.12 gallons/flush
Flushometer Valve Water Closets	1.12 gallons/flush
Electromechanical Hydraulic Water Closets	1.12 gallons/flush
Urinals	0.5 gallons/flush

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 non-residential voluntary measures shown in Tables A5.303.2.3.1 and A5.106.11.2.2, respectively. See the California Plumbing Code for definitions of each fixture type.

Where complying faucets are unavailable, aerators rated at 0.35 gpm or other means may be used to achieve reduction.

Acronyms:
gpm = gallons per minute
psi = pounds per square inch (unit of pressure)
in. = inch

Table 3	**Standards for Appliances and Fixtures for Commercial Application related to Question 2: Plumbing Fixtures and Fittings supporting Strategy 1: Energy & Water Efficient Buildings of the Climate Action Plan**	
Appliance/Fixture Type	**Standard**	
Clothes Washers	Maximum Water Factor (WF) that will reduce the use of water by 10 percent below the California Energy Commissions' WF standards for commercial clothes washers located in Title 20 of the *California Code of Regulations*.	
Conveyor-type Dishwashers	0.70 maximum gallons per rack (2.6 L) (High-Temperature)	0.62 maximum gallons per rack (4.4 L) (Chemical)
Door-type Dishwashers	0.95 maximum gallons per rack (3.6 L) (High-Temperature)	1.16 maximum gallons per rack (2.6 L) (Chemical)
Undercounter-type Dishwashers	0.90 maximum gallons per rack (3.4 L) (High-Temperature)	0.98 maximum gallons per rack (3.7 L) (Chemical)
Combination Ovens	Consume no more than 10 gallons per hour (38 L/h) in the full operational mode.	
Commercial Pre-rinse Spray Valves (manufactured on or after January 1, 2006)	Function at equal to or less than 1.6 gallons per minute (0.10 L/s) at 60 psi (414 kPa) and • Be capable of cleaning 60 plates in an average time of not more than 30 seconds per plate. • Be equipped with an integral automatic shutoff. • Operate at static pressure of at least 30 psi (207 kPa) when designed for a flow rate of 1.3 gallons per minute (0.08 L/s) or less.	

Source: Adapted from the California Green Building Standards Code (CALGreen) Tier 1 non-residential voluntary measures shown in Section A5.303.3. See the California Plumbing Code for definitions of each appliance/fixture type.

Acronyms:
L = liter
L/h = liters per hour
L/s = liters per second
psi = pounds per square inch (unit of pressure)
kPa = kilopascal (unit of pressure)

ARE Science Village Project, La Jolla, California

CAP Checklist - Step 3: Project CAP Conformance Evaluation

April 2022

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?

  The project would demolish the existing scientific research buildings on-site and redevelop the site with two 4-story buildings to support mixed-use research, retail, and office uses, as well as an underground parking structure. The proposed project does not include residential development. As the existing site does not support residential uses, the proposed project would not displace population or housing.

  The 3.97-acre site is designated as Scientific Research in the University Community Plan. The General Plan designates the site for "Industrial Employment" and Prime Industrial Lands. The project does not propose to change the existing Scientific Research use designation or Prime Industrial classification. A rezone would be required to re-designate the property from RS-1-14 (Residential--Single Family Unit) to EMX-2 (Employment Mixed-Use), as the existing RS-1-14 zone does not allow for the proposed Scientific Research (SR) Community Plan land use. The proposed rezone would change the zoning from RS-1-14 to EMX-2, which is consistent with and implements the Scientific Research and Prime Industrial classifications.

- Is the project site suitable to accommodate mixed-use village development, as defined in the General Plan, within the TPA?

  Refer also to the above response. Although the project site currently supports scientific research uses, the project site is zoned RS-1-14 (Residential—Single-Family Unit). As such, the project requires a rezone to accommodate the proposed development.

  The project would result in redevelopment of the subject site with approximately 369,878 square feet (sq. ft.) of mixed-use research, retail, and office uses across two

buildings. The project would consist of approximately 310,416 sq. ft. of Research and Development and 59,462 sq. ft. are planned as accessory/amenity space. The accessory/amenity space is expected to consist of a 7,655 sq. ft. market, 563 sq. ft. food and beverage space, 23,397 sq. ft. fitness center, and 27,847 sq. ft. conference space(s).

Multiple cafes, commercial stores, banks, post offices, restaurants, and gyms are present within 1,320 feet (1/4 mile) of the project site, accessible by bike or walking. The proposed pedestrian network would also provide access to local transit that would link to the larger regional transportation system. Additionally, there are 3 existing major transit stops (as defined in the City of San Diego Preliminary DRAFT Transportation Study Manual guidelines) located within a walking distance of ½ mile from the project site. As such, although the project does not propose a residential component, the development would support mixed-use development in the area through the provision of amenities, goods, and services available to tenants as well as the public, and ease of access to public transportation and other alternative modes of transit.

- Does the land use and zoning associated with the project increase the capacity for transit-supportive employment intensities within the TPA?

  The proposed project consists of two primary components: (1) demolition of existing on-site buildings that total 138,400 square feet (sq. ft.) and (2) construction of two 4-story structures that would support approximately 369,878 sq. ft. for scientific research and secondary uses (market, food and beverage space, fitness center, and conference space for tenants/employees). Per SANDAG employment estimates based on land use and square footage, the existing site supports approximately 461 employees (138,400 sq. ft./300 sq. ft. per employee) while the proposed project would support approximately 1,233 employees (369,878 sq. ft./300 sq. ft. per employee).

  It should be noted that the proposed project would transfer development intensity rights (3,744 average daily trips or "ADT") from University Community Plan Area Subarea 37 (City Ownership) to newly created Subarea 102 and Subarea 10 as follows: 1,933 ADT transferred to new Subarea 102 (project site), which will allow an additional 241,600 sq. ft. of scientific research/R&D; and 1,811 ADT transferred to Subarea 10 (Alexandria, Campus Point), which will allow an additional 226,400 sq. ft. of scientific research/R&D space. The increase in development intensity is accommodated by the

proposed community plan amendment, planned development permit, and ADT transfer from Subarea 37.

Therefore, the project would 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?

  As stated above, there are 3 existing major transit stops (as defined in the City of San Diego Preliminary DRAFT Transportation Study Manual guidelines) that are located within a walking distance of ½ mile from the project site. The project would provide pedestrian connectivity through a pedestrian access network that would link to existing external streets and pedestrian facilities contiguous with the project site to promote the use of transit routes and stations. These transit stops offer access to bus service operated by the Metropolitan Transit System. The locations of these transit stop facilities are provided below:

  1. Northwest corner of La Jolla Village Drive / Towne Centre Drive
  2. Southeast corner of La Jolla Village Drive / Executive Way
  3. Northwest corner of La Jolla Village Drive / Executive Way

  Additionally, MTS operates the City's light rail system (San Diego Trolley). The rail line was recently extended to La Jolla, with tracks extending along Genesee Avenue, approximately 0.4 mile to the west of the site. The nearest access to the trolley system from the site would be provided at the University Town Center shopping center.

- Does the project include transit priority measures?

  The proposed project would include a transportation demand management (TDM) program that would be applicable to existing tenants and future tenants. The project would implement the following TDM measures: (1) provide unbundled parking, (2) participate in the SANDAG iCommute and RideMatcher programs, (3) provide access to services that reduce vehicle trips, and (4) allow for flexible or alternative work hours. A TDM coordinator would be available on-site to provide information and

distribute publications on current TDM measures available for the tenants and employees.

Unbundled Parking

All on-site parking would be provided in conformance with City parking regulations and with respect for the site being located in a transit priority area. A total of 938 on-site parking spaces are proposed. Unbundled parking would be provided whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development.

SANDAG iCommute and RideMatcher Programs

The project would be conditioned to ensure continued commitment to maintaining an Employer network in SANDAG's iCommute Program and promoting its RideMatcher service to tenants/employees to encourage the use of alternative means of transit.

Access to Services

The project site is located in a dense urban setting in the University Community Plan Area. There are multiple cafes, commercial stores, banks, post offices, restaurants, and gyms within 1,320 feet (1/4 mile) of the project site. The project would provide pedestrian connectivity through a pedestrian access network that links to existing external streets and pedestrian facilities contiguous with the project site to promote pedestrian trips to surrounding services off-site. Additionally, the project includes a market (7,655 sq. ft.), 23,397 sq. ft. fitness center, 563 sq. ft. food and beverage space, and conference space (27,847 sq. ft.) for tenant and employee use that would reduce the need for vehicle trips to access surrounding services.

Flexible or Alternative Work Hours

The project would encourage tenants to allow employees to telecommute to work or offer alternative work schedules to reduce the number of commute trips. This may be implemented by not allowing for mass starts/stops as specified in tenant leases.

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)?

Refer to Response 2, above. The project would provide pedestrian connectivity through a pedestrian access network that would link to existing external streets and pedestrian facilities contiguous with the project site and that would promote the use of public transit and surrounding services.

- Does the proposed project urban design include features for walkability to promote a transit supportive environment?

  Refer to the above response.

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?

  The proposed project would provide 60 short-term bicycle parking spaces and 61 long-term bicycle parking spaces on-site which is consistent with requirements of the City's Municipal Code (Chapter 14, Article 2, Division 5). Bike lockers and shower facilities would be provided on-site consistent with the City of San Diego Climate Action Plan in accordance with voluntary measures under the California Green Buildings Standards Code. Bicycle repair stations that offer basic repair and maintenance tools would also be provided on-site.

- Does the overall project circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

  The project is located in a highly developed area with established sidewalks and streetscapes. The project would reconfigure driveways to access the site, but the project does not propose alterations to the streetscape or sidewalk network. Pedestrians would continue to be able to access the site through the use of existing sidewalks and crosswalks. Pedestrians on-site would be able to use the internal pedestrian access network to reach destinations on-site and in the project vicinity, including the 3 transit stations currently located within a walking distance of ½ mile from the project site. As mentioned above, the project site would provide bicycle parking and storage on-site as well as access to bicycle repair stations. The project would provide 115 preferential parking spaces for carpool/clean air/vanpool/electric

vehicles. Through project design and access to amenities, the project would provide a multimodal approach to accommodate the mobility needs of a variety of 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?

  The project would offer landscaped areas along the perimeter of the site as well as a small plaza outside of the proposed market/food and beverage area in the southwestern portion of the property for passive and active recreation. This plaza would be open for public use and is intended to engage pedestrians along the adjacent streets and offer opportunities for passive recreation in the form of gathering, eating, and other such activities. The project also includes an open-air plaza/atrium that would provide landscaped areas for employees of the proposed development to gather. The project does not propose a pocket park.

- Does the land use and zoning associated with the proposed project increase the potential for jobs within the TPA?

  Refer to Response 1, above. The proposed Community Plan designation of SR (Scientific Research) and rezone to EMX-2 would allow for development of new research development, retail, and office uses on the site. As mentioned above, the existing site supports approximately 461 employees (138,400 sq.ft./300 sq. ft. per employee) while the proposed project would support approximately 1,233 employees (369,878 sq. ft./300 sq. ft. per employee). Therefore, the project would 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.?

  Refer to Response 2, above. All parking would be provided in conformance with City parking regulations and with respect for the site being located in a transit priority area. A total of 938 on-site parking spaces are proposed. Unbundled parking would be

provided whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development.

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?

  The project does not propose any new parkways; however, a number of street trees (four proposed species of varying sizes) would be planted within the adjacent public right-of-way; refer to Attachment 2. All landscaping for the project site would be in conformance with City landscaping design standards. Proposed landscaping would include a variety of plantings, including street trees (within the public right-of-way), and "canopy trees," "understory accent trees," "street frontage accent trees," and "evergreen vertical trees" to visually enhance the site and street frontage, and to define exterior gathering and pedestrian spaces.

- Does the proposed project include policies or strategies for preserving existing trees?

  The project site is highly developed with no designated open space or natural areas on-site. Landscaped areas on the property currently support ornamental trees typical of commercial development in urbanized areas. As such, the project does not include strategies for the preservation of existing trees as no native mature trees occur on-site.
  The project would replace all existing trees on-site; however, the project proposes the planting of 76 new trees (51 new trees within the property line and 25 new trees within the parkway). Refer to Attachment 2, Tree Count, which provides an illustration of existing and proposed tree plantings. Refer also to the response below.

- Does the proposed project incorporate tree planting that will contribute to the City's 20% urban canopy tree coverage goal?

  See above responses. On-site landscaped areas would support a various types of tree species consistent with City landscaping design standards. Under current conditions, there are 33 trees within the project site boundary; the project proposes to plant 51 new trees, for a net increase of 18 trees (or 55%) above existing conditions. Similarly,

there are 17 existing trees within the adjacent parkway; the project proposes to plant 25 new trees within the parkway, for a net increase of 8 trees (or 47%) above existing conditions. The project would therefore exceed the requirement as outlined in the City of San Diego Draft CAP to achieve a 25% increase in canopy trees by year 2035 (consistent with the City's 2015 Urban Forest Management Action Plan).

EXISTING TREES:

Existing Trees
Total Count: 33 Trees

Existing Perimeter Trees
Total Count: 17 Trees

To be replaced with future installation of parkway planting

N

0 10' 20' 40'

Scale: 1"=20'-0"

ATTACHMENT 2A

MILLER HULL
The Miller Hull Partnership, LLP
Architecture and Planning
Point Loma Marina
4660 North Harbor Drive, Suite 100
San Diego, CA 92106
Phone: 619-220-0984
Contact: Name

ALEXANDRIA

GROUNDLEVEL
Landscape Architecture
2605 State Street, Suite B
San Diego, CA 92103
619 325 1990
GroundLevelSD.com

STAMP

Alexandria Science Village

9393 Towne Centre Drive,
San Diego, California 92121

SUBMITTAL

REVISIONS

No.	Description	Date

Drawn: MS DW JB
Checked: YN
M|H Proj No.: A19.0087.00
Issue Date:

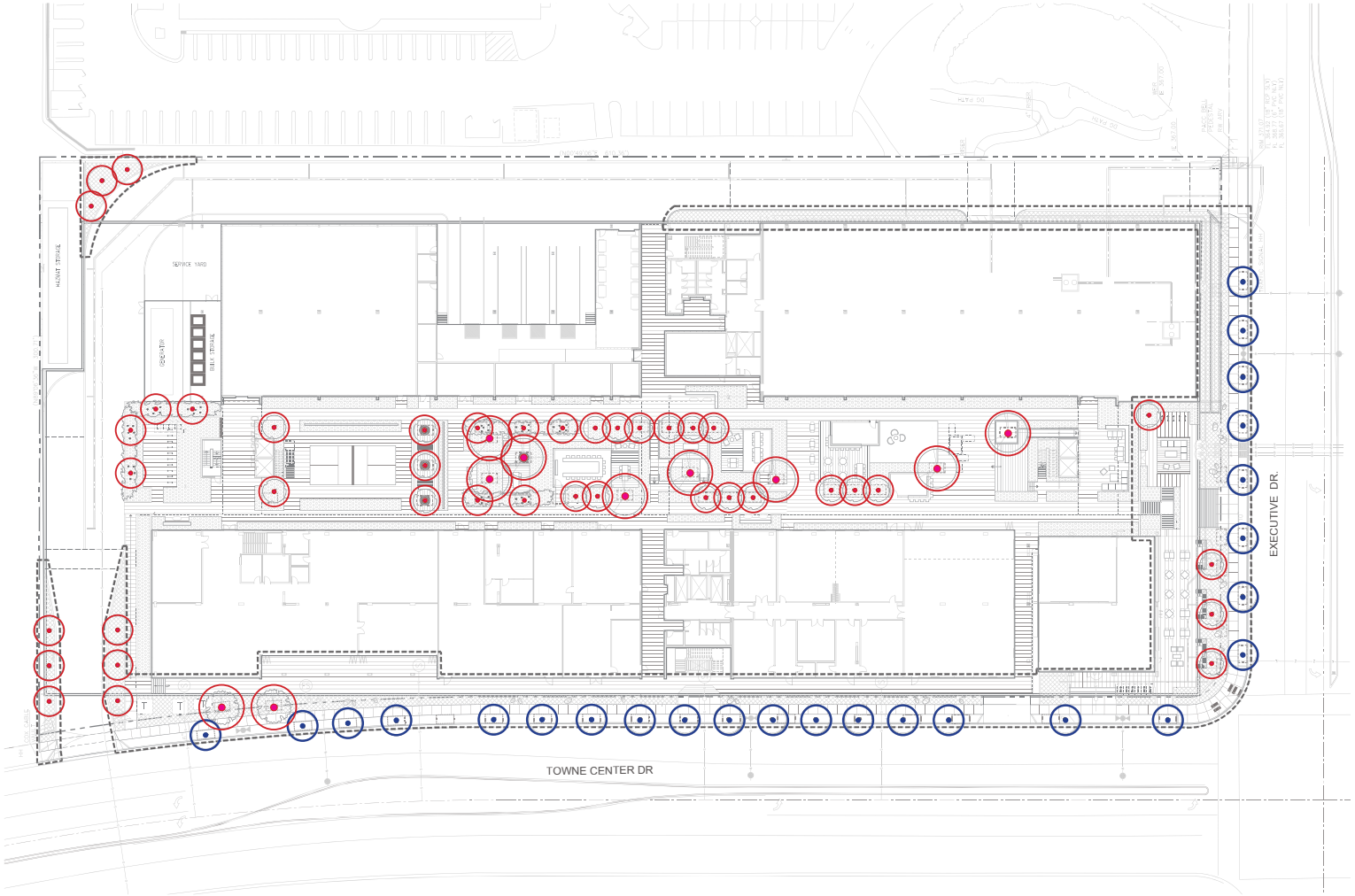
SHEET

EXISTING TREE COUNT

NEW TREES:

Trees within Property Line
New Trees Total Count: 51
Existing Trees Total Count: 33
Net Increase: 18 Trees = 55%

Parkway Trees
New Trees Total Count: 25
Existing Trees Total Count: 17
Net Increase: 8 Trees = 47%



N

0 10' 20' 40'

Scale: 1"=20'-0"

ATTACHMENT 2B

MILLER HULL
The Miller Hull Partnership, LLP
Architecture and Planning
Point Loma Marina
4660 North Harbor Drive, Suite 100
San Diego, CA 92106
Phone: 619-220-0984
Contact: Name

ALEXANDRIA

STAMP

GROUNDLEVEL
Landscape Architecture
2605 State Street, Suite B
San Diego, CA 92103
619 325 1990
GroundLevelSD.com

Alexandria Science Village

9393 Towne Centre Drive,
San Diego, California 92121

SUBMITTAL

REVISIONS
No. Description Date

Drawn: MS DW JB
Checked: YN
M|H Proj No.: A19.0087.00
Issue Date:

SHEET
NEW TREE COUNT