



# 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: PN 697307/Clairemont Village

Property Address: 3001 through 3089 Clairemont Drive

Applicant Name/Co.: Clairemont Village Quad, LLC

Contact Phone: 858-449-1131 Contact Email: csmith5@san.rr.com

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

Consultant Name: Sally Schifman, Senior Planner Contact Phone: 760-953-8566

Company Name: HWL Planning & Engineering Contact Email: sschifman@hwl-pe.com

### Project Information

1. What is the size of the project (acres)? Total Site: 12.96 acres; Area of Impact: 2.67 acres

2. Identify all applicable proposed land uses:

Residential (indicate # of single-family units): \_\_\_\_\_

Residential (indicate # of multi-family units): 224 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:

The proposed Project includes a Site Development Permit (SDP) and Neighborhood Development Permit (NDP) for construction of a five-story multi-family residential building consisting of 224 units over a two-story parking structure with 342 parking stalls. In addition, there are 43 retail parking spaces to be shared with residents and their guests between the hours of 6 PM and 9 AM. Therefore, 385 parking spaces will be provided for residential use. The structure would total 314,901 square feet (SF). The building would also include a lounge, fitness center, pool and spa, outdoor activity areas, leasing office, and bike storage. The Project would require the demolition of 3,770 SF of existing retail space for provision of a fire access lane around the proposed building.

<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 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? <sup>3</sup> <u>OR</u>		
B. If the proposed project is not consistent with the existing land use plan and zoning designations, and includes a land use plan and/or zoning designation amendment, would the proposed amendment result in an increased density within a Transit Priority Area (TPA) <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> ,	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. If the proposed project is not consistent with the existing land use plan and zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?		

If **"Yes,"** proceed to Step 2 of the Checklist. For question B above, complete Step 3. For question C above, provide estimated project emissions under both existing and proposed designation(s) for comparison. Compare the maximum buildout of the existing designation and the maximum buildout of the proposed designation.

If **"No,"** in accordance with the City's Significance Determination Thresholds, the project's GHG impact is significant. The project must nonetheless incorporate each of the measures identified in Step 2 to mitigate cumulative GHG emissions impacts unless the decision maker finds that a measure is infeasible in accordance with CEQA Guidelines Section 15091. Proceed and complete Step 2 of the Checklist.

The Project site has a General Plan land use designation of Commercial Employment, Retail, and Services (Community Commercial), and a Community Plan land use designation of Commercial. The site is zoned CC-1-3.

Commercial Employment, Retail, and Services (Community Commercial) land uses provide for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to transit corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses. Residential developments are permitted at densities between zero and 74 unit per acre. The proposed project site is part of a commercial shopping center, which is located along a major transit corridor (Clairemont Drive). The proposed project would enhance the viability of the existing commercial uses in the area.

The Clairemont Mesa Community Plan identifies the project site as "Clairemont Village" and designates the total 12.96-acre site as Community Center and within the Community Plan Implementation Overlay Zone (CPIOZ) - Type B. The community plan does not identify a specific residential density for mixed-use development, nor does it preclude residential development. As proposed, the project would introduce residential development resulting in "horizontal" mixed-use fashion at the Clairemont Village site and would not affect the retention of existing commercial uses as the community center.

The property is zoned CC-1-3 which permits residential development at a density of 1 unit per 1500 SF (29 units/acre) of lot area (SDMC Section 131.0531 Table 131-05E). This would allow for up to 376 units on the 12.96-acre property, or 29 units per acre. With the application of development regulations, engineering and building standards, and architectural design features, the proposed project would total 224 units, or 1 unit per 2520 SF of lot area (17 units per acre).

Therefore, the proposed project is consistent with the existing General Plan and Community Plan land use and zoning designations.

<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; padding: 5px; margin-top: 10px;"> <p>The project would include roofing materials with a minimum 3-year aged solar reflection and thermal emittance per CGBSC. The project would incorporate white TPO/PVC roofing with SRI of .30 or better in compliance with the CGBSC. A note has been included on Plan Sheet G1.1.</p> </div>	<input checked="" 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.

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.

The project would include the following plumbing fixtures and they would not exceed the following maximum flow rates, or better:  
kitchen faucets = 1.5 gpm @ 60 psi  
standard dishwashers = 4.25 gallons per cycle  
compact dishwashers = 3.5 gallons per cycle  
clothes washers = water factor of 6 gallons per cubic feet of drum capacity  
A note has been included on Plan Sheet G1.1.



**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.

The proposed 224-unit, multi-family project would provide a total of 342 parking stalls in a two level parking structure. In addition, there are 43 retail parking spaces to be shared with residents and their guests between the hours of 6 PM and 9 AM. Therefore, 385 parking spaces will be provided for residential use. Of those, 155 stalls will be EV-supportive (137 inside the parking structure and 18 outside). In accordance with 2022 Green Building Code standards, approximately 37 stalls will be EV capable, 97 stalls will be EV ready with Low Power Level 2 Receptacles (jbox), and 21 will be installed with Level 2 EV Supply Equipment. A note has been included on Plan Sheet G1.1. The EV stalls have been labeled on the plan set. See Sheets A2.0 and A2.1.



**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.

The proposed project involves the development of a residential building on a 2.67-acre portion of a larger commercial center. It was determined that 100 bicycle spaces would be a requirement of the development. Therefore, the proposed project includes provisions for 102 bicycle parking spaces, including 32 spaces on Level 1 and 70 spaces on Level 2 of the parking structure. All bicycle parking spaces are long term. No short-term bicycle parking is proposed. A note has been listed on Plan Sheet G1.1. The bicycle parking areas have been labeled on the plan set. See Sheets A2.0 and A2.1.



<sup>6</sup> 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 proposed project involves the development of a residential building on a 2.67-acre portion of a larger commercial center. The project must only account for the new residential component of the site as it relates to the providing shower/changing facilities. Therefore, as a residential project, no shower facilities are required and this emissions reduction strategy is not applicable.

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 proposed project involves the development of a residential building on a 2.67-acre portion of a larger commercial center and is not within a TPA. Therefore, this strategy does not apply to the project. Regardless, the project would include a approximately 36 designated parking spaces for use by low-emitting, fuel-efficient, and/or carpool/vanpool vehicles. A note has been added to the parking summary table on Sheet G1.1.

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 proposed project involves the development of a residential building on a 2.67-acre portion of a larger commercial center. Therefore, this emissions reduction strategy is not applicable. Regardless, this project is located in Mobility Zone 4 and subject to the Complete Communities: Mobility Choices Ordinance (effective 2021). The project shall pay an Active Transportation In-Lieu Fee as required by the City, and excluding the affordable units.

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

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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



# CLIMATE ACTION PLAN CONSISTENCY CHECKLIST

## ATTACHMENT A

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

<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)