



# 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 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 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.

<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.

2. *Plumbing fixtures and fittings*

With respect to plumbing fixtures or fittings provided as part of the project, would those low-flow fixtures/appliances be consistent with each of the following:

Residential buildings:

- Kitchen faucets: maximum flow rate not to exceed 1.5 gallons per minute at 60 psi;
- Standard dishwashers: 4.25 gallons per cycle;
- Compact dishwashers: 3.5 gallons per cycle; and
- Clothes washers: water factor of 6 gallons per cubic feet of drum capacity?

Nonresidential buildings:

- Plumbing fixtures and fittings that do not exceed the maximum flow rate specified in [Table A5.303.2.3.1 \(voluntary measures\) of the California Green Building Standards Code](#) (See Attachment A); and
- Appliances and fixtures for commercial applications that meet the provisions of [Section A5.303.3 \(voluntary measures\) of the California Green Building Standards Code](#) (See Attachment A)?

Check "N/A" only if the project does not include any plumbing fixtures or fittings.

**Strategy 3: Bicycling, Walking, Transit & Land Use**

3. *Electric Vehicle Charging*

- Multiple-family projects of 17 dwelling units or less: Would 3% of the total parking spaces required, or a minimum of one space, whichever is greater, be provided with a listed cabinet, box or enclosure connected to a conduit linking the parking spaces with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide electric vehicle charging stations at such time as it is needed for use by residents?
- Multiple-family projects of more than 17 dwelling units: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use by residents?
- Non-residential projects: Of the total required listed cabinets, boxes or enclosures, would 50% have the necessary electric vehicle supply equipment installed to provide active electric vehicle charging stations ready for use?

Check "N/A" only if the project is a single-family project or would not require the provision of listed cabinets, boxes, or enclosures connected to a conduit linking the parking spaces with electrical service, e.g., projects requiring fewer than 10 parking spaces.

**Strategy 3: Bicycling, Walking, Transit & Land Use**

(Complete this section if project includes non-residential or mixed uses)

4. *Bicycle Parking Spaces*

Would the project provide more short- and long-term bicycle parking spaces than required in the City's Municipal Code ([Chapter 14, Article 2, Division 5](#))?<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.

5. *Shower facilities*

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

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

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



6. *Designated Parking Spaces*

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

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

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

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

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

7. *Transportation Demand Management Program*

If the project would accommodate over 50 tenant-occupants (employees), would it include a transportation demand management program that would be applicable to existing tenants and future tenants that includes:

At least one of the following components:

- Parking cash out program
- Parking management plan that includes charging employees market-rate for single-occupancy vehicle parking and providing reserved, discounted, or free spaces for registered carpools or vanpools
- Unbundled parking whereby parking spaces would be leased or sold separately from the rental or purchase fees for the development for the life of the development

And at least three of the following components:

- Commitment to maintaining an employer network in the SANDAG iCommute program and promoting its RideMatcher service to tenants/employees
- On-site carsharing vehicle(s) or bikesharing
- Flexible or alternative work hours
- Telework program
- Transit, carpool, and vanpool subsidies
- Pre-tax deduction for transit or vanpool fares and bicycle commute costs
- Access to services that reduce the need to drive, such as cafes, commercial stores, banks, post offices, restaurants, gyms, or childcare, either onsite or within 1,320 feet (1/4 mile) of the structure/use?

Check "N/A" only if the project is a residential project or if it would not accommodate over 50 tenant-occupants (employees).

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

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

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

Considerations for this question:

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

## Step 3: Project CAP Conformance Evaluation

**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?

RESPONSE:

The Bella Mar project (project) proposes to re-zone the project site from Agricultural-Residential (AR-1-2) to the Multiple-Unit Medium Residential zone (RM-2-5) zone and to amend the Otay Mesa-Nestor Community Plan to allow 280 market rate units and 100 affordable units to be constructed on the Property, which is within ¼ mile of the Palm Avenue Trolley Station. The site is in a Transit Priority Area and will increase transit-supportive residential density. The proposed on site affordable housing, in particular, is anticipated to increase transit use and contribute to socio-economic equality relative to transit access.

The project will support the City of Villages Strategy outlined in the Strategic Framework, which calls for new growth to be focused in mixed-use centers served by a regional transit system. General Plan figure LU-1 identifies the area around the trolley station at the intersection of Palm and Hollister as having a high Village propensity. Commercial and recreational uses already exist at this node, but higher residential density is needed to fulfill the goal for mixed uses near transit. The project will increase the allowable residential density from 14 single-family units currently allowed by the AR-1-2 zoning designation (1 unit per acre) to 380 multi-family units.

The project site is in the Palm City neighborhood, historically the transportation hub for the Otay Mesa-Nestor community. Bella Mar will be a family-oriented project with larger units, including a substantial proportion of 3-bedroom units that are much needed by families in this area and that provide workforce housing in support of local businesses.

**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?

RESPONSE:

The project increases residential density within ¼ mile of an existing trolley station. Additionally, there is an existing bus route along Hollister Street. A new bus stop for northbound and southbound directions

of travel will be installed on Hollister in front of the property as part of this project. MTS plans to relocate a deficient stop further south on Hollister to this new stop that will be compliant with City standards and codes.

**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?

**RESPONSE:**

The project includes a number of off-site pedestrian improvements aimed at enhancing community connections and accessibility to local activity opportunities. The project requires frontage improvements providing an accessible sidewalk on the west side of Hollister Street adjacent to the site where no sidewalk currently exists. Additionally, the project includes widening of Hollister Street, construction of Class II bike lanes, sidewalk improvements, and a mid-block crosswalk. A temporary sidewalk will also be constructed along the west side of Hollister Street from the project frontage south to connect to the existing sidewalk on Conifer Avenue. To further provide accessibility to existing trails and paths, the project includes a path connection on the east side of Hollister Street, from the project frontage north to connect with the existing Otay Valley Regional trail system linking residents to explore and enjoy the local trail network along the Otay River.

Likewise, the project includes a number of features designed to support available transit. Bus stops will be constructed on Hollister Street, accommodating both northbound and southbound travel. The new off-site sidewalks will allow residents to walk to the bus stops and/or to additional transit opportunities in proximity to the project site. Internal walkways within the project will provide accessible routes from all buildings on site to the new sidewalk and bus stop on Hollister Street.

**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?

**RESPONSE:**

The frontage improvements required for the Bella Mar Apartments project and Tentative Map will provide Class II bike lanes on both sides of Hollister Street adjacent to the site, where no bike lanes currently exist. The Bicycle Master Plan proposes as a high priority project the extension of Class II bike lanes in both directions on Hollister Street to connect to the Palm Avenue Trolley Station to the south,

Otay Valley Regional Park to the north and the Bayshore Bikeway to the north via Main Street. On site bike racks and private garages will accommodate secure bicycle storage.

**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 Otay-Nestor Community Plan calls for Transit-Oriented Development in the Palm City neighborhood where Bella Mar is located. The proposed project will follow TOD Guidelines, including locating both market-rate and affordable multifamily housing in close proximity to existing light rail transit and adjacent to an existing bus route. The project will provide Class II bike lanes along the site frontage, connecting to proposed Class II bike lanes on Hollister Street to access transit. The high ratio of on-site affordable housing permits a reduction in required parking quantities for the entire project, below what would be required for market rate housing alone.

**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 project site is currently partially covered with non-native grasses. The only existing trees are in the conservation easement. The proposed project landscape plan will greatly increase the tree canopy with a variety of species. The proposed project will also allow for the environmental restoration of the 100-foot MHPA buffer zone in the conservation easement along the north property line.



# 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)

## **ATTACHMENT 1**

<b>FIXTURE COUNT</b>				
<b>BUILDING</b>	<b>1BR</b>	<b>2BR</b>	<b>3BR</b>	<b>Total</b>
PARCEL 1	80	131	69	<b>280</b>
PARCEL 2	48	26	26	<b>100</b>
<b>TOTAL UNITS</b>	<b>128</b>	<b>157</b>	<b>95</b>	<b>380</b>
% of Total	33.68%	41.32%	25.00%	
<b>KITCHEN FIXTURES</b>	<b>1</b>	<b>1</b>	<b>1</b>	
<b>TOTAL KITCHEN FIXTURES</b>	<b>128</b>	<b>157</b>	<b>95</b>	<b>380</b>
<b>SINGLE VANITY SINK</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL SINGLE VANITY SINK</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>95</b>
<b>DOUBLE VANITY SINK</b>	<b>1</b>	<b>2</b>	<b>2</b>	
<b>TOTAL DOUBLE VANITY SINK</b>	<b>128</b>	<b>628</b>	<b>380</b>	<b>1136</b>
<b>TOILETS</b>	<b>1</b>	<b>2</b>	<b>2</b>	
<b>TOTAL TOILETS</b>	<b>128</b>	<b>314</b>	<b>190</b>	<b>632</b>
<b>SHOWERS/BATH</b>	<b>1</b>	<b>2</b>	<b>2</b>	
<b>TOTAL SHOWER/BATHS</b>	<b>128</b>	<b>314</b>	<b>190</b>	<b>632</b>
<b>WASHER/DRYER</b>	<b>1</b>	<b>1</b>	<b>1</b>	
<b>TOTAL WASHER/DRYER</b>	<b>128</b>	<b>157</b>	<b>95</b>	<b>380</b>
<b>DISHWASHER</b>	<b>1</b>	<b>1</b>	<b>1</b>	
<b>TOTAL DISHWASHER</b>	<b>128</b>	<b>157</b>	<b>95</b>	<b>380</b>

**TOTAL FIXTURES = 3635**