

## **Attachment GR.R2.1**

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Proposed Project: Climate Action Plan Consistency Review Checklist

Alternative H: Climate Action Plan Consistency Review Checklist

Otay Ranch Village 13 Environmental Justice Evaluation



Permit Number: \_\_\_\_\_

COUNTY OF SAN DIEGO  
LAND USE AND ENVIRONMENT GROUP  
**Department of Planning & Development Services**

## Appendix A: Final Climate Action Plan

### Consistency Review Checklist

### Introduction

The County of San Diego (County) Climate Action Plan (CAP), adopted by the Board of Supervisors on February 14, 2018, outlines actions that the County will undertake to meet its greenhouse gas (GHG) emissions reduction targets. Implementation of the CAP will require that new development projects incorporate more sustainable design standards and implement applicable reduction measures consistent with the CAP. To help plan and design projects consistent with the CAP, and to assist County staff in implementing the CAP and determining the consistency of proposed projects with the CAP during development review, the County has prepared a CAP Consistency Review Checklist (Checklist). This Checklist, in conjunction with the CAP, provides a streamlined review process for proposed discretionary projects that require environmental review pursuant to the California Environmental Quality Act (CEQA). Please refer to the County's Guidelines for Determining Significance for Climate Change (Guidelines) for more information on GHG emissions, climate change impact requirements, thresholds of significance, and compliance with CEQA Guidelines Section 15183.5.

The purpose of this Checklist is to implement GHG reduction measures from the CAP that apply to new development projects. The CAP presents the County's comprehensive strategy to reduce GHG emissions to meet its reduction targets. These reductions will be achieved through a combination of County initiatives and reduction actions for both existing and new development. Reduction actions that apply to existing and new development will be implemented through a combination of mandatory requirements and incentives. This Checklist specifically applies to proposed discretionary projects that require environmental review pursuant to CEQA. Therefore, the Checklist represents one implementation tool in the County's overall strategy to implement the CAP. Implementation of measures that do not apply to new development projects will occur through the implementation mechanisms identified in Chapter 5 of the CAP. Implementation of applicable reduction measures in new development projects will help the County achieve incremental reductions towards its targets, with additional reductions occurring through County initiatives and measures related to existing development that are implemented outside of the Checklist process.

The Checklist follows a two-step process to determine if projects are consistent with the CAP and whether they may have a significant cumulative impact under the County's adopted GHG thresholds of significance. The Checklist first assesses a project's consistency with the growth projections and land use assumptions that formed the basis of CAP emissions projections. If a project is consistent with the projections and land use assumptions in the CAP, its associated growth in terms of GHG emissions would have been accounted for in the CAP's projections and project implementation of the CAP reduction measures will contribute towards reducing the County's emissions and meeting the County's reduction targets. Projects that include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project

when compared to existing designation, would also be within the projections assumed in the CAP. Projects responding in the affirmative to Step 1 questions can move forward to Step 2 of the Checklist. If a land use and/or zoning designation amendment results in a more GHG-intensive project, the project is required to demonstrate consistency with applicable CAP measures and offset the increase in emissions as described in the Guidelines. Step 2 of the Checklist contains the CAP GHG reduction measures that projects are required to implement to ensure compliance with the CAP. Implementation of these measures would ensure that new development is consistent with relevant CAP strategies and measures and will contribute towards achieving the identified GHG reduction targets. Projects that are consistent with the CAP, as determined using this Checklist, may rely on the CAP for the cumulative impacts analysis of GHG emissions under CEQA.

A project's incremental contribution to cumulative GHG emissions may be determined to not be cumulatively considerable if it is determined to be consistent with the CAP. As specified in the CEQA Guidelines, the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the project's incremental effects are "cumulatively considerable" (CCR, Title 14, Division 6, Chapter 3, Section 15064[h][4]). Projects requiring discretionary review that cannot demonstrate consistency with the CAP using this Checklist may have a cumulatively considerable contribution to a significant cumulative impact and would be required to prepare a separate, more detailed project-level GHG analysis as part of the CEQA document prepared for the project.

## Checklist Applicability

This Checklist only applies to development projects that require discretionary review and are subject to environmental review (i.e., not statutorily or categorically exempt projects) pursuant to CEQA. Projects that are limited to ministerial review and approval (e.g., only building permits) would not be subject to the Checklist. The CAP contains other measures that, when implemented, would apply broadly to all ministerial and discretionary projects. These measures are included for discretionary projects in this Checklist, but could also apply more broadly once the County takes action to codify specific requirements or standards.

## Checklist Procedures

General procedures for Checklist compliance and review are described below. Specific guidance is also provided under each of the questions under Steps 1 and 2 of the Checklist in subsequent pages.

1. The County's Department of Planning & Development Services (PDS) reviews development applications and makes determinations regarding environmental review requirements under CEQA. Procedures for CEQA can be found on the County's [Process Guidance & Regulations/Statutes Homepage](#). The Director of PDS will determine whether environmental review is required, and if so, whether completion of the CAP Checklist is required for a proposed project or whether a separate project-level GHG analysis is required.
2. The specific applicable requirements outlined in the Checklist shall be required as a condition of project approval.
3. The project must provide substantial evidence that demonstrates how the proposed project will implement each applicable Checklist requirement described herein to the satisfaction of the Director of PDS.
4. If a question in the Checklist is deemed not applicable (N/A) to a project, substantial evidence shall be provided to the satisfaction of the Director of PDS demonstrating why the Checklist item is not applicable. Feasibility of reduction measures for new projects was assessed in development of the

CAP and measures determined to be feasible were incorporated into the Checklist. Therefore, it is expected that projects would have the ability to comply with all applicable Checklist measures.

5. Development projects requiring discretionary review that cannot demonstrate consistency with the CAP using this Checklist shall prepare a separate, project-level GHG analysis as part of the CEQA document prepared for the project and may be required to prepare an Environmental Impact Report (EIR). Guidance for project-specific GHG Technical Reports is outlined in the Report Format and Content Requirements for Climate Change document, provided under separate cover. The Report Format and Content Requirements document provides guidance on the outline and content of GHG analyses for discretionary projects processed by PDS that cannot show compliance with the CAP Checklist.

## Checklist Updates

The Guidelines and Checklist may be administratively updated by the County from time to time to comply with amendments to State laws or court directives, or to remove measures that may become mandatory through future updates to State or local codes. Administrative revisions to the Guidelines and Checklist will be limited to changes that do not trigger a subsequent EIR or a supplement to the SEIR for the CAP pursuant to CEQA Guidelines Section 15162. Administrative revisions, as described above, will not require approval by the Board of Supervisors (Board). All other changes to the Guidelines and Checklist require Board approval.

Comprehensive updates to the Guidelines and Checklist will be coordinated with each CAP update (i.e., every five years beginning in 2025) and would require Board approval. Future updates of the CAP, Guidelines, and Checklist shall comply with CEQA.

## Application Information

### Contact Information

Project No. and Name: \_\_\_\_\_  
Property Address and  
APN: \_\_\_\_\_

Applicant Name and 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 site (acres [gross and net])? \_\_\_\_\_

2. Identify all applicable proposed land uses (indicate square footage [gross and net]):

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

☐ Residential (indicate # of multi-family dwelling units): \_\_\_\_\_

☐ Commercial (indicate total square footage [gross and net]): \_\_\_\_\_

☐ Industrial (indicate total square footage [gross and net]): \_\_\_\_\_

☐ Agricultural (indicate total acreage [gross and net]): \_\_\_\_\_

☐ Other (describe): **public safety** **gross: 91,476 / net: 10,000**  
**elementary school** **gross: 435,600 / net: 90,000**

3. Provide a description of the project proposed. This description should match the project description used for the CEQA document. The description may be attached to the Checklist if there are space constraints.

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# CAP Consistency Checklist Questions

## Step 1: Land Use Consistency

For projects that are subject to CAP consistency review, the first step in determining consistency is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the County to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
<p>1. Is the proposed project consistent with the existing General Plan regional category, land use designations, and zoning designations?</p> <p>If <b>"Yes,"</b> provide substantiation below and then proceed to Step 2 (CAP Measures Consistency) of the Checklist.</p> <p>If <b>"No,"</b> proceed to question 2 below.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Project Detail:</p> <p>Please substantiate how the project satisfies question 1.</p> <hr/> <hr/> <hr/> <hr/> <hr/>		
<p>2. Does the project include a land use element and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?</p> <p>If <b>"Yes,"</b> the project must provide estimated project GHG emissions under both existing and proposed designation(s) for comparison to substantiate the response and proceed to Step 2 (CAP Measures Consistency) of the Checklist.</p> <p>If <b>"No,"</b> (i.e., the project proposes an increase in density or intensity above that which is allowed under existing General Plan designations and consequently would not result in an equivalent or less GHG-intensive project when compared to the existing designations), the project must prepare a separate, more detailed project-level GHG analysis. As outlined in the County's Guidelines for Determining Significance for Climate Change and Report Format and Content Requirements for Climate Change, this analysis must demonstrate how the project would offset the increase in GHG emissions over the existing designations or baseline conditions. The project must also incorporate each of the CAP measures identified in Step 2 to mitigate cumulative GHG emissions impacts. Proceed and complete a separate project-specific GHG analysis and Step 2 of the Checklist. Refer to Section 4 of the County's Guidelines for procedures on analyzing General Plan Amendments.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Project Detail:</p> <p>Please substantiate how the project satisfies question 2.</p> <hr/> <hr/> <hr/> <hr/> <hr/>		

## Step 2: CAP Measures Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable measures of the CAP. Each checklist item is associated with a specific GHG reduction measure(s) in the County CAP.

Step 2: CAP Measures Consistency				
Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
<b>Step 2A: Project Operations</b> (All projects with an operational component must fill out this portion of the Checklist)				
<b>Reducing Vehicle Miles Traveled</b>				
<p>1a. Reducing Vehicle Miles Traveled</p> <p><u>Non-Residential:</u> For non-residential projects with anticipated tenant-occupants of 25 or more, will the project achieve a 15% reduction in emissions from commute vehicle miles traveled (VMT), and commit to monitoring and reporting results to demonstrate on-going compliance? VMT reduction may be achieved through a combination of Transportation Demand Management (TDM) and parking strategies, as long as the 15% reduction can be substantiated.</p> <p>VMT reduction actions though TDM may include, but are not limited to:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Telecommuting</li> <li><input type="checkbox"/> Car Sharing</li> <li><input type="checkbox"/> Shuttle Service</li> <li><input type="checkbox"/> Carpools</li> <li><input type="checkbox"/> Vanpools</li> <li><input type="checkbox"/> Bicycle Parking Facilities</li> <li><input type="checkbox"/> Transit Subsidies</li> </ul> <p>Shared and reduced parking strategies may include, but are not limited to:<sup>1</sup></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Shared parking facilities</li> <li><input type="checkbox"/> Carpool/vanpool-only parking spaces</li> <li><input type="checkbox"/> Shuttle facilities</li> <li><input type="checkbox"/> Electric Vehicle-only parking spaces</li> </ul> <p>The project may incorporate the measures listed above, and propose additional trip reduction measures, as long as a 15% reduction in emissions from commute VMT can be demonstrated through substantial evidence.</p> <p>Check "N/A" if the project is a residential project or if the project would not accommodate more than 25 tenant-occupants.</p>	<p>T-2.2 and T-2.4</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>1b. Project Detail:</p> <p>Please substantiate how the project satisfies question 1a.</p> <hr/> <hr/> <hr/> <hr/>				

<sup>1</sup> Reduction actions and strategies under 1a may be used to achieve a 10% reduction in emissions from commute VMT under 2a

## Step 2: CAP Measures Consistency

Step 2: CAP Measures Consistency				
Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
<b>Shared and Reduced Parking</b>				
<p>2a. Shared and Reduced Parking</p> <p><u>Non-Residential:</u> For non-residential projects with anticipated tenant-occupants of 24 or less, will the project implement shared and reduced parking strategies that achieves a 10% reduction in emissions from commute VMT?</p> <p>Shared and reduced parking strategies may include, but are not limited to:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Shared parking facilities</li> <li><input type="checkbox"/> Carpool/vanpool-only parking spaces</li> <li><input type="checkbox"/> Shuttle facilities</li> <li><input type="checkbox"/> Electric Vehicle-only parking spaces</li> </ul> <p>Check "N/A" if the project is a residential project or if the project would accommodate 25 or more tenant-occupants.</p>	T-2.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>2b. Project Detail:</p> <p>Please substantiate how the project satisfies question 2a.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>				
<b>Water Heating Systems</b>				
<p>3a. Electric or Alternately-Fueled Water Heating Systems</p> <p><u>Residential:</u> For projects that include residential construction, will the project, as a condition of approval, install the following types of electric or alternately-fueled water heating system(s)? Please check which types of system(s) will be installed:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Solar thermal water heater</li> <li><input type="checkbox"/> Tankless electric water heater</li> <li><input type="checkbox"/> Storage electric water heaters</li> <li><input type="checkbox"/> Electric heat pump water heater</li> <li><input type="checkbox"/> Tankless gas water heater</li> <li><input type="checkbox"/> Other</li> </ul> <p>Check "N/A" if the project does not contain any residential buildings.</p>	E-1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3b. Project Detail:</p> <p>Please substantiate how the project satisfies question 3a.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>				

## Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
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## Water-Efficient Appliances and Plumbing Fixtures

#### 4a. Water Efficient Appliances and Plumbing Fixtures

Residential: For new residential projects, will the project comply with all of the following water efficiency and conservation BMPs<sup>2</sup>?

- ☐ Kitchen Faucets: The maximum flow rate of kitchen faucets shall not exceed 1.5 gallons per minute at 60 psi. Kitchen faucets may temporarily increase the flow above the maximum rate, but not to exceed 2.2 gallons per minute at 60 psi, and must default to a maximum flow rate of 1.5 gallons per minute at 60 psi<sup>3</sup>.
- ☐ Energy Efficient Appliances: Install at least one qualified ENERGY STAR dishwasher or clothes washer per unit.

Check “N/A” if the project is a non-residential project.

#### 4a. Water Efficient Appliances and Plumbing Fixtures

Residential: For new residential projects, will the project comply with all of the following water efficiency and conservation BMPs<sup>2</sup>?

- ☐ Kitchen Faucets: The maximum flow rate of kitchen faucets shall not exceed 1.5 gallons per minute at 60 psi. Kitchen faucets may temporarily increase the flow above the maximum rate, but not to exceed 2.2 gallons per minute at 60 psi, and must default to a maximum flow rate of 1.5 gallons per minute at 60 psi<sup>3</sup>.
- ☐ Energy Efficient Appliances: Install at least one qualified ENERGY STAR dishwasher or clothes washer per unit.

Check “N/A” if the project is a non-residential project.

- #### 4a. Water Efficient Appliances and Plumbing Fixtures
- Residential: For new residential projects, will the project comply with all of the following water efficiency and conservation BMPs<sup>2</sup>?
- ☐ Kitchen Faucets: The maximum flow rate of kitchen faucets shall not exceed 1.5 gallons per minute at 60 psi. Kitchen faucets may temporarily increase the flow above the maximum rate, but not to exceed 2.2 gallons per minute at 60 psi, and must default to a maximum flow rate of 1.5 gallons per minute at 60 psi<sup>3</sup>.
  - ☐ Energy Efficient Appliances: Install at least one qualified ENERGY STAR dishwasher or clothes washer per unit.
- Check “N/A” if the project is a non-residential project.

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

[illegible][illegible]

## Rain Barrel Installations

5a. Rain Barrel Installations

Residential: For new residential projects, will the project make use of incentives to install one rain barrel per every 500 square feet of available roof area?

Check "N/A" if the project is a non-residential project; if State, regional or local incentives/rebates to purchase rain barrels are not available; or if funding for programs/rebates has been exhausted.

5a. Rain Barrel Installations

Residential: For new residential projects, will the project make use of incentives to install one rain barrel per every 500 square feet of available roof area?

Check "N/A" if the project is a non-residential project; if State, regional or local incentives/rebates to purchase rain barrels are not available; or if funding for programs/rebates has been exhausted.

Check "N/A" if the project is a non-residential project; if State, regional or local incentives/rebates to purchase rain barrels are not available; or if funding for programs/rebates has been exhausted.

[illegible][illegible]

<sup>2</sup> CALGreen Tier 1 residential voluntary measure A4.303 of the [California Green Building Standards Code](#).

<sup>3</sup> Where complying faucets are unavailable, aerators or other means may be used to achieve reduction.

## Step 2: CAP Measures Consistency

Step 2: CAP Measures Consistency				
Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
<b>Reduce Outdoor Water Use</b>				
<p>6a. Reduce Outdoor Water Use</p> <p><u>Residential:</u> Will the project submit a Landscape Document Package that is compliant with the County's Water Conservation in Landscaping Ordinance<sup>4</sup> and demonstrates a 40% reduction in current Maximum Applied Water Allowance (MAWA) for outdoor use?</p> <p><u>Non-Residential:</u> Will the project submit a Landscape Document Package that is compliant with the County's Water Conservation in Landscaping Ordinance and demonstrates a 40% reduction in current MAWA for outdoor use?</p> <p>Check "N/A" if the project does not propose any landscaping, or if the aggregate landscaped area is between 500 – 2,499 square feet and elects to comply with the Prescriptive Compliance Option within the Water Conservation in Landscaping Ordinance.</p>	W-1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>6b. Project Detail: Please substantiate how the project satisfies question 6a.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>				
<b>Agricultural and Farming Operations<sup>5</sup></b>				
<p>7a. Agricultural and Farming Equipment</p> <p>Will the project use the San Diego County Air Pollution Control District's (SDAPCD's) farm equipment incentive program to convert gas- and diesel-powered farm equipment to electric equipment?</p> <p>Check "N/A" if the project does not contain any agricultural or farming operations; if the SDAPCD incentive program is no longer available; or if funding for the incentive program has been exhausted.</p>	A-1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>7b. Project Detail: Please substantiate how the project satisfies question 7a.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>				

<sup>4</sup> <http://www.sandiegocounty.gov/content/dam/sdc/cob/ordinances/ord10427.pdf>.

<sup>5</sup> Existing agricultural operations would not be subject to questions 7 and 8 of the Checklist, unless a proposed expansion is subject to discretionary review and requires environmental review pursuant to CEQA.

## Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
<p>8a. Electric Irrigation Pumps</p> <p>Will the project use SDAPCD's farm equipment incentive program to convert diesel- or gas-powered irrigation pumps to electric irrigation pumps?</p> <p>Check "N/A" if the project does not contain any agricultural or farming operations; if the SDAPCD incentive program is no longer available; or if funding for the incentive program has been exhausted.</p>	A-1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8b. Project Detail:  
Please substantiate how the project satisfies question 8a.

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### Tree Planting

<p>9a. Tree Planting</p> <p><u>Residential</u>: For residential projects, will the project plant, at a minimum, two trees per every new residential dwelling unit proposed?</p> <p>Check "N/A" if the project is a non-residential project.</p>	A-2.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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9b. Project Detail:  
Please substantiate how the project satisfies question 9a.

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## ATTACHMENT

### CAP Measure 1a

The Proposed Project would result in 92,697,928 total annual vehicle miles traveled (VMT) before implementation of the identified transportation demand management strategies (Global Climate Change Analysis, Appendix A). According to the Fehr & Peers study (Global Climate Change Analysis, Appendix A), the Proposed Project would employ 382 people who would account for 5% of the entire VMT. In addition, the Proposed Project would employ 65 employees at the elementary school and 5 public service employees (four firefighters and one sheriff). The employees account for 5.99% of the total VMT. The Proposed Project's commute-related trips, therefore, would result in approximately 5,552,606 annual VMT. A 15% reduction for all commute-related VMT, as required by Measure 1a in the CAP Consistency Checklist, would be equal to approximately 1,388,151 annual VMT. As detailed in Table 1 below, TDM Measures 1 and 8 result in a 5.1% project-wide VMT reduction, which equates to an annual VMT reduction of approximately 4,727,594 and thereby exceeds the commute-related VMT reduction requirements of CAP Measure 1a.

**Table 1**  
**Proposed Project VMT Reductions Applicable to Project Non-Residential Land Uses**

<b>TDM Measure #</b>	<b>Transportation Demand Management Strategies</b>	<b>Non-Residential % VMT Reduction</b>
1	Land Use Diversity	5%
2	Pedestrian/Bicyclist Trails Network	NA
3	Traffic Calming Features	NA
4	TDM Program Marketing for Residents	NA
5	School Pool Program	NA
6	Walking School Bus Program	NA
7	Resort Guest Bike Share Program	NA
8	TDM Program Marketing for Employees	0.1%
	<b>Total VMT Reduction %</b>	<b>5.1%</b>
	<b>Total Proposed Project Annual VMT Reduction</b>	<b>4,727,594</b>

Source: Fehr & Peers, Otay Ranch Village 13 TDM Program – VMT Reduction Evaluation. Appendix A, Global Climate Change Evaluation, Otay Ranch Resort Village Specific Plan

Notes: % = percent; NA = not applicable; VMT = vehicle miles traveled; TDM = Transportation Demand Management.



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5. Development projects requiring discretionary review that cannot demonstrate consistency with the CAP using this Checklist shall prepare a separate, project-level GHG analysis as part of the CEQA document prepared for the project and may be required to prepare an Environmental Impact Report (EIR). Guidance for project-specific GHG Technical Reports is outlined in the Report Format and Content Requirements for Climate Change document, provided under separate cover. The Report Format and Content Requirements document provides guidance on the outline and content of GHG analyses for discretionary projects processed by PDS that cannot show compliance with the CAP Checklist.

## Checklist Updates

The Guidelines and Checklist may be administratively updated by the County from time to time to comply with amendments to State laws or court directives, or to remove measures that may become mandatory through future updates to State or local codes. Administrative revisions to the Guidelines and Checklist will be limited to changes that do not trigger a subsequent EIR or a supplement to the SEIR for the CAP pursuant to CEQA Guidelines Section 15162. Administrative revisions, as described above, will not require approval by the Board of Supervisors (Board). All other changes to the Guidelines and Checklist require Board approval.

Comprehensive updates to the Guidelines and Checklist will be coordinated with each CAP update (i.e., every five years beginning in 2025) and would require Board approval. Future updates of the CAP, Guidelines, and Checklist shall comply with CEQA.

## Application Information

### Contact Information

Project No. and Name: Otay Ranch Resort Village (Alternative H)  
 Property Address and APN: Village 13 of Otay SRP's Proctor Valley Parcel  
 Applicant Name and Co.: Baldwin & Sons, LLC and Moller Otay Lake Investments, LLC (contact: Eric Johnston)  
 Contact Phone: 619-515-9119 Contact Email: ejohnston@baldwinsons.com

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 site (acres [gross and net])? gross: 1,869 / net: 762
2. Identify all applicable proposed land uses (indicate square footage [gross and net]):
  - ☒ Residential (indicate # of single-family dwelling units): 1,881
  - ☒ Residential (indicate # of multi-family dwelling units): 57
  - ☒ Commercial (indicate total square footage [gross and net]): gross: 879,912 / net: 290,000
  - ☐ Industrial (indicate total square footage [gross and net]): \_\_\_\_\_
  - ☐ Agricultural (indicate total acreage [gross and net]): \_\_\_\_\_
  - ☒ Other (describe): public safety gross: 91,476 / net: 10,000  
HOA gross: 260,489 / net: 10,000  
elementary school gross: 435,600 / net: 90,000

3. Provide a description of the project proposed. This description should match the project description used for the CEQA document. The description may be attached to the Checklist if there are space constraints.

The Otay Ranch Resort Village proposes to develop a community of single-family and multi-family residences that would be served by neighborhood commercial uses, a resort hotel with related amenities, park and recreational uses, and a public safety site and elementary school. The proposed land use plan is anchored by the location of three significant activity centers: (1) Resort Planning Area, (2) Mixed-Use Planning Area, and (3) Village Core Planning Area. The proposal includes transportation and utility-related infrastructure needed to serve the community and includes open space and preserve land in accordance with the principles and requirements of the Otay SRP. The proposed community is intended to complete the planned development of an Otay Ranch-designated specialty village. Additional information regarding the proposed community can be found in Chapter 1.0, Project Description, Location and Environmental Setting, of its EIR.

# CAP Consistency Checklist Questions

## Step 1: Land Use Consistency

For projects that are subject to CAP consistency review, the first step in determining consistency is to assess the project's consistency with the growth projections used in the development of the CAP. This section allows the County to determine a project's consistency with the land use assumptions used in the CAP.

Step 1: Land Use Consistency		
Checklist Item (Check the appropriate box and provide explanation and supporting documentation for your answer)	Yes	No
<p>1. Is the proposed project consistent with the existing General Plan regional category, land use designations, and zoning designations?</p> <p>If <b>"Yes,"</b> provide substantiation below and then proceed to Step 2 (CAP Measures Consistency) of the Checklist.</p> <p>If <b>"No,"</b> proceed to question 2 below.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Project Detail:</p> <p>Please substantiate how the project satisfies question 1.</p> <p>Alternative H does require several General Plan Amendments (GPAs) as described in Section 1.2.2.2, General Plan Amendment, of the EIR and the Otay Ranch Resort Village General Plan Amendment Report (July 2018). These amendments are technical in nature and pertain to the General Plan's Land Use Element (development footprint, zoning category and type of residential uses), Mobility/Circulation Element (alignment of Otay Lakes Road), and Otay SRP (changes to regional planning framework approved by the City of Chula Vista).</p>		
<p>2. Does the project include a land use element and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project when compared to the existing designations?</p> <p>If <b>"Yes,"</b> the project must provide estimated project GHG emissions under both existing and proposed designation(s) for comparison to substantiate the response and proceed to Step 2 (CAP Measures Consistency) of the Checklist.</p> <p>If <b>"No,"</b> (i.e., the project proposes an increase in density or intensity above that which is allowed under existing General Plan designations and consequently would not result in an equivalent or less GHG-intensive project when compared to the existing designations), the project must prepare a separate, more detailed project-level GHG analysis. As outlined in the County's Guidelines for Determining Significance for Climate Change and Report Format and Content Requirements for Climate Change, this analysis must demonstrate how the project would offset the increase in GHG emissions over the existing designations or baseline conditions. The project must also incorporate each of the CAP measures identified in Step 2 to mitigate cumulative GHG emissions impacts. Proceed and complete a separate project-specific GHG analysis and Step 2 of the Checklist. Refer to Section 4 of the County's Guidelines for procedures on analyzing General Plan Amendments.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Project Detail:</p> <p>Please substantiate how the project satisfies question 2.</p> <p>In order to assess the proposed Project under Step 1 of the CAP Consistency Checklist, GHG emissions inventories were prepared for both Alternative H and Alternative B – Existing Otay SRP (see EIR Appendix C-2 [Global Climate Change Evaluation – Otay Ranch Resort Village 13] and Appendix C-25 [Otay Ranch Resort Village GHG Emissions – Alternative B Memorandum], respectively). Based on those analyses, Alternative H is less GHG intensive (i.e., emits fewer GHG emissions) than Alternative B, which reflects the existing land use parameters for the Project Site under the County-adopted GDP/SRP incorporated into the General Plan. Alternative H's compliance with Step 2 of the CAP Consistency Checklist is outlined in Attachment A to this response and is consistent through its implementation of all applicable CAP reduction measures.</p>		

## Step 2: CAP Measures Consistency

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable measures of the CAP. Each checklist item is associated with a specific GHG reduction measure(s) in the County CAP.

Step 2: CAP Measures Consistency				
Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
<b>Step 2A: Project Operations</b> (All projects with an operational component must fill out this portion of the Checklist)				
<b>Reducing Vehicle Miles Traveled</b>				
<p>1a. Reducing Vehicle Miles Traveled</p> <p><u>Non-Residential:</u> For non-residential projects with anticipated tenant-occupants of 25 or more, will the project achieve a 15% reduction in emissions from commute vehicle miles traveled (VMT), and commit to monitoring and reporting results to demonstrate on-going compliance? VMT reduction may be achieved through a combination of Transportation Demand Management (TDM) and parking strategies, as long as the 15% reduction can be substantiated.</p> <p>VMT reduction actions though TDM may include, but are not limited to:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Telecommuting</li> <li><input type="checkbox"/> Car Sharing</li> <li><input type="checkbox"/> Shuttle Service</li> <li><input type="checkbox"/> Carpools</li> <li><input type="checkbox"/> Vanpools</li> <li><input type="checkbox"/> Bicycle Parking Facilities</li> <li><input type="checkbox"/> Transit Subsidies</li> </ul> <p>Shared and reduced parking strategies may include, but are not limited to:<sup>1</sup></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Shared parking facilities</li> <li><input type="checkbox"/> Carpool/vanpool-only parking spaces</li> <li><input type="checkbox"/> Shuttle facilities</li> <li><input type="checkbox"/> Electric Vehicle-only parking spaces</li> </ul> <p>The project may incorporate the measures listed above, and propose additional trip reduction measures, as long as a 15% reduction in emissions from commute VMT can be demonstrated through substantial evidence.</p> <p>Check "N/A" if the project is a residential project or if the project would not accommodate more than 25 tenant-occupants.</p>	T-2.2 and T-2.4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>1b. Project Detail:</p> <p>Please substantiate how the project satisfies question 1a.</p> <p>Please see EIR Appendix C-2 (Global Climate Change Evaluation - Otay Ranch Resort Village 13), which demonstrates that the project's TDM measures will result in a greater VMT reduction than otherwise required by this measure.</p> <hr/> <hr/> <hr/>				

<sup>1</sup> Reduction actions and strategies under 1a may be used to achieve a 10% reduction in emissions from commute VMT under 2a

## Step 2: CAP Measures Consistency

Step 2: CAP Measures Consistency				
Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
<b>Shared and Reduced Parking</b>				
<p>2a. Shared and Reduced Parking</p> <p><u>Non-Residential:</u> For non-residential projects with anticipated tenant-occupants of 24 or less, will the project implement shared and reduced parking strategies that achieves a 10% reduction in emissions from commute VMT?</p> <p>Shared and reduced parking strategies may include, but are not limited to:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Shared parking facilities</li> <li><input type="checkbox"/> Carpool/vanpool-only parking spaces</li> <li><input type="checkbox"/> Shuttle facilities</li> <li><input type="checkbox"/> Electric Vehicle-only parking spaces</li> </ul> <p>Check "N/A" if the project is a residential project or if the project would accommodate 25 or more tenant-occupants.</p>	T-2.4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2b. Project Detail:</p> <p>Please substantiate how the project satisfies question 2a.</p> <p>This measure for non-residential projects is not-applicable as the project principally proposes to establish a residential community with supporting resident-serving uses. It is also assumed that the project would not include 24 or less tenant-occupants; as such, consistency with measure 1a - which applies to projects with 25 or more tenant-occupants - is demonstrated above. Nonetheless, it is noted, that the project will provide designated, preferential parking in the Village Core Planning Area for carpools, vanpools and low-emitting, fuel efficient vehicles in accordance with the TDM Program and applicable provisions of the County's Parking Design Manual (February 2013) addressing "Clean Air Vehicle Parking."</p>				
<b>Water Heating Systems</b>				
<p>3a. Electric or Alternatively-Fueled Water Heating Systems</p> <p><u>Residential:</u> For projects that include residential construction, will the project, as a condition of approval, install the following types of electric or alternatively-fueled water heating system(s)? Please check which types of system(s) will be installed:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Solar thermal water heater</li> <li><input checked="" type="checkbox"/> Tankless electric water heater</li> <li><input type="checkbox"/> Storage electric water heaters</li> <li><input type="checkbox"/> Electric heat pump water heater</li> <li><input checked="" type="checkbox"/> Tankless gas water heater</li> <li><input type="checkbox"/> Other</li> </ul> <p>Check "N/A" if the project does not contain any residential buildings.</p>	E-1.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>3b. Project Detail:</p> <p>Please substantiate how the project satisfies question 3a.</p> <p>It is anticipated that the project's residences will be equipped with tankless electric or gas water heaters (see, e.g., Tables 1 and 2 of ConSol's Village 13 Building Analysis). Confirmation of such installation shall be verified at building plan check and compliance with this measure shall be made a condition of the project's approvals. It is also noted that the project's recommended mitigation framework for GHG emissions requires project residences to be designated per the CEC's Zero Net Energy standards.</p>				

## Step 2: CAP Measures Consistency

Step 2: CAP Measures Consistency				
Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
<b>Water-Efficient Appliances and Plumbing Fixtures</b>				
<p>4a. Water Efficient Appliances and Plumbing Fixtures</p> <p><u>Residential:</u> For new residential projects, will the project comply with all of the following water efficiency and conservation BMPs<sup>2</sup>?</p> <p> <input checked="" type="checkbox"/> Kitchen Faucets: The maximum flow rate of kitchen faucets shall not exceed 1.5 gallons per minute at 60 psi. Kitchen faucets may temporarily increase the flow above the maximum rate, but not to exceed 2.2 gallons per minute at 60 psi, and must default to a maximum flow rate of 1.5 gallons per minute at 60 psi<sup>3</sup>.           <input checked="" type="checkbox"/> Energy Efficient Appliances: Install at least one qualified ENERGY STAR dishwasher or clothes washer per unit.         </p> <p>Check "N/A" if the project is a non-residential project.</p>	W-1.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>4b. Project Detail:</p> <p>Please substantiate how the project satisfies question 4a.</p> <p>The project's residences will be equipped with water efficient appliances and plumbing fixtures. More specifically, EnergyStar clothes washers and dishwashers are proposed, as well as low-flow bathroom faucets, kitchen faucets, toilets and showers per the applicable version of the CALGreen Code (Cal. Code Regs., Title 24, Part 11) voluntary measures as specified in this measure. Confirmation of such installation shall be verified at building plan check and compliance with this measure shall be made a condition of the project's approvals.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>				
<b>Rain Barrel Installations</b>				
<p>5a. Rain Barrel Installations</p> <p><u>Residential:</u> For new residential projects, will the project make use of incentives to install one rain barrel per every 500 square feet of available roof area?</p> <p>Check "N/A" if the project is a non-residential project; if State, regional or local incentives/rebates to purchase rain barrels are not available; or if funding for programs/rebates has been exhausted.</p>	W-2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>5b. Project Detail:</p> <p>Please substantiate how the project satisfies question 5a.</p> <p>Prior to the issuance of residential building permits and as verified during building plan check, the project applicant or its designee shall submit building plans illustrating that the project would install one rain barrel per every 500 square feet of available roof area, to the extent that State, regional or local incentives/rebates are available to fund the purchase of such rain barrels.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>				

<sup>2</sup> CALGreen Tier 1 residential voluntary measure A4.303 of the [California Green Building Standards Code](#).

<sup>3</sup> Where complying faucets are unavailable, aerators or other means may be used to achieve reduction.

## Step 2: CAP Measures Consistency

Step 2: CAP Measures Consistency				
Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
<b>Reduce Outdoor Water Use</b>				
<p>6a. Reduce Outdoor Water Use</p> <p><u>Residential:</u> Will the project submit a Landscape Document Package that is compliant with the County's Water Conservation in Landscaping Ordinance<sup>4</sup> and demonstrates a 40% reduction in current Maximum Applied Water Allowance (MAWA) for outdoor use?</p> <p><u>Non-Residential:</u> Will the project submit a Landscape Document Package that is compliant with the County's Water Conservation in Landscaping Ordinance and demonstrates a 40% reduction in current MAWA for outdoor use?</p> <p>Check "N/A" if the project does not propose any landscaping, or if the aggregate landscaped area is between 500 – 2,499 square feet and elects to comply with the Prescriptive Compliance Option within the Water Conservation in Landscaping Ordinance.</p>	W-1.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>6b. Project Detail:</p> <p>Please substantiate how the project satisfies question 6a.</p> <p>The project shall submit a Landscape Document Package that complies with the referenced County Ordinance and demonstrates a 40 percent reduction in current MAWA for outdoor use. The Landscape Document Package shall be submitted to the County for review and approval prior to issuance of any building permits and compliance with this measure shall be made a condition of the project's approval.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>				
<b>Agricultural and Farming Operations<sup>5</sup></b>				
<p>7a. Agricultural and Farming Equipment</p> <p>Will the project use the San Diego County Air Pollution Control District's (SDAPCD's) farm equipment incentive program to convert gas- and diesel-powered farm equipment to electric equipment?</p> <p>Check "N/A" if the project does not contain any agricultural or farming operations; if the SDAPCD incentive program is no longer available; or if funding for the incentive program has been exhausted.</p>	A-1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>7b. Project Detail:</p> <p>Please substantiate how the project satisfies question 7a.</p> <p>The project does not propose any agricultural or farming operations.</p> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>				

<sup>4</sup> <http://www.sandiegocounty.gov/content/dam/sdc/cob/ordinances/ord10427.pdf>.

<sup>5</sup> Existing agricultural operations would not be subject to questions 7 and 8 of the Checklist, unless a proposed expansion is subject to discretionary review and requires environmental review pursuant to CEQA.

## Step 2: CAP Measures Consistency

Checklist Item (Check the appropriate box and provide an explanation for your answer)	CAP Measure	Yes	No	N/A
<p>8a. Electric Irrigation Pumps</p> <p>Will the project use SDAPCD's farm equipment incentive program to convert diesel- or gas-powered irrigation pumps to electric irrigation pumps?</p> <p>Check "N/A" if the project does not contain any agricultural or farming operations; if the SDAPCD incentive program is no longer available; or if funding for the incentive program has been exhausted.</p>	A-1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

8b. Project Detail:

Please substantiate how the project satisfies question 8a.

The project does not propose any agricultural or farming operations.

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### Tree Planting

<p>9a. Tree Planting</p> <p><u>Residential</u>: For residential projects, will the project plant, at a minimum, two trees per every new residential dwelling unit proposed?</p> <p>Check "N/A" if the project is a non-residential project.</p>	A-2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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9b. Project Detail:

Please substantiate how the project satisfies question 9a.

Both the Otay Ranch Resort Specific Plan and its corresponding Village Design Plan address the establishment of a comprehensive landscape concept for the proposed residential community. Confirmation of the tree plantings required by this measure shall be verified in conjunction with County review of the master landscape plan design and compliance with this measure shall be made a condition of the project's approvals.

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## ATTACHMENT

### CAP Measure 1a

Alternative H would result in 76,321,614 total annual vehicle miles traveled (VMT) before implementation of the identified transportation demand management strategies (Chen Ryan 2019). Based on an analysis of commute-related trips, Alternative H would employ 382 people who would account for 5% of the entire VMT. In addition, Alternative H would employ 65 employees at the elementary school and 5 public service employees (four firefighters and one sheriff). The employees account for 5.99% of the total VMT. Alternative H's commute-related trips, therefore, would result in approximately 4,589,617 annual VMT. A 15% reduction for all commute-related VMT, as required by Measure 1a in the CAP Consistency Checklist, would be equal to approximately 688,433 annual VMT. As detailed in Table 1 below, TDM Measures 1, 2, 3, and 4 result in a 1.975% project-wide VMT reduction, which equates to an annual VMT reduction of approximately 1,513,271 and thereby exceeds the commute-related VMT reduction requirements of CAP Measure 1a.

**Table 1**  
**Alternative H VMT Reductions Applicable to Project Non-Residential Land Uses**

<b>TDM Measure #</b>	<b>Transportation Demand Management Strategies</b>	<b>Non-Residential % VMT Reduction</b>
1	Pedestrian/Bicyclist Trails Network	0.625
2	Bicycle Racks	
3	Ride-Sharing Programs	0.75
4	Promote Websites for Transportation Options	0.6
5	Create New Resident Information Packet	NA
6	Provide School Pool Program	NA
7	Traffic Calming Features	NA
	<b>Total VMT Reduction %</b>	<b>1.975%</b>
	<b>Total Proposed Project Annual VMT Reduction</b>	<b>1,513,271</b>

Source: Chen Ryan, Transportation Demand Management Program – Otay Ranch Resort Village Alternative H. January 14, 2019.  
Notes: % = percent; NA = not applicable; VMT = vehicle miles traveled; TDM = Transportation Demand Management.

## Memorandum

To	County of San Diego	Page	1
CC	N/A		
Subject	Otay Ranch Village 13 Environmental Justice Evaluation		
From	Meghan Haggblade, AECOM		
Date	August 12, 2020		

### Introduction

This analysis addresses the environmental justice implications of the proposed Village 13 Project and its alternatives. As defined under California law, “environmental justice” is the fair treatment of people of all races, cultures and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies. (Gov. Code §65040.12(e).)

While environmental justice analysis is not currently required by the California Environmental Quality Act (CEQA), the County has provided this additional analysis in response to state laws and policies raising environmental justice issues and the Fourth District Court of Appeal’s recent decision in *Sierra Club v. County of San Diego* (Case No. D075478).<sup>1</sup> Because there are no provisions in the CEQA statutes (Pub. Resources Code §21000 et seq.) or its implementing CEQA Guidelines that address the preparation of environmental justice analysis, this analysis is based on the directives provided under Executive Order No. 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), as well as Caltrans’ guidance for community impact assessments (Caltrans 2011). Although not directly applicable to the County of San Diego or the environmental analysis for the proposed Village 13 Project, Executive Order No. 12898 instructs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income

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<sup>1</sup> In its decision, the Fourth District held that the County of San Diego forfeited any challenge to the San Diego Superior Court’s finding that the Supplemental Environmental Impact Report (EIR) for the County’s Climate Action Plan failed to adequately evaluate environmental justice impacts. The Fourth District also held that the petitioners abandoned their argument that the County was required to adopt an Environmental Justice Element as part of its General Plan because of the County’s amendment of a General Plan goal and policy when adopting the Climate Action Plan.

The requirement to adopt an Environmental Justice Element was established by Senate Bill 1000 (Leyva, 2016), and mandates that counties and cities include such an element in their general plans in order to identify disadvantaged communities and reduce the health risks these disadvantaged communities face. Jurisdictions do not have to include this new element until the next adoption or revision of two or more elements concurrently on or after January 1, 2018. (Gov. Code §65302(h)(2).) At this time, the County has not yet triggered application of the Senate Bill 1000 requirements.

populations to the greatest extent practicable and permitted by law. Accordingly, this analysis evaluates the proposed Project's possible impacts on minority and low-income communities that disproportionately experience health and environmental effects.

### **Description of Study Area**

The study area for this analysis includes the census block groups within 0.5 miles of the Project area. The 0.5-mile buffer was selected because 0.5 miles is generally the distance within which human populations could be affected by construction and/or operational environmental impacts. The census block groups included in this study area and corresponding analysis are: 60730133141; 60730134191; 60730213021; 6073021303; and 60730213041. **Figure 1a** provides the location of each census block group in relation to the Project site.

A census block and subsequently a study area are determined to have a meaningful minority population if the percentage of persons identified as part of a minority group in the geographic area is greater than 50 percent of the total population *or* greater than the percentage of the minority population in the surrounding geographic area (Caltrans 2011). Individuals who are members of the following population groups are considered to be part of a minority population: American Indian and Alaska Native; Asian; Native Hawaiian and other Pacific Islander; Black or African American, not of Hispanic or Latino origin; Hispanic or Latino (of any race); or some other race, as defined by the U.S. Census Bureau.

Low-income populations in a study area are typically defined as communities within the study area that have more than 50 percent low-income persons *or* as communities where the percentage of persons in households below the poverty level is significantly greater (typically, at least 5 percent) than the surrounding geographical area (Caltrans 2011). The U.S. Census Bureau uses a set income threshold to determine who classifies as low-income or below the poverty level. For 2019, the poverty threshold was determined to be \$26,167 for a family of four (U.S. Census Bureau 2020). The 2019 threshold means that any family making less than \$26,167 a year is considered low-income or below the poverty level.

For the purposes of this analysis, and to determine the existence of meaningful minority and low-income populations in the study area, the percentage of minority and low-income populations in the census blocks within 0.5 miles of the Project was compared to the percentage of minority and low-income populations in the County of San Diego.

The census block groups in the study area were also analyzed using CalEnviroScreen, a mapping tool developed by the California Office of Environmental Health Hazard Assessment to identify communities that are vulnerable to pollution. CalEnviroScreen uses environmental, health, and socioeconomic data to determine a score for each census block group in the state. Scores range from 1-100 percent, with higher scores representing areas that experience higher pollution burdens than areas with low scores (OEHHA 2020a).

As shown in **Table 1**, all block groups, except for block group 60730213041, in the study area have a minority population greater than 50 percent and greater than the County of San Diego generally.

None of the block groups have a low-income population greater than 50 percent; however, the low-income population in block group 60730213021 is meaningfully greater than the low-income population in the County of San Diego generally. Due to the presence of both minority and low-income communities, it is determined that the study area contains environmental justice populations. However, as shown in the table, all of the block groups in the study area have a low CalEnviroScreen rating (under 25 percent), indicating a low pollution burden for these communities.

**Table 1. Minority and Low-Income Populations in the Study Area**

<b>Geography</b>	<b>Total Population</b>	<b>Minority Population</b>	<b>Low-Income Population</b>	<b>CalEnviroScreen Rating</b>
60730133141	20,534	86%	21%	20-25%
60730134191	7,219	78%	14%	10-15%
60730213021	5,239	65%	43%	20-25%
60730213032	6,434	63%	3%	20-25%
60730213041	1,324	25%	7%	5-10%
County of San Diego	3,283,665	54%	31%	-

Source: U.S. EPA 2020a and 2020b; OEHHA 2020b

### **Evaluation of Environmental Justice Implications**

Although there are environmental justice populations present in the study area, these populations would not be subject to disproportionate adverse impacts from the proposed Project or its alternatives. This is because most of the land immediately adjacent to the Project site is open space, and the closest residences to the Project site fall just within the 0.5-mile buffer. More specifically, there is a small neighborhood of residences, known as the Gates at Eastlake Woods, in block group 60730134191 that lie on and just within the 0.5-mile buffer (see **Figure 1b**). These residences are located on the other side of the Upper Otay Reservoir, and are buffered from the Project site by open space. Therefore, persons living in the census blocks within the study area are unlikely to be affected by the proposed Project's construction and/or operational environmental impacts.

Further, the proposed Project and alternatives would be subject to a suite of mitigation measures and regulations that would ensure impacts are reduced to a less-than-significant level, with the exception of some impacts to aesthetics, air quality, transportation and traffic, and solid waste. Although the proposed Project would result in some significant and unavoidable environmental impacts, these impacts are unlikely to disproportionately affect the environmental justice communities within the study area for the reasons summarized below.

First, impacts to aesthetics would result from developing land that is currently open space into a housing development that would be visible from public roadways. This would not disproportionately impact environmental justice communities more than any other community, and the change in the visual environment would not harm the health of the environmental justice communities.

Second, as to air quality, emissions from construction activities would be temporary and on-site operational emissions would be generated nearly 0.5 miles from the closest existing residence. Further, the proposed Project is a housing development project and would not be a major source of

localized, centrally-emitted pollutants, when compared to an industrial complex, energy generation facility, fuel refinery, or logistics facility with heavy truck traffic. Additionally, localized impacts from toxic air contaminants and carbon monoxide hot spots were analyzed as part of the Project's EIR and found to be less than significant. Therefore, it is unlikely that environmental justice populations would be impacted by criteria air pollutant and toxic air contaminant emissions generated by the proposed Project or its alternatives.

Third, impacts to transportation and traffic were determined to be significant until such time that a mitigation agreement could be made between the Project applicants and the City of Chula Vista and Caltrans. An agreement has been reached with the City of Chula Vista, which will reduce traffic impacts to a less-than-significant level. It is also anticipated that an agreement with Caltrans will be reached, and once this occurs the remaining impacts will also be reduced to a less-than-significant level. As a result, environmental justice populations would not be disproportionately affected by transportation or traffic impacts.

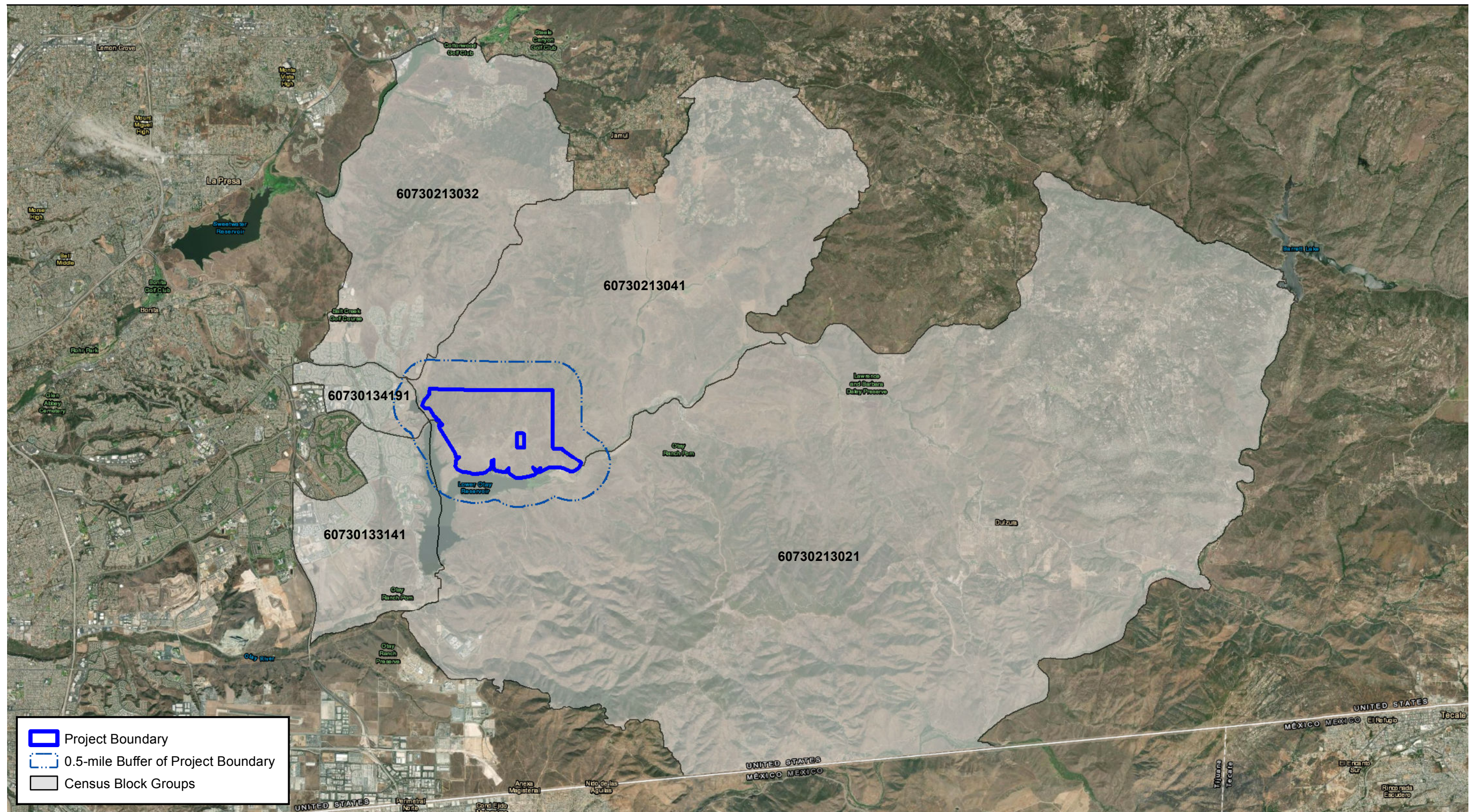
Finally, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate its solid waste disposal needs. But, impacts to solid waste could result from a cumulative contribution to the regional need for increased landfill capacity. At this time, there are no known mitigation measures to avoid these impacts. However, the proposed Project and its alternatives would implement waste-diversion mechanisms to the extent feasible to reduce its contribution to cumulative impacts. While it cannot be speculated where a potential new landfill would be constructed at this time, it can be assumed that construction of any future landfill would comply with all applicable federal, state, and local regulations to reduce impacts of its construction and operation to the extent feasible, including potential impacts to environmental justice populations.

In summary, as a result of the distance of population centers from the Project site and the mitigation measures identified in the Project's EIR, there would not be disproportionate adverse impacts on environmental justice populations as a result of the proposed Project or its alternatives.

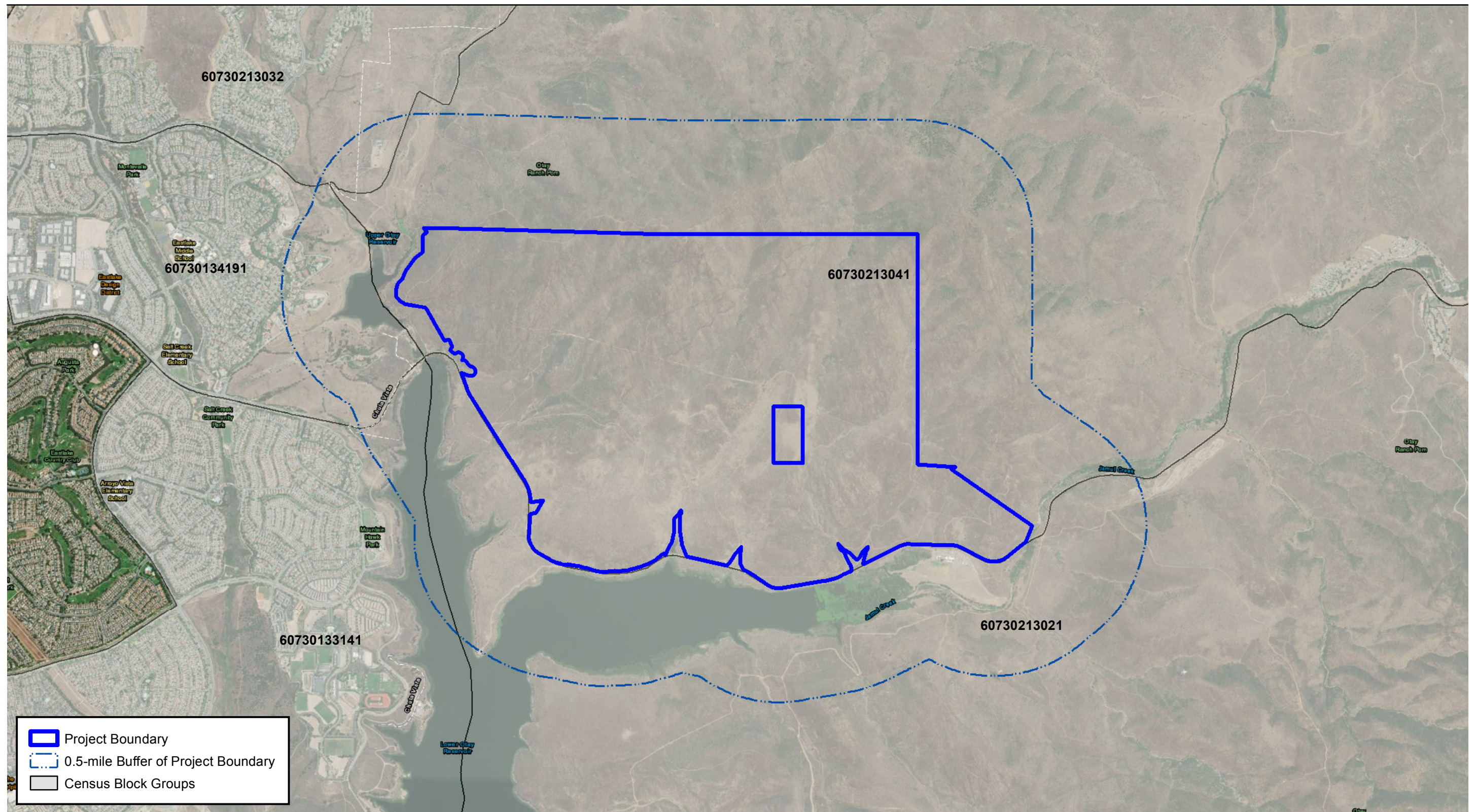
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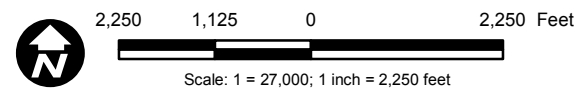
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**Figure 1a**  
Census Block Groups in Project Vicinity



Source: SanGIS 2009; Census 2010; Esri, Maxar 2019



**Figure 1b**  
**Census Block Groups in Project Vicinity**

Otay Village

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