



City of Oceanside  
*Development Services Department*

## Memorandum

**Date:** February 27, 2020

**To:** Honorable Mayor and City Council *JD*

**Through:** Deanna Lorson, City Manager  
Jonathan Borrego, Deputy City Manager *JB*

**From:** Russ Cunningham, Principal Planner *RC*

**Subject:** Implementation of the Climate Action Plan (CAP) Consistency Checklist

### Background

In May 2019, the City Council adopted the City's first Climate Action Plan, which promulgates measures to reduce local greenhouse gas (GHG) emissions in a manner consistent with state GHG emissions reduction targets. Some of these measures are City initiatives (e.g., implementation of the City's Water Conservation Master Plan and Zero Waste Strategic Resource Plan). Other measures promote voluntary actions by residents and business owners (e.g., benchmarking of energy and water use). A third category of measures require certain types of new development to implement on-site renewable energy generation, electric vehicle charging facilities, urban forestry, and transportation demand management (TDM). The Planning Division is currently preparing ordinances that will codify these development-related requirements.

### CAP Consistency Checklist

The CAP includes a consistency checklist designed to encourage implementation of certain CAP measures while streamlining the analysis of GHG emissions impacts associated with new development. Proposals that conform to the consistency checklist will not be required to prepare detailed GHG emissions analysis as part of the environmental review process. An increasingly common component of CAPs, the consistency checklist has been generally supported by business interests and the development community. A Draft CAP Consistency Checklist is appended to this memorandum.

The CAP Consistency Checklist will become operational following City Council approval of the aforementioned ordinances addressing on-site renewable energy generation, EV charging facilities, urban forestry, and TDM. As described later in this memo, these draft ordinances will soon be shared with impacted stakeholders, including residents, climate advocates, business owners, and the local

development community. Input received through that process will be shared with the City Council in conjunction with its consideration of these ordinances at a future public hearing. Following is a summary of the ordinances as currently drafted.

### **On-Site Renewable Energy Generation**

CAP Measure E2 requires that certain types of new development implement on-site renewable energy generation facilities that offset at least 50 percent of estimated electricity demand. Residential projects involving 25 or more dwelling units will be subject to this requirement, as will non-residential projects as follows:

- Commercial development involving at least 12,500 square feet of gross floor area;
- Industrial development involving at least 25,000 square feet of gross floor area; and
- Institutional development involving at least 12,500 square feet of gross floor area.

At present, solar photovoltaic facilities are the most efficient and cost-effective way to meet this requirement. Wind energy generation facilities may be another viable option for applicants, when scaled, designed, and located to avoid significant aesthetic impacts.

Staff further recommends that all projects involving at least 1,500 square feet of new floor area be required to install “solar ready” improvements (e.g., duct work, wiring, electrical panel upgrades). The draft ordinance includes a waiver process for property owners for whom such improvements are infeasible.

Research into the cost of solar PV installation indicates that in most cases solar facilities begin to provide a positive return on investment within eight years. Staff intends to conduct additional research on initial costs, financing options, the longevity of solar facilities, and the benefits of pairing solar PV facilities with energy storage and electric vehicles.

The expansion of solar PV facilities can enhance the City’s energy independence and security by reducing reliance on the regional power grid and providing “distributed” energy supply options for a future Community Choice Aggregation (CCA).

### **Electric Vehicle (EV) Charging Facilities**

GHG emissions from private vehicle transportation account for nearly 50 percent of the City’s total emissions. The City’s recently-adopted Energy and Climate Action Element (ECAE) establishes the goal of increasing the percentage of zero-emission vehicles (ZEVs) in the community-wide vehicle fleet to at least 20 percent by 2035. Achieving this goal will require expansion of EV charging facilities.

To this end, CAP Measure TL2 requires that certain types of new development install EV chargers adjacent to a minimum percentage of required common parking spaces. The following table illustrates how this requirement applies to projects of various scales:

**TABLE 1**  
**Required Electric Vehicle Parking Spaces and Charging Stations**

<b>Total Parking Spaces</b>	<b>Required Minimum EV Spaces</b>	<b>Required Minimum EV Charging Stations</b>
5-9	1	1
10-25	2	1
26-50	4	2
51-75	6	3
76-100	9	5
101-150	12	6
151-200	17	9
201+	10% of total spaces	50% of required EV spaces

The California Green Building Code includes minimum requirements for EV charging facilities in new development. The standards outlined above are slightly more exacting, in that they establish a lower threshold of applicability and require charging facilities in instances where state code requires only charger-ready infrastructure.

The average cost for a Level 2 charging station is roughly \$1,200 (including installation). The proximity of an electrical power source is a key cost variable. Charging facilities can be pay-for-service, so they can provide applicants with a return on investment. In non-residential settings, the installation and maintenance of charging stations can be funded by third parties (e.g., Electrify America) who enter into revenue sharing agreements with property owners.

### **Urban Forestry**

Through the sequestration of atmospheric carbon (i.e. the conversion of carbon dioxide into plant material and oxygen), trees and other flora play an important role in mitigating the impact of climate change. To enhance sequestration of atmospheric carbon, CAP Measure AF1 calls for the City to establish minimum standards for tree canopy and permeable surface area in conjunction with new development. These standards complement existing landscaping requirements, which focus on aesthetic considerations.

The following table outlines the minimum tree canopy and permeable surface area that new development must implement. These requirements are expressed as percentages of total lot area.

**TABLE 2**  
**Required Minimum Tree Canopy and Permeable Surface Area**

<b>Project Site Area</b>	<b>Minimum Tree Canopy Area</b>	<b>Minimum Permeable Surface Area</b>
1 acre or more	10%	22%
Between 1/3 and 1 acre	7%	16%
Less than 1/3 acre	5%	10%

Applicants can comply with these standards in a variety of ways. Where it is infeasible to achieve the minimum required tree canopy on the project site, applicants can utilize adjacent parkway, plant trees elsewhere in the City, contribute to the City’s street tree fund, or purchase carbon offsets through an established registry. Permeable surfaces may include pervious concrete, porous asphalt, paving stone, or similar materials.

These requirements have been informed by extensive research on viable tree species, tree planting and maintenance guidelines, sequestration rates, tree canopy requirements in other jurisdictions, and tree canopy percentages associated with recently proposed and implemented development in the City.

### **Transportation Demand Management (TDM)**

As noted above, GHG emissions from private vehicle transportation contribute significantly to the City’s carbon footprint. A significant percentage of private vehicle trips involve commuting to and from the workplace. Through transportation demand management (TDM) programs, employers can encourage their employees to choose alternatives to single-occupancy vehicle (SOV) commuting. TDM measures include rideshare incentives, transit passes, shuttle service to and from transit stations, parking cash-out programs, telecommuting options, and locker rooms, showers, and other amenities for employees who choose to walk or bicycle to work,

CAP Measure TL5 calls for the City to develop TDM requirements for new employment-oriented development that generates a minimum of 100 daily employee trips. Such projects are expected to reduce SOV commute trips by at least 10 percent from a business-as-usual scenario.

While some local jurisdictions require that businesses implement specific TDM measures, the Planning Division is recommending that employers be allowed to choose measures best suited to their operations, employees, location, etc. To identify practical and effective TDM measures,

employers can work with a qualified transportation consultant or utilize off-the-shelf resources like SANDAG's Mobility Management Toolbox. Selected measures will be assembled in a TDM plan that outlines how these measures will be implemented, monitored, and modified as appropriate.

Given that thousands of existing businesses in the City are not subject to TDM requirements, the Planning Division is exploring ways to encourage these businesses to voluntarily pursue TDM. Possible incentives include acknowledgement through the City's Green Business Network and resources provided by SANDAG's iCommute program.

### **Next Steps**

On March 3<sup>rd</sup> and 16<sup>th</sup>, the Planning Division will host public open house events to share and solicit public input on the above-noted draft ordinances. The open house events will take place between 5:30 pm and 7:30 pm in the City Council Chambers. Following these workshops, the ordinances will be presented to the Planning Commission and City Council for consideration at noticed public hearings. Should you wish to receive a detailed briefing on the ordinances in the interim, please feel free to contact me or Deputy City Manager Jonathan Borrego at your convenience and we will schedule.

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