

Appendix F: CAAP Consistency Checklist

Climate Action and Adaptation Plan Consistency Checklist for California Environmental Quality Act Analysis

Introduction

This Climate Action and Adaptation Plan (CAAP) Consistency Checklist (Checklist) is intended to guide the City of Watsonville (City) in determining if a proposed discretionary project is consistent with the CAAP, which was adopted by City Council in October 2021. The Checklist is applicable only to land development projects that require discretionary approval. The Checklist does not apply to projects that are statutorily or categorically exempt from the California Environmental Quality Act (CEQA). Through the Checklist, new development projects will be required to incorporate more sustainable design standards, attain higher levels of energy efficiency, and implement applicable reduction measures consistent with the CAAP.

The CAAP and Checklist provide a streamlined review process for projects that require review under CEQA because the CAAP is a “qualified” reduction plan pursuant to CEQA Guidelines, Section 15183.5. Consistency with the CAAP Checklist is the threshold of significance to evaluate greenhouse gas (GHG) impacts. A project that demonstrates consistency with the CAAP is considered not to have a cumulatively considerable impact related to GHG emissions, and additional project-specific GHG analysis is not required.

CAAP consistency is determined through two steps:

- **Step 1: Land Use Consistency.** Assess the project’s consistency with the growth projections and land use assumptions that formed the basis of CAAP GHG emissions projections.
- **Step 2: CAAP Measures Consistency.** Review and evaluate a project’s consistency with the applicable measures of the CAAP.

Projects requiring discretionary review that cannot demonstrate consistency with Steps 1 and 2 of the Checklist are required to prepare an in-depth, project-level GHG analysis as part of the CEQA document prepared for the project to determine if there are cumulative GHG impacts.

Checklist Procedures

General procedures for Checklist compliance and review are summarized below:

- The City’s Community Development Department reviews development applications and makes determinations regarding environmental review requirements under CEQA. Staff will make the final determination as to whether environmental review is required.
- Staff review project information against the CAAP Checklist. The applicant will be required to provide a written explanation as necessary to demonstrate how the proposed project will implement each Checklist requirement described to the satisfaction of the City’s Community Development Department.
- If the development project is found to be consistent with the CAAP Checklist, staff will provide the applicant with documentation that the project has been found to be consistent with the CAAP for the applicant’s use in preparing the required CEQA documentation. The specific requirements outlined in the Checklist, along with any items the applicant agrees to in consideration of this process, shall be required as conditions of approval.

The Checklist is an administrative document that may be updated periodically by the City to comply with later amendments to the CAAP or local, state, and federal law. Any updates to the Checklist will be administered by the Community Development Department at the staff level.

CAAP Consistency Checklist

Step 1: Land Use Consistency

1a. The CAAP emissions inventory and forecast are based on anticipated population, housing, and job growth provided by the Association of Bay Area Governments (AMBAG). A project that is consistent with the City's long-range planning is assumed to be consistent with the CAAP emissions assumptions. In this step, staff shall evaluate the project's consistency with General Plan land use and zoning designations.

Is the proposed project consistent with the existing General Plan land use and zoning designations?
Yes ☒
No ☐
If "Yes," proceed to Step 2 (CAAP Measures Consistency) of the Checklist.
If "No," proceed to Question 1b below.

1b. A project may be considered consistent with CAAP GHG emissions assumptions if the project can demonstrate that it would result in an equivalent or less GHG-intensive project compared to forecasted buildout under existing designations. To demonstrate consistency, the applicant shall quantify estimated operational GHG emissions from the proposed project and estimated GHG emissions from buildout of allowable uses on the project site under existing land use designations using an acceptable land development emissions model, such as the California Emissions Estimator Model (CalEEMod). The applicant shall provide modeling outputs and a summary comparing estimate proposed project and existing designation annual GHG emissions. It is recommended that estimated GHG emissions for buildout under existing designations be based on default assumptions from CalEEMod for the proposed project's first operational year.

Does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG-intensive project compared to forecasted buildout under existing designations?
Yes ☐
No ☐
If "Yes," proceed to Step 2 (CAAP Measures Consistency) of the Checklist.
If "No," the project's GHG impact is potentially significant and must be analyzed in accordance with CEQA. The applicant must prepare a separate, more detailed project-level GHG analysis to demonstrate how it would offset the increase in emissions over the existing designations. Proceed and complete a separate, project-specific GHG analysis that also incorporates Step 2 of the Checklist.

Step 2: CAAP Measures Consistency

The second step of the CAAP consistency determination is to review and evaluate a project's consistency with the applicable measures of the CAAP. The Checklist items in Step 2 are associated with specific GHG reduction measures in the CAAP.

Transportation and Land Use

1. New Pedestrian Improvements (Measure T2-A)

Measure Applicability	Residential and Non-Residential
Applicable to Proposed Project	Yes ☒ No ☐
If "Yes," complete the consistency evaluation below. If "No," provide detail below on what project modifications or mitigation measures are required for compliance with Measure T2-A.	

CAAP Reduction Measure	Instructions for Determining Consistency
Measure T2-A: New Pedestrian Improvements. Require new development projects, residential and non-residential, to provide pedestrian improvements along street frontages; and strongly encourage connection to the nearest existing pedestrian facilities, such as sidewalks or trails. Developments shall also include internal pedestrian connections between all uses.	Staff should review project site plans to confirm that the project implements pedestrian improvements along street frontages and provides connections to existing pedestrian facilities and that pedestrian connections are provided on the project site where appropriate.

Would the project provide pedestrian improvements along street frontages, provide a connection to the nearest existing pedestrian facilities (e.g., sidewalks, trails), and include internal pedestrian connections between all uses?

Yes ☒
No ☐

If "Yes," provide a brief explanation below. If "No," provide detail below on what project modifications or mitigation measures are required for compliance with Measure T2-A.

The project would be located at the junction of Manabe Ow Road and Ohlone Parkway. Paved pedestrian walkways exist along the northern portion of the project site (i.e., along Manabe Ow Road) and the northeastern portion of the site (i.e., along Ohlone Parkway) before transitioning to a dirt pathway. The paved existing pedestrian facilities would remain under implementation of the project, and the project site would connect to them via driveways on the northern and eastern side of the project site. The project would also improve pedestrian facilities by extending the paved sidewalk along the entirety of Ohlone Parkway adjacent to the site. Finally, the project would include an improved cross walk (or "rail trail") across Ohlone Parkway, from the project site to the north (2022-12-13 Plan Set, Sheet C2.3).

2. Pedestrians and Cyclist Multimodal Enhancements (Measures T2-B and T2-C)

Measure Applicability	Residential and Non-Residential
Applicable to Proposed Project	Yes ☒ No ☐
If "Yes," complete the consistency evaluation below. If "No," provide detail below on what project modifications or mitigation measures are required for compliance with Measures T2-B and T2-C.	

CAAP Reduction Measure	Instructions for Determining Consistency
Measure T2-B: Pedestrian and Cyclist Multimodal Enhancements. Improve roadway segments, intersections, and bikeways to implement multimodal enhancements for pedestrian and cyclist comfort and safety along City-maintained public roads by improving five centerline miles of roadway segments and 100 intersections by 2030. Projects may include but not be limited to the following projects identified for Watsonville in the AMBAG 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS): • Traffic calming and greenway features on 2nd Street/Maple Avenue and 5th Street from Lincoln Street to Walker Street • Bike lane improvements to Rodriguez Street (Main Street to Riverside Drive) • Addition of sharrows to Union/Brennan (Freedom Boulevard to Riverside Drive) • Improvement to the crosswalks on Union Street/Brennan Street • Pedestrian and bicycle enhancements on Main Street (Freedom Boulevard to Riverside Drive) and Freedom Boulevard (Green Valley Road to Davis Avenue) • Exploration of implementing universal streets in the Downtown Area • Complete streets improvements to Main Street (East Beach Street to Freedom Boulevard) • Construction of pedestrian/bicycle bridge over Highway 1 • Installation of a roundabout to replace the currently signalized intersection at Main Street (Highway 152)/Freedom Boulevard with safety considerations for bike/pedestrian improvements • Freedom Boulevard reconstruction (Alta Vista Avenue to Green Valley Road) for pedestrian improvements	Staff should review the project, including any off-site improvements, against the projects identified for the City in the AMBAG 2040 MTP/SCS (or most recent adopted plan). A project would be inconsistent with this measure if it would implement modifications to public roads that would conflict with any identified AMBAG 2040 MTP/SCS project. A project that proposes modifications to a public roadway identified for enhancements should include project features that implement or facilitate future implementation of identified enhancements.

Measure T2-C: Trails and Bicycle Master Plan. New pedestrian and bicycle infrastructure may include, but not be limited to: Coastal Rail Trail Segments 17 and 18, Lee Road Trail, Pajaro Valley High School Connector Trail, Pajaro River Levee Trail, and projects identified in the AMBAG 2040 MTP/SCS. Additionally, there may be bicycle improvements for Harkins Slough Road, Green Valley Road, State Route 129, and State Route 152. Pedestrian improvements may include sidewalk infill on Harkins Slough Road and Main Street, pedestrian bridge over Highway 1 to Pajaro Valley High School, and various intersection improvements.	Staff should review the project, including any off-site improvements, against the projects identified in Measure T2-C, including the Trails and Bicycle Master Plan and AMBAG 2040 MTP/SCS. A project would be inconsistent with this measure if the project would include any components that would conflict with implementation of identified trail or bicycle corridors. A project that proposes modifications to any area identified for pedestrian or bicycle facilities should include project features that implement or facilitate future implementation of planned facilities.
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Would the project be consistent with all applicable plans to improve roadway segments or intersections for pedestrian and cyclist comfort or to provide new or enhanced pedestrian and bicycle infrastructure?

Yes	☒
No	☐

If “Yes,” provide a brief explanation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measures T2-B and T2-C.

The project would not conflict with the future implementation of identified enhancements in the AMBAG 2040 MTP/SCS. No new roadway improvements near the project site are needed, in that (a) the existing intersection at Manabe Ow Road / Ohlone Parkway has ADA compliant ramps and (b) the portions of Manabe Ow Road and Ohlone Parkway along the project frontage have a bike lane. In addition, the project would improve the crosswalk north of the project site (i.e., the “rail trail” improvements) (2022-12-13 Plan Set, Sheet C2.3) and extend the paved pedestrian walkway along the entirety of Ohlone Parkway.

3. Commute Trip Reduction Programs (Measure T5-A)

Measure Applicability	Non-Residential	
Applicable to Proposed Project	Yes	☒
	No	☐
If “Yes,” complete the consistency evaluation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure T5-A.		

CAAP Reduction Measure	Instructions for Determining Consistency
Measure T5-A: Commute Trip Reduction Programs. Update the City’s Green Business Program to include commute trip reduction	Until the City’s Green Business Program has been updated in accordance with the CAAP, staff should review the project site plans to confirm

CAAP Reduction Measure	Instructions for Determining Consistency
programs. Provide incentives and education to existing and future employers to participate in the program, particularly to implement commute trip reduction programs. The City shall track participating businesses to achieve a 20 percent participation City-wide. Commute trip reduction programs may include but not be limited to ride-sharing programs, subsidized transit, vanpool/shuttles, and alternative work schedules.	that the project includes a commute trip reduction program, such as ride-sharing programs, subsidized transit, vanpool/shuttles, or alternative work schedules. Following the Green Business Program update, staff should review the project for program consistency and compliance with all applicable requirements.

Would the project be consistent with the City's Green Business Program or, until the program is updated, include a commute trip reduction component?

Yes	☒
No	☐

If "Yes," provide a brief explanation below. If "No," provide detail below on what project modifications or mitigation measures are required for compliance with Measure T5-A.

The proposed warehouse would implement a TDM program, which would reduce VMT by approximately 15 percent, and address an additional approximately 6.9 percent of its VMT via a VMT Banking Fee. Cumulatively, the project would address approximately 21.9 percent of its VMT through TDM Measures and VMT Banking Fees. The TDM Measures proposed for the project include a travel behavior change program, preferential carpool parking spaces, telecommuting, alternative work schedule, bike share, bicycle parking in excess of code, showers/changing rooms, and pedestrian network improvements (Kimley Horn TIA, January 2023, pg. ii).

4. End-of-Trip Facilities (Measure T5-B)

Measure Applicability	Non-Residential	
Applicable to Proposed Project	Yes	☒
	No	☐
If "Yes," complete the consistency evaluation below. If "No," provide detail below on what project modifications or mitigation measures are required for compliance with Measure T5-B.		

CAAP Reduction Measure	Instructions for Determining Consistency
Measure T5-B: End-of-Trip Facilities. Update Watsonville Municipal Code, Section 14-17.113, to require new non-residential development to provide end-of-trip facilities for employee use in	Staff should review the project site plans to confirm that the project implements all required components of Section 14-17.113 of the Watsonville Municipal Code.

addition to bicycle parking. End-of-trip facilities will include bike parking, bike lockers, showers, and personal lockers to the extent feasible.	
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Would the project provide all required end-of-trip facilities for employee use in addition to required bicycle parking?

Yes	☒
No	☐

If “Yes,” provide a brief explanation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure T5-B.

The project plans include the installation of 10 short-term bike stalls and 10 long-term bike lockers, and storage / break areas where personal lockers may be located (2022-12-13 Plan Set, Sheet A2.1).

5. Active Transportation Routes to School (Measure T6-F)

Measure Applicability	Residential
Applicable to Proposed Project	Yes ☐ No ☒
If “Yes,” complete the consistency evaluation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure T6-F.	

CAAP Reduction Measure	Instructions for Determining Consistency
Measure T6-F: Active Transportation Routes to School. Continue to implement the Complete Streets to Schools Plan to improve active transportation routes to schools to increase use of active transportation for school commutes by 5 percent by 2030. Proposed improvements include but are not limited to new sidewalks, improved signage and street markers, sidewalk improvements, lighting improvements, and crosswalk improvements.	Staff should review project site plans, including off-site improvements, for consistency with the Complete Streets to Schools Plan. A project would be inconsistent with this measure if it would implement modifications to any school route that would conflict with identified route improvements. A project that proposes modifications to a school route identified for enhancements should include project features that implement or facilitate future implementation of identified improvements.

Would the project be consistent with the City’s Complete Streets to Schools Plan to improve routes to schools to increase use of active transportation for school communities?

Yes	☒
No	☐

If “Yes,” provide a brief explanation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure T6-F.

N/A - The project involves the development of a warehouse. As such, the project would provide neither dwelling units nor school-age children.

Energy

6. Natural Gas Reduction in New Development (Measure E1-A)

Measure Applicability	Residential and Non-Residential
Applicable to Proposed Project	Yes ☒ No ☐
If “Yes,” complete the consistency evaluation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure E1-A.	

CAAP Reduction Measure	Instructions for Determining Consistency
Measure E1-A: Natural Gas Reduction in New Development. Require a 50 percent reduction in natural gas consumption compared to business-as-usual (BAU) in all new development through electric-only development and installation of electric or more efficient natural gas home heating and cooling systems, appliances, or water heaters. Explore implementation of an all-electric ordinance to achieve all-electric new development by 2030.	The applicant should provide documentation for staff review that demonstrates how the project would achieve a 50 percent reduction in natural gas consumption compared to business-as-usual (2019 Title 24 Building Energy Efficiency Standards), such as through electric-only development or installation of electric/more efficient natural gas home heating and cooling systems, appliances, or water heaters.

Would the project implement design features to achieve a 50 percent reduction in natural gas consumption compared to 2019 Title 24 Building Energy Efficiency Standards?

Yes ☒
No ☐

If “Yes,” provide a brief explanation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure E1-A.

The Applicant has indicated that there will be no natural gas connection not the building. All mechanical and/or plumbing devices will be electric.

7. 3CE Customer Participation (Measure E3-A)

Measure Applicability	Residential and Non-Residential
Applicable to Proposed Project	Yes ☒ No ☐
If "Yes," complete the consistency evaluation below. If "No," provide detail below on what project modifications or mitigation measures are required for compliance with Measure E3-A.	

CAAP Reduction Measure	Instructions for Determining Consistency
Measure E3-A: 3CE Customer Participation. Increase participation in 3CE Prime, with the goal of 50 percent of all residential and non-residential customers choosing 3CE Prime by 2030. 3CE is a Community Choice Energy agency established by local communities to source clean and renewable electricity while retaining the utility provider's traditional role delivering power and maintaining electric infrastructure. 3CE's objective is to reduce GHG emissions through local control of utility scale renewable electricity generation provided at competitive rates. The 3CE Prime option provides carbon-free electricity.	The purpose of this measure is to facilitate the switch to carbon-free electricity. Projects should demonstrate a commitment to encouraging carbon-free electricity, such as installation of solar panels on site, or providing literature to future residents and tenants to encourage participation in 3CE Prime.

Would the project facilitate use of carbon-free electricity?

Yes ☒
No ☐

If "Yes," provide a brief explanation below. If "No," provide detail below on what project modifications or mitigation measures are required for compliance with Measure E3-A.

The City will require the project to enroll in 3CE Prime through a Condition of Approval for the project. In addition, the Applicant has indicated that the roof will be constructed to support a solar panel load across the entire roof (4 pounds per square foot), which will result in the generation of on-site carbon free electricity when solar panels are installed.

8. Cool Roofs for New Development (Measure E4-A)

Measure Applicability	Residential and Non-Residential
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Applicable to Proposed Project	Yes ☒ No ☐
If “Yes,” complete the consistency evaluation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure E4-A.	

CAAP Reduction Measure	Instructions for Determining Consistency
Measure E4-A: Cool Roofs for New Development. Require installation of cool roof technology for new commercial, municipal, and multi-family residential projects to achieve at least 50 percent cool roofs in new development. A cool roof treatment, green space, or photovoltaic panels would qualify for compliance with this measure.	Staff should review the project site plans to confirm that the project implements cool roof technology on at least 50 percent of roof space, such as through the installation of cool roof treatment, green space, or photovoltaic panels, unless substantial evidence is provided that this requirement is not feasible.

Would the project install cool roof technology on at least 50 percent of new roof space?

Yes ☒
No ☐

If “Yes,” provide a brief explanation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure E4-A.

The roof will be constructed with a thermoplastic polyolefin (TPO) roof membrane with high solar reflectance and low absorption across the entire roof area.

Solid Waste

9. Divert Organic Waste (Measure SW1-A)

Measure Applicability	Residential and Non-Residential
Applicable to Proposed Project	Yes ☒ No ☐
If “Yes,” complete the consistency evaluation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure SW1-A.	

CAAP Reduction Measure	Instructions for Determining Consistency
Measure SW1-A: Organic Waste Diversion. Continue to expand and promote local composting and food waste diversion programs in accordance with SB [Senate Bill] 1383 to achieve 75 percent diversion of all organic waste by 2030.	Applicants should provide documentation to staff that the project would implement a waste diversion component, such as implementation of a composting program or the participation in the City’s food scraps (organics) collection program for businesses.

Would the project expand diversion of organic waste from regional landfill disposal?

Yes	☒
No	☐

If “Yes,” provide a brief explanation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure SW1-A.

The City will require the owner and future operators of the site to implement a waste diversion program. This requirement will be required of the project through a Condition of Approval.

Natural and Working Lands

10. Tree Planting (Measure NW1-B)

Measure Applicability	Residential and Non-Residential	
Applicable to Proposed Project	Yes	☒
	No	☐
If “Yes,” complete consistency evaluation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure NW1-B.		

CAAP Reduction Measure	Instructions for Determining Consistency
Measure NW1-B: Tree Planting. Continue to implement the Watsonville Urban Greening Plan, with the goal of planting 300 trees per year.	Staff should review the project site plans to confirm that the project includes an increase in local greenspace through the planting of trees and implementation of landscaping that is consistent with the Watsonville Urban Greening Plan.

Would the project plant trees and implement landscaping consistent with the Watsonville Urban Greening Plan?

Yes	☒
No	☐

If “Yes,” provide a brief explanation below. If “No,” provide detail below on what project modifications or mitigation measures are required for compliance with Measure NW1-B.

The project’s planting plan identifies 110,585 square feet of landscaped areas (2022-09-08 Plan Set, Sheet L0.1). The site is generally void of trees; thus, the project would increase the amount of greenspace at the site.

Step 2 Summary

Can the proposed project demonstrate consistency with all of the above Step 2 Measures (Measures 1–10)?

Yes	☒
No	☐

If “Yes,” the project is found to be consistent with the CAAP. The City may provide these Checklist findings to the applicant to be incorporated into the required CEQA documentation.

If “No,” staff may request additional information from the applicant to complete the Checklist or provide the specific requirements outlined above for the applicant to incorporate into the project to bring the project into consistency with the CAAP. These requirements shall be incorporated as project features or CEQA mitigation measures for project impacts related to GHG emissions.