San José Greenhouse Gas Reduction Strategy Consistency Checklist	
Policy/Strategy	**Consistency Discussion**
Table A: General Plan Consistency	
1) Consistency with the Land Use/ Transportation Diagram (Land Use and Density)	
Is the project consistent with the Land Use/Transportation Diagram?	**Yes.** The project sites are located within the City of San José General Plan Paseo de Saratoga Urban Village. The Urban Village Plan for Paseo de Saratoga has not yet been adopted. The project proposes to develop the site as a "Signature" project, in conformance with General Plan Policy IP-5.10 (refer to Section 3.11 Land Use for additional discussion). The project (under either option) would not prohibit the completion of planned improvement of multi-modal facilities and would contribute towards future improvement of the multi-modal facilities (refer to Section 3.17 Transportation for specifics about the improvements). Therefore, based on the project description, the proposed project would be consistent with the Envision San José 2040 General Plan's long-range multi-modal goals and policies and transportation diagram.
2) Implementation of Green Building Measures	
MS-2.2: Encourage maximized use of on-site generation of renewable energy for all new and existing buildings	**Yes.** As designed, both the orientation of the buildings and the available roof area provide ample opportunities for solar panel installation in the future under both project options. The project applicant is committed to the project (under either option) being compliant with all mandatory applicable state and local green building and energy codes.
MS-2.3: Encourage consideration of solar orientation, including building placement, landscaping, design and construction techniques for new construction to minimize energy consumption.	**Yes.** The design for the sites and the buildings under either option maximizes opportunities for reduction in energy consumption. Landscape areas would provide both solar protection to buildings and to the occupants using the outdoor spaces.
MS-2.7: Encourage the installation of solar panels or other clean energy power generation sources over parking areas.	**Not Applicable.** Parking for the project (under either option) would be primarily situated in parking structures underneath buildings, thus minimizing the surface parking heat island effect. The project (under either option) would comply

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	with applicable local and the state mandatory measures that are encouraging clean energy power generation.
MS-2.11: Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).	**Yes.** The project design (under either option) incorporates the required green building practices to reduce energy use of the buildings by: optimizing building orientation on site to minimize passive solar effect and maximizing use or daylight in buildings and planning for energy efficient lighting and building systems.
MS-16.2: Promote neighborhood-based distributed clean/renewable energy generation to improve local energy security and to reduce the amount of energy wasted in transmitting electricity over long distances.	**Yes.** The project applicant is committed to working with the city and the adjoining property owners towards supporting neighborhood-based distributed clean/ renewable energy generation when becomes available in the area.
3) Pedestrian, Bicycle & Transit Site Design Measures	
CD-2.1: Promote the Circulation Goals and Policies in the Envision San José 2040 General Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of Envision San José 2040 General Plan. a) Design the street network for safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness. b) Create a comfortable and safe pedestrian environment by implementing wider sidewalks, shade structures, attractive street furniture, street trees, reduced traffic speeds, pedestrian-oriented lighting, mid-block pedestrian crossings, pedestrian activated crossing lights, bulb-outs and curb extensions at intersections, and on-street parking that buffers pedestrians from vehicles. c) Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand	**Yes.** All proposed streets and connections provide safe sidewalks that connect to existing pedestrian and bicycle circulation networks. These sidewalks connect existing and proposed buildings throughout the sites. All crossings and pathways shall incorporate pedestrian-oriented lighting and accessible paths of travel, as described in Section 2.2 Project Description. A Transportation Demand Management (TDM) program shall be implemented to reduce dedicated parking (as identified in mitigation measure MM TRN-1.2 and MM TRN-2.1 in Section 3.17 Transportation).

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Management strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Encourage de-coupled parking to ensure that the value and cost of parking are considered in real estate and business transactions.	
CD-2.5: Integrate Green Building Goals and Policies of the Envision San José 2040 General Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc.	**Yes.** The proposed parking under either project option is located within the parking structures with direct pedestrian connections. Buildings are oriented and design to reduce solar heat gain. Stormwater basins are proposed in multiple locations throughout the project to treat impervious surface runoff.
CD-2.11: Within the Downtown and Urban Village Overlay areas, consistent with the minimum density requirements of the pertaining Land Use/Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks, above parking structures.	**Yes.** The majority of proposed parking under either project option is located within parking structures with direct pedestrian connections. Some surface parking and drop-off spaces are to be located near building entries for ease of access and temporary use.
CD-3.2: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.	**Yes.** The project (under either option) provides pedestrians and future residents and employees with restaurants and other uses serving daily needs within 1/4 mile (five-minute) walking distance.
CD-3.4: Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and	**Yes.** Proposed sidewalks would connect to existing sidewalks along surrounding roadways and throughout the site under either project option. Crosswalks are proposed in safe locations with striping and change in material. Crossings are to be safely lit and visible.

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existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.	
LU-3.5: Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclists and pedestrian safety.	**Yes.** The project includes short and long-term bike parking, as well as sidewalks and connections. A TDM program is in development and shall be submitted as part of the environmental review.
TR-2.8: Require new development to promote on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land use to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.	
TR-7.1: Require large employers to develop TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies, transit incentives and other measures.	
TR-8.5: Promote participation in car share programs to minimize the need for parking spaces in new and existing development.	**Yes.** The project applicant is willing to support the City car and bicycle share programs on the sites. Agreed upon spaces that are over and above the number of parking spaces required for the project can be dedicated for the future car and bike share programs.
4) Water Conservation and Urban Forestry Measures	
MS-3.1: Require water-efficient landscaping, which conforms to the state's Model Water Efficient Landscape Ordinance (MWELO), for all new commercial, institutional, industrial, and developer-installed residential development unless for recreation needs or other area functions.	**Yes.** All proposed plantings shall be selected and located to minimize required irrigation. Irrigation shall be drip system for a water-efficient landscape.
MS-3.2: Promote the use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source of non-potable water needs such as irrigation and building cooling,	**Yes.** The project (under either option) would comply with the applicable local and the state mandatory codes to help reduce the depletion of the City's potable water system. For irrigation, the project (under either option) would be using the City-provided purple pipe recycled water system, per the local code requirements.

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consistent with Building Codes or other regulations.	
MS-19.4: Require the use of recycled water whenever feasible and cost-effective to serve the existing and new development.	**Yes.** Per the local code requirements for irrigation, the project would be using the City-provided purple pipe recycled water system.
MS-21.3: Ensure that San José's Community Forest is comprised of species that have low water requirements and are well adapted to its Mediterranean climate. Select and plant diverse species to prevent monocultures that are vulnerable to pest invasions. Furthermore, consider the appropriate placement of tree species and their lifespan to ensure perpetuation of the Community Forest.	**Yes.** Proposed plantings under either project option shall be selected and located to minimize required irrigation. Selections are based on the climate zones, sun-shade studies, and water requirements. Irrigation shall be drip system for a water-efficient landscape.
MS-26.1: As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.	**Yes.** Planting and associated maintenance shall be in compliance City laws, policies, and guidelines.
ER-8.7: Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.	**Yes.** The project would comply with the applicable local and the state mandatory codes to encourage the stormwater reuse.

San José Greenhouse Gas Reduction Strategy Consistency Checklist	
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Table B: Greenhouse Gas Reduction Strategy	
Part 1: Residential Projects – Not Applicable to Either Project Option	
Part 2: Residential and Non-Residential Projects	
Renewable Energy Development 1. Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or 2. Participate in community solar programs to support development of renewable energy in the community, or 3. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project. **Supports Strategies: GHGRS #1, GHGRS #3**	**Proposed.** The project will participate in the San José Clean Energy Program at the Total Green Level.
Building Retrofits – Natural Gas This strategy applies to projects that include a retrofit of an existing building. **Supports Strategies: GHGRS # 4**	**Not Applicable.** This strategy is not applicable because the project does not include a retrofit of existing buildings.
Zero Waste Goal 1. Provide space for organic waste collection containers, and/or 2. Exceed the City's construction and demolition waste diversion requirement **Supports Strategies: GHGRS #5**	**Proposed.** The project would provide organic waste collection containers within the loading dock waste collection areas. The project would also participate in the City's CDD program, which requires 75 percent of waste is recovered and recycled.
Caltrain Modernization 1. For projects located within 1/2 mile of a Caltrain station, establish a program through which to provide project tenants and/or residents with free or reduced Caltrain passes; or 2. Develop a program that provides project tenants and/or residents with options to reduce their vehicle miles traveled (e.g., a TDM program), which could include transit passes, bike lockers and showers, or other strategies to reduce project related VMT. **Supports Strategies: GHGRS #6**	**Proposed.** The project (under either option) would reduce its VMT via project design characteristics, multi-modal network improvements, a parking management plan, and TDM measures (as required by mitigation measure MM TRN-1.2 and MM TRN-2.1 in Section 3.17 Transportation).

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Water Conservation 1. Install high-efficiency appliances/fixtures to reduce water use, and/or include water sensitive landscape design, and/or 2. Provide access to reclaimed water for outdoor water use on the project site. **Supports Strategies: GHGRS #7**	**Proposed.** The project (under either option) would install high-efficiency appliances and fixtures that are applicable with the local and the state codes. Landscape design is using water sensitive plant species.
Note: Refer to Section 3.8.1.2 for more information on the seven strategies identified in the 2030 GHGRS.	