
APPENDIX G

GREENHOUSE GAS REDUCTION CHECKLIST



DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT

Purpose of the Compliance Checklist

In 2020, the City adopted a Greenhouse Gas Reduction Strategy (GHGRS) that outlines the actions the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions for the interim target year 2030. The purpose of the Greenhouse Gas Reduction Strategy Compliance Checklist (Checklist) is to:

- Implement GHG reduction strategies from the 2030 GHGRS to new development projects.
- Provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

The 2030 GHGRS presents the City's comprehensive path to reduce GHG emissions to achieve the 2030 reduction target, based on SB 32, BAAQMD, and OPR. Additionally, the 2030 GHGRS leverages other important City plans and policies; including the General Plan, Climate Smart San José, and the City Municipal Code in identifying reductions strategies that achieve the City's target. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases. Accordingly, the City of San José's 2030 GHGRS represents San José's qualified climate action plan in compliance with CEQA.

As described in the 2030 GHGRS, these GHG reductions will occur through a combination of City initiatives in various plans and policies and will provide reductions from both existing and new developments. This Compliance Checklist specifically applies to proposed discretionary projects that require environmental review pursuant to CEQA. Therefore, the Checklist is a critical implementation tool in the City's overall strategy to reduce GHG emissions. Implementation of applicable reduction actions in new development projects will help the City achieve incremental reductions toward its target. Per the 2030 GHGRS, the City will monitor strategy implementation and make updates, as necessary, to maintain an appropriate trajectory to the 2030 GHG target.

Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the GHGRS.

Instructions for Compliance Checklist

Applicants shall complete the following sections to demonstrate conformance with the City of San José 2030 Greenhouse Gas Reduction Strategy for the proposed project. All projects must complete Section A. General Plan Policy Conformance and Section B. Greenhouse Gas Reduction Strategies. Projects that propose alternative GHG mitigation measures must also complete Section C. Alternative Project Measures and Additional GHG Reductions.

A. General Plan Policy Compliance

Projects need to demonstrate consistency with the Envision San José 2040 General Plan’s relevant policies for Land Use & Design, Transportation, Green Building, and Water Conservation, enumerated in Table A. All applicants shall complete the following steps.

1. Complete Table A, Item #1 to demonstrate the project’s consistency with the General Plan Land Use and Circulation Diagram.
2. Complete Table A, Items #2 through #4 to demonstrate the project’s consistency with General Plan policies¹ related to green building; pedestrian, bicycle & transit site design; and water conservation and urban forestry, as applicable. For each policy listed, mark the relevant yes/no check boxes to indicate project consistency, and provide a qualitative description of how the policy is implemented in the proposed project or why the policy is not applicable to the proposed project. Qualitative descriptions can be included in Table A or provided as separate attachments. This explanation will provide the basis for analysis in the CEQA document.

B. Greenhouse Gas Reduction Strategies

Table B identifies the GHGRS strategies and recommended consistency options. Projects need to demonstrate consistency with the GHGRS reduction strategies listed in Table B or document why the strategies are not applicable or are infeasible. The corresponding GHGRS strategies are indicated in the table to provide additional context, with the full text of the strategies preceding Table B.

Residential projects must complete Table B, Part 1 and 2; Non-residential projects must complete Table B, Part 2 only. All applicants shall complete the following steps for Table B.

1. Review the project consistency options described in the column titled ‘GHGRS Strategy and Consistency Options’.
2. Use the check boxes in the column titled “Project Conformance” to indicate if the strategy is ‘Proposed’, ‘Not Applicable’, ‘Not Feasible’, or if there is an ‘Alternative Measure Proposed’.

¹ The lists in items # 2-4 do not represent all General Plan policies but allow projects to demonstrate consistency and achievement of policies that are related to quantified reduction estimates in the 2030 GHGRS.

3. Provide a qualitative analysis of the proposed project's compliance with the GHGRS strategies in the column titled "Description of Project Measure". This will be the basis for CEQA analysis to demonstrate compliance with the 2030 GHGRS and by extension, with SB 32. The qualitative analysis should provide:
 - a. A description of which consistency options are included as part of the proposed project, or
 - b. A description of why the strategy is not applicable to the proposed project, or
 - c. A description of why the consistency options are infeasible. If applicants select 'Not Feasible' or 'Alternative Measure Proposed', they must complete Table C to document what alternative project measures will be implemented to achieve a similar level of greenhouse gas reduction and how those reduction estimates were calculated.

C. Alternative Project Measures and Additional GHG Reductions

Projects that propose alternative GHG mitigation measures to those identified in Table B or propose to include additional GHG mitigation measures beyond those described in Tables A and B, shall provide a summary explanation of the proposed measures and demonstrate efficiency or greenhouse gas reductions achievable through the proposed measures. Documentation for these alternative or additional project measures shall be documented in Table C. Any applicants who select 'Not Feasible' or 'Alternative Measure Proposed' in Table B must complete the following steps for Table C.

1. In the column titled "Description of Proposed Measure" provide a qualitative description of what measure will be implemented, why it is proposed, and how it will reduce GHG emissions.
2. In the column titled "Description of GHG Reduction Estimate" demonstrate how the alternative project measure would achieve the same or greater level of greenhouse gas reductions as the GHGRS strategy it replaces. Documentation or calculation files can be attached separately.
3. In the column titled "Proposed Measure Implementation" identify how the measure will be implemented: incorporated as part of the project design or as an additional measure that is not part of the project (e.g., purchase of carbon offsets).

Compliance Checklist

Evaluation of Project Conformance with the 2030 Greenhouse Gas Reduction Strategy

Table A: General Plan Consistency

Development Type: Commercial Residential Office Other: Specify

Project: 1065 South Winchester Mixed Use

| 1) Consistency with the Land Use/Transportation Diagram (Land Use and Density) | Yes | No |
|--|-------------------------------------|--------------------------|
| <i>Is the proposed Project consistent with the Land Use/Transportation Diagram?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <i>If not, and the proposed project includes a General Plan Amendment, does the proposed amendment decrease GHG emissions (in absolute terms or per capita, per employee, per service population) below the level assumed in the GHGRS based on the existing planned land use? (The project could have a higher density, mix of uses, or other features that would reduce GHG emissions compared to the planned land use).²</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| <i>If not, would the proposed project and the General Plan Amendment increase GHG emissions (in absolute terms or per capita, per employee, per service population)? Project is not consistent with GHGRS and further modeling will be required to determine if additional mitigation measures are necessary.</i> | <input type="checkbox"/> | <input type="checkbox"/> |

Response: Yes, the land use designation for the project site is Mixed-Use Commercial and the project does not require a General Plan Amendment to facilitate the proposed development.

² For example, a General Plan Amendment to change use from single-family residential to multi-family residential or a General Plan Amendment to change the use from regional-serving commercial to mixed-use urban in a transit-served area might reduce travel demand, and therefore GHG emissions from mobile sources.

| 2) Implementation of Green Building Measures | Yes | No |
|--|-------------------------------------|-------------------------------------|
| MS-2.2: Encourage maximized use of on-site generation of renewable energy for all new and existing buildings. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Not applicable | <input type="checkbox"/> | <input type="checkbox"/> |
| Response: The applicant plans to design the project to be solar ready. The project must comply with the City's Green Building Ordinance, so would provide features required in the Green Building Council checklist. The applicant would also enroll into the City's Clean Energy Program (TotalGreen) to support renewable energy. | | |
| MS-2.3: Encourage consideration of solar orientation, including building placement, landscaping, design and construction techniques for new construction to minimize energy consumption. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Not applicable | <input type="checkbox"/> | <input type="checkbox"/> |
| Response: Refer to MS-2.2. | | |
| MS-2.7: Encourage the installation of solar panels or other clean energy power generation sources over parking areas. | <input type="checkbox"/> | <input type="checkbox"/> |
| Not applicable | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Response: Project has no outdoor parking. | | |
| 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). | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Not applicable | <input type="checkbox"/> | <input type="checkbox"/> |
| Response: The project is required to comply with the applicable standards in the Green Building Ordinance. The State goal is to increase the use of green building practices. The project would implement required green building strategies through existing regulation that requires the project to comply with various CALGreen requirements to reduce energy use and with the City's Green Building Ordinance. Per section 4.6, Energy, the project energy demand was found not to be excessive or wasteful. | | |
| 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. | <input type="checkbox"/> | <input type="checkbox"/> |
| Not applicable | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Response: The applicant would also enroll into the City's Clean Energy Program at the TotalGreen level. MS-16.2 is not applicable to a mixed use project of the type proposed. | | |

| 3) Pedestrian, Bicycle & Transit Site Design Measures | Yes | No |
|--|-------------------------------------|--------------------------|
| CD-2.1: <i>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 the Envision San José 2040 General Plan.</i> | | |
| a) <i>Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) <i>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.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) <i>Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand 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.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <i>Not applicable</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| Response: | | |
| a) The project includes bicycle facilities (58 bicycle spaces) to promote bicycle transportation. | | |
| b) The project includes frontage improvements including street trees. | | |
| c) The proposed is designed with reduced parking capacity. The proposed TDM program supports General Plan Element Circulation goals and policies. The TDM program purpose is to reduce VMT by promoting alternative transportation. | | |
| CD-2.5: <i>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.</i> | | |
| <i>Not applicable</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| Response: The project includes shaded parking areas, street trees in the pedestrian environment, and a stormwater control plan with site design and treatment control measures consistent with the Municipal Regional Stormwater NPDES Permit. | | |

| | Yes | No |
|--|-------------------------------------|-------------------------------------|
| <p>CD-2.11: <i>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.</i></p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p><i>Not applicable</i></p> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Response: The project is within the Winchester Boulevard Urban Village Plan area. The proposed project is consistent with the maximum residential density and the minimum commercial density requirements of the Mixed-Use Commercial land use designation. The project includes a sub-grade parking level.</p> | | |
| <p>CD-3.2: <i>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.</i></p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p><i>Not applicable</i></p> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Response: The project includes substantial bicycle parking capacity. Further, it includes a reduced number of parking spaces to promote a shift to non-vehicular transportation modes. That shift is supported by the proposed TDM program, which includes incentives for using alternative transportation modes, including transit. Planned frontage improvements are designed to create a functional and attractive pedestrian environment. The project would not have an adverse effect on the pedestrian, bicycle and transit facilities in the study area.</p> | | |
| <p>CD-3.4: <i>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 existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.</i></p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p><i>Not applicable</i></p> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Response: Refer to response CD-3.2.</p> | | |
| <p>LU-3.5: <i>Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.</i></p> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p><i>Not applicable</i></p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>Response: Project site is not within the Downtown area.</p> | | |

| | Yes | No |
|--|-------------------------------------|--------------------------|
| TR-2.8: <i>Require new development to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <i>Not applicable</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| Response: See response to Policy CD-3.2. The project includes substantial bicycle parking capacity and frontage improvements that create a safe, comfortable pedestrian environment. | | |
| TR-7.1: <i>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.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <i>Not applicable</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| Response: The project includes a TDM program. The program is described in Appendix K of the initial study, and incorporated into Section 4.17, Transportation, of the initial study as mitigation measure TR-1. The TDM program includes transit incentives, bicycle parking, information kiosk to present transit system use opportunities, and reduced parking capacity to promote a shift to non-vehicular transportation modes. | | |
| TR-8.5: <i>Promote participation in car share programs to minimize the need for parking spaces in new and existing development.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <i>Not applicable</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| Response: The TDM program described in the response to TR-7.1 above does not include a car share program, but does include other measures that enable a reduction in parking capacity and reduce VMT impacts | | |
| 4) Water Conservation and Urban Forestry Measures | | |
| MS-3.1: <i>Require water-efficient landscaping, which conforms to the State’s Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial and developer-installed residential development unless for recreation needs or other area functions.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <i>Not applicable</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| Response: The proposed landscaping design would comply with the criteria of the Water Efficient Landscape Ordinance. Those criteria are designed to increase water efficiency for new and retrofitted landscapes through encouraging use of more efficient irrigation systems, graywater use, and on-site storm water capture, and by limiting the portion of landscapes that can be covered in turf. | | |

| | Yes | No |
|--|-------------------------------------|--------------------------|
| <p>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 for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Not applicable</p> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Response: The stormwater design directs runoff to landscaped areas as to reduce irrigation water demand.</p> | | |
| <p>MS-19.4: Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.</p> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Not applicable</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Response: The project would connect to the City’s existing water supply infrastructure system. Recycled water could be used for landscaping if it were available from the City. Landscape water demand will be reduced through compliance with the water efficient landscape ordinance.</p> | | |
| <p>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 the perpetuation of the Community Forest.</p> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Not applicable</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Response: The project’s landscaping plans include planting consistent with these requirements.</p> | | |
| <p>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.</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Not applicable</p> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Response: The project complies with the City’s tree mitigation replacement ratios, both street trees and on-site trees.</p> | | |
| | Yes | No |
| <p>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.</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>Not applicable</p> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>Response: The project’s stormwater design directs runoff to landscaped areas as irrigation.</p> | | |

GHGRS Strategies

GHGRS #1: The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.

GHGRS #2: The City will implement its building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the city’s new construction toward zero net carbon (ZNC) buildings.

GHGRS #3: The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José goal of becoming a one-gigawatt solar city.

GHGRS #4: The City will support a transition to building decarbonization through increased efficiency improvements in the existing building stock and reduced use of natural gas appliances and equipment.

GHGRS #5: As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.

GHGRS #6: The City will continue to be a partner in the Caltrain Modernization Project to enhance local transit opportunities while simultaneously improving the city’s air quality.

GHGRS #7: The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.

Table B: 2030 Greenhouse Gas Reduction Strategy Compliance

| GHGRS Strategy and Consistency Options | Description of Project Measure | Project Conformance |
|---|--|---|
| PART 1: RESIDENTIAL PROJECTS ONLY | | |
| <p>Zero Net Carbon Residential Construction</p> <ol style="list-style-type: none"> Achieve/exceed the City’s Reach Code, and Exclude natural gas infrastructure in new construction, or Install on-site renewable energy systems or participate in a community solar program to offset 100% of the project’s estimated energy demand, | <p>Response: The applicant in proposing to exclude natural gas as an energy source for the project - no natural gas infrastructure would be provided on site. The applicant would also enroll into the City’s Clean Energy Program at the TotalGreen level.</p> | <p><input checked="" type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible*</p> <p><input type="checkbox"/> Alternative Measure Proposed</p> |

| GHGRS Strategy and Consistency Options | Description of Project Measure | Project Conformance |
|--|---|---|
| <p>or</p> <p>4. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project until which time SJCE achieves 100% carbon-free electricity for all accounts.</p> <p>Supports Strategies: GHGRS #1, GHGRS #2, GHGRS #3</p> | | <p><i>* The 2030 GHGRS assumed this strategy would be feasible for 50% of residential units constructed between 2020 and 2030.</i></p> |
| <p>PART 2: RESIDENTIAL AND NON-RESIDENTIAL PROJECTS</p> | | |
| <p>Renewable Energy Development</p> <p>1. Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or</p> <p>2. Participate in community solar programs to support development of renewable energy in the community, or</p> <p>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.</p> <p>Supports Strategies: GHGRS #1, GHGRS #3</p> | <p>Response: The applicant would also enroll into the City's Clean Energy Program at the TotalGreen level. The project will also be constructed to be solar ready.</p> | <p><input type="checkbox"/> See Part 1 (Residential projects only)</p> <p><input checked="" type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p> |
| <p>Building Retrofits – Natural Gas³</p> <p>This strategy only applies to projects that include a retrofit of an existing building. If the proposed project does not include a retrofit, select “Not Applicable” in the Project Conformance column.</p> <p>1. Replace an existing natural gas appliance with an electric alternative (e.g., space heater, water heater, clothes dryer), or</p> | <p>Response: The proposed project will not retrofit an existing building.</p> | <p><input type="checkbox"/> Proposed</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p> |

³ GHGRS Strategy #4 applies to existing building retrofits and not to new construction; Strategy #2 applies to new construction to reduce natural gas related GHG emissions

| GHGRS Strategy and Consistency Options | Description of Project Measure | Project Conformance |
|--|--|--|
| <p>2. Replace an existing natural gas appliance with a high-efficiency model</p> <p>Supports Strategies: GHGRS #4</p> | | |
| <p>Zero Waste Goal</p> <p>1. Provide space for organic waste (e.g., food scraps, yard waste) collection containers, and/or</p> <p>2. Exceed the City’s construction & demolition waste diversion requirement.</p> <p>Supports Strategies: GHGRS #5</p> | <p>Response: The project includes an exterior trash enclosure with space for recycling and organic waste collection. Additionally, construction and demolition waste would be diverted to meet City requirements.</p> | <p><input checked="" type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p> |

| GHGRS Strategy and Consistency Options | Description of Project Measure | Project Conformance |
|---|--|--|
| <p>Caltrain Modernization</p> <p>1. For projects located within ½ mile of a Caltrain station, establish a program through which to provide project tenants and/or residents with free or reduced Caltrain passes or</p> <p>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.</p> <p>Supports Strategies: GHGRS #6</p> | <p>Response: The project site is not within 0.5 miles of a Caltrain station. However, the project includes a TDM program for the purpose of reduced parking requirements and to further reduce VMT impacts. It includes several measures including transit passes, reduced parking, bicycle facilities, and transit information dissemination.</p> | <p><input checked="" type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p> |
| <p>Water Conservation</p> <p>1. Install high-efficiency appliances/fixtures to reduce water use, and/or include water-sensitive landscape design, and/or</p> <p>2. Provide access to reclaimed water for outdoor water use on the project site.</p> <p>Supports Strategies: GHGRS #7</p> | <p>Response: Project will install high-efficiency appliances. Project would provide reclaimed water if such were available along the project frontage. The proposed project would comply with water conservation per the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The project would include low flow appliances and fixtures. The project would also comply with the City’s Water-Efficient Landscape Ordinance (Chapter 15.11 of the San José Municipal Code).</p> | <p><input checked="" type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Not Feasible</p> <p><input type="checkbox"/> Alternative Measure Proposed</p> |

Table C: Applicant Proposed Greenhouse Gas Reduction Measures

| Description of Proposed Measure | Description of GHG Reduction Estimate | Proposed Measure Implementation |
|---|---|---|
| <p><i>[Describe the proposed project measure and why it is proposed]</i></p> <p>Supports Strategies/Sectors: GHGRS #</p> | <p><i>[Demonstrate the effectiveness of the proposed measure to reduce the project’s GHG emissions.</i></p> <p><i>Include a description of how your measure will reduce emissions and provide supporting quantification documentation/assumptions.]</i></p> | <p><input type="checkbox"/> Part of Design</p> <p><input type="checkbox"/> Additional Measure</p> |
| <p><i>[Describe the proposed project measure and why it is proposed]</i></p> <p>Supports Strategies/Sectors: GHGRS #</p> | <p><i>[Demonstrate the effectiveness of the proposed measure to reduce the project’s GHG emissions.</i></p> <p><i>Include a description of how your measure will reduce emissions and provide supporting quantification documentation/assumptions.]</i></p> | <p><input type="checkbox"/> Part of Design</p> <p><input type="checkbox"/> Additional Measure</p> |
| <p><i>[Describe the proposed project measure and why it is proposed]</i></p> <p>Supports Strategies/Sectors: GHGRS #</p> | <p><i>[Demonstrate the effectiveness of the proposed measure to reduce the project’s GHG emissions.</i></p> <p><i>Include a description of how your measure will reduce emissions and provide supporting quantification documentation/assumptions.]</i></p> | <p><input type="checkbox"/> Part of Design</p> <p><input type="checkbox"/> Additional Measure</p> |
| <p><i>[Describe the proposed project measure and why it is proposed]</i></p> <p>Supports Strategies/Sectors: GHGRS #</p> | <p><i>[Demonstrate the effectiveness of the proposed measure to reduce the project’s GHG emissions.</i></p> <p><i>Include a description of how your measure will reduce emissions and provide supporting quantification documentation/assumptions.]</i></p> | <p><input type="checkbox"/> Part of Design</p> <p><input type="checkbox"/> Additional Measure</p> |