

Appendix A

Greenhouse Gas Reduction Strategy (GHGRS) Checklist

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PROJECT CONSISTENCY WITH GHG REDUCTION STRATEGY CHECKLIST

Table A: General Plan Consistency

Strategy	Project Consistency
<i>1. Land Use/Transportation Diagram</i>	
Consistency with Land Use / Transportation Diagram (use and density)	The project is consistent with the use and density of the existing Envision San Jose 2040 General Plan <i>Neighborhood Community/Commercial</i> land use designation on the site.
<i>2. Implementation of Green Building Measures</i>	
MS-2.2: Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.	Proposed. The project includes a solar PV array on 50 percent of the roof area for on-site generation of power.
MS-2.3: Encourage consideration of solar orientation, including building placement, landscaping, design and construction techniques for new construction to minimize energy consumption.	Proposed. In order to meet this requirement, the building has been designed with solar shading devices and deep overhangs/canopies to minimize solar heat gain. The glazing systems will utilize Solarban 70 glass or better to reduce UV heat gain and minimize heat loss. The landscaping will include low-maintenance native species plants and is maximized to reduce paving thus lowering heat island effects associated with hardscape.
MS-2.7: Encourage the installation of solar panels or other clean energy power generation sources over parking areas.	Not Applicable. The proposed project provides 14 parking spaces and it is not economically feasible to provide solar panels given the limited space and nearby tall structures. As stated above, a PV array is proposed on the roof area of the proposed building.

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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)	Proposed. The project would be constructed to meet the requirements of Title 24 of the California Code of Regulations as well as the City of San José Green Building Ordinance. Compliance with these building regulations ensures that the proposed project will be constructed to maximize efficiency and to conserve energy where feasible.
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.	Proposed. The project includes a solar PV array on 50 percent of the roof area for on-site generation of power.

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3. Pedestrian / Bicycle Site Design Measures	
<p>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 the Envision San José 2040 General Plan.</p> <p>a) Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness</p> <p>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.</p> <p>c) 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.</p>	<p>Proposed. The project is consistent with pedestrian and bicycle site design requirements of the CP-<i>Commercial Pedestrian</i> zoning designation. The project provides sidewalks per City standards, wheelchair ramps at the intersection of Blossom Hill Road and Cahalan Avenue and within the proposed parking area. The VTA local bus route 27 stops at the intersection of Blossom Hill Road and Cahalan Avenue, located on the project’s frontage. The site plan will provide eight new bicycle parking spaces. Street trees are to be replaced per City standards and the proposed landscaping plan includes seven 24-inch box sized trees.</p> <p>The site has a covenant of easement to share parking with the adjacent commercial uses. The project will provide only 14 parking spaces and will provide the required additional 54 spaces through the proposed Covenant of Easement with the adjoining commercial use which is “overparked” (i.e., provides more parking than required) thereby reducing the area dedicated to new parking.</p>

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<p>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.</p>	<p>Proposed. The project would be constructed to meet the requirements of Title 24 of the California Code of Regulations as well as the City of San José Green Building Ordinance. Compliance with these building regulations ensures that the proposed project will be constructed to maximize efficiency and to conserve energy where feasible. The project incorporates pedestrian connections and stormwater treatment measures into the site design.</p>
<p>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.</p>	<p>Proposed. The project is an infill development on a previously developed site and is adjacent to other commercial uses. As noted above, the site proposes a Covenant of Easement to share parking with the adjacent commercial uses. The project will provide 14 new parking spaces and will utilize 54 spaces from the adjoining commercial use which is “overparked” (i.e., provides more parking than required).</p>

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<p>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.</p>	<p>Proposed. The project maintains the pedestrian connections to Blossom Hill Road to the north and Cahalan Avenue to the west, and also includes a new painted crosswalk from the proposed project to the sidewalk of the adjacent commercial building to the south (Figure 2). The project also maintains the bicycle lane and bus stop that currently exist on Blossom Hill Road along the project frontage.</p>
<p>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 existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.</p>	<p>Proposed. The project maintains the pedestrian connections to Blossom Hill Road to the north and Cahalan Avenue to the west, and also includes a new painted crosswalk from the proposed project to the sidewalk at the adjacent commercial building to the south. The project also maintains the bicycle lane and bus stop that currently exist on Blossom Hill Road along the project frontage.</p>
<p>LU-3.5: 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.</p>	<p>Proposed. While not in Downtown, this project balances the parking needs for the new building by utilizing existing parking spaces on the adjacent commercial uses to meet the required parking. The project also will provide adequate bicycle parking and pedestrian facilities such as a painted crosswalk.</p>

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TR-2.8: 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.	Proposed. The project provides eight spaces for bicycle parking and maintains the existing bicycle lane on Blossom Hill Road.
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 carsharing, bicycle sharing, carpool, parking strategies, transit incentives and other measures.	Not Applicable. The project is not a large employer, however, the applicant will provide tenants with information on programs available to promote ridesharing (e.g., 511 Rideshare).
TR-8.5: Promote participation in car share programs to minimize the need for parking spaces in new and existing development.	Proposed. The project will encourage carpooling. The applicant will provide tenants information on programs available to promote ridesharing (e.g., 511 Rideshare).
<i>4. Water Conservation and Urban Forestry Measures</i>	
MS-3.1: 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.	Proposed. The project includes water efficient landscaping that conforms to the State's Model Water Efficient Landscape Ordinance.

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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.	Proposed. The project includes green building technology or techniques, including dual volume flush toilets/urinals and water faucet sensors. If recycled water service becomes available by the time the project is constructed, the landscape irrigation system will connect to the City’s recycled water (purple pipe) system.
MS-19.4: Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.	Not Applicable. The site is not currently served by recycled water infrastructure.
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.	Proposed. The project includes the planting of seven 24-inch box sized crepe myrtle trees that are appropriate for the proposed use.

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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.	Proposed. The project will provide on-site and street trees in conformance with the City's tree replacement requirements.
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.	Proposed. The project will provide bioretention basins and flow-through planters.
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.	Not Applicable. This is a measure that would be implemented by the City; however, once it has been implemented, the project would benefit from cleaner energy. The project would not impede or otherwise obstruct the City's implementation of GHGRS #1.
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.	Proposed. The project will comply with building reach codes and does not include the installation of natural gas infrastructure. The project would not impede or otherwise obstruct the City's implementation of GHGRS #2.

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<p>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.</p>	<p>Proposed. As stated above, the project includes a solar PV array on 50 percent of the roof area for on-site generation of power. The project would not impede or otherwise obstruct the City's implementation of GHGRS #3.</p>
<p>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.</p>	<p>Proposed. The project will comply with the City's adopted building reach codes and does not include the installation of natural gas infrastructure. The project would not impede or otherwise obstruct the City's implementation of GHGRS #4.</p>
<p>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.</p>	<p>Not Applicable. GHGRS #5 will be implemented on a City level. Additional waste diversion requirements may be required for businesses in the City (e.g., such as the project) once the Zero Waste Strategic Plan has been updated; however, the project would not impede or otherwise obstruct the City's implementation of GHGRS #5.</p>
<p>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.</p>	<p>Not Applicable. The project is not near a Caltrain Station. The project would not impede or otherwise obstruct the City's implementation of GHGRS #6.</p>

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<p>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.</p>	<p>Proposed. The project includes water conservation features including water efficient landscaping that conforms to the State’s Model Water Efficient Landscape Ordinance, includes green building technology or techniques including dual volume flush toilets/urinals, water faucet sensors. The project also includes green infrastructure as bioretention basins and flow-through planters. The project would not impede or otherwise obstruct the City’s implementation of GHGRS #7.</p>

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Table B: 2030 GHG Reduction Strategies Compliance

Strategy	Project Consistency
<p><i>Renewable Energy Development</i></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>Proposed. The project will install solar panels on 50 percent of the roof.</p>
<p><i>Building Retrofits – Natural Gas</i></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>2. Replace an existing natural gas appliance with a high-efficiency model.</p>	<p>Not Applicable. The project does not include a retrofit.</p>
<p><i>Zero Waste Goal</i></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>Proposed. The project provides space for organic waste in the proposed trash enclosure.</p>

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Table B: 2030 GHG Reduction Strategies Compliance

Strategy	Project Consistency
<p><i>Caltrain Modernization</i></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>Not Applicable. The project is not within ½-mile of a Caltrain Station.</p>
<p><i>Water Conservation</i></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>Proposed. The project will install high-efficiency appliances/fixtures to reduce water use and will include water sensitive landscape design. No reclaimed water service is available at the site.</p>