

**Appendix E:
San José Greenhouse Gas Reduction Strategy
Development Checklist**

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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: Industrial

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 documentation: <i>The proposed project would build a 121,580-square-foot industrial building with an approximately 5,000 square feet mezzanine on an approximately 14.26-acre site. The General Plan Land Use Map designates the project site as Industrial Park (IP), which is intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, and offices. As such, the project would be consistent with the City’s Land Use/Transportation Diagram.</i>		

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"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project would be designed to comply with the most current California Building Code and Title 24 requirements, which would require the proposed project to construct roof structures which could support future solar panels. While the proposed project does not explicitly include the installation of on-site renewable energy generation technologies, it does not preclude the future installation of such features.</i>		
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"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project would be designed to comply with the most current California Building Code and Title 24 requirements, which aim to continuously improve energy efficiency in building design. Furthermore, the proposed project would be required to comply with the City's Green Building Ordinance, which would require the proposed project to be constructed consistent with the LEED™ Silver certification requirements or better. Moreover, buildings included in the proposed project would be solar-ready by design and would facilitate future on-site solar panel arrays.</i>		
MS-2.7: Encourage the installation of solar panels or other clean energy power generation sources over parking areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project would be designed to comply with the most current California Building Code and Title 24 requirements, which would require the proposed project to construct roof structures which could support future solar panels. While the proposed project does not explicitly include the installation of solar panels over parking areas, it does not preclude the future installation of such features.</i>		
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"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project would be designed to comply with the most current California Building Code and Title 24 requirements, which aim to continuously improve energy efficiency in building design, which the proposed project would be required to comply with. In addition, the proposed project would be required to comply with the City's Green Building Ordinance, which would require the proposed project to be constructed consistent with the Leadership in Energy and Environmental Design (LEED™) Silver certification requirements or better.</i>		

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 checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. The proposed project would be designed to comply with the most current California Building Code and Title 24 requirements, which would require the proposed project to construct roof structures which could support future solar panels. While the proposed project does not explicitly include the installation of on-site renewable energy generation technologies, it does not preclude the future installation of such features.		
3) Pedestrian, Bicycle & Transit Site Design Measures	Yes	No
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.		
a) Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. As discussed in the Transportation Analysis prepared for the proposed project, the proposed project would provide eight short-term bicycle parking spaces and four long-term bicycle parking spaces, which would exceed the City's bicycle parking requirement. The short-term bicycle parking spaces (i.e., bike racks) would be situated adjacent to the main office entrance at the southeast corner of the building. Although not shown on the site plan, the long-term bicycle parking spaces would be provided inside the building. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by employees of the project. Pedestrian facilities consist of sidewalks and crosswalks in the project vicinity, as well as the Coyote Creek multiuse trail. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. According to the site plan, the proposed project is not proposing to widen the existing 6-foot-wide sidewalk along the project frontage on Piercy Road. However, the sidewalk along the project frontage is consistent with the other sidewalks in the project vicinity. The network of sidewalks exhibits good connectivity and would provide employees of the project with safe routes to transit stops and other points of interest in the immediate project vicinity. Nonetheless, the proposed project would not explicitly include any Transportation Demand Management (TDM) measures. As such, MM TRANS-1.1 and MM TRANS-1.2 of the accompanying CEQA document would be required to ensure the project's VMT would be		

lowered by providing traffic calming measures and encouraging employees to carpool and/or utilize alternative commute options.

<p>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></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>Not applicable</i></p>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>Describe how the project is consistent or why the measure is not applicable. The proposed project would not remove any bicycle or pedestrian facilities, nor would it conflict with any adopted plans or policies for new bicycle or pedestrian facilities. Bicycle facilities in the project vicinity consist of striped bike lanes (Class II bicycle facilities) on Hellyer Avenue, Silver Creek Valley Road and Monterey Road, and Coyote Creek trail (Class I bicycle facility). The network of bike facilities exhibits good connectivity and would provide employees of the proposed project with safe bicycle routes in the immediate project vicinity. Currently, a continuous bicycle route between the project site and the residential and commercial areas west of US-101 does not exist on either Blossom Hill Road or on Silicon Valley Boulevard. However, the US-101/Blossom Hill Road interchanges is being reconstructed and will include bicycle facilities. Moreover, the proposed project would be required to comply with the City's Green Building Ordinance, which would require the proposed project to be constructed consistent with the LEED Silver certification requirements or better. Also, the proposed project would provide trees near the parking areas that would provide some shade and reduce Therefore, the proposed project would support the City's Green Building Goals and Policies of the Envision San José 2040 General Plan and bicycle and pedestrian network connectivity.</i></p>		

	Yes	No
<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>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. The proposed project is not located within the Downtown or Urban Village Overlay areas.</p>		
<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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. The proposed project would provide eight short-term bicycle parking spaces and four long-term bicycle parking spaces, which would exceed the City's bicycle parking requirement. The short-term bicycle parking spaces (i.e., bike racks) would be situated adjacent to the main office entrance at the southeast corner of the building. Although not shown on the site plan, the long-term bicycle parking spaces would be provided inside the building. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by employees of the project.</p> <p>Pedestrian facilities consist of sidewalks and crosswalks in the project vicinity, as well as the Coyote Creek multiuse trail. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. According to the site plan, the proposed project is not proposing to widen the existing 6-foot-wide sidewalk along the project frontage on Piercy Road. However, the sidewalk along the project frontage is consistent with the other sidewalks in the project vicinity. The network of sidewalks exhibits good connectivity and would provide employees of the project with safe routes to transit stops and other points of interest in the immediate project vicinity.</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>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Not applicable</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable. The proposed project would provide project site connection with the existing pedestrian and bicycle network, which exhibits good connectivity to nearby residential areas, businesses, and amenities. Also, the proposed project would be located near existing VTA transit routes, such as Line 42 which includes a stop at the Hellyer Ave and Piercy Road intersection.</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.	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project is not considered part of the City's Downtown area and parking provided by the proposed project would be dedicated to accommodating employee parking needs only.</i>		
	Yes	No
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project would provide eight short-term bicycle parking spaces and four long-term bicycle parking spaces, which would exceed the City's bicycle parking requirement. The short-term bicycle parking spaces (i.e., bike racks) would be situated adjacent to the main office entrance at the southeast corner of the building. Although not shown on the site plan, the long-term bicycle parking spaces would be provided inside the building. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by employees of the project.</i>		
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project would provide eight short-term bicycle parking spaces and four long-term bicycle parking spaces, which would exceed the City's bicycle parking requirement. The short-term bicycle parking spaces (i.e., bike racks) would be situated adjacent to the main office entrance at the southeast corner of the building. Although not shown on the site plan, the long-term bicycle parking spaces would be provided inside the building. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by employees of the project.</i> <i>Nonetheless, the proposed project would not explicitly include any TDM measures. As such, MM TRANS-1.1 and MM TRANS-1.2 in the accompanying CEQA document would be required to ensure the project's VMT would be lowered by providing traffic calming measures and encouraging employees to carpool and/or utilize alternative commute options.</i>		
TR-8.5: Promote participation in car share programs to minimize the need for parking spaces in new and existing development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project would provide eight short-term bicycle parking spaces and four long-term bicycle parking spaces, which would exceed the City's bicycle parking requirement. The short-term bicycle parking spaces (i.e., bike racks) would be situated adjacent to the main office</i>		

entrance at the southeast corner of the building. Although not shown on the site plan, the long-term bicycle parking spaces would be provided inside the building. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by employees of the project.

Nonetheless, the proposed project would not explicitly include any TDM measures. As such, MM TRANS-1.1 and MM TRANS-1.2 of the accompanying CEQA document would be required to ensure the project’s VMT would be lowered by providing traffic calming measures and encouraging employees to carpool and/or utilize alternative commute options.

4) Water Conservation and Urban Forestry Measures	Yes	No
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. The proposed project would be required to comply with City Municipal Code Chapter 15.10, Water Efficient Landscape Standards for New and Rehabilitated Landscaping, which conforms to the State’s Model Water Efficient Landscape Ordinance.		
	Yes	No
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. The proposed project would include the installation of three bioretention basins to collect and passively treat stormwater runoff generated at the project site. This feature helps reduce the extent of irrigated landscaping, improve groundwater retention, and reduces the demand for water demand for landscaping. The proposed project would also comply with City Municipal Code Chapter 15.10, Water Efficient Landscape Standards for New and Rehabilitated Landscaping, which conforms to the State’s Model Water Efficient Landscape Ordinance.		
MS-19.4: Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. While the proposed project does not explicitly involve the use of recycled water, it does not preclude the future utilization of such features. The proposed project would include the installation of three bioretention basins to collect and passively treat stormwater runoff generated at the project site. This feature helps reduce the extent of irrigated landscaping, improve groundwater retention, and reduces the demand for water demand for landscaping. The proposed project would also comply with City Municipal Code Chapter 15.10, Water Efficient Landscape Standards for New and Rehabilitated Landscaping, which conforms to the State’s Model Water Efficient Landscape Ordinance.		
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Furthermore, consider the appropriate placement of tree species and their lifespan to ensure the perpetuation of the Community Forest.</i>		
<i>Not applicable</i>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project would involve the removal of two non-native trees. However, no native trees are proposed for removal as part of the project. In addition, numerous trees, shrubs, and ground cover plants would be planted along the project site perimeter. Further, the proposed project would be required to comply with the City-approved landscape plan that would be approved by the Planning Department.</i>		
MS-26.1: <i>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.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Not applicable</i>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Describe how the project is consistent or why the measure is not applicable. Numerous trees, shrubs, and ground cover plants would be planted along the project site perimeter, including along the property frontage to Piercy Road. Further, the proposed project would be required to comply with the City-approved landscape plan that would be approved by the Planning Department.</i>		
	Yes	No
ER-8.7: <i>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.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Not applicable</i>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Describe how the project is consistent or why the measure is not applicable. The proposed project would include the installation of three bioretention basins to collect and passively treat stormwater runoff generated at the project site. This feature helps reduce the extent of irrigated landscaping, improve groundwater retention, and reduces the demand for water demand for landscaping.</i>		

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, or 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>Supports Strategies: GHGRS #1, GHGRS #2, GHGRS #3</p>	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p><i>The proposed project is an industrial project and would not include residential uses.</i></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> <p> </p> <p><i>* The 2030 GHGRS assumed this strategy would be feasible for 50% of residential units constructed between 2020 and 2030.</i></p>
PART 2: RESIDENTIAL AND NON-RESIDENTIAL PROJECTS		
<p>Renewable Energy Development</p> <ol style="list-style-type: none"> Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or Participate in community solar programs to support development of renewable energy in the community, or 	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></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>

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
<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>The proposed project would not include rooftop solar panels; however, the project would be developed compliant with standards contained in the 2019 California Building Code, which includes structural features for nonresidential buildings to accommodate future rooftop solar. The proposed project has committed to enroll in SJCE's TotalGreen service for 100 percent carbon free electricity.</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> <ol style="list-style-type: none"> 1. Replace an existing natural gas appliance with an electric alternative (e.g., space heater, water heater, clothes dryer), or 2. Replace an existing natural gas appliance with a high-efficiency model <p>Supports Strategies: GHGRS #4</p>	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>The proposed project would involve the new development of a warehouse and associated uses and would not constitute the renovation of 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>
<p>Zero Waste Goal</p> <ol style="list-style-type: none"> 1. Provide space for organic waste (e.g., food scraps, yard waste) collection containers, and/or 2. Exceed the City’s construction & demolition waste diversion requirement. <p>Supports Strategies: GHGRS #5</p>	<p><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>The proposed project intends to include dedicated space for composting or organic waste disposal; however, dedicated space for organic waste collection has not been included in the site plans at this time.</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>

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>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><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>The proposed project would provide eight short-term bicycle parking spaces and four long-term bicycle parking spaces, which would exceed the City’s bicycle parking requirement. The short-term bicycle parking spaces (i.e., bike racks) would be situated adjacent to the main office entrance at the southeast corner of the building. Although not shown on the site plan, the long-term bicycle parking spaces would be provided inside the building. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by employees of the project.</p> <p>Moreover, the proposed project would implement MM TRANS-1.1 and MM TRANS-1.2 of the accompanying CEQA document, which would ensure the project’s VMT would be lowered by providing traffic calming measures and encouraging employees to carpool and/or utilize alternative commute options.</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>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><i>Describe which, if any, project consistency options from the leftmost column you are implementing.</i></p> <p><i>OR,</i></p> <p><i>Describe why this strategy is not applicable to your project.</i></p> <p><i>OR,</i></p> <p><i>Describe why such measures are infeasible.</i></p> <p>The proposed project would include the installation of bioretention areas for stormwater. The bioretention areas reduce the level of treatment required for stormwater runoff from the site and would provide for the potential reduction in on-site irrigation of the landscaping. Moreover, the proposed project would comply with City Municipal Code Chapter 15.10, Water Efficient Landscape Standards for New and Rehabilitated Landscaping, which conforms to the State’s Model Water Efficient Landscape Ordinance and requires the efficient use of water for landscaping.</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. 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. 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. 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. 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>