



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: 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 type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Response documentation: *[Either here or as an attachment]*

The project site is designated Neighborhood/Community Commercial (NCC) in the City’s General Plan. The project is proposed under the provisions of California Government Code 65589.5(D)(5), which is commonly referred to as “Builders Remedy.” As such, the proposed project does not include amendments to the General Plan land use designation of the site. The NCC land use designation supports mostly commercial and retail uses that serve the community and residential projects that are 100 percent deed-restricted affordable housing. Buildings up to 5 stories in height are allowed in the NCC land use designation. The proposed project would be an eight-story building, not 100 percent deed-restricted affordable housing, and provide only approximately 4,992 square feet of retail space. Twenty-eight of the total 138 dwelling units would be affordable units, which equates to approximately 20.3 percent of the proposed dwelling units. The additional height of the proposed project allowing for more residential units combined with market-rate pricing of most of these units, would generate more GHG emissions than if the site were developed with 100 percent deed restricted affordable housing, which tends to generate fewer vehicle trips. However, if the site were developed with commercial uses allowed in NCC, that development could generate more GHG emissions than the

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.

proposed project, depending on the specific type of commercial tenant(s). The proposed project would also likely generate more GHG emissions than existing on-site uses, given that the proposed project would result in 141 more vehicle trips per day compared to existing conditions based on a LTA prepared for the project. Accordingly, more modeling and analysis of GHG impacts of the project is provided in the Initial Study.

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"/>
The proposed building would include a solar panel array on the rooftop to generate renewable energy on-site.		
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"/>
The proposed building would include a solar panel array on the rooftop to generate renewable energy on-site. Many of the units would be south and west facing and include windows, which is optimal solar orientation to reduce energy consumption for heating during winter months.		
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"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] The proposed project does not include parking lots of expansive surface parking. The project is a residential project and parking would be provided in a parking garage in lower floors of the proposed building. The project would include solar panels on the rooftop of the building.		
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"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment] The project must and would comply with the City's Green Building Ordinance.		

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 checked="" type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
The project is a private mixed-use development with residential and commercial space in an urbanized area of San José where electricity utility exists and would be provided for the project.		

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 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
The project is a mixed-use development on private property with no proposed internal roadway network. Vehicles would enter directly into a parking garage from existing Burdette Drive.		
The proposed project would not include modifications to travel patterns on Alvin Avenue or Burdette Drive. Existing development on the site includes a single driveway on Burdette Drive, and the proposed project would include a single driveway on Burdette Drive, in approximately the same location as the existing driveway. Alvin Avenue has existing Class III bicycle lanes, and the proposed project would not remove or modify Alvin Avenue, including the bicycle lanes. Likewise, pedestrian sidewalk exists on both sides of Alvin Avenue and Burdette Drive. Temporary closure of the sidewalks along the project frontage would be required during project construction, but the sidewalks would be restored and reopened consistent with existing conditions following construction.		
The proposed project would include reduced off-street parking, given the proximity of the site to neighborhood-serving commercial uses nearby. For example, under the existing zoning for the site, approximately 197 parking spaces would be required for the proposed project. The proposed project		

includes a total of 145 parking spaces, a reduction compared to the requirement.

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>	<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. [Either here or as an attachment]</i>		
<p>Parking would be provided in a garage, which would therefore be shaded parking. Residents of the proposed building, as well as patrons of the ground-floor retail space, would be able to exit or enter the building directly from existing sidewalks on Alvin Avenue and Burdette Drive, providing a direct pedestrian connection to the larger sidewalk network in the project area.</p> <p>Stormwater runoff would be treated onsite within a series of bioretention areas before discharge into the existing storm drain system.</p>		

Yes No

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>	<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. [Either here or as an attachment]</i>		
<p>The proposed project is in the Tully Road/S. King Road Urban Village. The proposed project would provide all parking within a garage. No surface parking lots would be provided. The proposed podium-style design of the building would place an open space area for building residents above the parking garage.</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><i>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</i></p>		
<p>The project is at the intersection of Alvin Avenue and Burdette Drive. Alvin Avenue has an existing bicycle lane that connects to other existing bike lanes in the area, including bicycle lanes on Tully Road, which is a commercial corridor. Tully Road also has transit stops, which would be accessible from existing bicycle lanes. The bicycle lanes on Alvin Avenue also provide bicycle connections to nearby schools, such as OB Whaley Elementary School, south of the project site.</p> <p>Similarly, Alvin Avenue and Burdette Drive both have pedestrian sidewalks that connect to the larger sidewalk network in the project area, including the commercial corridor along Tully Road.</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><i>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</i></p>		
<p>The project is at the intersection of Alvin Avenue and Burdette Drive. Alvin Avenue and Burdette Drive both have pedestrian sidewalks that connect to the larger sidewalk network in the project area, including the commercial corridor along Tully Road. Transit stops exist along this segment of Tully Road. The existing sidewalk network in the area provides access to public spaces as well, such as Welch Park, less than 0.5 mile northeast of the project site.</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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</i></p>		
<p>This measure is not applicable because the project is not located in the downtown area of San José.</p>		
<p>Yes No</p>		
<p>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></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>Not applicable</i></p>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would provide 72 parking spaces for bicycles. Each residential unit would contain a shower. Residents with bicycles would be able to access existing Class III bicycle lanes on Alvin Avenue, which connect to larger bicycle lane network in the area, including bicycle lanes on Tully Road providing access to commercial services and transit.

The project site is a corner lot measuring less than one acre in size. Sidewalks exist along the entire road frontage of the site, and bicycle lanes exist along its frontage with Alvin Avenue. Adjacent properties are separated from the project site by fences. Therefore, it would not be practical to construct bicycle lanes on the project site.

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 type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
The proposed project consists of a mixed-used development that is mostly residential with only 4,992 square feet of retail space. As such, the proposed project would not be occupied by a large employer, such as a new office tower or employment campus.		

TR-8.5: Promote participation in car share programs to minimize the need for parking spaces in new and existing development.	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]		
The project is not an employment project with opportunity for car share or carpooling. However, the project site is served by Uber, Lyft, and other rideshares.		

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. [Either here or as an attachment]		
The project includes landscaping that would be drought tolerant and 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. [Either here or		

<i>as an attachment]</i>		
The proposed project includes drought tolerant landscaping that would not require substantial irrigation. The project must and would be constructed to comply with the City's Green Building Code.		
MS-19.4: <i>Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.</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. [Either here or as an attachment]</i>		
The proposed project would include the utility infrastructure to connect to recycled water service if the service becomes available to the area in the future.		
MS-21.3: <i>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.</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. [Either here or as an attachment]</i>		
Landscaping would consist of a mix of trees and shrubs in planters on the outdoor deck on the fourth-floor podium level and other minor outdoor decks on upper floors of the building. Additionally, the project would include new street trees along Alvin Avenue and Burdette Drive. Native, drought-tolerant plant species would be used for landscaping.		
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. [Either here or as an attachment]</i>		
Landscaping would consist of a mix of trees and shrubs in planters on the outdoor deck on the fourth-floor podium level and other minor outdoor decks on upper floors of the building. Additionally, the project would include new street trees along Alvin Avenue and Burdette Drive. Tree coverage would and must meet all City requirements and regulations. Native, drought-tolerant plant species would be used for landscaping.		
	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 type="checkbox"/>	<input type="checkbox"/>
<i>Not applicable</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Describe how the project is consistent or why the measure is not applicable. [Either here or as an attachment]</i>		
The project would involve very little landscaping or lawn areas that would otherwise require irrigation or water consumption. Therefore, there would		

not be a substantial enough demand on-site to capture and reuse stormwater. Additionally, the project would not substantially change stormwater runoff compared to existing conditions because the project site is already mostly developed with impervious surfaces. The proposed project would include bioretention areas within the sidewalk areas outside of the building to catch and treat runoff.

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"> 1. Achieve/exceed the City’s Reach Code, and 2. Exclude natural gas infrastructure in new construction, or 3. Install on-site renewable energy systems or participate in a community solar program to offset 100% of the project’s estimated energy demand, or 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>Supports Strategies: GHGRS #1, GHGRS #2, GHGRS #3</p>	<p><i>This project is consistent with option 2. The project would not involve the use of natural gas, pursuant to San José Municipal Code Chapter 17.845 which prohibits the use of natural gas in new multi-family residences and other types of buildings.</i></p>	<p><input checked="" type="checkbox"/> Proposed <input type="checkbox"/> Not Applicable <input type="checkbox"/> Not Feasible* <input type="checkbox"/> Alternative Measure Proposed</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"> 1. Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or 2. Participate in community solar programs to support development of renewable energy in the community, or 3. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project. <p>Supports Strategies: GHGRS #1, GHGRS #3</p>	<p><i>The project is consistent with option 1 as the proposed building is designed with solar panel arrays on the rooftop.</i></p>	<p><input checked="" type="checkbox"/> See Part 1 (Residential projects only) <input checked="" type="checkbox"/> Proposed <input type="checkbox"/> Not Applicable <input type="checkbox"/> Not Feasible <input type="checkbox"/> Alternative Measure Proposed</p>

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
<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>Project does not include retrofit of existing buildings.</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>The proposed project would exceed the City’s construction and demolition waste diversion requirement.</i></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>The project site is not within 0.5 mile of a Caltrain station. The nearest Caltrain station to the project site is Diridon Station, which is approximately 4 miles away.</p> <p>The project is a private mixed-use development located in an area with existing bicycle lanes. The proposed project would provide 36 parking spaces for bicycles. Each residential unit would include at least one bathroom with a shower.</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>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>The project would install high-efficiency appliances/fixtures to reduce water use.</i></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>The project is requesting a reduction in parking standards. As such, the proposed project introduces less vehicles than a project of similar type following normal parking standards.</i></p>	<p><input checked="" 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><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><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><input type="checkbox"/> Part of Design</p> <p><input type="checkbox"/> Additional Measure</p>