

APPENDIX I

GREENHOUSE GAS REDUCTION STRATEGY CHECKLIST



DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT

Purpose of the Compliance Checklist

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

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

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

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

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

Figure 0-1



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 and 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'.

¹The 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: [Hospital]

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:

The Project site has a General Plan land use designation of Neighborhood Community Commercial (NCC). The NCC designation allows for commercial uses serving communities in neighboring areas, including general office and hospitals. The Project would maintain the hospital use and introduce a medical office use and is therefore consistent with the General Plan land use designation. Therefore, the proposed project is consistent with the Land Use/Transportation Diagram.

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"/>
<p>Describe how the project is consistent or why the measure is not applicable.</p> <p><i>The project would be solar-ready by including building roof space and conduit infrastructure for a "Future PV Array" as required per California Code. The proposed project enroll in SJCE TotalGreen program.</i></p>		
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"/>
<p>Describe how the project is consistent or why the measure is not applicable.</p> <p><i>The project would comply with the latest energy efficiency standards. The State goal is to increase the use of green building practices to decrease energy consumption. The project would implement the green building strategies required by existing State and local regulations, including complying with all applicable CALGreen requirements. This includes (as applicable) installing water-efficient fixtures, recycled water irrigation systems (if available), and landscaping that follows the CALGreen Code and minimizes on-site energy consumption.</i></p>		
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"/>
<p>Describe how the project is consistent or why the measure is not applicable.</p> <p><i>The project would comply with the latest energy efficiency standards. The State goal is to increase the use of green building practices. The project would implement required green building strategies through existing regulation that requires the project to comply with various applicable CALGreen requirements. Additionally, the proposed project would enroll in SJCE TotalGreen program.</i></p>		
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"/>
<p>Describe how the project is consistent or why the measure is not applicable.</p> <p><i>The project would implement green building strategies required by existing regulation, including CALGreen and the City's Green Building Ordinance, as applicable. The project would also adhere to applicable 2022 Energy Code (or later, if applicable) requirements for healthcare facilities, which include standards related to decreasing the energy requirements of a building through building envelope assemblies, HVAC, water heating, indoor lighting, outdoor lighting, electrical power distribution, ventilation, and signs.</i></p>		
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"/>
<p>Describe how the project is consistent or why the measure is not applicable.</p> <p><i>The project would be solar-ready by ensuring roof space and conduit infrastructure for "Future PV Array" as required by the California Building Code (Title 24). Additionally, the project would be enrolled in SJCE TotalGreen program.</i></p>		

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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable.</p> <p><i>There are existing Class II bike lanes on both sides of Samaritan Drive that will remain. In accordance with CALGreen Code, the Project will include the installation of bike parking. Improvements would include new curb cuts for the proposed driveway access points, as well as rehabilitation of the existing pedestrian sidewalks. The Project would include a number of travel demand measures (TDM) in each phase. In Phase 1, TDM measures would include right-size parking supply, shared bikes or a dedicated fleet onsite including for cargo, a marketing campaign for alternative transit options, alternative work schedules or telecommuting options, and a ride-matching program to encourage carpooling. Phase 2 TDM measures include a road diet and traffic calming features to reduce the number of vehicle travel lanes, curb extensions, ADA compliant ramps, an on-street parking protected bike lane, a new bus shelter at the transit stop, and crosswalk improvements along Samaritan Drive. Phase 3 TDM measures include additional bicycle parking and installation of a roundabout at the intersection of Samaritan Place and Samaritan Drive with bike lane transitions, enhanced crosswalks and bus mobility, and shorter pedestrian crossings with refuge medians.</i></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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>
<p>Describe how the project is consistent or why the measure is not applicable.</p> <p><i>The proposed project would include shaded parking areas, landscaping, and shading of the parking areas and walkways. A primary objective of the project is to enhance landscaping to create natural environments for patients, visitors, and employees. On-site landscaping would meet State water-efficient landscape standards and stage two drought restrictions. Improvements would include rehabilitation of the existing pedestrian sidewalks. The project is anticipated to have a total of 10 different drainage management areas throughout the site, each containing bioretention unlined basins with underdrains for treatment. The project would treat onsite flows prior to discharging them into the City's storm drain system and further comply with all applicable stormwater regulations.</i></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.	<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. <i>The proposed project is not located within the Downtown or Urban Village Overlay areas.</i>		
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.	<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. <i>There are existing Class II bike lanes on both sides of Samaritan Drive that will remain. In accordance with CALGreen Code, the Project will include the installation of bike parking. Improvements would include new curb cuts for the proposed driveway access points, as well as rehabilitation of the existing pedestrian sidewalks. The Project would include a number of travel demand measures (TDM) in each phase. In Phase 1, TDM measures would include right-size parking supply, shared bikes or a dedicated fleet onsite including for cargo, a marketing campaign for alternative transit options, alternative work schedules or telecommuting options, and a ride-matching program to encourage carpooling. Phase 2 TDM measures include a road diet and traffic calming features to reduce the number of vehicle travel lanes, curb extensions, ADA compliant ramps, an on-street parking protected bike lane, a new bus shelter at the transit stop, and crosswalk improvements along Samaritan Drive. Phase 3 TDM measures include additional bicycle parking and installation of a roundabout at the intersection of Samaritan Place and Samaritan Drive with bike lane transitions, enhanced crosswalks and bus mobility, and shorter pedestrian crossings with refuge medians.</i>		
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.	<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. <i>As discussed above, the project includes a TDP Plan that would promote safety and encourage employees to use alternative sources of transportation.</i>		
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"/>
Describe how the project is consistent or why the measure is not applicable. <i>The project is not located in the Downtown area. The project's bicycle facilities and pedestrian pathways are described above.</i>		
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"/>
Describe how the project is consistent or why the measure is not applicable. <i>The project's TDM plan requires on-site facilities such as bicycle storage and showers, and various bicycle/pedestrian improvements.</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>The project would include a TDM Plan, which includes measures such as a road diet along Samaritan Drive and roundabout improvements at the Samaritan Drive and Samaritan Place intersection, bike parking facilities, right-size parking supply, and ride-share programs. These TDM Programs would help reduce vehicle miles traveled (VMT) and mobile greenhouse gas emissions.</i>		
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. <i>The project is a hospital and medical office use which has a unique employee and visitor situation. Car share programs for patients would not be possible for hospital patients or visitors since there is no regular schedule of patients visiting the office. There are two bus stops along the project site's frontage which would provide alternative transportation for those who can take advantage; however, it is not anticipated that all employees or visitors would be able to utilize this option.</i>		
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. <i>The proposed project would include water-efficient landscaping that conforms to the State's Model Water Efficient Landscape Ordinance and the City's Water-Efficient Landscape Ordinance (Chapter 15.11 of the San José Municipal Code). The Project would meet the City of San José's Water Efficient Landscape Requirements. Proposed features include a low-flow, point source irrigation system equipped with a weather-based smart controller, as required. On-site landscaping would meet State water-efficient landscape standards and stage 2 drought restrictions, as required.</i>		
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. <i>The project would include low-flow fixtures and appliances as required by City Municipal Code Chapter 15.11. The project would comply with measures to increase water efficiency and green building techniques per applicable building codes. Sustainable features within the project includes installation of water-efficient fixtures and appliances, where possible. The installation of recycled water irrigation systems will also occur in the project if available (note: currently the City does not provide recycled water in the vicinity of the project site).</i>		
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. <i>Per the South Bay Water Recycling (SBWR) system map, the City does not provide recycled water in the vicinity of the project site. The project would utilize recycled water from the proposed recycled water irrigation systems for the outdoor landscaping based on availability.</i>		

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.	<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.		
<i>The project is anticipated to plant 530 (24-inch box) trees that will increase overall shading on the site compared to existing conditions. Additional landscaping is proposed throughout the project site and would include a mix of grasses, shrubs, and ground cover. See landscape plans for additional details.</i>		
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.	<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.		
<i>The project would comply with City landscaping requirements and criteria to incorporate existing trees with new landscaping. The project would enhance the existing landscaping and a majority of the existing perimeter and parking lot landscaping would be removed as part of Project implementation. Of the 414 existing trees, 44 would remain. Project implementation would remove 370 trees, including 41 street trees, and 143 ordinance-sized trees. The remaining 186 trees to be removed are unprotected and are not subject to Municipal Code Section 13.32 provisions. Tree removals would be in accordance with Municipal Code Section 13.32 which requires project applicants to obtain a Tree Removal Permit prior to removing trees on private property. Based on the City's Tree Replacement ratios, the project would be required to plant a total of 920, 15-gallon replacement trees or 460 24-inch box trees or pay equivalent Tree Replacement Fees to the City. The Project proposes to plant 530 new 24-inch box trees on-site and along the Project site street frontages and is in compliance with City laws, policies, and guidelines related to trees.</i>		
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.	<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.		
<i>The Municipal Regional Permit (MRP) allows development projects to use infiltration, evapotranspiration, harvesting and use, or biotreatment to treat full water quality design flow or volume of stormwater runoff, as specified in MRP Provision C.3.d. The City of San José's Environmental Services Department is responsible for stormwater management within the City. The project is anticipated to have a total of 10 different drainage management areas throughout the site, each containing bioretention unlined basins with underdrains for treatment. Project applicants are no longer required to evaluate the feasibility of rainwater harvesting and use before proceeding to biotreatment. Appendix I from SCVURPPP provides guidance on how to estimate the required landscaping or toilet flushing demand to meet C.3.d requirements. The project would treat onsite flows prior to discharging them into the City's storm drain system. There is an existing utility access (water and sewer, stormwater management, dry utilities, and solid waste management) to the project site.</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 – (Not applicable; Project is not residential)		
Zero Net Carbon Residential Construction 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. Supports Strategies: GHGRS #1, GHGRS #2, GHGRS #3	Not Applicable. The project would not include residential uses.	<input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Not Feasible* <input type="checkbox"/> Alternative Measure Proposed <i>*The 2030 GHGRS assumed this strategy would be feasible for 50% of residential units constructed between 2020 and 2030.</i>
PART 2: RESIDENTIAL AND NON-RESIDENTIAL PROJECTS		
Renewable Energy Development 1. Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or 2. Participate in community solar programs to support development of renewable energy in the community, or 3. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project. Supports Strategies: GHGRS #1, GHGRS #3	Consistent. The project would be enrolled in SJCE TotalGreen program (approx. 100 percent renewable energy).	<input 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>Building Retrofits – Natural Gas³ 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>Not Applicable. The project does not include a retrofit. Therefore, this strategy is not applicable to the project.</p>	<p><input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Not Feasible <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>Consistent. The proposed development includes an exterior trash enclosure with space for recycling and organic waste collection. Additionally, construction and demolition waste would be diverted to meet City requirements. Per Assembly Bill 341, provided recycling services would divert at least 50 percent of solid waste generation.</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>Caltrain Modernization</p> <ol style="list-style-type: none"> 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 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>Supports Strategies: GHGRS #6</p>	<p>Not Applicable. The proposed project is not located within ½ mile of a Caltrain station. Therefore, this strategy is not applicable to the project. The project would include a TDM program.</p>	<p><input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Not Feasible <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.

<p>Water Conservation</p> <ol style="list-style-type: none"> 1. Install high-efficiency appliances/fixtures to reduce water use, and/or include water-sensitive landscape design, and/or 2. Provide access to reclaimed water for outdoor water use on the project site. <p>Supports Strategies: GHGRS #7</p>	<p>Proposed. The proposed project would comply with water conservation per the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The project would include low flow appliances and fixtures. The project would also comply with the City's Water-Efficient Landscape Ordinance (Chapter 15.11 of the San José Municipal Code). Proposed features include a low-flow, point source irrigation system equipped with a weather-based smart controller. On-site landscaping would meet State water-efficient landscape standards and stage 2 drought restrictions.</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>
---	--	--