

## Evaluation of Project Conformance with the City of San Jose Greenhouse Gas Reduction Strategy

### Mandatory Criteria

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|--|---|
| 1) Consistency with the Land Use/Transportation Diagram (use and density)<br>(GP Goals/Policies IP-1, LU-10)   | ☒ |
| 2) Implementation of Green Building Measures<br>(GP Goals: MS-1, MS-2, MS-14)  | ☒ |
| Solar Site Orientation   | ☒ |
| Site Design  | ☒ |
| Architectural Design   | ☒ |
| Construction Techniques  | ☒ |
| Consistency with City Green Building Ordinance and Policies  | ☒ |
| Consistency with GHGRS Policies: MS-1.1, MS-1.2, MS-2.3, MS-2.11, and MS14.4   | ☒ |
| 3) Pedestrian/Bicycle Site Design Measures   | ☒ |
| Consistency with Zoning Ordinance  | ☒ |
| Consistency with GHGRS Policies: CD-2.1, CD-3.2, CD-3.3, CD-3.4, CD-3.6, CD-3.8, CD-3.10,<br>CD-5.1, LU-5.4, LU-5.5, LU-9.1, TR-2.8, TR-2.11, TR-2.18, TR-3.3, TR-6.7) | ☒ |

### Mandatory Criteria Applicable to Specific Project Types

- 4) Salvage building materials and architectural elements from historic structures to be demolished to allow re-use (General Plan Policy LU-16.4), *if applicable* **Not applicable**
- 5) Complete an evaluation of operational energy efficiency and design measures for energy-intensive industries (e.g., data centers) (General Plan Policy MS-2.8), *if applicable* **Not applicable**
- 6) Preparation and implementation of a Transportation Demand Management (TDM) Program at large employers (General Plan Policy TR-7.1), *if applicable* **Not applicable**
- 7) Limits on Drive-Through and Vehicle Serving Uses; all new uses that serve the occupants of vehicles (e.g., drive-through windows, car washes, service stations) must not disrupt pedestrian flow. (General Plan Policy LU-3.6), *if applicable* **Not applicable**

### Additional Actions to Reduce Greenhouse Gas Emissions

Policies	Description of Project Measure	Project Conformance/ Applicability
<b>BUILT ENVIRONMENT AND RECYCLING</b>		
Installation of solar panels or other clean energy power generation sources on development sites, especially over parking areas  MS-2.7, MS-15.3, MS-16.2	The project does not propose on-site renewable power generation.	<input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Not Proposed or <input type="checkbox"/> Not Applicable
Use of Recycled Water  Use recycled water wherever feasible and cost-effective (including non-residential uses outside of the Urban Service Area)  MS-17.2, MS-19.4	The recycled water system does not extend to the project area.	<input type="checkbox"/> Required/ Proposed <input type="checkbox"/> Not Proposed or <input checked="" type="checkbox"/> Not Applicable
<b>TRANSPORTATION AND LAND USE</b>		
Car share programs  Promote car share programs to minimize the need for parking spaces  TR-8.5	The project is not an employment use that would warrant a car share program.	<input type="checkbox"/> Proposed <input type="checkbox"/> Not Proposed or <input checked="" type="checkbox"/> Not Applicable
Limit parking above code requirements  TR-8.4	The project proposes to provide parking in accordance with the City's Zoning Ordinance.	<input checked="" type="checkbox"/> Project is Parked at or below Code Requirements <input type="checkbox"/> Project is Parked above Code Requirements or <input type="checkbox"/> Not Applicable

<b>Policies</b>	<b>Description of Project Measure</b>	<b>Project Conformance/ Applicability</b>
<p>Consider opportunities for reducing parking spaces (including measures such as shared parking, TDM, and parking pricing to reduce demand)</p> <p>TR-8.12</p>	<p>Given the type of project proposed, reduced parking spaces via shared parking, TDM, and parking pricing is not applicable.</p>	<p><input type="checkbox"/> Proposed</p> <p><input type="checkbox"/> Project Does Not Propose</p> <p>or</p> <p><input checked="" type="checkbox"/> Not Applicable</p>

**Policies Identified in the Checklist (in order referenced):**

**MS-1.1** Demonstrate leadership in the development and implementation of green building policies and practices. Ensure that all projects are consistent with or exceed the City's Green Building Ordinance and City Council Policies as well as State and/or regional policies which require that projects incorporate various green building principles into their design and construction.

**MS-1.2** Continually increase the number and proportion of buildings within San José that make use of green building practices by incorporating those practices into both new construction and retrofit of existing structures.

**MS-2.3** Utilize solar orientation (i.e., building placement), landscaping, design, and construction techniques for new construction to minimize energy consumption.

**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).

**MS-14.4** Implement the City's Green Building Policies (see Green Building Section) so that new construction and rehabilitation of existing buildings fully implements industry best practices, including the use of optimized energy systems, selection of materials and resources, water efficiency, sustainable site selection, passive solar building design, and planting of trees and other landscape materials to reduce energy consumption.

**CD-2.1** Promote the Circulation Goals and Policies in this Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of this Plan.

1. Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.
2. 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.
3. 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.

**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.

**CD-3.3** Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and

by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.

**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.

**CD-3.6** Encourage a street grid with lengths of 600 feet or less to facilitate walking and biking. Use design techniques such as multiple building entrances and pedestrian paseos to improve pedestrian and bicycle connections.

**CD-3.8** Provide direct access from developments to adjacent parks or open spaces, and encourage residential development to provide common open space contiguous to such areas.

**CD-3.10** Increase neighborhood connectivity in new development by providing access across natural barriers (e.g., rivers) and man-made barriers (e.g., freeways).

**CD-5.1** Design areas to promote pedestrian and bicycle movements, to facilitate interaction between community members, and to strengthen the sense of community.

**LU-5.4** Require new commercial development to facilitate pedestrian and bicycle access through techniques such as minimizing building separation from public sidewalks; providing safe, accessible, convenient, and pleasant pedestrian connections; and including secure and convenient bike storage.

**LU-5.5** Encourage pedestrian and vehicular connections between adjacent commercial properties with reciprocal-access easements to encourage safe, convenient, and direct pedestrian access and “one-stop” shopping. Encourage and facilitate shared parking arrangements through parking easements and cross-access between commercial properties to minimize parking areas and curb-cuts.

**LU-9.1** Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities, that do not provide through- and publicly-accessible bicycle and pedestrian connections.

**TR-2.8** Require new development where feasible 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.

**TR-2.11** Prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections. Pursue the development of new through bicycle and pedestrian connections in existing cul-de-sac areas where feasible.

**TR-2.18** Provide bicycle storage facilities as identified in the *San José Bicycle Master Plan*.

**TR-3.3** As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

**TR-6.7** As part of the project development review process, ensure that adequate off-street loading areas in new large commercial, industrial, and residential developments are provided, and that they do not conflict with adjacent uses, or with vehicle, pedestrian, bicycle, or transit access and circulation.

**LU-16.4** Require development approvals that include demolition of a structure eligible for or listed on the Historic Resources Inventory to salvage the resource's building materials and architectural elements to allow re-use of those elements and materials and avoid the energy costs of producing new and disposing of old building materials.

**MS-2.8** Develop policies which promote energy reduction for energy-intensive industries. For facilities such as data centers, which have high energy demand and indirect greenhouse gas emissions, require evaluation of operational energy efficiency and inclusion of operational design measures as part of development review consistent with benchmarks such as those in EPA's EnergyStar Program for new data centers.

**TR-7.1** Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees.

**LU-3.6** Prohibit uses that serve occupants of vehicles (such as drive-through windows) and discourage uses that serve the vehicle (such as car washes and service stations), except where they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area.

**Other Envision Policies to consider:**

**MS-2.1** Develop and maintain policies, zoning regulations, and guidelines that require energy conservation and use of renewable energy sources.

**MS-2.2** Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.

**MS-2.6** Promote roofing design and surface treatments that reduce the heat island effect of new and existing development.

**MS-2.7** Encourage the installation of solar panels or other clean energy power generation sources over parking areas.

**MS-2.8** Develop policies which promote energy reduction for energy-intensive industries. For facilities such as data centers, which have high energy demand and indirect greenhouse gas emissions, require evaluation of operational energy efficiency and inclusion of operational design measures as part of development review consistent with benchmarks such as those in EPA's EnergyStar Program for new data centers.