

Climate Action Plan Checklist

City of Santa Clara

2022 Climate Action Plan

Compliance Checklist

Purpose of the Compliance Checklist

In 2022, the City adopted a Climate Action Plan (CAP) that outlines the actions the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emissions reductions for the interim target year 2030. The purpose of the 2022 CAP Compliance Checklist (Checklist) is to:

- Demonstrate substantial compliance with GHG reduction strategies from the 2022 CAP in new development projects;¹ and
- Provide a streamlined environmental review pursuant to the California Environmental Quality Act (CEQA).

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 GHGs. Accordingly, the City of Santa Clara's 2022 CAP represents the City's qualified climate action plan in compliance with CEQA. Pursuant to CEQA Guidelines Section 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 CAP.

Instructions for Compliance Checklist

This Checklist applies to proposed discretionary projects that are consistent with the City's General Plan and that require environmental review pursuant to CEQA. This Checklist only includes CAP actions applicable to new development. Other CAP measures that do not apply to or require action on the part of private and public development projects are not included in this Checklist. Applicants shall complete the following table to demonstrate conformance with the City of Santa Clara 2022 CAP for the proposed project. Projects involving General Plan Amendments may not use this Checklist and shall quantify emissions.

Please check the appropriate box in the right column to indicate whether the project will implement the action or if it is not applicable. In the Explanation box below, please provide a narrative description explaining how the action would be implemented, or why it is not applicable to the project.

¹ City staff will determine if project is substantially compliant with the 2022 CAP based on the information provided in this checklist and project plans.

Action	Action Implemented?
NEAR TERM ACTIONS	
B-1-4: Municipal Electrification Action Plan (City projects only)	
Work with regional energy partnerships to develop and implement a Municipal Electrification Action Plan for City facilities that includes identified funding sources and specific timelines for completion.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable
Explanation: N/A; the Proposed Project is not a City project.	
B-1-5: Reach codes for new construction	
Implement all-electric reach codes, with exceptions. <i>The adopted Reach Codes require: the all-electric building electrification with electric vehicle charging Reach code ordinance would apply to all new building permit applications per City Ordinance 2034.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please check all features proposed and use space below to describe any additional design features proposed) <input checked="" type="checkbox"/> Solar Photovoltaic Panels (Non-residential and multifamily residential buildings) <input checked="" type="checkbox"/> EV charging stations (Non-Residential and multifamily buildings) <input checked="" type="checkbox"/> All electric building construction (All new construction) <input type="checkbox"/> Mechanical systems and equipment (all new construction) <i>Note that although the City prohibits new connections to natural gas in most new construction under its recently adopted reach code, the code contains limited exceptions for certain uses. The project may seek an exception to use natural gas onsite for certain R&D/lab uses if demonstrated to be consistent with the City's Reach Code.</i>	
B-1-7: Carbon-neutral data centers	
Require all new data centers to operate on 100% carbon neutral energy, with offsets as needed.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable
Explanation: (Please coordinate with your customer service rep with SVP. City staff will complete this action section)	
B-2-3: Energy-efficient and electric-ready building code.	
Update local building code to increase energy efficiency standards to at least CALGreen Tier 1. <i>What level of efficiency will the project achieve?</i>	<input checked="" type="checkbox"/> Mandatory
Explanation: (Please demonstrate compliance on project plans and describe under explanation below.) <i>The Project would be able to achieve energy efficiency consistent with CALGreen Tier 1, as the energy budget of 90-95% of allowance will be aligned with the Project's LEED aspirations; exhaust heat recovery is standard for non-residential buildings and recommended for residential buildings; and solar hot water is being evaluated for the Project and will be implemented if required. Moreover, solar PV would provide up to 13% of the Project's electricity needs.</i>	

Action	Action Implemented?
B-3-5: Local grid resiliency & energy storage improvements (Optional)	
Accelerate improvements to the energy grid or storage as needed to transition the city to renewable energy sources. These improvements may include subsidy and grant programs for electrification in existing buildings to reduce the cost of battery storage and electric vehicle charging/storage system installation. <i>Would this project include battery storage systems?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: Battery storage is required for certain uses per 2022 Title 24 2022 standards. The Project would comply with these requirements at a minimum; additional storage beyond the minimum required may be incorporated as the Project develops.	
T-1-2: EV charging for all new construction	
Implement EV charging requirements as specified in the adopted Reach Code .	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please demonstrate compliance on project plans and describe under explanation below.) For the Project's residential uses, 25% and 75% of the provided parking spaces would be LVL2 Ready and LP LVL2 Ready, respectively, and 15% would be equipped with Level 2 EVSE. The Project's non-residential uses would provide 35% LVL2 EVCS and 35% LVL2 Capable.	
T-2-1: Pedestrian & Bicycle Master Plans Implementation	
Fund and accelerate implementation of the Pedestrian Master Plan and Bicycle Master Plan focusing on 1) closing gaps in the bicycle and pedestrian networks with a focus on high demand arterials; 2) installing painted buffers or physical vertical elements on high stress roadways documented in the Bicycle Master Plan; and 3) implementing spot improvements in high traffic areas (e.g., bicycle detection, bulb-outs, and wayfinding elements) such that walking and biking comprise 10% of total city mode share. <i>Will the project be consistent with the Pedestrian Master Plan and Bicycle Master Plan?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please note relevant conditions of approval from the planning entitlement, demonstrate compliance on project plans, and describe below) The Project would improve existing pedestrian and bicycle infrastructure, as described in the TIA, as well as improve connections to the Calabazas Creek, San Tomas Aquino Creek, and Hetch Hetchy Trail. These improvements would enhance safe crossings, wayfinding and bicycle/pedestrian-friendly streets, creating work centers, services, and retail within walking distance will promote biking and walking.	
T-3-1: TDM plan requirements	
Introduce the following TDM plan requirements: Require a 25% reduction in project-based VMT through active TDM measures for large employers over 500 employees, including aggressive regulations to reduce parking in new developments. For the purpose of calculating the number of employees, separate employees sharing a building or project site would be treated as one employer. Adopt a 20% reduction of VMT for multifamily residential with a 10% reduction through active TDM measures, which may require parking maximums, in new developments.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable

Action	Action Implemented?
Projects shall provide annual reports demonstrating compliance with VMT reduction targets, pursuant to procedures established by City staff. <i>To evaluate whether a proposed project will have a significant impact under CEQA, the City will compare the project's VMT with Countywide Average VMT (baseline) and provide reduction as established in the City's VMT policy.</i>	
Explanation: (Please list TDM measures proposed) <i>The Project qualifies as a transit supportive project and is thus exempt from a detailed VMT analysis. In addition, the Project will implement a TDM Plan that will achieve the CAP trip reduction requirement and include measures such as unbundled parking for market-rate residential units, bike parking, bike repair stations, showers and lockers in office buildings, and an on-site transportation coordinator.</i>	
T-3-3: Transit-oriented development (Projects within ½ mile of transit corridor only)	
Introduce requirements and/or incentives to encourage transit-oriented development (TOD) near transit corridors. <i>Is the project within 1/2 mile of transit corridor with 15-minute headways?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please show on plans and describe below any design features or TDM measures such as parking reductions that encourage transit use) <i>The Project's TDM plan would include measures that encourage transit use, such as long-haul commuter shuttle service for office workers, last-mile shuttle service to Caltrain and BART stations, transit subsidies for office workers, rideshare matching program for all site workers and residents, Guaranteed Ride Home Program for office workers, and preferential parking for carpools and vanpools.</i>	
T-3-4: Telework (Optional)	
Expand telecommuting options through fiber infrastructure investment and expand existing TDM programs to include telecommuting. Explore longer term municipal employee telework policies building from existing practices.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please provide telework plan if applicable) <i>The Project's TDM plan would include measures that encourage telecommuting, such as high speed Internet infrastructure.</i>	
T-3-5: Transportation Analysis Policy compliance	
Require that all projects comply with the Transportation Analysis Policy that was adopted by Council in June 2020, which establishes requirements for evaluating the transportation impacts of residential, commercial, and industrial projects.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please state the project's effects on VMT pursuant to Transportation Analysis Policy and as outlined in the CEQA document) <i>As described in the TIA, the Project qualifies as a transit-supportive project and would have a less-than-significant impact on VMT, per State guidance and City's Transportation Analysis Policy. Note that the TIA also evaluates the Project's impact on intersection efficiency, consistent with the City's Transportation Analysis Policy. In addition, all parcels in the project site are within ½ mile of the Old Ironsides LRT station and/or the Reamwood LRT station, which meet the definition of a Major Transit Stop as defined by Public Resources Code (PRC) Sections 21064.3 and 21155. In addition, VTA provides frequent bus service via Route 57, which runs along Great America Parkway and Tasman Drive, and meets the definition of a High-Quality Transit Corridor as defined by Public Resources Code sections 21064.3 and 21155. All parcels in the project site are within ½ mile of the nearest Route 57 bus stops on Great America Parkway at either Tasman Drive or Old Glory Lane.</i>	

Action	Action Implemented?
M-1-1: Compliance with State Solid Waste Ordinances	
Comply with state solid waste laws, including AB-1826, AB-341, and SB-1383. These bills require that businesses public entities, and communities expand recycling and composting infrastructure to meet the state's ambitious landfill waste reduction targets. AB-1826 requires commercial businesses that generate a certain level of organic waste arrange for recycling services for that waste. AB-341 similarly requires that commercial businesses and public entities that generate certain levels of weekly waste have a recycling program in place. SB-1383 requires that California reduce organic waste to landfills by 75% by 2025 and rescue 20% of surplus edible food in phases beginning in 2025. <i>Will the project comply with the above listed state solid waste laws?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please provide copy of contract with solid waste service provider prior to issuance of building permits) The City's waste hauler, Mission Trail, would collect waste from the site and be in compliance with all applicable requirements. Mission Trail provides separate garbage, recycling, and organics services for all commercial and residential program in Santa Clara.	
N-1-1: Right-of-way tree planting (Residential Projects Only)	
Promote residential street tree planting in the right-of-way (in front of the property line). Under the City's current street tree program, all planting, pruning and removal of street trees is provided to residents at no charge. <i>For development projects, will the project plant trees in the right-of-way?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please show in plans and describe below if project would include residential tree planting in right-of-way) The Project includes landscape design that provides tree planting around all frontage sidewalks within the property and right of way.	
N-3-4: Community water portfolio diversion (Optional)	
Continue collaboration with agency partners such as South Bay Water Recycling, Valley Water, BAWSCA, and SFPUC to diversify water supply portfolio and expand current sources. Diversified water portfolio towards drought resiliency could include utilizing a varying mix of surface and groundwater and requiring the increased use of recycled urban water in applicable sectors (e.g., irrigation, groundwater recharge, dual pump plumbing, cooling towers). <i>For development projects, will the project install or connect to the recycled water system?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please show in plans and describe below how, if at all, the project would connect to or expand the existing recycled water system) The Project proposes recycled water connections on both Patrick Henry Drive and Old Ironsides Drive that will service irrigation for public open spaces and private open spaces. The Project may also consider recycled water for non-potable uses within commercial buildings.	
C-2-4: Climate Resilience Capital Improvements Program (City projects only)	

Action	Action Implemented?
Incorporate climate resiliency strategies and considerations in development of discretionary CIP projects including new park projects. Review design standards to incorporate climate resiliency considerations as appropriate.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please show in plans and describe how project would incorporate resiliency strategies below) N/A; the Proposed Project is not a City project.	
MID-TERM ACTIONS	
B-1-3: Electric panel upgrades upon sale/turnover	
Require electric panel upgrades as appropriate upon sale and/or renter turnover for low-rise residential and small multi-family and commercial buildings to facilitate the transition to clean electricity buildings and vehicles. <i>For development projects, will the project include CC&Rs for upgrade upon renter turnover?</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please provide copy of deed restriction demonstrating panel upgrade requirement and describe below) N/A; the Project is not a low-rise residential or small multi-family/commercial project.	
T-2-2: Curb management improvements (Optional)	
Incentivize projects that optimize curbside areas for low-carbon modes and reduce VMT such as designated rideshare parking and loading zones, scooter and bike share docks, bike parking, electric vehicle and bike charging stations, and autonomous vehicle loading zones. <i>For development projects, will the project include any of the above-mentioned features?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please demonstrate compliance on project plans and describe under explanation below.) The Project will include rideshare parking and loading zones, bike parking, and electric vehicle charging stations. Other features will be considered as appropriate for the location and time of implementation.	
T-2-3: Bike & shared mobility improvements	
Increase public access to bikes, including electric bikes, implementing a bikeshare program, expanded bike parking, electric bike rebates, and requiring new developments to include one secured bicycle parking spot for each multi-family residential unit. Electrical outlets shall be available in bike storage room for ebike charging.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please demonstrate compliance on project plans and describe under explanation below.) The Project will promote public and tenant access to bike infrastructure. Long and short term bike parking will be provided at different ratios (for residents, tenants and visitors) to ensure compliance with VTA guidelines. Repair and charging infrastructure will also be provided at secure storage/parking locations.	

Action	Action Implemented?
T-3-2: Sustainable development in underutilized non-residential areas	
Require higher density, mixed-use development in the Specific Plan Areas. These developments should include increased building heights, zoning changes, to higher density mixed residential, and consider opportunities for mixed land use and/or transit-oriented development.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable
Explanation:(Please demonstrate compliance on project plans and describe under explanation below) N/A; the Project site is not in a specific plan area.	
M-3-1: Reuse of salvageable building materials	
Promote organizations, such as The Reuse People, in Santa Clara County that salvage building materials. Building materials have a high amount of embodied carbon-the GHG emissions associated with producing a product. By supporting the reuse of these materials, Santa Clara can help reduce these emissions. <i>Will the project utilize, reuse and salvage building materials for project construction?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: Salvageable materials may be applicable to the project based on available stock and the cost impact. Local availability has not been studied in detail and may require further discussion with the full design team.	
N-3-3: Water-efficient landscaping requirements	
Expand requirements for water-efficient landscaping practices, including requirements for cooling (trees, green roofs) and drought-tolerant native plants. Update the Model Water Efficient Landscaping Ordinance (MWELO) to apply to landscape renovations of 1,000 square feet or larger. <i>Does the project comply with the City's adopted Model Water Efficient Landscaping Ordinance (MWELO) which includes water-efficient landscaping practices?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please demonstrate compliance on plans and describe under explanation below) A water intelligent and climate-ready plant pallet has been chosen as a key guideline for landscape design across the project in response to environmental conditions. The Project would comply with MWELO, as adopted by the City of Santa Clara, across its design, installation, and maintenance.	
N-3-5: Recycled water connection requirements	
Require the use of recycled water for all non-potable uses where recycled water is available, per City Code 13.15.160. Require all new development where applicable to connect to the recycled water distribution system in order to provide recycled water for approved uses that at the development site.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please demonstrate compliance on project plans and describe under explanation below) The Project proposes recycled water connections on both Patrick Henry Drive and Old Ironsides Drive that will service irrigation for public open spaces and private open spaces. The Project may also consider recycled water for non-potable uses within commercial buildings.	

Action	Action Implemented?
C-2-2: On-site & natural stormwater systems	
Integrate natural stormwater systems within site and building design and expand on-site stormwater management capacity. Natural stormwater systems reduce pollution to waterways, conserve water resources, and reduce flood risks.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please demonstrate compliance on project storm drainage plans and describe under explanation below) <i>The Project will provide more landscaped area than the existing uses, minimizing impervious surfaces and storm drainage runoff volumes. The Project will include measures that conserve water and reduce runoff pollutant loads & flood risks, such as bio-retention & infiltration trenches (with underdrain), flow-through planters, tree wells with media filters, catch basin filters, green roofs, and rainwater harvesting for on-site re-use and green streets.</i>	
C-2-3: High albedo parking lots	
As part of conditions of approval, require all new parking lots to be surfaced with more sustainable pavement materials (e.g., high-albedo permeable pavement, e-pavement, etc.) to reduce heat gain during extreme heat events, reduce energy consumption related to cooling, and reduce stormwater runoff.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: (Please note standard condition of approval, demonstrate compliance with quantification of parking lot area on project plans, and describe under explanation below) <i>N/A; the Project proposes primarily indoor garage parking (i.e., surface parking would be very limited).</i>	
LONG-TERM ACTIONS	
M-3-4: Carbon-smart building materials	
Educate architects, designers, and contractors to enable and promote carbon-sequestering and high-albedo building materials in new construction and renovations. This could include requirements for disclosing and/or limiting the embodied carbon emissions of buildings through whole-building or material specific policies. Sustainable building materials can significantly reduce emissions from construction projects; this action ensures that developers have the tools and information they need to build more sustainably. <i>Does the project use carbon-sequestering and high-albedo building materials in new construction and renovations?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable
Explanation: <i>Building construction will incorporate carbon-sequestering and high-albedo building materials where feasible/appropriate.</i>	
N-2-3: Sustainable planting guide (Optional)	
Support local organizations in developing a planting guide that prioritizes increasing available soil, carbon sequestration, resilience, and other equitably distributed co-benefits. The guide could include information on native and climate-adaptive plants, how to properly apply compost and mulch, reducing synthetic fertilizers to support soil health, how to reduce water use and store more water in the ground, and how to store carbon in soil, plants, and trees.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Applicable

Action	Action Implemented?
<i>Does the landscaping guide follow Calscape guidelines with regards to drainage and plant palette?</i>	
<p>Explanation:</p> <p>The Project's landscape design will meet the Calscape guidelines with regards to drainage and plant palette selection. However, the Project will not provide a planting guide beyond the Project scope.</p>	