

CLIMATE SMART SAN JOSE

PRESENTATION TO NEIGHBORHOOD COMMISSION
10TH JANUARY 2018

WHAT WE'LL COVER

- THE “GOOD LIFE” 1.0 → 2.0
- CLIMATE SMART SAN JOSE (CSSJ): WHAT IT IS AND WHY IT'S DIFFERENT
- PATHWAY TO PARIS
- CSSJ MEASURES AND STRATEGIES
- ENABLING ACTION AND IMPLEMENTATION



GOOD LIFE 1.0



LEGACY SUSTAINABILITY CONVENTIONS CONTRADICT OUR NATURE



GOOD LIFE 2.0



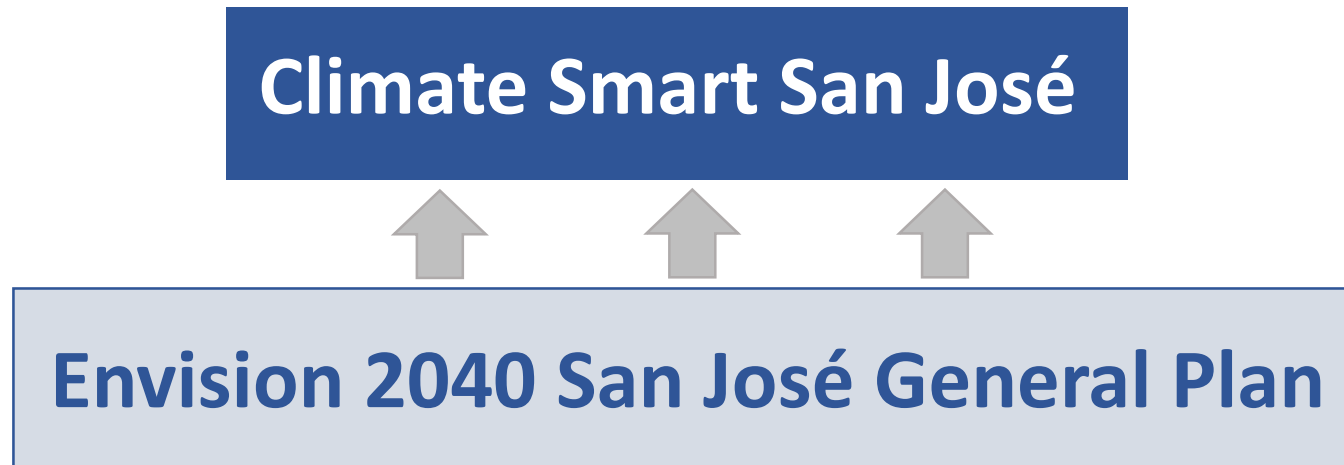
WHAT THIS PLAN IS AND WHY IT'S DIFFERENT

- **This plan breaks from the traditional mold of centralized climate action**, for a number of reasons:
 - It is framed entirely in terms of ‘the Good Life’, a **resident-centric** approach
 - It is **designed to inspire** businesses, community groups and families to **action**
 - It outlines a technically robust **pathway** to meet the Paris Climate goals
 - It makes the **climate argument** for broader City-wide initiatives such as **economic development and planning**
 - It could be the north star for every other **low density, car-dependent** city in the US

WHAT THIS PLAN IS AND WHY IT'S DIFFERENT

- The **pathway to Paris requires** significantly reducing the use of fossil fuels by 2050. This can be achieved by:
 - Full **implementation** of the **General Plan**
 - Implementation of San José Clean Energy with **greater ambition**
 - Creating **local jobs** and **housing** built on the **transit backbone**
 - Significant **densification** and focus on urban villages
 - **Activation** of residents, landlords, small businesses and companies

CSSJ TAKES US TO PARIS



CHAPTERS

GOALS

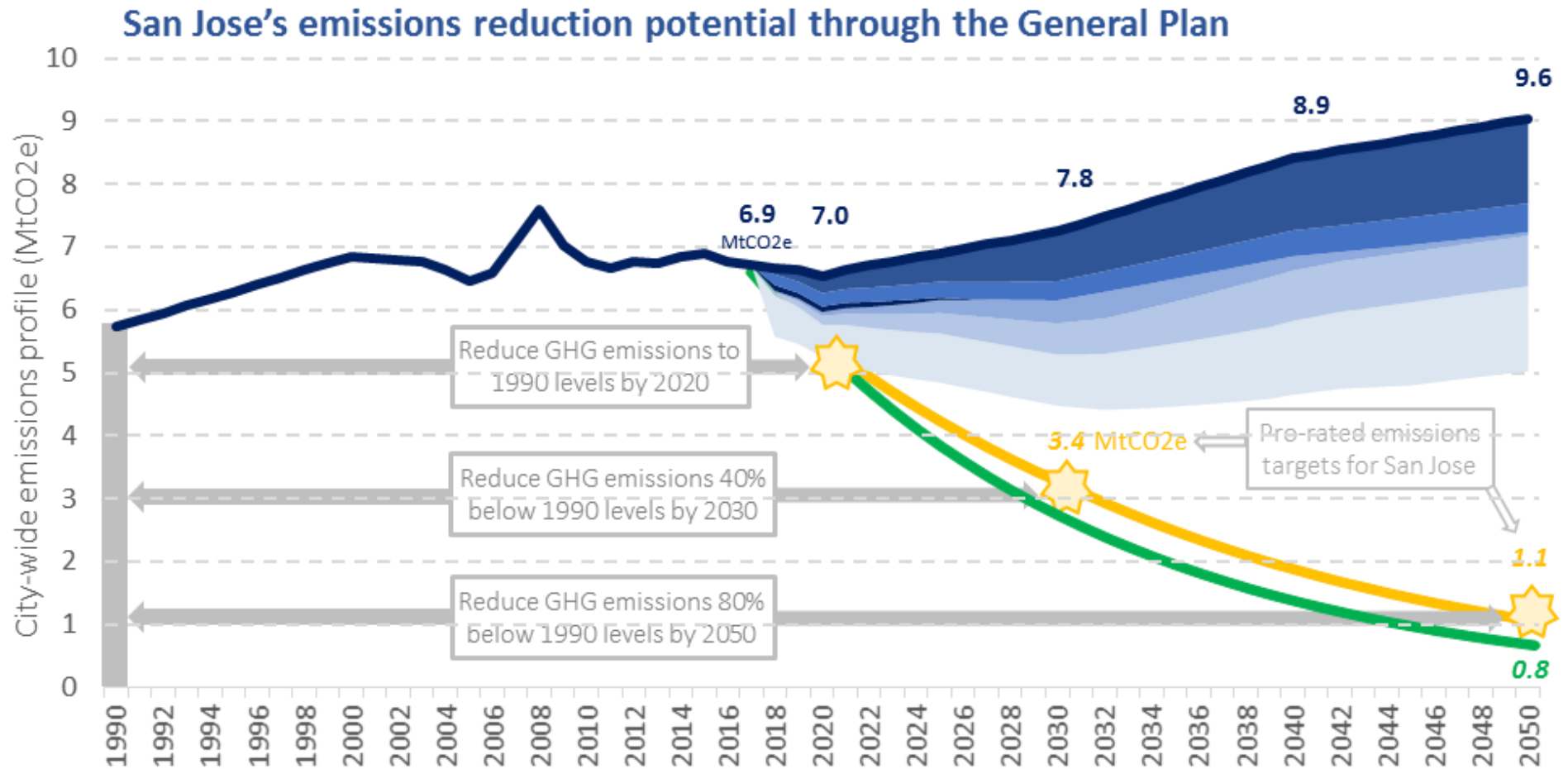
THE PATHWAY TO PARIS ACTIVATES **73%** OF THE GENERAL PLAN'S GOALS

THRIVING COMMUNITY	Diverse and Innovative Economy	IE-1 Land Use and Employment	IE-2 Business Growth and Retention	IE-3 Regional, State, & National Leadership	IE-4 Connections to Promote Economic Development	IE-5 Cultural Attractions	IE-6 Broad Economic Prosperity	IE-7 Clean Technology															
	Arts and Culture	AC-1 San José as the Silicon Valley Cultural Center	AC-2 High Impact Public Art																				
	Community Engagement	CE-1 Active Community Engagement	CE-2 Community Partnerships																				
	Fiscal Sustainability	FS-1 City Operations	FS-2 Cultivate Fiscal Resources	FS-3 Fiscally Sustainable Land Use Framework	FS-4 Promote Fiscally Beneficial Land Use	FS-5 Fiscally Sustainable Service Delivery	FS-6 Fiscally Sustainable Waste Management																
ENVIRONMENTAL LEADERSHIP	Measurable Environmental Sustainability	MS-1 Green Building Policy Leadership	MS-2 Energy Conservation and Renewable Energy Use	MS-3 Water Conservation and Quality	MS-4 Healthful Indoor Environment	MS-5 Waste Diversion	MS-6 Waste Reduction	MS-7 Environmental Leadership and Innovation	MS-8 Environmental Stewardship	MS-9 Service Delivery	MS-10 Air Pollutant Emission Reduction	MS-11 Toxic Air Contaminants	MS-12 Objectional Odors	MS-13 Construction Air Emissions	MS-14 Reduce Consumption and Increase Efficiency	MS-15 Renewable Energy	MS-16 Energy Security	MS-17 Responsible Management of Water Supply	MS-18 Water Conservation	MS-19 Water Recycling	MS-20 Water Quality	MS-21 Community Forest	
	Environmental Resources	ER-1 Grassland, Oak Woodlands, Chaparral, and Coast Scrub	ER-2 Riparian Corridors	ER-3 Bay and Baylands	ER-4 Special-Status Plants and Animals	ER-5 Migratory Birds	ER-6 Urban Natural Interface	ER-7 Wildlife Movement	ER-8 Stormwater	ER-9 Water Resources	ER-10 Archaeology and Paleontology	ER-11 Extractive Resources											
	Environmental Considerations/ Hazards	EC-1 Community Noise Levels and Land Use Compatibility	EC-2 Vibration	EC-3 Seismic Hazards	EC-4 Geologic and Soil Hazards	EC-5 Flooding Hazards	EC-6 Hazardous Materials	EC-7 Environmental Contamination	EC-8 Wildland and Urban Fire Hazards														
	Infrastructure	IN-1 General Provision of Infrastructure	IN-2 Infrastructure Management	IN-3 Water Supply, Sanitary Sewer, and Storm Drainage	IN-4 Wastewater Treatment and Water Reclamation	IN-5 Solid Waste-Materials Recovery / Landfill	IN-6 Telecommunications																
QUALITY OF LIFE	Vibrant Neighborhoods	VN-1 Vibrant, Attractive, and Complete Neighborhoods	VN-2 Community Empowerment	VN-3 Access to Healthful Foods	VN-4 Cultural Opportunities	VN-5 Private Community Gathering Facilities																	
	Community Design	CD-1 Attractive City	CD-2 Function	CD-3 Connections	CD-4 Compatibility	CD-5 Community Health, Safety, and Wellness	CD-6 Downtown Urban Design	CD-7 Urban Villages	CD-8 Building Height	CD-9 Access to Scenic Resources	CD-10 Attractive Gateways												
	Housing	H-1 Housing - Social Equity and Diversity	H-2 Affordable Housing	H-3 High Quality Housing and Great Places	H-4 Housing - Environmental Sustainability																		
	Education and Services	ES-1 Education	ES-2 Libraries	ES-3 Law Enforcement and Fire Protection	ES-4 Emergency Management	ES-5 Code Enforcement	ES-6 Access to Medical Services																
	Parks, Open Space and Recreation	PR-1 High Quality Facilities and Programs	PR-2 Contribute to a Healthful Community	PR-3 Provide an Equitable Park System	PR-4 Community Identity	PR-5 Grand Parks	PR-6 Sustainable Parks and Recreation	PR-7 Interconnected Parks System	PR-8 Fiscal Management of Parks and Recreation Resources														
LAND USE AND TRANSPORTATION	Land Use Policies	LU-1 General Land Use	LU-2 Growth Areas	LU-3 Downtown	LU-4 Commercial	LU-5 Neighborhood Serving Commercial	LU-6 Industrial Preservation	LU-7 Attract New Industrial Uses	LU-8 Maintain Employment Lands	LU-9 High-Quality Living Environments	LU-10 Efficient Use of Residential and Mixed-Use Lands	LU-11 Residential Neighborhoods	LU-12 Urban Agriculture	LU-13 Landmarks and Districts	LU-14 Historic Structures of Lesser Significance	LU-15 Public Awareness	LU-16 Sustainable Practices	LU-17 Hillside / Rural Preservation	LU-18 Hillside Development Hazard Avoidance	LU-19 Urban Growth Boundary (Open Hillside / Agriculture Lands)	LU-20 Rural Agriculture		
	Transportation Policies	TR-1 Balanced Transportation System	TR-2 Walking and Bicycling	TR-3 Maximize Use of Public Transit	TR-4 Passenger Rail Service	TR-5 Vehicular Circulation	TR-6 Goods Movement	TR-7 Transportation Demand Management	TR-8 Parking Strategies	TR-9 Tier I Reduction of Vehicle Miles Traveled	TR-10 Tier II Vehicle Miles Traveled Reduction	TR-11 Regional and State VMT Reduction Efforts	TR-12 Intelligent Transportation System	TR-13 Attractive and Accessible Airport	TR-14 Safe Airport	TR-15 Moffett Field	TN-1 National Model for Trail Development and Use	TN-2 Trails as Transportation	TN-3 Accessible, Safe, and Well-Functioning Trails				
IMPLEMENTATION	Implementation	IP-1 Land Use / Transportation Diagram	IP-2 General Plan Phasing / Planning Horizons / Major Review	IP-3 General Plan Annual Review and Measureable Sustainability	IP-4 General Plan Annual Review Hearing Process	IP-5 Urban Village Planning	IP-6 Capital Improvement Program	IP-7 Specific Plans	IP-8 Zoning	IP-9 Subdivision	IP-10 Site Development	IP-11 Annexations	IP-12 Environmental Clearance	IP-13 Building Permits	IP-14 Citizen Participation and Community Engagement	IP-15 Development Fees, Taxes, and Improvement Requirements	IP-16 Implementation of the General Plan by Other Agencies	IP-17 Environmental Leadership / Stewardship	IP-18 Economic Development	IP-19 Housing Development			

KEY

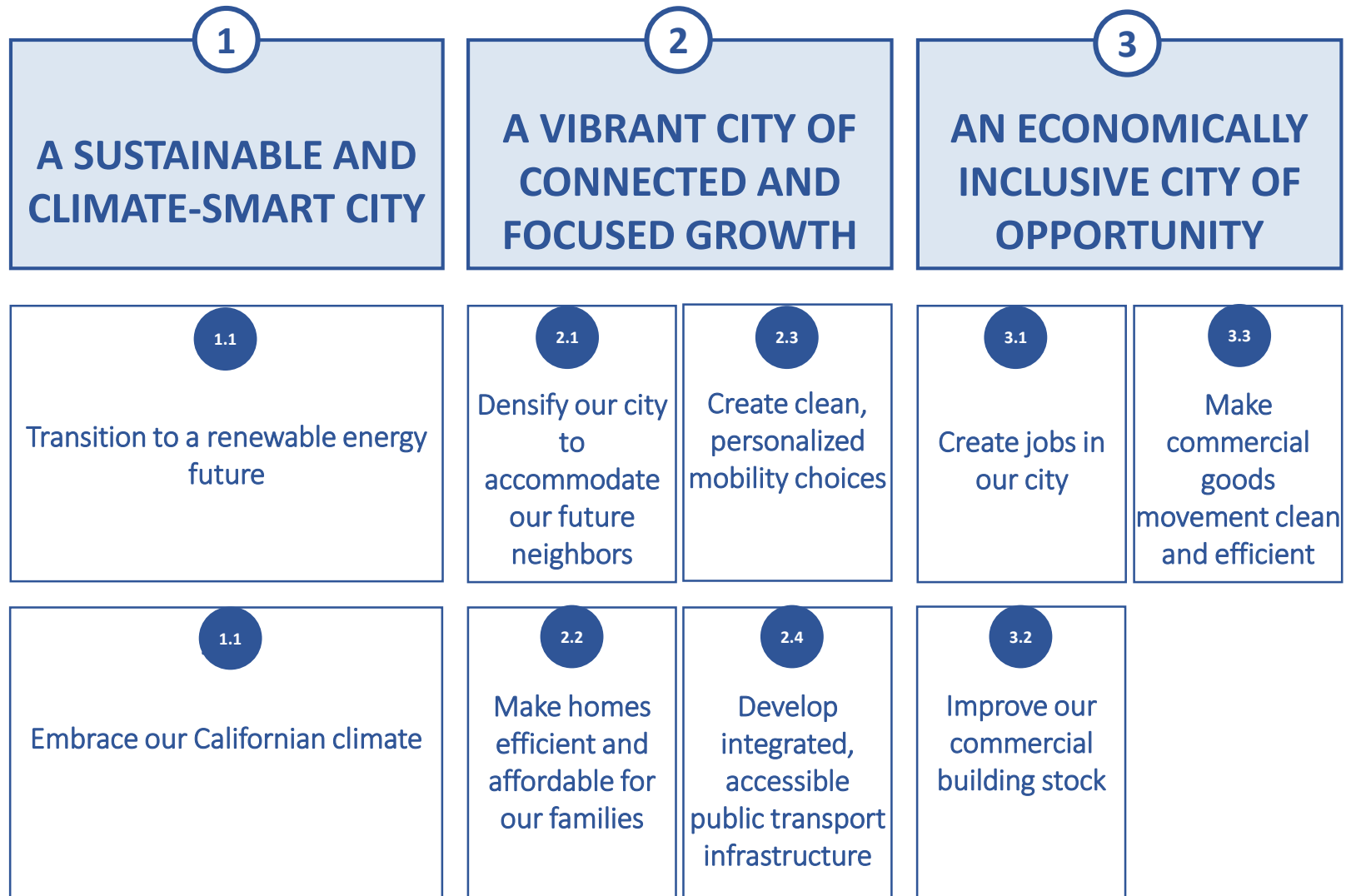
- CSSJ drives progress on this goal
- CSSJ enables progress on this goal
- CSSJ aligns with this goal
- CSSJ does not actively consider this goal

...BUT THE GENERAL PLAN ONLY TAKES US PART OF THE WAY THERE



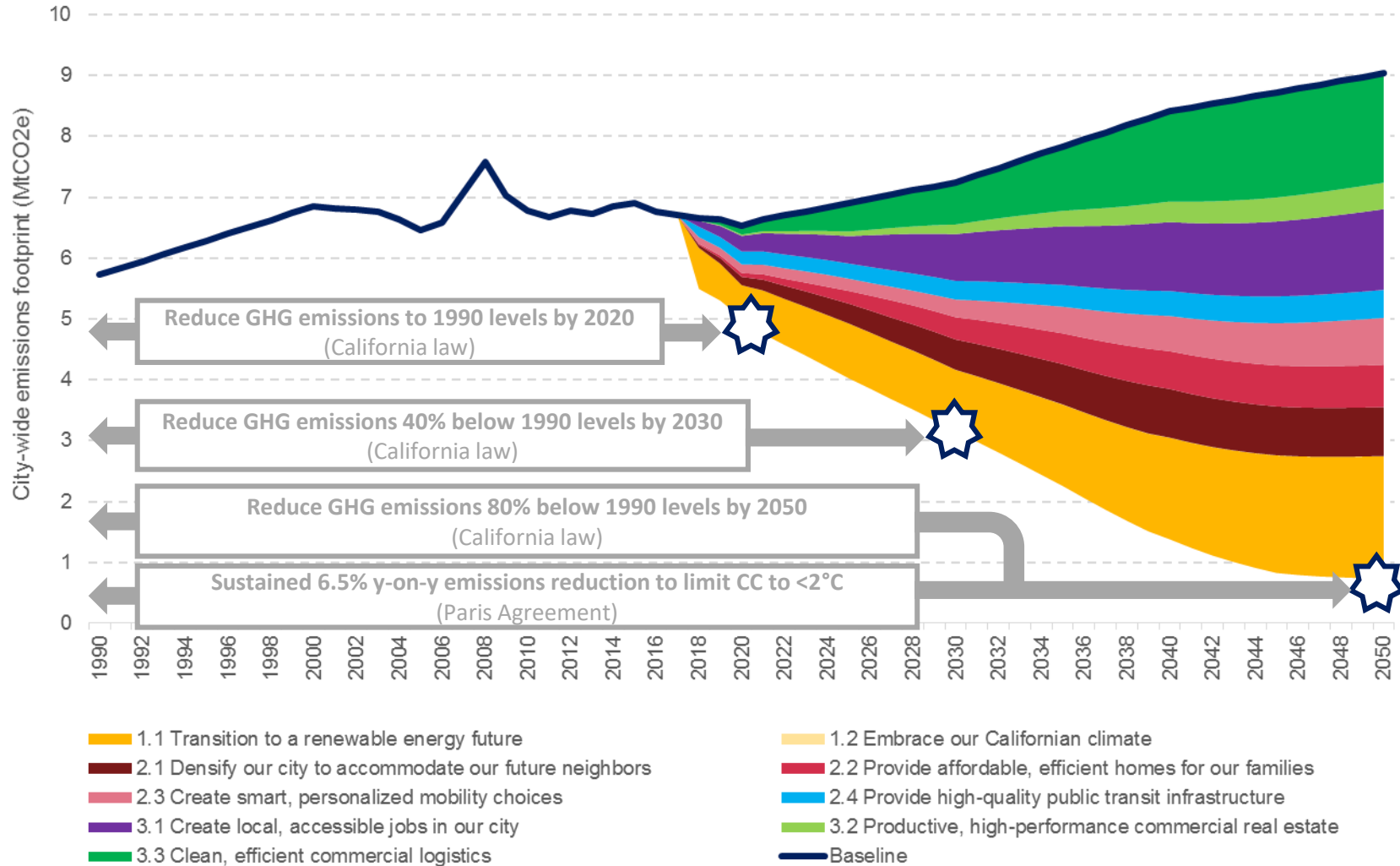
PLEASE NOTE: THE PROJECT TEAM IS STILL FINALIZING ANALYSIS. NUMBERS AND CHARTS ARE SUBJECT TO CHANGE. WE ANTICIPATE THE GENERAL PLAN WILL GET US APPROXIMATELY 25% TO ONE THIRD OF THE WAY TO PARIS (MAINLY THROUGH SAN JOSÉ CLEAN ENERGY AND FOCUSED GROWTH), SUBJECT TO FINAL MODEL CALIBRATION

THE ROLE OF CITY HALL IS TO CATALYZE AND ENABLE ACTION



THE 9 STRATEGIES ARE MUTUALLY REINFORCING

San José's emissions reduction profile through CSSJ



PLEASE NOTE: THE PROJECT TEAM IS STILL FINALIZING ANALYSIS. NUMBERS AND CHARTS ARE SUBJECT TO CHANGE. WE ARE CURRENTLY VALIDATING THE EXACT CONTRIBUTIONS FROM EACH STRATEGY TO THE PARIS PATHWAY

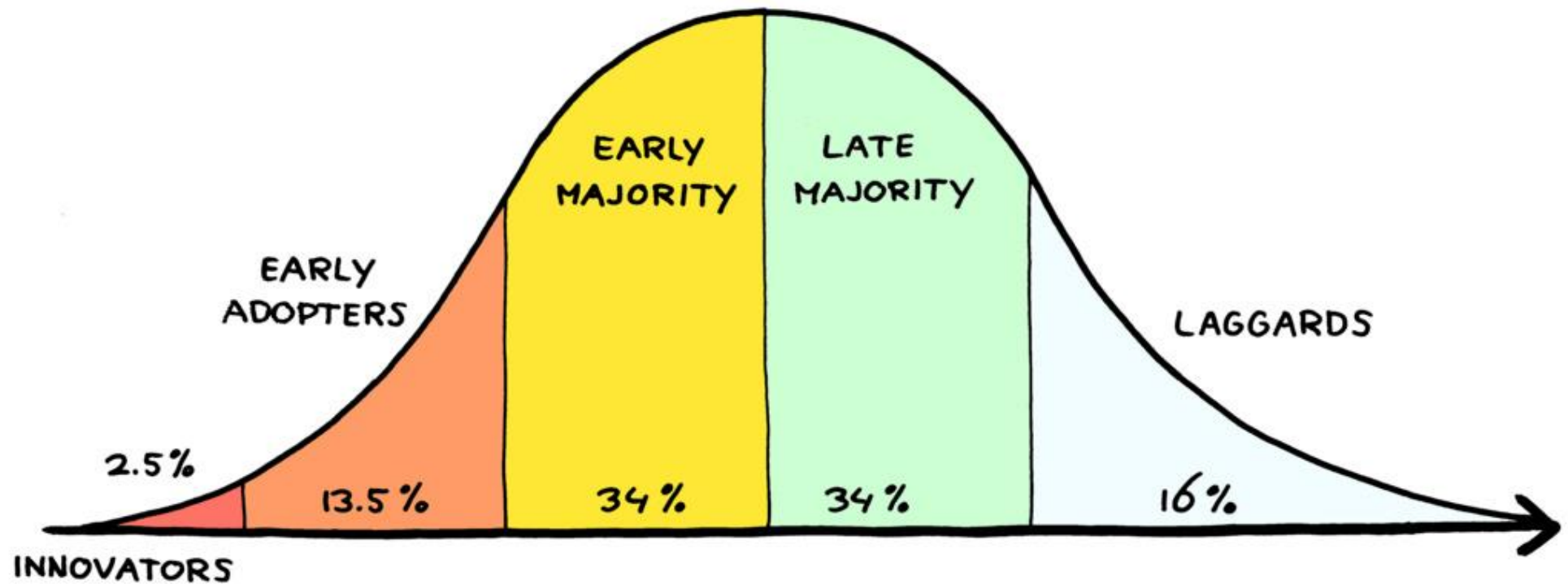
THERE ARE 53 MEASURES THAT HELP US GET THERE

 <p>San José Clean Energy</p>	 <p>Commercial building energy efficient HVAC new-build</p>	 <p>Large pick-up EVs</p>	 <p>Creating local jobs</p>	 <p>Aerated faucets commercial buildings</p>
 <p>Distributed solar generation</p>	 <p>Commercial building HVAC recommissioning</p>	 <p>Local delivery EVs</p>	 <p>Densification / focused growth</p>	 <p>Low flush toilets (commercial)</p>
 <p>LED lighting retrofit</p>	 <p>Commercial building LED lighting</p>	 <p>Hybrid heavy goods vehicle (HGVs)</p>	 <p>Streets for People</p>	 <p>Commercial greywater reuse</p>
 <p>Energy efficient electronics</p>	 <p>Commercial building data center energy efficiency</p>	 <p>Electric heavy goods vehicle (HGVs)</p>	 <p>Drought resilient landscaping</p>	 <p>Residential greywater</p>
 <p>Energy efficient refrigerators</p>	 <p>Residential dishwasher efficiency</p>	 <p>CNG heavy goods vehicle (HGVs)</p>	 <p>Drip irrigation in landscaping</p>	
 <p>Gas to electric stove replacement</p>	 <p>Residential clotheswasher efficiency</p>	 <p>Efficient heavy goods vehicle (HGVs)</p>	 <p>Domestic rainwater storage</p>	
 <p>Gas to electric water heater replacement</p>	 <p>Passenger car EV</p>	 <p>Caltrain Modernization</p>	 <p>Low flush toilets (residential)</p>	
 <p>Gas to electric ground source heat pumps</p>	 <p>SUV EV</p>	 <p>BART Silicon Valley Extension</p>	 <p>Low flow showers</p>	
 <p>Smart thermostats</p>	 <p>Passenger car autonomous EV</p>	 <p>California High Speed Rail</p>	 <p>Showers instead of baths</p>	
 <p>Residential building thermal envelope retrofit</p>	 <p>SUV autonomous EV</p>	 <p>VTA Bus Rapid Transit & Light Rail</p>	 <p>Aerated faucets in homes</p>	
 <p>Residential building thermal envelope new-build</p>	 <p>Ride-sharing cars</p>	 <p>VTA Next Network & Enhanced Bus Service</p>	 <p>Fixing leaks in homes</p>	
 <p>Commercial building thermal envelope retrofit</p>	 <p>Ride-sharing shuttles</p>	 <p>San Jose Bike Plan</p>		
 <p>Commercial building thermal envelope new-build</p>	 <p>Ride-sharing autonomous cars</p>			
 <p>Commercial building thermal envelope new-build</p>	 <p>Ride-sharing autonomous shuttles</p>			

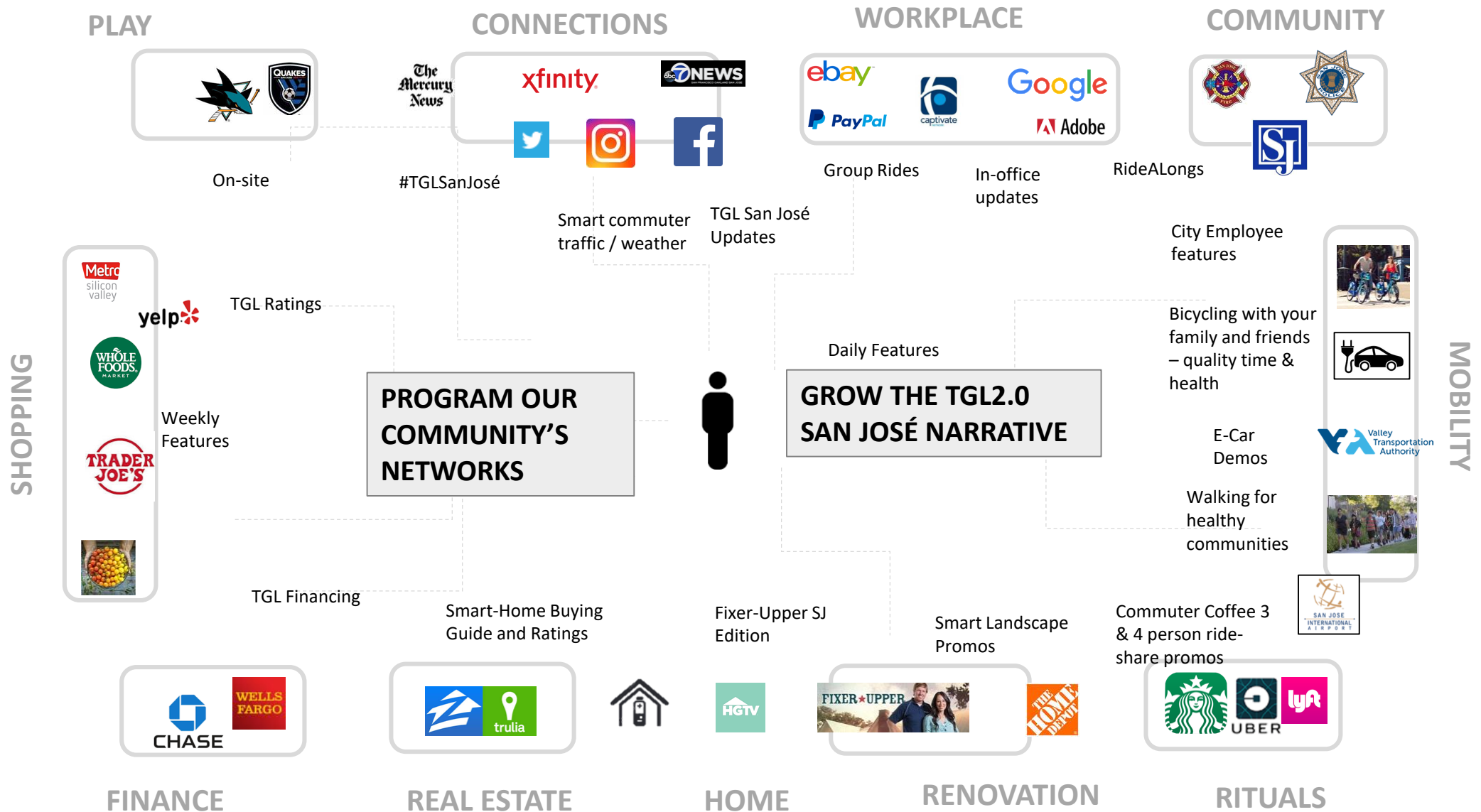
KEY

- ENERGY
- TRANSPORT
- LAND USE
- WATER

DRIVING ACTIVATION ON SUSTAINABILITY REQUIRES MOVING COMMUNITIES ACROSS THIS CURVE

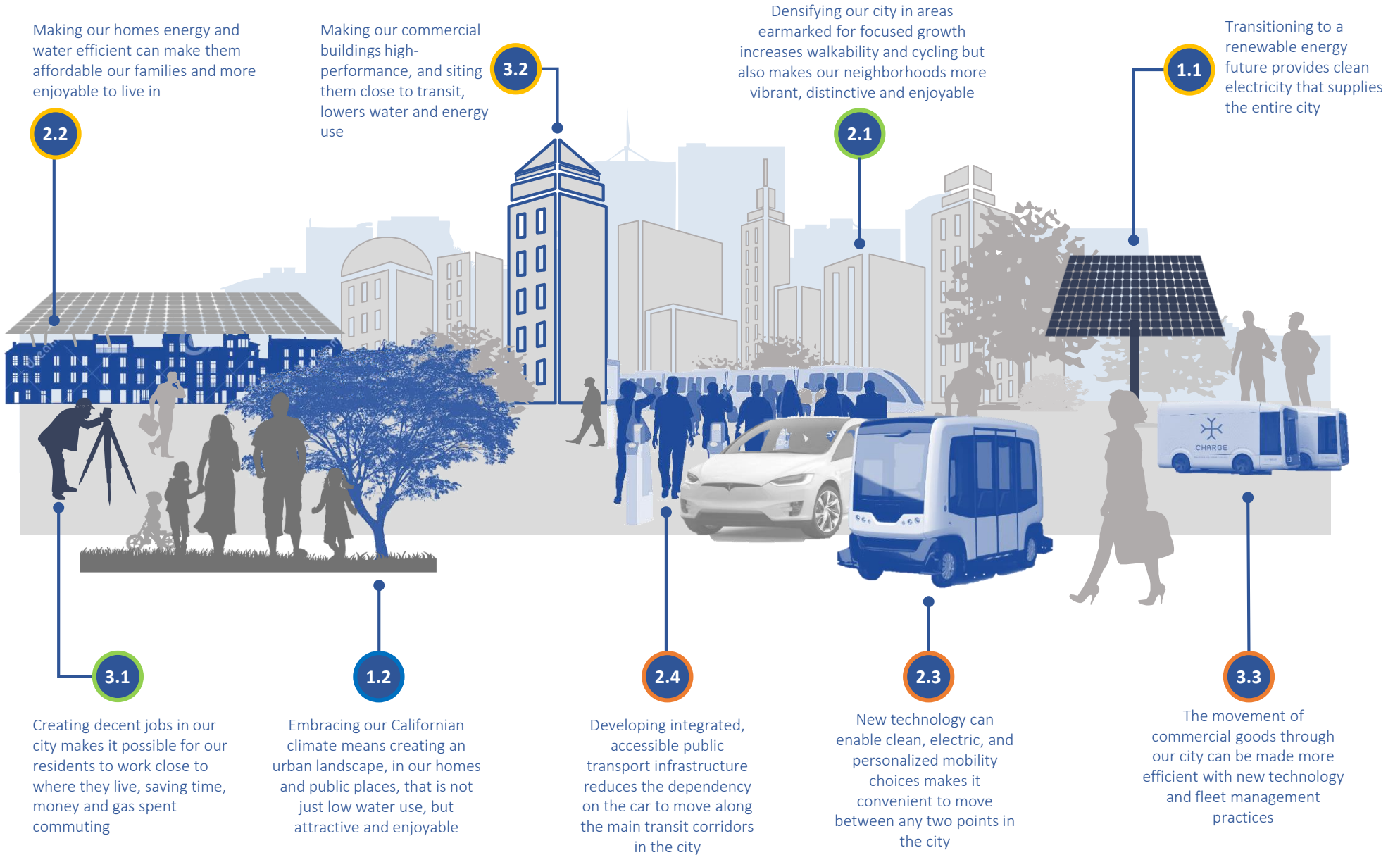


PROGRAMMING OUR COMMUNITY'S NETWORKS WILL BE ESSENTIAL TO DRIVE ACTIVATION

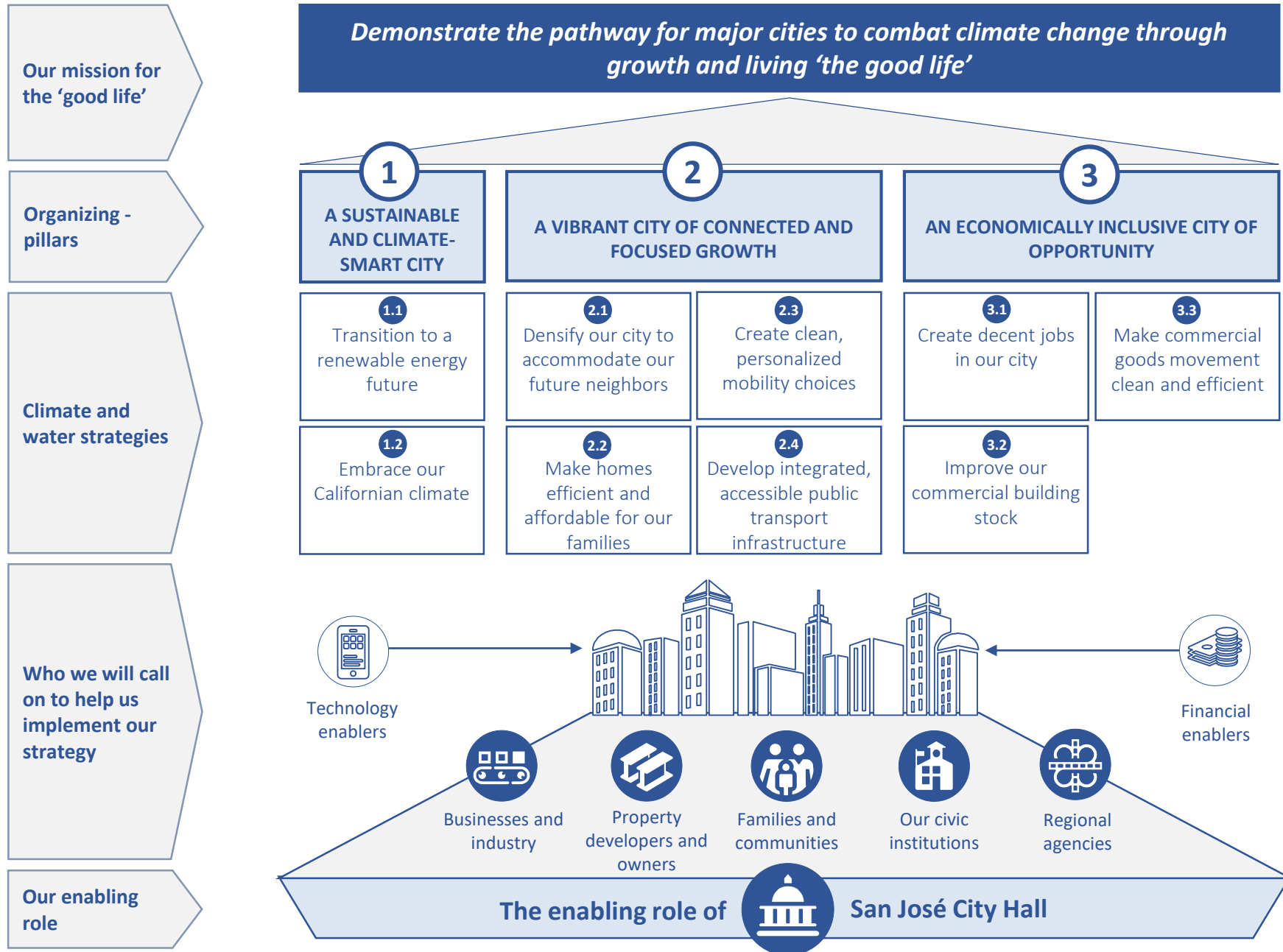


THERE ARE 9 STRATEGIES* TO GET US TO PARIS

*ONE OF THESE STRATEGIES IS RELATED TO WATER USE, WHICH IS NOT DIRECTLY A PARIS-RELATED ISSUE. BUT IS INCLUDED HERE FOR COMMUNICATIONS PURPOSES



THE ROLE OF CITY HALL IS TO CATALYZE ACTION



ACTIVATING THE STRATEGIES TO DELIVER THE GOOD LIFE: BOLD CAMPAIGNS AND BOLD GOALS

BOLD CAMPAIGNS

BOLD GOALS

PARIS CLIMATE AGREEMENT

The first Paris-compliant pathway of any US city

RENEWABLES AND ELECTRIFICATION

1. From 2021, SJCE will offer **100% GHG-free power** as a base product
2. By 2030, San José will be the **world's first 1 GW solar city**; doubling our rooftop solar capacity in the next 18 months
3. By 2030, **30% of all passenger vehicles in the city will be electric**, making us the electric car capital of the United States
4. By 2030, **100% of new buildings** will be Zero Net Energy and **25% of existing homes** will be energy efficient and all-electric

MEET OUR JOBS:EMPLOYED RESIDENT TARGET

5. By 2030, San José will create an additional **10 million sq ft** of commercial workspace located within half a mile of transit

WORK TOWARDS OUR FOCUSED GROWTH TARGET

6. By 2030, San José will have developed **40,000 dwelling units in its urban villages** and focused growth areas

REDUCE PER CAPITA VMT

7. By 2030, only **4 out of 10 commute trips** in San José will be taken in single occupancy vehicles

REDUCE PER CAPITA WATER USE

8. By 2030, San José will reduce its **per capita residential water consumption by 30%** compared to 2009 levels

THANK YOU!

ANY QUESTIONS?