



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Harry Freitas

SUBJECT: ENVISION SAN JOSE 2040
GENERAL PLAN ANNUAL
PERFORMANCE REVIEW

DATE: November 17, 2015

Approved

Date

11/24/15

RECOMMENDATION

Accept the Envision San José 2040 General Plan Annual Performance Review 2015 report.

OUTCOME

The City Council's consideration of the attached General Plan Annual Performance Review report provides the Council with updated information on the status, conditions and outcomes relating to the General Plan's 12 Major Strategies prior to making decisions on pending land use and text amendments to the General Plan.

BACKGROUND

On November 1, 2011, the City Council adopted the Envision San José 2040 General Plan, which built on longstanding policies of growth management and added a stronger framework to create great places throughout San José and enhance job growth. The General Plan provides for an annual performance review to enable evaluation of progress on strategies and implementation actions. The attached annual report, which includes an Executive Summary, fulfills this evaluation requirement.

ANALYSIS

As the largest city in the Bay Area and the tenth largest city in the country, San José is in a prime position for attracting and creating economic growth and sustainable development. Since the adoption of the Envision San José 2040 General Plan in November 2011, San José has experienced tremendous growth in development, with a vast majority being constructed in the City's designated Growth Areas. This Focused Growth strategy has led to the preservation and

enhancement of established neighborhoods and a reduction of environmental and fiscal impacts. However, while the rise in smart growth development has helped contribute to San José's economic growth, the City's jobs to employed resident (J/ER) ratio has remained stagnant and below the envisioned goal of 1.3 J/ER. The City's current J/ER ratio of 0.85 indicates that San José continues to be a bedroom-community, where more San José residents leave San José for work in other cities than workers from other communities commute into San José.

The Envision San José 2040 General Plan also sets forth goals and policies relating to infrastructure/service levels, environmental sustainability, affordability and availability of housing supply, and healthful community living. The City of San José has made notable progress towards achieving these goals. This progress is evident by new compact, mixed-use development; decrease in commercial vacancies in the Downtown; implementation of multi-modal Capital Improvement projects; minimal conversion of industrial and employment lands to non-employment uses; approval of Urban Village Plans; successful implementation of sustainability goals and policies; and expanded access to local fresh foods through Farmer's Markets and urban agriculture.

While the City has advanced many of the General Plan's goals, some performance measures remain relatively inconclusive or unchanged at this time. This is to be expected as many of the goals set forth in the General Plan are long term. Some of the primary General Plan implementation challenges include bringing more employment opportunities to the City, increasing the percentage of affordable housing, and implementing mixed-use development in Urban Villages.

The attached annual performance review report expands on the City's progress in implementing the General Plan. The report is organized by the General Plan's 12 Major Strategies:

- 1) Community Based Planning
- 2) Form Based Plan
- 3) Focused Growth
- 4) Innovation/Regional Employment Center
- 5) Urban Villages
- 6) Streetscapes for People
- 7) Measurable Sustainability/Environmental Stewardship
- 8) Fiscally Strong City
- 9) Destination Downtown
- 10) Life Amidst Abundant Natural Resources
- 11) Design for a Healthful Community
- 12) Phasing and Periodic Review

EVALUATION AND FOLLOW-UP

On December 8, 2015, the City Council will consider land use and text amendments to the Envision San José 2040 General Plan. The annual performance review report is intended to provide information that is helpful to the Council in its decisions on the individual amendments.

PUBLIC OUTREACH

This report will be available for public review prior to the Council's discussion, and staff is available to answer questions. Public engagement on the General Plan is considered important and desirable. The contents of this report were discussed at a Planning Commission study session on November 4, 2015.

COORDINATION

The information contained in this memorandum was obtained through collaborative work with the Office of Economic Development, the Department of Transportation, Environmental Services, Housing, and Parks, Recreation and Neighborhood Services. This memorandum was coordinated with the City's Attorney's Office.

CEQA

Not a Project, File No. PP10-069, City Organizational and Administrative Activities.

/s/
HARRY FREITAS, DIRECTOR
Planning, Building and Code Enforcement

For questions please contact Rosalynn Hughey, Assistant Director, at (408) 535-7911.

Attachment:

Envision San José 2040 General Plan Annual Performance Review 2015 Report



**GENERAL PLAN
ANNUAL PERFORMANCE
REVIEW
2015**

NOVEMBER 16, 2015

Long Range Planning Division
Department of Planning, Building and Code Enforcement



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INTRODUCTION

When adopted in November 2011, the **Envision San José 2040 General Plan** (General Plan) provided for an annual performance review to enable evaluation of progress on the General Plan's strategies and implementation actions. Implementation Policy IP-3.1 specifies: "Beginning in 2013, hold one annual review hearing for the Planning Commission and the City Council to review and consider proposed amendments to the Envision General Plan and to evaluate its performance measures."

This annual performance review report fulfills this evaluation requirement. The report describes the status, conditions, and/or progress pertinent to the 12 Major Strategies and related actions contained in the General Plan.

The 12 interrelated and mutually supportive Major Strategies are considered fundamental to achievement of the City's Vision and together promote the continuing evolution of San José into a great city.



View the complete General Plan at <http://www.sanjoseca.gov/DocumentCenter/Home/View/474>



The skyline of downtown San José has grown with several high-rise residential buildings in recent years. View is northward toward the Bay with the San José Mineta International Airport in the background.

EXECUTIVE SUMMARY

The 12 Major Strategies and related conditions, progress and/or outcomes are highlighted below and detailed in this report. Progress is measured from November 2011 when the City Council adopted the General Plan.

THE 12 MAJOR STRATEGIES

#1 Community Based Planning - The General Plan goes beyond state requirements for community participation in land use and planning activities by implementing the City's Outreach Policy.

Status-Conditions-Outcomes

- 157 community meetings, averaging 39 per year, were held between FY2011-12 and FY2014-15 on proposed development projects and urban village plans.

#2 Form-Based Plan – Form-based planning principles address the form and character, as well as land uses and densities for future development.

Status-Conditions-Outcomes

- City planners apply form-based planning principles when reviewing development proposals
- The development of urban village plans employs form-based planning principles.
- A new process for urban design review is part of the Architectural Review Committee transition strategy that will begin in 2016.

#3 Focused Growth - Growth is directed and encouraged within the City's Growth Areas so as to preserve and enhance the quality of established neighborhoods, and reduce environmental and fiscal impacts. A key factor is the City's Regional Housing Needs Allocation (RHNA); San José's RHNA for 2014-2023 is 35,080 new housing units, of which approximately 60% are to be affordable units.

Status-Conditions-Outcomes

Since November 2011:

- 80% of new residences and commercial space were built in Growth Areas.
- 99% of new industrial space was built in Growth Areas.
- The [Housing Element](#) of the General Plan includes a work plan with a range of strategies to provide and preserve affordable housing, as well as activities to end homelessness and create healthy, sustainable communities.

#4 Innovation/Regional Employment Center - San José largely remains a bedroom community, having more employed residents than jobs within the City. The jobs-to-employed-resident (J/ER) ratio is an indicator of a city's fiscal strength: jobs-based development generates city revenue while residential-based development necessitates the provision of services.

View the maps of proposed Growth Areas at <http://www.sanjoseca.gov/documentcenter/view/19328>

Status-Conditions-Outcomes

- J/ER in 2010: 0.85
- J/ER in September 2015: 0.84
- Although the J/ER ratio has not improved, the City has made strides in becoming a regional employment center, as evidenced by several major development projects now built or coming online, such as the Samsung headquarters in north San José.

#5 Urban Villages - The General Plan identifies 70 urban villages within San José that focus on jobs and high density growth to foster vibrant, walkable urban districts. The timing of the development of the urban villages relates to the horizon timelines expressed in the General Plan. If a development is proposed ahead of the horizon, it may be considered as a “signature project” subject to requirements established in the General Plan.

Status-Conditions-Outcomes

- 6 urban village plans are approved by the City Council.
- 8 additional urban village plans are under development.
- 2 signature projects are currently under review by staff.

#6 Streetscapes for People - The General Plan goals and policies promote a transportation network that is safe, efficient, and sustainable.

Status-Conditions-Outcomes

- The City Department of Transportation is currently developing a Complete Streets Design Guidelines manual, targeted for completion in 2016.

#7 Measurable Sustainability/Environmental Stewardship - The General Plan includes measurable standards for the City’s Green Vision goals as well as measureable standards for other areas of environmental leadership are included in the General Plan.

Status-Conditions-Outcomes

- Significant progress on the Green Vision goals is outlined in Appendix A.
- The City Council will consider adoption of the draft Greenhouse Gas Reduction Strategy Implementation Policy in early 2016.

#8 Fiscally Strong City – As discussed in Major Strategy #4, San José’s jobs-to-employed-resident ratio reflects a land use pattern that results in an imbalance of revenues and costs. By implementing smart growth principles and allowing for high densities of jobs and housing, the General Plan promotes an improved balance of land uses so as to enable the City to deliver high-quality municipal services.

Status-Conditions-Outcomes

- In April 2015, the City Council held an in-depth study session on *The History of Employment Land Conversions in San José and the Fiscal Impact of Land Use* to better understand past and current land use patterns and the relationship to the City’s fiscal health. In the review of development proposals, there is now greater awareness of the importance of preserving employment lands.

View *The History of Employment Land Conversions in San José and the Fiscal Impact of Land Use* presentation at <http://www.sanjoseca.gov/documentcenter/view/43609>

#9 Destination Downtown - The General Plan envisions downtown San José as the cultural heart of the city, providing employment, entertainment, and cultural activities more intensely than other areas in the City.

Status-Conditions-Outcomes

- Several high-rise residential projects have come online downtown.
- As of November 2015, a total of 2,200 units are reflected in the development permits approved for downtown.
- Current market conditions are driving increasing interest in new office space development in the downtown.
- In 2014, over 500 outdoor special events attracted approximately 2 million attendees, predominantly in the Downtown.

#10 Life Amidst Abundant Natural Resources - The General Plan promotes access to the natural environment by building a world-class trail network and adding parks and other recreational amenities. The Capital Improvement Program (CIP) specifies service levels with targets for neighborhood recreational lands (such as tennis courts or soccer fields), parklands, and community centers per 1,000 residents.

Status-Conditions-Outcomes

- The City has constructed 57 miles of trails as of June 30, 2015.
- Neighborhood recreational lands stand at 3.1 acres/1,000 residents, short of the target of 3.5 acres/1,000 residents.
- City and regional parklands stand at 14.8 acres/1,000 residents, exceeding the target of 14.3 acres/1,000 residents.
- Community centers stand at 588.6 square feet/per 1,000 residents, exceeding the target of 572 square feet/per 1,000 residents.

#11 Design for a Healthful Community - The General Plan supports the physical health of community members by promoting: walking and bicycling as travel options; access to healthful foods, and the provision of health care and safety services. The Land Use and Transportation Chapter includes goals and policies intended to improve multi-modal accessibility to create a city where people rely less on driving to meet their daily needs.

Status-Conditions-Outcomes

- The City is pursuing investments, programs, and collaborations with other agencies that should lead to future transportation mode shifts.
- To improve access to healthful foods, a variety of farmer-to-table initiatives are being implemented, including the promotion of local farmers markets and urban farms.

#12 Plan Horizons and Periodic Major Review – Three horizons function as timelines in the General Plan for phasing in housing development relative to population growth and the City's fiscal health. The City is currently operating under Horizon I. The City Council determines when to begin the next horizon based on the outcome of the General Plan Four-Year Review.

Status-Conditions-Outcomes

- The Four-Year Review is underway through a series of six public meetings with the reconvened Envision 2040 Task Force. This process facilitates discussion of key goals and policies, and may culminate in a package of recommended adjustments to be considered by the City Council in fall 2016.



Learn more about the General Plan Four-Year Review at <http://www.sanjoseca.gov/index.aspx?nid=4803>

PERFORMANCE ANALYSIS

MAJOR STRATEGY #1 - COMMUNITY BASED PLANNING

The City is committed to open government and community participation in its governance activities. The General Plan includes five goals, 23 policies, and two action items, going far beyond state requirements for providing public outreach and community engagement in land use planning activities.

The City's Public Outreach Policy, Policy 6-30, establishes a protocol for dissemination of information related to development activity, and encourages early and frequent communication between staff, applicants, and the public on specific development applications.

The Planning Division tracks its community outreach meetings on development proposals, ordinance and zoning code updates, and the development of urban village plans.

As shown in Figure 1, between FY2011-12 and FY2014-15, the Planning Division held 157 community meetings, an average of 39 per year. In FY2014-15, although the number of meetings was lower than the yearly average, meetings were held for all projects that year consistent with Policy 6-30.

**Figure 1.
Planning Division
Community Meetings**

Year	Meetings	Total Attendees
14-15	27	1,246
13-14	50	1,483
12-13	49	1,429
11-12	31	442
Total	157	4,600



Legos are used in urban village planning workshops to engage community members in thinking through the placement of various types of development.

MAJOR STRATEGY #2 – FORM-BASED PLAN

Land use designations that address the form and character of the built environment, as well as appropriate uses and densities, enable the General Plan to clearly articulate a vision for San José's future urban form.

The General Plan subscribes to form-based planning. Form-based planning principles address the form and character as well as land uses and densities for future development. Additionally, the principles provide for flexibility for economic activity; address neighborhood concerns about compatibility of new development; and promote ongoing development of complete, cohesive neighborhoods.

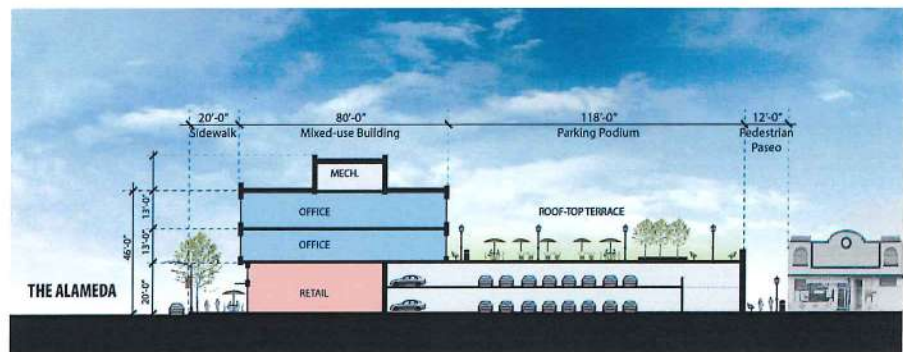
The Planning Division applies form-based principles during the review of development proposals and in the preparation of urban village plans.

Additionally, development applications within the downtown are being evaluated according to the Downtown Design Guidelines, which provide direction for the design of new development in the downtown area.

New Urban Design Review Process

The Planning Division is currently implementing an Architectural Review Committee (ARC) transition strategy that includes a new Urban Design Review process. The new review process includes assistance from private architectural consultants and will apply to a broader scope of projects and use a more multi-disciplinary approach compared to the former ARC process.

The transition strategy will be fully implemented in 2016.



Example of form-based planning.

MAJOR STRATEGY #3 – FOCUSED GROWTH

San José is a large and growing city, and contains more than half of the total population of Santa Clara County.

- **Population Growth.** As of January 2015, San José had an estimated population of 1,016,479 persons, representing an approximate 6% increase from 2011 (see Figure 2). This stands as approximately 54% of the total population of Santa Clara County (*State of California, Department of Finance*).
- **Jobs Growth** - Between 2011 and 2014, San José added approximately 39,500 new jobs (*California Employment Development Department*).

Figure 2. Population and Growth in San José

Year	# Residents
2011	970,011
2015	1,016,479

Population and jobs growth leads to development growth, and the Focused Growth Strategy directs such growth to occur within identified Growth Areas. It strictly limits new residential development outside of Growth Areas so as to preserve and enhance the quality of established neighborhoods and reduce environmental and fiscal impacts.

Additionally, the City’s adopted Greenhouse Gas Reduction Strategy identifies three quantifiable General Plan Land Use/Transportation Diagram strategies that contribute toward the reduction of greenhouse gas emissions in fulfillment of Assembly Bill (AB) 32. These three strategies are:

1. Increase Density of Development
2. Increase Location Efficiency
3. Mixed-Use Developments

The metric for these three strategies is the measurement of the “percentage of total new development in Growth Areas.”

New Development in Growth Areas

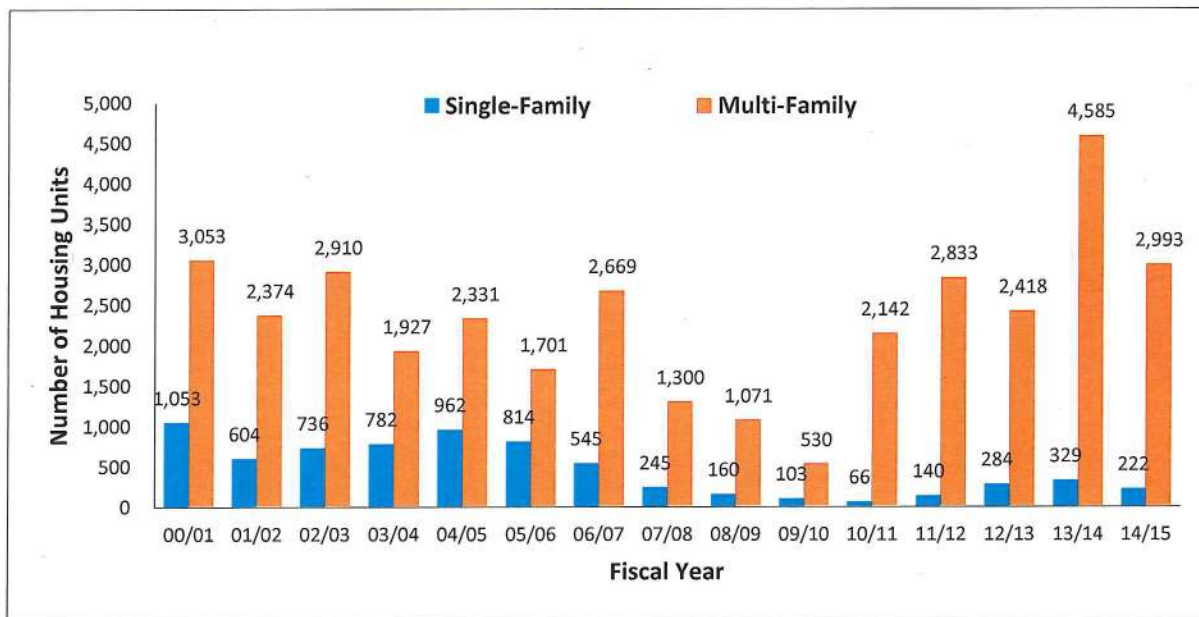
The Planning Division tracks building permits for new residential units and non-residential square footage in a Geographic Information Systems (GIS) database for a range of purposes. The database can be queried to determine the location of permits relative to Growth Areas. Since adoption of the General Plan:

- Approximately 80% of new residential and commercial development has occurred in designated Growth Areas.
- Nearly all (99%) of new industrial development has been built in Growth Areas.

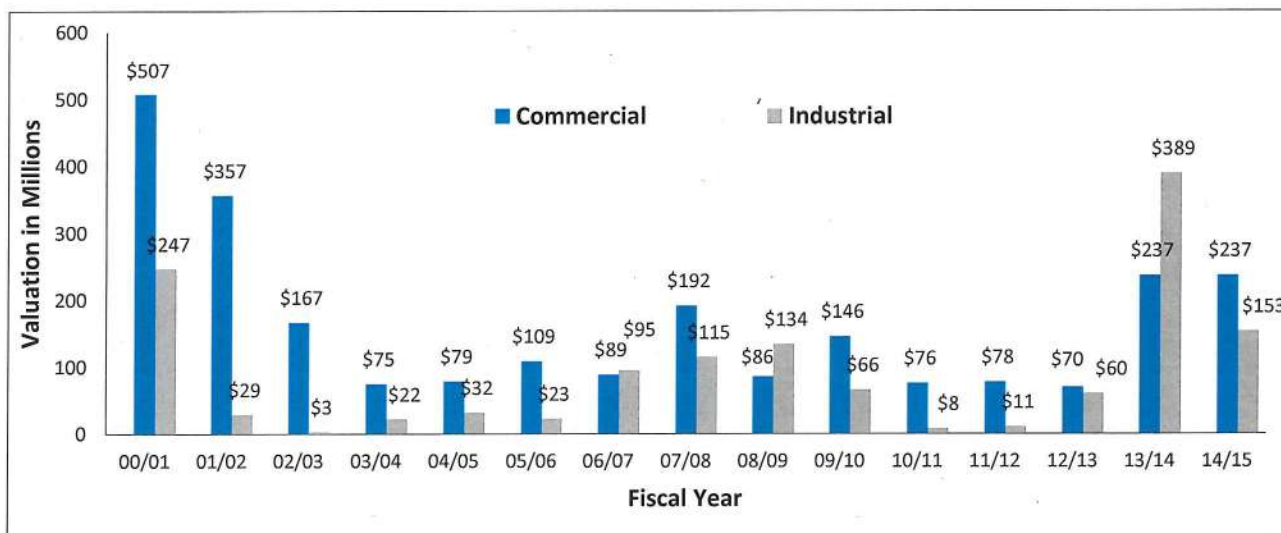
New residential construction, particularly multi-family construction, has been on an upward trend since the adoption of General Plan, which coincided with the end of the Great Recession. Since 1998, multi-family units have comprised the majority of residential construction in San José; since Fiscal Year 10/11, multi-family units have comprised more than approximately 90% of residential construction. The City issued building permits for almost 11,000 new multi-family units between Fiscal Years 12/13 and 14/15, more than the previous five years combined. See Figure 3.

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**Figure 3: Building Permits Issued for New Residential Units
Fiscal Years 2000-2015**



**Figure 4: Valuation of Commercial and Industrial Alterations
Fiscal Years 2000-2015 (in Millions)**



Non-residential (commercial and industrial) alterations have also rebounded; see Figure 4.

Since November 2011, the City has issued new construction building permits totaling:

- Approximately 14,300 housing units
- Over 5.4 million square feet of commercial development
- Over 3.3 million square feet of industrial development

Also of significance and reflecting the type of development occurring in San José is the increase in valuation of non-residential (commercial and industrial) new construction. In FY2014-15, the valuation of total non-residential construction was \$391 million, higher than any of the previous 10 years with the exception of FY2013-14, which had a total non-residential valuation of \$626 million.

Affordable Housing Goals and Regional Housing Allocation

Statewide housing needs are calculated by the California Department of Housing and Community Development (HCD) and the California Department of Finance (DOF) based upon regional population forecasts. The Association of Bay Area Governments (ABAG) assigns the region's housing allocation to each jurisdiction, known as the Regional Housing Needs Allocation or RHNA. San José's RHNA for the current eight-year cycle and recently concluded cycle are outlined in Figure 6:

Figure 5: Regional Housing Needs Allocation for San José

	2007-2013 RHNA	2014-2023 RHNA
New housing units goal	34,721	35,080
Percentage of units to be affordable	56%	60%
Actual number of built units	16,000	<i>Underway</i>
Actual percentage built as affordable	15%	<i>Underway</i>

In 2014, San José issued building permits for a total of 4,460 multi-family units, of which 506 (approximately 11%) were affordable units. The disparity reflects the renewed strength of market-rate housing and the continued challenges in the financing and provision of affordable housing. In addition while San José's economic recovery has brought high-wage, high-skill jobs, it has also led to growth in lower-wage jobs in the service and support economy, thus creating additional demand for affordable housing.

To advance affordable housing goals, the Housing Element of the General Plan includes a work plan that outlines new construction, rehabilitation, and preservation of affordable housing units, as well as activities to end homelessness, promote equitable development, and create healthy and sustainable communities and neighborhoods.

The City is currently in the process of developing tools, policies, and mechanisms to facilitate the creation of affordable housing in priority development areas, including urban villages. This will facilitate equitable development by creating diverse communities with access to jobs, transit, and amenities.

Inclusionary Housing Ordinance. In September 2015, the California Building Industry Association (CBIA) filed an appeal with the U.S. Supreme Court seeking review of the California Supreme Court's unanimous ruling that upheld San José's Inclusionary Housing Ordinance. The City's Inclusionary Housing Ordinance requires that 15% of all new market-rate for-sale developments of 20 or more units be price-restricted and transferred to moderate income purchasers. CBIA's filing does not

View the Housing Element webpage and access the full report at <http://www.sanjoseca.gov/index.aspx?nid=1275>

automatically stay the California Supreme Court decision, thus the decision remains valid.

The Housing Department intends to provide the City Council with an update regarding implementation of the Inclusionary Housing Ordinance in December 2015.

Development of Vacant Land

The majority of new development occurs through the reuse of previously developed lands as opposed to development on vacant land. Land is only considered vacant where there are no new improvements, and does not include parking lots. Periodically, the City completes a Vacant Land Inventory that documents its remaining vacant land according to land use designation.

As of July 2015, total vacant land within San José's Urban Service Area/Urban Growth Boundary was approximately 4,700 acres. Since 2011, approximately 200 acres of vacant land was developed.

The Vacant Land Inventory is also incorporated into the General Plan's Housing Element in the Adequate Sites Inventory. The Vacant Land Inventory was last updated in April 2015 and is summarized below:

- 650 acres of residential vacant land, predominantly, with 75% of this in South San José, Evergreen, Berryessa, and Alum Rock planning areas.
- 200 acres of commercial vacant land, with half of this in the Cambrian/Pioneer and Evergreen planning areas.
- 3,000 acres of industrial vacant land, with approximately half located in the North Coyote Valley area, and the remainder largely distributed across Alviso, Edenvale, Evergreen, and North San José planning areas.

The current Vacant Land Inventory is available at <http://www.sanjoseca.gov/index.aspx?nid=2054>.

MAJOR STRATEGY #4 – INNOVATION/REGIONAL EMPLOYMENT CENTER

San José, the Bay Area's largest city and tenth largest in the nation, continues to play a vital role in local, regional, state, and national economies. The Innovation/Regional Employment Center strategy emphasizes economic development to support San José's growth as a center of innovation and regional employment. The General Plan advances the strategy by:

- Planning for 470,000 new jobs and a jobs-to-employed-resident (J/ER) ratio of 1.3/1
- Supporting job growth within existing job centers
- Adding new employment lands
- Designating job centers at regional transit stations

Despite its growth and vibrancy, San José is the only large city (having a population greater than 500,000) in the United States that is largely a bedroom community — meaning more residents leave San José for work in other cities than workers from other communities commute into San José. This imbalance has led to significant fiscal, environmental and quality of life impacts for San José. The J/ER ratio is an indicator of a city's fiscal strength: jobs-based development generates city revenue while residential based development necessitates the provision of services. The City monitors its J/ER ratio using data from the U.S. Census Bureau's annual American Community Survey (ACS). The current J/ER compared to five years ago is as follows:

- J/ER in 2010: 0.85
- J/ER in September 2015: 0.84

Although the J/ER ratio has remained relatively unchanged since adoption of the General Plan, the City has made strides in becoming an innovation and regional employment center. Major projects include:

- In 2015, Samsung Semiconductor opened its new 10-story R&D/office project totaling 680,000 square feet in North San José.
- Construction has begun in North San José on Midpoint at 237, to add four new office buildings totaling 415,000 square feet.
- Development permits were approved for the Coleman Highline Office project adjacent to Avaya stadium to construct 675,000 square feet of office and 8,200 square feet of retail uses.
- Valley Fair Shopping Center is planning to start construction on a 525,000 square foot expansion that will add approximately 80 to 100 new tenants.
- Construction is currently underway of an approximately 230,000 square foot office building at Santana Row, which has been leased to a Silicon Valley tech sector tenant.
- Apple submitted a rezoning and associated development permit application in October 2015 to construct up to 2.8 million square feet of industrial uses in North San Jose.



Of the nation's 20 largest cities, only San José has more nighttime residents than daytime workers, reflecting that it has less than a 1:1 jobs-to-employed-residents ratio.



Samsung opened their stunning new headquarters in North San José in 2015.

MAJOR STRATEGY #5 - URBAN VILLAGES

The General Plan promotes the development of urban villages to provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth. Urban villages are intended to be attractive to an innovative workforce, enhance established neighborhoods, and are consistent with the Plan's environmental goals. There are 70 designated urban villages in the General Plan.

The General Plan establishes an urban village planning process that includes ongoing community involvement that enables land use and urban design issues to be addressed at a finer level of detail. Planning Division staff facilitate these community meetings and coordinate the participation of expert subject matter staff from the Department of Transportation; Parks, Recreation, and Neighborhood Services; and Office of Cultural Affairs. These departments are integral to the urban village planning process.

Approved Urban Village Plans and Horizons

The City Council has approved six urban village plans including Roosevelt Park, Little Portugal, Alum Rock Avenue, 24th and William Street, Five Wounds, and the Diridon Station Area Plan. A financing strategy for each plan is still needed in order to move forward with residential development.

Figure 6 outlines eight other plans that are in various stages of development. These plans incorporate a form-based planning approach and provide detailed information related to allowable uses, density, and floor-area ratio (FAR) that are permitted within each urban village.

Figure 6. Urban Village Plans Currently Under Development

Urban Village Plan	Anticipated Completion
<i>Horizon 1</i>	
The Alameda	Spring 2016
West San Carlos	Spring 2016
East Santa Clara	Spring 2016
<i>Horizon 2</i>	
South Bascom	Spring 2016
Blossom Hill/Snell	Spring 2016
<i>Horizon 3</i>	
Stevens Creek	Spring 2017
Santana Row/Valley Fair	Spring 2017
Winchester Boulevard	Spring 2017

Three growth horizons (timelines) have been established for urban villages in order to ensure the amount of new housing and the City's need to provide services for those new residents are coordinated. Although some urban village plans currently under development are not in Horizon 1, the current horizon, significant market interest in particular areas of the City is driving the necessity to develop plans for those areas.

Development activity in urban villages. Since the 2011 adoption of the General Plan, planning development permits have been approved for over 4,700 housing units and 1,337,687 square feet of non-residential uses (commercial and industrial) within urban villages. However, it should be noted that the majority of approvals are for projects that had entitlements (zoning approvals) prior to 2011 adoption of the General Plan.

Signature Projects. The General Plan establishes a Signature Project policy to allow residential, mixed use projects to proceed ahead of preparation of an urban village plan if the projects meet an established set of requirements related to density and design (Policy IP-5.10).

To date, the City has received three applications for signature projects:

- One project removed the residential component from its proposal and is no longer a signature project.
- A signature project application has been submitted for the North 1st Street Urban Village.
- A signature project application has been submitted for the East Santa Clara Street Urban Village.

Staff are currently evaluating the proposed applications consistent with Policy IP-5.10, and all other applicable guidelines and regulations.



The Alameda Urban Village

MAJOR STRATEGY #6 - STREETSCAPES FOR PEOPLE

The General Plan includes goals and policies that emphasize street design for people, not just cars, and that support a diverse range of urban activities and functions. To further support the Streetscapes for People strategy, the General Plan requires the City to develop Grand Boulevards and promote the ongoing development of Main Streets to help foster community identity and act as urban design elements on a broader scale.

Grand Boulevards serve as major transportation corridors that connect City neighborhoods, and Main Streets are roadways that support retail and service activities that serve the local neighborhood residents.

Consistent with the General Plan and specifically Action Item CD-4.14, the Department of Transportation is developing a Complete Streets Design Guidelines manual to provide guidance for the design of City streets. The Complete Streets Design Guidelines manual is anticipated to be completed in early 2016.

As part of the urban village planning process and consistent with Policy IP-5.1, urban village plans are to include streetscape and building frontage design, pedestrian facility improvements and other urban design elements. All of the urban village plans that have been approved to date contain Pedestrian Circulation and Streetscape sections.



Rendering of a streetscape

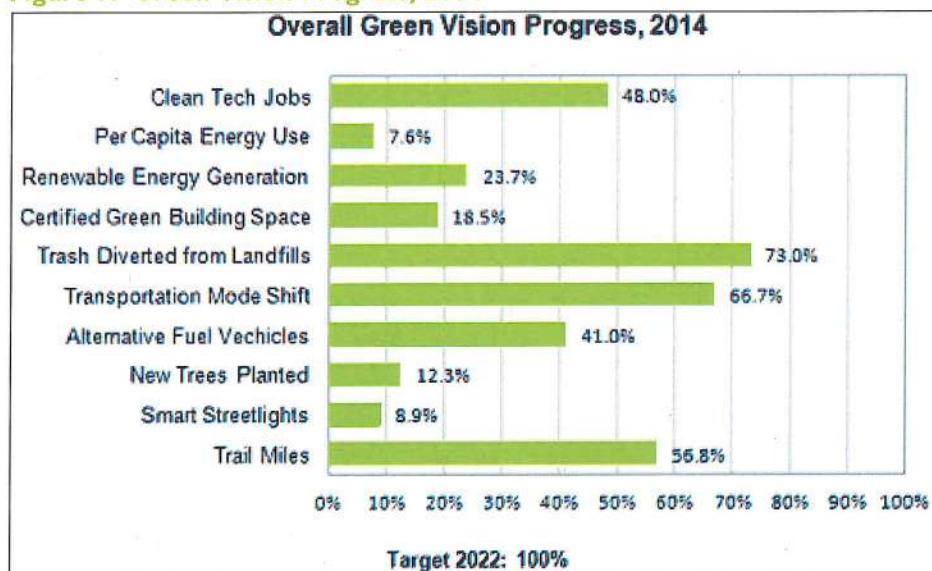
MAJOR STRATEGY #7 - MEASURABLE SUSTAINABILITY/ENVIRONMENTAL STEWARDSHIP

In October 2007, the City Council adopted the Green Vision, a 15-year plan with ten bold goals for economic growth, environmental sustainability, and an enhanced quality of life for San José’s residents and businesses. The General Plan incorporates many of the Green Vision goals and extends the City’s measurement of its environmental sustainability through 2035.

View the Green Vision webpage and annual reports at: <http://www.sanjoseca.gov/index.aspx?nid=1417>

Figure 7 reflects the City’s progress on the Green Vision goals. For additional analysis of progress towards the General Plan’s sustainability goals consistent with policy IP-3.8, see Appendix A.

Figure 7. Green Vision Progress, 2014



Source: Green Vision 2014 Annual Report

Greenhouse Gas Reduction Strategy

In compliance with Action Item IP-3.9, the Planning Division developed a draft Greenhouse Gas (GHG) Reduction Strategy Implementation Policy. The Policy will function as a tool to implement the City’s GHG Reduction Strategy that was adopted with the General Plan in 2011.

The GHG Reduction Strategy Implementation Policy went before City Council in March of 2014; however, it and was deferred to a later Council hearing date to allow time for staff to complete additional research and public outreach. The Policy is slated for Council consideration and adoption following the resolution of the Greenhouse Gas Reduction Strategy in early 2016.

Additionally, the City Council has added development of a “Green Building Retrofit Ordinance” to the “To Be Prioritized” ordinance list for Planning staff. This ordinance would apply green building requirements for additions and alterations of existing buildings.

Affordable Housing and Sustainable Communities (AHSC) Cap and Trade Program

Several City departments are also coordinating with housing developers and transit providers on applications for the new Affordable Housing and Sustainable Communities (AHSC) Cap and Trade Program. This competitive state program can provide up to \$20 million each year for capital projects such as affordable housing near transit, transit improvements, bike and pedestrian improvements, green building enhancements, and programs that help reduce greenhouse gas emissions.

More information is available on the California Strategic Growth Council's website: http://sgc.ca.gov/s_ahscprogram.php.

MAJOR STRATEGY #8: FISCALLY STRONG CITY

The General Plan establishes a land use planning framework that promotes fiscal balance of revenue and costs to allow the City to deliver high-quality municipal services. This “Fiscally Strong City” strategy was created in order to counteract the negative fiscal consequences of the Great Recession and past suburbanization.

Land Use and Fiscal Health

Past land use patterns have resulted in a predominance of low-density, single-family residential uses (43% of the City’s land area) compared to only approximately 15% of job-generating employment land. The remaining land is higher density residential, public, or other uses.

Low-density sprawl results in a disproportionate cost to the City due to high capital investments and ongoing operations and maintenance for infrastructure, serving less people and businesses than it otherwise could in a higher-density built environment. High concentrations of jobs and housing contribute to place-making and economic development, boosting demand for retail and services, and facilitating transportation alternatives such as walking, bicycling, and public transit.

As the City begins to achieve its goals for a more urban, transit-connected community, it is anticipated that its service and infrastructure cost structure will become more efficient with lower marginal costs and higher marginal benefits per resident.

Construction-Related Revenue and Infrastructure Investment

The Great Recession necessitated deep cuts in City services due to a sharp reduction in tax revenues, and amplified by past land use patterns as described above. The economy has since improved, and revenues and expenditures are now in closer alignment; the City enjoyed small budget surpluses in the General Fund in fiscal years 2014-15 and 2015-16. However, the City is not yet able to fully restore service levels, and is limited in its ability to make long-term investments for maintenance and essential infrastructure.

Key measures for determining the City’s fiscal strength are the Capital and Operating Budgets, including the Capital Improvement Program (CIP). The CIP relies on special funds, construction taxes, and development impact fees. Development impact fees can only be used to mitigate the impact of new development and cannot contribute to City services or deferred infrastructure maintenance. The City Manager’s Fiscal Year 2015-2106 budget message stated:

“Though the City continues to focus on infrastructure rehabilitation and renewal, investment needs substantially eclipse currently available resources. Many capital programs rely on grants and revenue from other agencies to help narrow the gap between local City funds and the growing backlog of unmet/deferred infrastructure needs.”

Building on the efforts of the last several years and guided by the General Plan, the 2015-2016 CIP continues targeted investments to maintain, rehabilitate, and rejuvenate a wide array of public infrastructure to improve system reliability, enhance recreational experiences, advance public safety, and ensure that San José remains well-positioned for further economic growth and opportunity.”

In total, the City’s 2015-2016 Adopted Capital Budget and 2016-2020 Adopted CIP reflect a 6.3% increase and a 6.1% increase, respectively, over the previous fiscal year.

The City is completely reliant on development-generated construction taxes to pay for normal street maintenance. For example, Department of Transportation staff is currently working with partners at all levels of government to secure more stable, consistent funding for transportation, particularly street maintenance, in order to make it more sustainable over time. The City’s highest priorities this year include hiring more police officers, maintaining neighborhood streets, extending BART to complete a “ring of rail” around the Bay Area, increasing community center hours and afterschool programs, improving fire department response times, and increasing branch library hours.

These priorities, among other items, are addressed in the Capital and Operating Budgets available on the Budget Office website; <http://www.sanjoseca.gov/budget>.

MAJOR STRATEGY #9 - DESTINATION DOWNTOWN

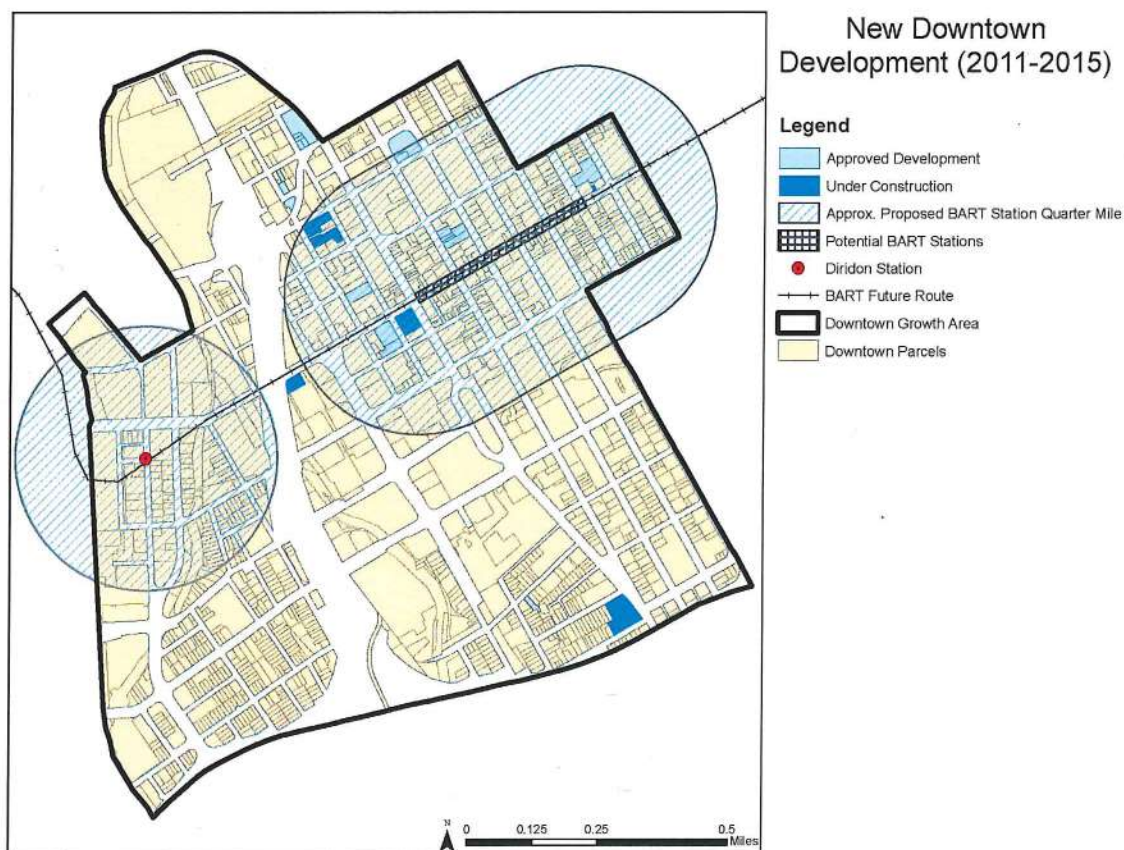
The General Plan envisions downtown San José as the cultural heart of the city and to provide employment, entertainment, and cultural activities more intensely than any other area in the City. The General Plan also supports a significant amount of jobs and housing growth within the downtown: specifically, 48,500 new jobs and 10,360 new housing. San José has continued to work towards these goals by attracting high-density, mixed-use development and by hosting cultural and recreational activities, entertainment and sporting events.

Downtown Development Activity and Vacancy Rates

Residential activity. Since the end of the recession, downtown San José has experienced a high level of residential development activity. Within Fiscal Year 2014-15, four major mixed-use projects in the downtown area obtained planning development permits (Parkview Tower, Marshall Square, San Pedro Tower, and Modera), bringing an approximate total of 800 new residential units and 48,000 square feet of commercial/retail space.

Since adoption of the General Plan, the City has approved development permits for 2,200 residential units and approximately 79,000 square feet of retail use in the downtown. Of those approvals, over 1,800 units and approximately 73,500 square feet of retail space are within a quarter-mile of planned BART stations. See Figure 8.

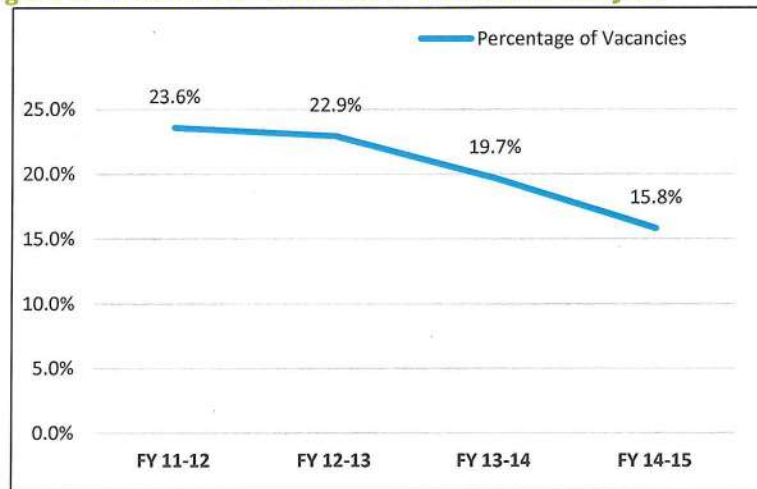
Figure 8. Downtown Map of Approved Development Permits, 2011-2015



Retail and office space activity. To date, growth in retail has been only modest. While office space activity has been negligible, recently, the City has begun to see interest in development of new office space in various downtown locations. The City is currently reviewing a rezoning application for a project proposing up to 1.04 million square feet of office/retail use, located near Diridon Station. This is in part a result of the limited availability and high cost of land elsewhere in Silicon Valley, combined with a desire of many companies and their employees to be located on major transit lines in urban locations.

Commercial vacancy is an additional measurement of economic health, and has historically been a particular challenge for downtown San José. The percentage of commercial vacancies has been steadily decreasing since 2011. At the time the General Plan was adopted in 2011, the commercial vacancy rate in the downtown was 23.6%. In 2015, the vacancy rate was 15.8%. See Figure 9.

Figure 9. Commercial Vacancies in Downtown San José



Source: CBRE Group, Inc.

Cultural, Entertainment and Visitor Activity

The Downtown includes the largest concentration of San Jose's civic and cultural amenities, including City Hall, the King Library, the convention center, the arena, multiple museums, numerous theaters, public art and outdoor gathering venues. The San José-Silicon Valley Downtown Association reports that the Downtown has 140+ dining options, 40+ venues for live music, 1.4+ million square feet of retail, and 1,300 businesses.

The downtown is home to numerous museums and cultural organizations that are regional destinations. Within Downtown is the site of the South First Area (SoFA) cultural district, home to multidisciplinary art organizations of all sizes and commercial arts-based businesses. Grantees of programs offered by the Office of Cultural Affairs report that 2.5 million

people experience their programs. Many cultural events and festivals continue adding to the vibrancy of the Downtown, such as Christmas in the Park and the annual Silicon Valley Turkey Trot. Last year, more than 500 outdoor special events were coordinated by the Office of Cultural Affairs; predominantly in the downtown; these events attracted approximately 2 million attendees in total.

As a practical measure of downtown vitality, statistics from the Team San José Annual Report FY 13-14 show that visitors spent \$91 million downtown, and hotels had their highest occupancy and average daily rates since FY 00-01. (Note: These figures include only visitors and hotel stays that the organization brings to San José to use the Convention Center and other venues under management. Visitors are counted only once if they use multiple facilities). Additionally, a new 210 room hotel (AC Hotel) is currently under construction on Santa Clara Street at Highway 87.



Skating rink at Christmas in the Park, one of San José's signature events.

Downtown San José is Vibrant with Numerous Museums, Performance Venues, and Events

Tech Museum of Innovation
Children's Discovery Museum
San Jose Museum of Art
Symphony Silicon Valley
Opera San Jose
Silicon Valley Ballet
San Jose Stage Company
City Lights Theatre
Children's Musical Theatre
Broadway San Jose
Theatre on San Pedro Square
SoFA cultural district
San José Jazz Festival
South First Fridays
Christmas in the Park
Downtown Farmer's Market
Silicon Valley Turkey Trot
San Jose Convention Center

MAJOR STRATEGY #10 - LIFE AMIDST ABUNDANT NATURAL RESOURCES

The General Plan promotes access to the natural environment by, among other things, building a world-class trail network and adding parks and other recreational amenities. Service level objectives for parks and recreational facilities were updated in the 2016-2020 Adopted Capital Improvement Program (CIP), and are summarized in Figure 10.

Figure 10. Parks and Recreation Facilities Service Level Objectives

Service Level Objectives	Actual Service Level as of 06/30/14	Estimated Service Level 2015-16*	Estimated Service Level 2016-2020*
3.5 acres of neighborhood and community recreational lands per 1,000 population**	3.1	3.0	2.9 (acres)
7.5 acres of regional/city parklands per 1,000 population (valley floor)***	14.8	14.3	13.6 (acres)
500 square feet of community center floor area per 1,000 population****	588.6	572.0	541.4 (sq. ft.)

*For footnotes please see following link: <http://www.sanjoseca.gov/index.aspx?nid=4630>

The 2016-2020 CIP provides funding of \$314,200,000 for the Parks and Community Facilities Infrastructure CIP, of which \$174,600,000 is allocated in 2015-2016. According to the CIP, the 2015-2016 service levels for recreational lands and regional/city-wide parklands are estimated to decrease marginally compared to the June 30, 2014 actuals due to increased population, even as a handful of new parks are expected to come online.

Although projections for new acres added into the inventory is still uncertain and not accounted for in the estimates above, it is intended that pipeline projects, along with funding that is set aside in a reserve for the future acquisition and expansion of parkland or recreational facilities, will continue to improve the City's level of service. However, as San José's population grows and with limited property available, it will become increasingly difficult to maintain current service levels for parkland and community centers. While the level of service is expected to decline slightly over the forecast period, the expected performance remains above the service level objectives for regional/city-wide parklands and community center floor area as shown in the table above. In order to achieve the community serving recreational lands objective, the City will need to develop approximately 94 acres of neighborhood parklands annually (to 2020), which is not realistically achievable.

One of the ten Green Vision goals embraced by the General Plan, is to create 100 miles of interconnected trails. The Parks, Recreation and Neighborhood Services Department (PRNS) is currently developing a Strategic Plan to address the primary goals, staffing needs, and key

measures for the City's Trails Program. PRNS plans to present a final draft to the Neighborhood Services and Education Committee in April 2016.

Another notable activity with respect to natural resources includes the City's implementation of the Riparian Corridor Policy Study, particularly as it relates to setbacks for new development adjacent to waterways. Planning staff is currently working on development of a City Council Policy and/or zoning ordinance based on the Riparian Corridor Policy Study and General Plan, and anticipate bringing a proposal to Council in Spring 2016.

MAJOR STRATEGY #11 - DESIGN FOR A HEALTHFUL COMMUNITY

Walking and Bicycling

The General Plan supports the physical health of community members by promoting walking and bicycling as travel options, encouraging access to healthful foods, and supporting the provision of health care and safety services. Specifically, the Land Use and Transportation Chapter includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable. One such policy includes reducing the automobile commute mode share by 40% by 2040, with goals to increase various other modes accordingly. See Figure 11.

Figure 11: Commute Mode Split Targets for 2040

COMMUTE TRIPS TO AND FROM SAN JOSÉ		
MODE	2008	2040 GOAL
Drive alone	77.8%	No more than 40%
Carpool	9.2%	At least 10%
Transit	4.1%	At least 20%
Bicycle	1.2%	At least 15%
Walk	1.8%	At least 15%
Other means (including work at home)	5.8%	See Note 1

Source: 2008 data from American Community Survey [2008].

Note 1: Working at home is not included in the transportation model, so the 2040 Goal shows percentages for only those modes currently included in the model.

In order to measure the proportion of commute travel using modes other than the single-occupant vehicle, data was collected from the American Community Survey (ACS) for years 2010 through 2014 for San José. As shown in Figure 12, there has not been a meaningful change in commute mode shares within the past five years. Out of the five targets set for commute modes, only the Carpool Target has been met. It should also be noted that 11.2% of San José residents work outside of Santa Clara County.

Figure 12: San José Commute Modes, Workers 16+ Years, 2010-2014

Mode	Year				
	2010	2011	2012	2013	2014
Drove alone	79.5%	78.5%	77.5%	75.8%	77.0%
Carpooled	10.2%	10.2%	11.0%	11.8%	11.5%
Public transit (excluding taxicab)	3.1%	3.5%	3.7%	4.5%	4.1%
Walked	1.6%	1.9%	1.3%	1.7%	1.4%
Bicycle	0.6%	1.0%	0.8%	1.0%	1.1%
Other means	0.9%	1.2%	1.4%	1.4%	1.3%
Worked at home	4.1%	3.7%	4.3%	3.9%	3.7%
Work outside Santa Clara County	11.2%	11.5%	11.1%	10.9%	11.2%

Source: United States Census Bureau, American Community Survey, 1-year Estimates

Reflective of development patterns and access to public transit, residents living in Downtown San José use a higher percentage of alternative transportation modes compared to citywide statistics, as shown by the table below.

Figure 13: Downtown Commute Modes, Workers 16+ Years

Means of Transportation	Downtown Block Groups
Drove alone	61.7%
Carpooled	5.4%
Public transportation (excluding taxicab)	15.7%
Walked	7.5%
Bicycle	2.1%
Taxicab	0.5%
Worked at home	4.6%
Other means	2.2%

Source: American Community Survey, 2009-2013 5-Year Estimates

Other measures of determining whether San José is achieving a balanced transportation system include WalkScore, BikeScore, and TransitScore. These annual online assessments measure a geographical area’s walkability, bikeability, and access to public transit. According to this year’s analysis, San José has a Walk Score of 48 out of 100 (car-dependent city), a Transit Score of 41 out of 100 (some transit), and a Bike Score of 57 out of 100 (bikeable – some bike infrastructure). The City is two points away from achieving a Walk Score of “somewhat walkable”.



The City is currently developing and expanding investments and programs that should lead to future commute mode shift. For example, the Bay Area Bike Share program launched in August 2013 in San José and other select Bay Area cities. San José currently has 16 bike share stations totaling 150 bicycles, and will be expanding to a total of approximately 1,150 bikes (1,000 new bikes) during 2016 and 2017.

Transit ridership should also increase as the Bay Area Rapid Transit (BART) system expands into the Berryessa neighborhood in 2017 (with plans starting for extension to Downtown), and as the Valley Transportation Authority (VTA) completes the Santa Clara-Alum Rock and Stevens Creek Bus Rapid Transit projects by 2017.

Additionally, the Department of Transportation’s grant funded Walk n’ Roll program is successfully working with participating San José schools to encourage walking and bicycling. Due to the programs efforts, walking and bicycling have increased by nearly 30 percent at participating schools leading to the elimination of nearly 180,000 miles of vehicle travel and over 250,000 pounds of CO2 from being emitted into the environment.

Vision Zero San José. A key to transportation mode shift is also ensuring that streets are safe for all users, particularly for people who walk and bike, and people who are young and old. To improve traffic safety, the City launched Vision Zero San José in April 2015. The goal of Vision Zero San José is to create a community culture that prioritizes traffic safety and ensures that incidents on the City's roadways do not result in severe injury or death. In 2014, 42 people died in traffic collisions while using some form of transportation (Vision Zero San José). Vision Zero San José provides actions that entail evaluation, engineering, enforcement and education, technology and policy, and partnerships.

Access to Healthful Foods

In order to encourage healthy eating and improve access to healthful foods, a variety of farmer-to-table initiatives have been implemented throughout the community. For example, there are 11 weekly farmer's markets throughout the City of San José, varying in times and location. In addition to local farmer's markets, there are several successful urban farms in San José.

Veggielution, a 6-acre non-profit community farm at Emma Prusch Farm Park, seeks to create a sustainable food system in San José by teaching the community the importance of eating healthy locally grown food. Volunteer workdays, youth programs, and free community workshops provide the community an opportunity to participate in hands-on activities focused on growing fresh fruits and vegetables. Veggielution also donates produce that does not sell at their farm stand to local food banks.

Garden to Table's Taylor Street Farm, a one-acre urban agricultural farm, opened in August 2013 on a vacant lot north of the Downtown. The farm provides access to fresh produce and educates the broader community on growing their own food. Furthermore, the Santee Open Space and Community Garden opened in 2015, creating locally grown food and a gathering space for the neighborhood. In total, there are 19 active community gardens, totaling approximately 22 acres within the San Jose city limits.

The City is also coordinating with Santa Clara County on their Urban Agriculture Incentive Zone Ordinance. If the City adopts a resolution in support, the County Ordinance would allow some vacant parcels that meet certain State-defined criteria within County pockets in San José's Sphere of Influence within the Urban Service Area and Urban Growth Boundary to be eligible for property tax reductions if these parcels are actively used for urban agriculture. The County Ordinance is expected to become effective for County pockets in San José's Sphere of Influence by the end of 2015.

MAJOR STRATEGY #12 - PLAN HORIZONS AND PERIODIC MAJOR REVIEW

The General Plan contains Horizons to phase implementation of housing development over time and allow the City Council to evaluate the timing of additional housing and population growth relative to the City's overall economic and fiscal health.

The City Council determines when to begin the next General Plan Horizon based on analysis from the General Plan's Four-Year Review process. The Four-Year Review requires the reassembly of a community stakeholder Task Force in order to evaluate changes in the planning context and achievement of goals, as well as provide recommendations to City Council.

The Four-Year Review process is currently underway and is scheduled to conclude in Fall 2016. Task Force meetings will begin in November 2015 and are planned to occur through April of 2016. The scope of the Four-Year Review process includes the evaluation of targeted jobs to employed resident ratio, planned growth, economic development goals, urban village policies, and affordable housing goals. The conclusion of the Task Force process may result in a package of recommended changes to the General Plan.

2015 General Plan Land Use/Transportation Diagram Amendments

Four General Plan Land Use/Transportation Diagram Amendment requests are included in the 2015 General Plan Annual Review hearing cycle and are anticipated to be completed in December 2015. All four Land Use/Transportation Diagram Amendment requests are privately initiated, and propose the following General Plan land use designation change:

1. GP15-001 (725 N. 10th Street): Mixed Use Neighborhood to Urban Residential and Combined Industrial/Commercial.
2. GP15-002 (5880 Hellyer Avenue): Industrial Park to Light Industrial.
3. GP15-003 (12360 Redmond Avenue): Neighborhood/ Community Commercial to Residential Neighborhood.
4. GP15-005 (2898 Joseph Avenue): Neighborhood/Community Commercial to Mixed Use Neighborhood and removal of site from the South Bascom Avenue Urban Village Boundary.

Consistent with Policy IP-3.6, which requires all General Plan Amendment proposals to analyze their projected effects on transportation, each General Plan Amendment request has completed an environmental analysis through the California Environmental Quality Act (CEQA). More information on the General Plan Amendment requests is available in the project Staff Reports and CEQA analysis.

The City's total job and housing capacity will not change as a result of the proposed General Plan Land Use/Transportation Diagram amendments. A proposed amendment on Redmond Avenue (GP15-003) necessitates reallocation of seven housing units and 11 jobs from the nearby Meridian Avenue/Redmond Avenue Urban Village. This transfer is necessary because the General Plan focuses new housing and jobs in designated growth areas, and does not provide for net new housing units above the planned total of 120,000 units, consistent with Policy IP-3.4. Policy IP-3.4 requires the City to maintain the total planned housing growth capacity as a cumulative result of any Amendments approved during a single Annual Review.

The shifting of housing units outside of the Urban Villages is important to monitor as it relates to successful implementation of many of the General Plan's major strategies, such as Focused Growth, Urban Villages, and Design for a Healthful Community. Since adoption of the General Plan in 2011, only one General Plan amendment has been approved that resulted in reallocating housing units (10 units) from a designated growth area to a non-designated growth area.

CONCLUSION

The City of San José has made notable progress towards achieving the Major Strategies of the Envision San José 2040 General Plan. This progress is evident by the new dense, mixed-use development experienced in the General Plan's Growth Areas; decrease in commercial vacancies in the Downtown; implementation of multi-modal Capital Improvement projects; minimal conversion of industrial and employment lands to non-employment uses; approval of urban village plans including extensive community outreach; implementation of sustainability goals and policies; and expanded access to local fresh foods through Farmer's Markets and urban agriculture.

While the City has advanced many of the General Plan's goals, some performance measures remain relatively inconclusive or unchanged at this time. This is to be expected as many of the goals set forth in the General Plan are long term. Some of the primary General Plan implementation challenges include raising the City's jobs to employed residents ratio, increasing the percentage of affordable housing, evening out the distribution of commute mode shares, and maintaining current service levels for parkland and community centers.

Appendix A Measurable Sustainability and Green Vision Goals Status Table

Policy IP-3.8: Consistent with the City's Green Vision, evaluate achievement of the following goals for environmental sustainability as part of each General Plan annual review process:

	<i>Goal</i>	<i>Status</i>
1	Reduce per capita energy consumption by at least 50% compared to 2008 levels by 2022, and maintain or reduce net aggregate energy consumption levels equivalent to the 2022 (Green Vision) level through 2040. (Reduce Consumption and Increase Efficiency Goal MS-14)	Since the City's Green Vision was adopted in 2007, per capita energy use has reduced 3.8% (10,796 kWh to 10,386 kWh).
2	Replace 100% of the City's traffic signals and streetlights with smart, zero emission lighting by 2022. (Reduce Consumption and Increase Efficiency Action MS-14.6)	The City has installed 5,530 smart streetlights since the adoption of the City's Green Vision (8.9% of total goal).
3	Measure annually the shares of the City's total Carbon Footprint resulting from energy use in the built environment, transportation, and waste management. (Reduce Consumption and Increase Efficiency Action MS-14.7)	As part of the Envision San José 2040 General Plan 4-Year Review, the City will prepare a 2014 greenhouse gas emissions inventory that complies with current practice.
4	Receive 100% of electrical power from clean renewable sources (e.g., solar, wind, hydrogen) by 2022 and to the greatest degree feasible increase generation of clean, renewable energy within the City to meet its energy consumption needs. (Renewable Energy Goal MS-15)	The City currently receives 24% of electrical power from clean renewable sources, an increase of 11% from 2007 levels.
5	Facilitate the installation of at least 100,000 solar roofs in San José by 2022 and at least 200,000 solar roofs by 2040. (Renewable Energy Policy MS-15.3)	Since the City's Green Vision was adopted in 2007, the City's solar energy capacity has increased to 61.8 kWh, a 1,136% increase from 2007 levels.
6	Document green building new construction and retrofits as a means to show progress towards the Green Vision Goal of 50 million square feet of green buildings in San José by 2022 and 100 million square feet by 2040. (Green Building Policy Leadership Action MS-1.8)	Total certified green building space in San José totals 9.3 million square feet, meeting 18.6% of the City's Green Vision Goal for 2022.
7	Divert 100% of waste from landfills by 2022 and maintain 100% diversion through 2040. (Waste Diversion Goal MS-5)	73% of trash was diverted from landfills in 2014, a 10% increase from the percentage of trash diverted in 2007.
8	Work with stakeholders to establish additional landfill gas-to-energy systems and waste heat recovery by 2012 and prepare an ordinance requiring such action by 2022 for Council consideration. (Environmental Leadership and Innovation Action MS-7.12)	In progress.

	Goal	Status
9	Develop a schedule to discontinue the use of disposable, toxic or nonrenewable products as outlined in the United Nations Urban Environmental Accords. City use of at least one such item shall be discontinued each year throughout the planning period. In the near-term, staff will monitor the regulation of single-use carryout bags to ensure that their use in the City is reduced by at least 50%, or shall propose enhanced regulation or an alternate product. In the mid-term, staff will evaluate all such products for regulation or for use in energy recovery processes and shall recommend such regulations as are necessary to eliminate landfilling such products in the long-term (2022-2040). (Environmental Leadership and Innovation Action MS-7.13)	The initial phase of the EPS ordinance took effect on January 1, 2014 for all multi-state restaurants in San José. The final phase of the ordinance took effect on January 1, 2015, and now all food establishments in San José, including small businesses, street vendors, and food trucks, are prohibited from using expanded polystyrene foam food containers. Working with a consultant, the City has produced a comprehensive local pricing survey to ensure restaurants have the best pricing information about alternatives to EPS products. The last survey was conducted in August 2015. San José continues to provide trilingual information both in person and online to ensure that businesses are in compliance.
10	Prepare for City Council consideration by 2012 an ordinance that would enact regional landfill bans during the near- and mid-terms for organic material such as food waste and yard trimmings that contribute to methane generation in landfills. (Environmental Stewardship Action MS-8.8)	Starting April 1, 2016, all local jurisdiction will be required to comply with Mandatory Commercial Organics Recycling (AB 1826). Each jurisdiction will be required to implement an organics recycling program to divert organics from the businesses subject to this act, thereby imposing a state-mandated local program. Staff is assessing the implementation of AB 1826 to ensure any future ordinance to enact regional landfill bans for organic material is consistent with state legislation.
11	Continue to increase the City's alternative fuel vehicle fleet with the cobenefit of reducing local air emissions and continue to implement the City's environmentally Preferable Procurement Policy (Council Policy 4-6) and Pollution Prevention Policy (Council Policy 4-5) in a manner that reduces air emissions from municipal operations. Continue to support policies that reduce vehicle use by City employees. (Air Pollutant Emission Reduction Action MS-10.12)	41% of City vehicles are alternative fuel vehicles, an increase of 5% from the number of alternative vehicles in 2007. The City also provides an employee bike fleet for staff to use while traveling and installed 43 vehicle charging stations in San José downtown area.
12	Quantitatively track the City's education program on the public use of water. Adjust the program as needed to meet Envision General Plan goals. (Responsible Management of Water Supply MS-17.6)	Staff currently tracks water conservation education by quantifying various outreach efforts, including number of collateral distributed, people reached, visitors and hits on the City's website, and posts on social media websites. For example, in FY 14-15, over 26,000 people were reached with postcard mailers, flyers posted on the City's website, and collateral distributed at outreach events.
13	Continuously improve water conservation efforts in order to achieve best in class performance. Double the City's annual water conservation savings by 2040 and achieve half of the Water District's goal for Santa Clara County on an annual basis. (Water Conservation Goal MS-18)	Water conservation efforts are continuing to grow and improve as programs and technologies are evaluated. See below for the status of the Action Items under Policy MS-18.4, MS-18.6, and MS-18.7.

	<i>Goal</i>	<i>Status</i>
14	Reduce residential per capita water consumption by 25% by 2040. (Water Conservation Policy MS-18.4)	This measure is based on data from the Urban Water Management Plans of water retailers in San José, which will be available after the 2016 update of these Plans. Preliminary estimates show that citywide per capita water consumption is continuing to decrease and is on track to meet this goal by 2040.
15	Achieve by 2040, 50 Million gallons per day of water conservation savings in San José, by reducing water use and increasing water efficiency. (Water Conservation Policy MS-18.6) Use the 2008 Water Conservation Plan as the data source to determine the City's baseline water conservation savings level. (Water Conservation Policy MS-18.7)	The City of San José is currently on track to achieve this water conservation target. As of FY14-15, annual water savings in San José were estimated at 28 million gallons per day, which represents roughly half of the countywide water savings of 55 million gallons per day.
16	Recycle or beneficially reuse 100% of the City's wastewater supply, including the indirect use of recycled water as part of the potable water supply. (Water Recycling Goal MS-19)	The City of San José has an average daily use of 14.1 million gallons of recycled water, a 3.9% increase from 2007. The City's Green Vision Goal is 40 million gallons of recycled water.
17	Develop performance measures for tree planting and canopy coverage which measure the City's success in achieving the Community Forest goals. These performance measures should inform tree planting goals for the years between 2022 (the horizon year for the Green Vision) and 2040. (Community Forest Action MS-21.16)	The City's Green Vision states that the City shall plant 100,000 new trees by 2022. At present, 12,289 new trees have been planted on public property (approximately 12% of the City's Green Vision Goal).
18	Track progress towards achieving at least 25,000 new Clean Technology jobs by 2022. Track progress towards achieving at least 70,000 new clean tech jobs by the year 2040 or achieving 10% of the City's total jobs in Clean Technology by the year 2040. (Clean Technology Action IE-7.9)	There are currently 12,008 Clean Technology jobs within the City of San José (48% of the 2022 City's Green Vision Goal). This is a 24% increase from the number of Clean Technology jobs in 2007.
19	Develop a trail network that extends a minimum of 100 miles. (Trail Network Measure TN-2.12)	The City of San José currently has 56.8 miles of trails, a 17.7% increase from the number of trail miles in 2007.
20	Provide all residents with access to trails within 3 miles of their homes. (Trail Network Measure TN-2.13)	The City of San José currently meets this sustainability target, as nearly all San José residents live within 3 miles of trails.