



ENVISION*SAN JOSE***2040**

Executive Summary | GENERAL PLAN ANNUAL PERFORMANCE REVIEW 2018

This Executive Summary accompanies the 2018 General Plan Annual Performance Review. It provides an overview and dashboard of metrics pertaining to progress on the 12 General Plan Major Strategies, some of which are combined in this summary, as measured from November 2011 when the City Council adopted the General Plan.

COMMUNITY BASED PLANNING

17-18 **40** **1,686**
FISCAL YEAR PLANNING TOTAL
MEETINGS HELD ATTENDEES

Interactive charrettes enable community members to engage and think about the placement and intensity of development...

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 related to community outreach, going far beyond state requirements for providing public outreach and community engagement in land use planning activities.



FORM-BASED PLAN & URBAN VILLAGES

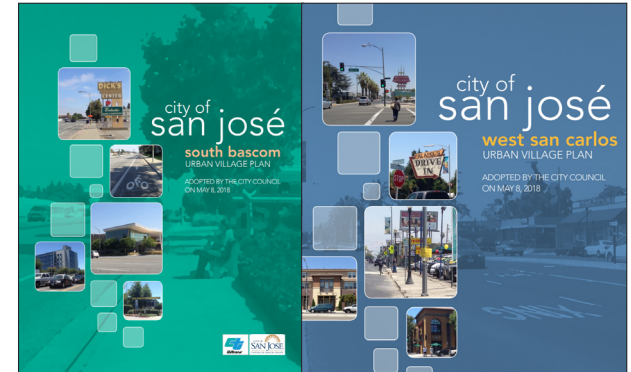
SINCE THE 2011 ADOPTION OF THE GENERAL PLAN:

11 **7,500** **2.8**
APPROVED URBAN APPROVED HOUSING UNITS IN MILLION SQ. FT. OF APPROVED
VILLAGE PLANS URBAN VILLAGES COMMERCIAL SPACE

The Planning Division applies form-based principles during the review of development proposals and in the preparation of Urban Village Plans. The General Plan identifies Urban Villages within San José that focus on jobs and high density growth to foster vibrant, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth.



Approximately 2,600 housing units and 577,000 square feet of commercial space are pending approval as of September 2018



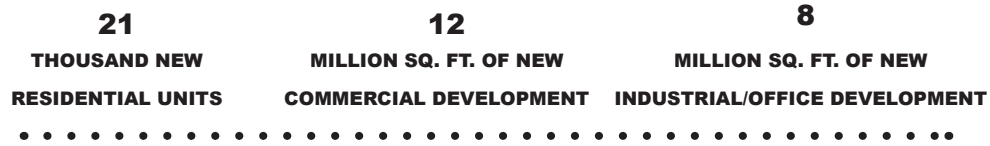
URBAN VILLAGE PLANS UNDER DEVELOPMENT

Urban Village Plan	Status	Anticipated Completion
Horizon 1		
East Santa Clara St. (W. of 17th St.)	In Progress	Fall 2018
Berryessa BART	In Progress	Spring 2020
Horizon 2		
N. 1st St.	To be Initiated	Spring 2020
Race Street Light Rail	To be Initiated	Spring 2021
Southwest Expressway	To be Initiated	Spring 2021
Horizon 3		
Alum Rock Ave. (E. of 680)	To be Initiated	Fall 2021

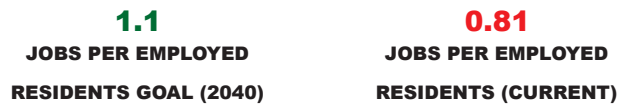
FOCUSED GROWTH & REGIONAL EMPLOYMENT CENTER

SINCE ADOPTION OF THE GENERAL PLAN IN NOVEMBER 2011,

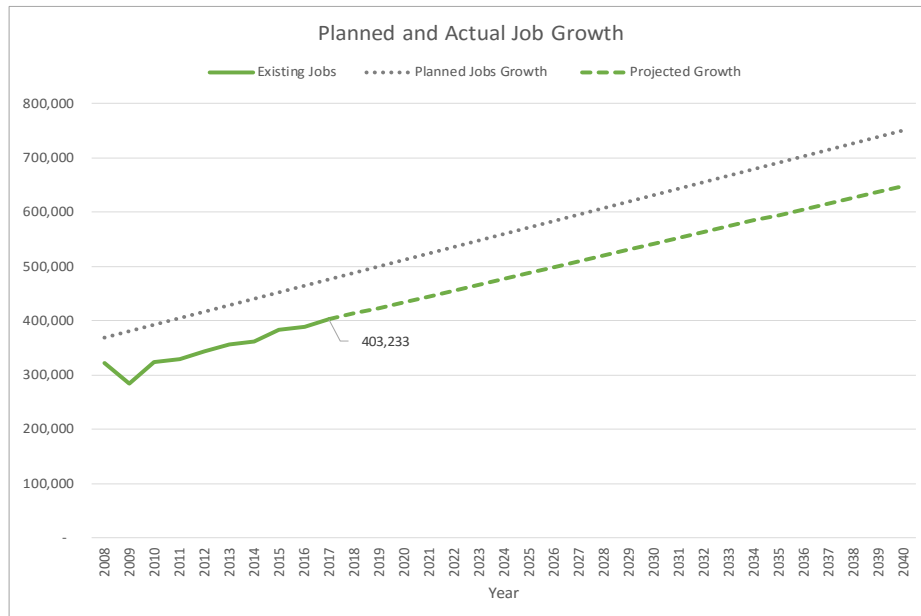
BUILDING PERMITS HAVE BEEN ISSUED FOR OVER :



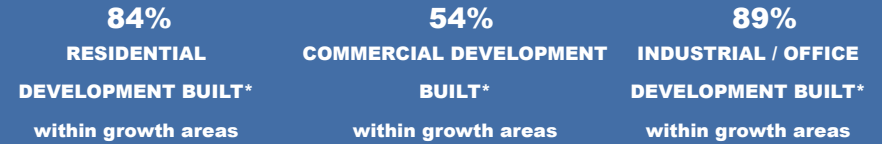
Job Growth: As of September 2017, San José has a total of 403,233 payroll jobs, of which approximately 79,500 of these jobs were created since the adoption of the General Plan in November 2011 and represents a 17% increase from 2011 (California Employment Development Department). On average, this is approximately 10,700 new payroll jobs per year. The General Plan includes a planned job capacity of 382,000 new jobs, equating to approximately 13,000 new jobs per year



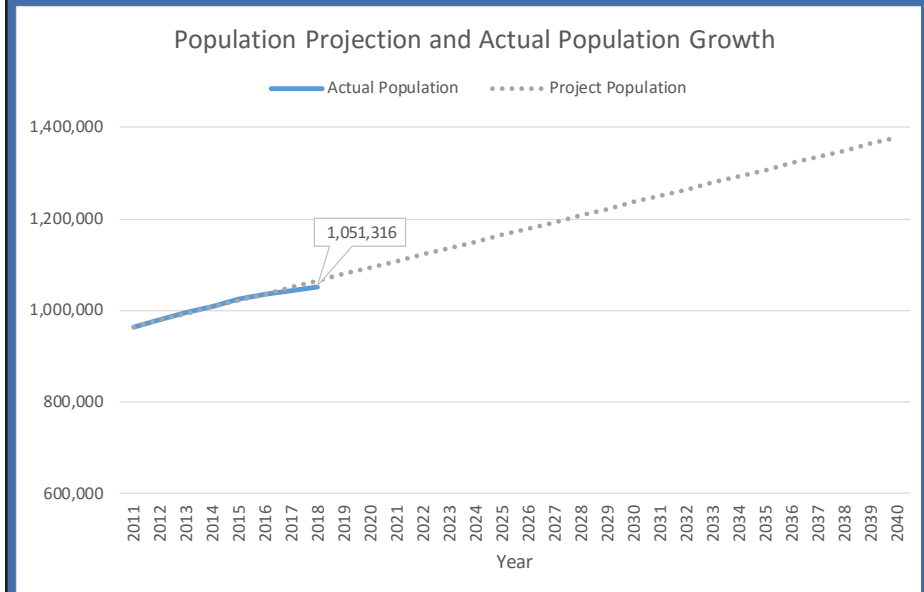
San José largely remains a bedroom community, having more employed residents than jobs within the City. The jobs-to-employed-resident (J/ER) ratio is an indicator of a city's fiscal strength; jobs-based development generates city revenue while residential-based development necessitates greater demand for the provision of services. **The General Plan sets a J/ER ratio goal of 1.1 by 2040.** According to the most recent data, the City's J/ER ratio is 0.81, meaning there are 0.81 jobs per every employed resident in San José.



New growth is directed and encouraged within the City's Growth Areas to preserve and enhance the quality of established neighborhoods, and reduce environmental and fiscal impacts.



Population Growth: As of January 2018, San José had an estimated population of 1,051,316 people, representing an approximate 0.5% increase from 2017 and an 8% increase from 2011 (see Figure 2). This stands as approximately 54 percent of the total population of Santa Clara County (State of California, Department of Finance).



* Based on building permits issued since adoption of the General Plan in November 2011

MEASUREABLE SUSTAINABILITY / ENVIRONMENTAL STEWARDSHIP

Approved by the City Council in February 2018, Climate Smart San José builds on the Envision San José 2040 General Plan by highlighting and interpreting goals related to the community's profile of carbon emissions and then providing additional analysis and recommendations.

CLIMATE SMART SAN JOSE

A People-Centered Plan for a Low-Carbon City



Climate Smart San José uses the General Plan as a foundation and goes further by creating a pathway for San José to reach the State's target of 80% reduction below 1990 levels of Greenhouse Gas emissions by 2050 as well as further achievement of the Paris Climate Agreement goals.

DESIGN FOR A HEALTHFUL COMMUNITY

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, multi-modal 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 to no more than 40 percent by 2040, with goals to increase various other modes accordingly.

Mode	2040 Goal	San Jose (Current)
Drive Alone	No more than 40%	76.3%
Carpool	At least 10%	11.6%
Transit	At least 20%	4.1%
Walk	At least 15%	1.6%
Bicycle	At Least 15%	0.9%

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.

100

MILES OF OFF-STREET TRAILS

BY 2022 (GOAL)

60

MILES OFF-STREET TRAILS
OPEN TO THE PUBLIC (2018)

STREETSCAPES FOR PEOPLE

320

MILES OF ON-STREET BIKWAYS

Better Bikeways SJ

During summer and fall 2018, the Department of Transportation worked with the Knight Foundation and the National Association of City Transportation Officials (NACTO) to develop a two-year plan to increase bicycling in central San José. Known as "Better Bikeway SJ", Department of Transportation will build a network of bikeways in the next two years that will extend from the downtown area beyond the ring of freeways bordering it (Highways 280, 101, 87, and 880).



Complete Streets Design Standards and Guidelines.

The Complete Streets Design Standards and Guidelines, developed by the Department of Transportation establish design principles that are focused on developing streets that are people-oriented, connected, and resilient. City Council approved the City of San José's Complete Streets Design Standards and Guidelines on May 1, 2018.

DESTINATION DOWNTOWN

The General Plan envisions downtown San José as the cultural heart of the city and the urban center for all of Silicon Valley.

.....

San José hosted over 100 outdoor events in fiscal year 2017-18 the downtown attracting an estimated 505,000 people in total, similar to previous years.

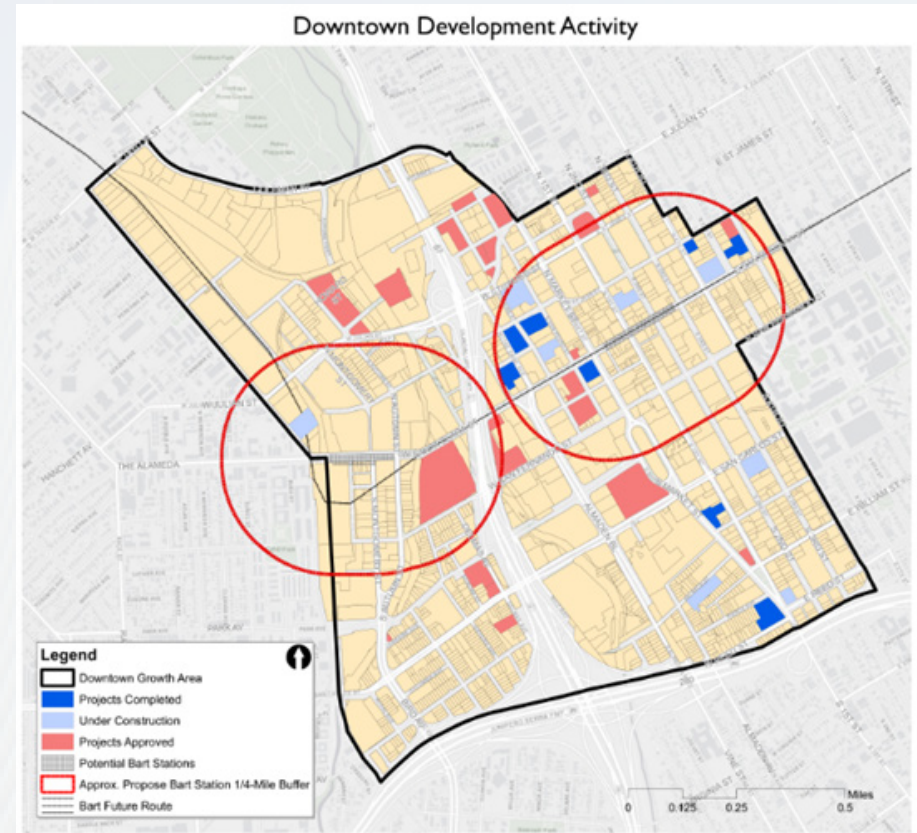


Crowd gathering for the unveil of Sonic Runway, a light-art installation that visualizes the speed of sound. (Source: www.sanjoseculture.org)

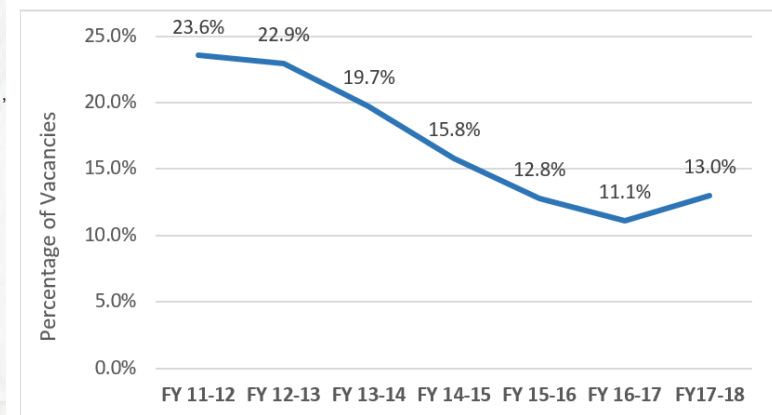


San Jose Jazz Summer Fest 2017 (Source: www.visitsanjose.com)

Since adoption of the General Plan, the City has approved development permits for approximately 6,400 residential units and approximately 3.33 million square feet of commercial/office space in the downtown. Of those approvals, over 4,704 units and 2.09 million square feet were within a quarter-mile of planned BART stations.



Office Vacancies in Downtown San José



Source: CBRE, Inc., [Marketview Snapshot](#), San José CBD

HOUSING

The Associate of Bay Area Governments (ABAG) assigns the City of San Jose's Regional Housing Needs Allocation or RHNA.

60%
AFFORDABLE GOAL
(21,849 UNITS)

40%
MARKET RATE GOAL
(14,231 UNITS)

While not a Major Strategy by itself, housing plays an integral role in the General Plan through the Housing Element, and as a component of multiple Major Strategies, and through General Plan goals and policies to provide housing throughout the City to address the needs of an economically, demographically, and culturally diverse population. The General Plan plans for 120,000 new residential units over the timeframe of the Plan.

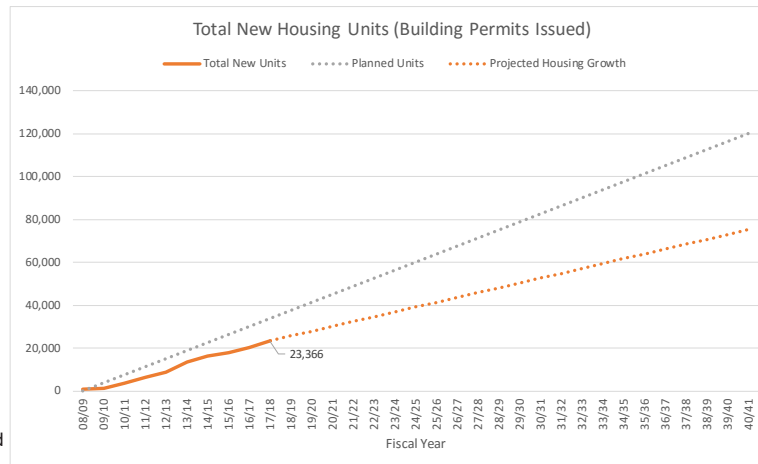
Housing Crisis Workplan

In September 2017, the Mayor issued a memorandum entitled "Responding to the Housing Crisis." The memo set a citywide goal of 25,000 homes, at least 10,000 of those affordable, be constructed or approved by 2022. In June 2018, City Council approved a Housing Crisis Workplan developed by

Office of Economic Development, Planning, and Housing staff that prioritized implementation of policy actions to facilitate the development of 15,000 market-rate and 10,000 affordable residential units by 2022.

RHNA	2014-2023 RHNA
New housing units goals	35,080
Actual number of units built*	11,665 (through 2017)
Percentage built as affordable	12% (through 2017)
Percentage built as market rate	88% (through 2017)

*based on building permits issued



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. The Fiscally Strong City Major Strategy was created in part to counteract the negative fiscal consequences of past land use patterns.

PLAN HORIZONS AND PERIODIC MAJOR REVIEW

Five privately-initiated General Plan Land Use/Transportation Diagram Amendment requests are included in the 2018 General Plan Annual Review hearing cycle:

- GP17-017 (McEvoy Street): Mixed Use Commercial to Transit Residential
- GP18-001 (4340 San Felipe Road): Rural Residential to Neighborhood/Community Commercial and Open space, Parklands and Habitat.
- GP18-002 (500 Meridian Avenue): Industrial Park to Combined Industrial/Commercial
- GP18-004 (3235 Union Avenue): Public/Quasi-Public to Residential Neighborhood and Combined Industrial/Commercial.
- GP18-008 (1131 Park Avenue): Neighborhood/Community Commercial to Residential Neighborhood and Residential Neighborhood to Neighborhood/Community Commercial.

There are also five proposed City-initiated General Plan Amendments in this year's Annual Review cycle:

- GP17-010/GPT17-002: General Plan Amendments associated with the Downtown Strategy 2040 update.
- GPT18-003: Text Amendment to make minor revisions to the General Plan, including updates to Appendix 5.
- GPT18-004: Text Amendment to make minor revisions related to the protection of mobilehome park residents.
- GPT18-005: Text Amendment to move west San José Urban Villages and Urban Villages along existing fixed rail and Bus Rapid Transit to Horizon 1.
- GPT18-006: Text Amendment to revise Policy H-2.9 ("1.5-acre rule for affordable housing").



2018 GENERAL PLAN ANNUAL PERFORMANCE REVIEW FOR FY2017-18

OCTOBER 2018

Department of Planning, Building and Code Enforcement
Planning Division



REPORT PREPARED BY

Department of Planning, Building and Code Enforcement
Citywide Planning Section

Jared Hart, Supervising Planner
Robert Rivera, Planner I
Reyhane Hosseinzade, Intern

Under the direction of

Rosalynn Hughey, Director
Michael Brilliot, Deputy Director

CONTENTS

INTRODUCTION	4
PERFORMANCE ANALYSIS OF THE 12 MAJOR STRATEGIES	5
1 COMMUNITY BASED PLANNING	5
2 FORM-BASED PLAN	6
3 FOCUSED GROWTH	7
4 INNOVATION/REGIONAL EMPLOYMENT CENTER	14
5 URBAN VILLAGES	17
6 STREETSAPES FOR PEOPLE	21
7 MEASURABLE SUSTAINABILITY/ENVIRONMENTAL STEWARDSHIP	23
8 FISCALLY STRONG CITY	24
9 DESTINATION DOWNTOWN	27
10 LIFE AMIDST ABUNDANT NATURAL RESOURCES	31
11 DESIGN FOR A HEALTHFUL COMMUNITY	33
12 PLAN HORIZONS AND PERIODIC MAJOR REVIEW	37
HOUSING	39
CONCLUSION	41
APPENDIX A – SUSTAINABILITY AND SAN JOSE’S GREEN VISION	42

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 privately 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.



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.



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

PERFORMANCE ANALYSIS

**Figure 1.
Planning Division
Community Meetings**

Fiscal Year	Meetings	Total Attendees
17-18	40	1,686
16-17	58	2,686
15-16	49	2,158
14-15	27	1,246
13-14	50	1,483
12-13	49	1,429
11-12	31	442
Total	304	11,130

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 related to community outreach, 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 distribution 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 FY2017-18, the Planning Division held 304 community meetings, an average of 43 meetings per year. The number of meetings and attendees in FY2017-18 was proximate to the yearly community meeting average, as large development proposal applications continue to be submitted to Planning.



Interactive charrettes are a tool used to engage community members in thinking about the placement and intensity of development.

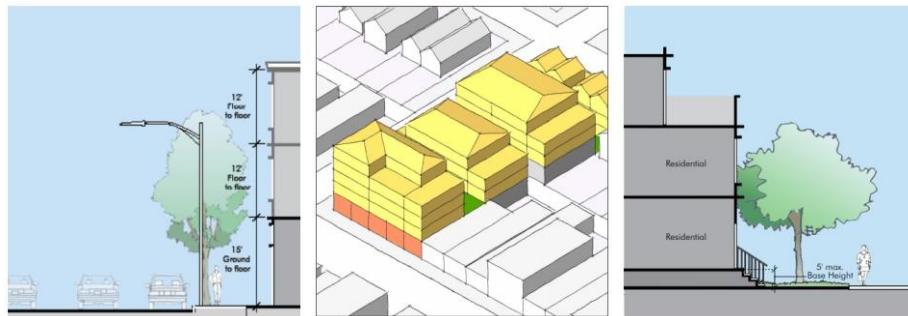
MAJOR STRATEGY #2 – FORM-BASED PLAN

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

The *Envision 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 evaluated according to the Downtown Design Guidelines, which provide direction for the design of new development in the Downtown area. Planning staff is currently developing new Downtown Design Guidelines, which will continue to define the urban design and architectural standards applicable to the entire Downtown area.

An example of form-based planning is the newly adopted West San Carlos Urban Village Plan, as it sets a vision for the area and provides appropriate uses, densities, heights, and setbacks for all properties within its boundaries.



West San Carlos Urban Village Plan Height and Setback Diagrams

MAJOR STRATEGY #3 – FOCUSED GROWTH

San José is the tenth largest city in the country and the third largest city in the state of California. Since the adoption of the General Plan, San José has continued to experience an increase in population and remains the largest city in Santa Clara County with more than half of the county's total population.

Figure 2. Population and Growth in San José

Year	# Residents
2011	970,011
2018	1,051,316

- **Population Growth.** As of January 2018, San José had an estimated population of 1,051,316 people, representing an approximate 0.5% increase from 2017 and an 8% increase from 2011 (see Figure 2). This stands as approximately 54 percent of the total population of Santa Clara County (State of California, Department of Finance).
- **Job Growth.** As of September 2017, San José has a total of 403,233 payroll jobs, of which approximately 79,500 of these jobs were created since the adoption of the General Plan in November 2011 and represents a 17% increase from 2011 (California Employment Development Department). On average, this is approximately 10,700 new payroll jobs per year. The General Plan includes a planned job capacity of 382,000 new jobs until the year 2040, equating to approximately 13,000 new jobs per year

The Focused Growth Major Strategy directs both population and job growth to identified Growth Areas through the intensification and redevelopment of existing properties. Residential development located outside of Growth Areas is limited to neighborhood infill to preserve and enhance the quality of established neighborhoods and reduce environmental and fiscal impacts.

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 building permits relative to Growth Areas.

- Since adoption of the General Plan, approximately of 84% of residential development, 54% of commercial development, and 89% of industrial development have occurred within Growth Areas (these numbers reflect issued building permits from Nov. 2011 to June 2018)
- For FY2017-18, 82% of residential development, 42% of commercial development, and 82% of industrial/office development occurred within Growth Areas. Figures 3 – 5 show the general distribution of new development in FY2017-18 by residential units per square mile and square feet of new industrial/office and commercial space per square mile.

Figure 3. FY2017-18 Building Permits Issued per Square Mile for New Residential Units

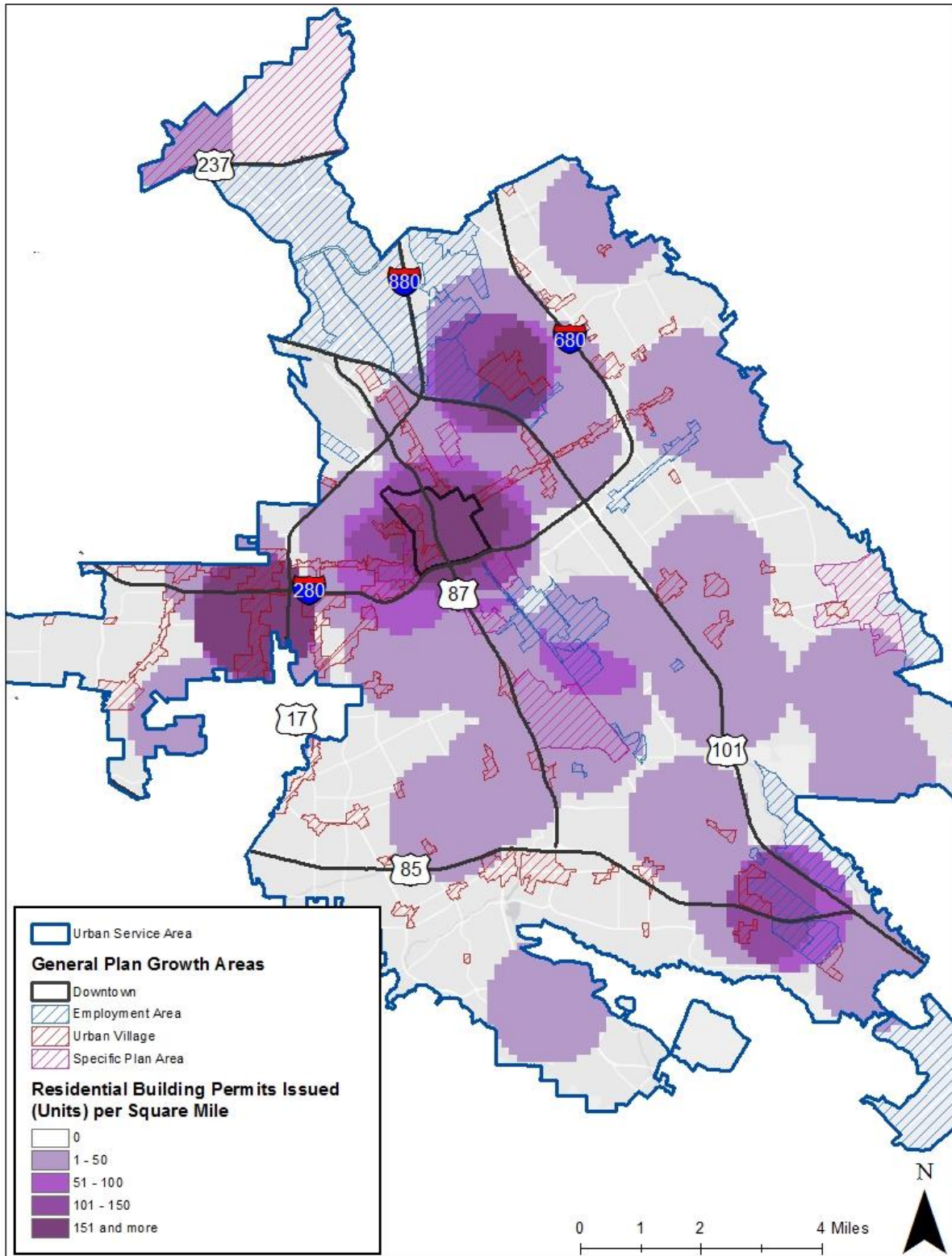


Figure 4. FY2017-18 Building Permits Issued (square feet) per Square Mile for New Commercial Space

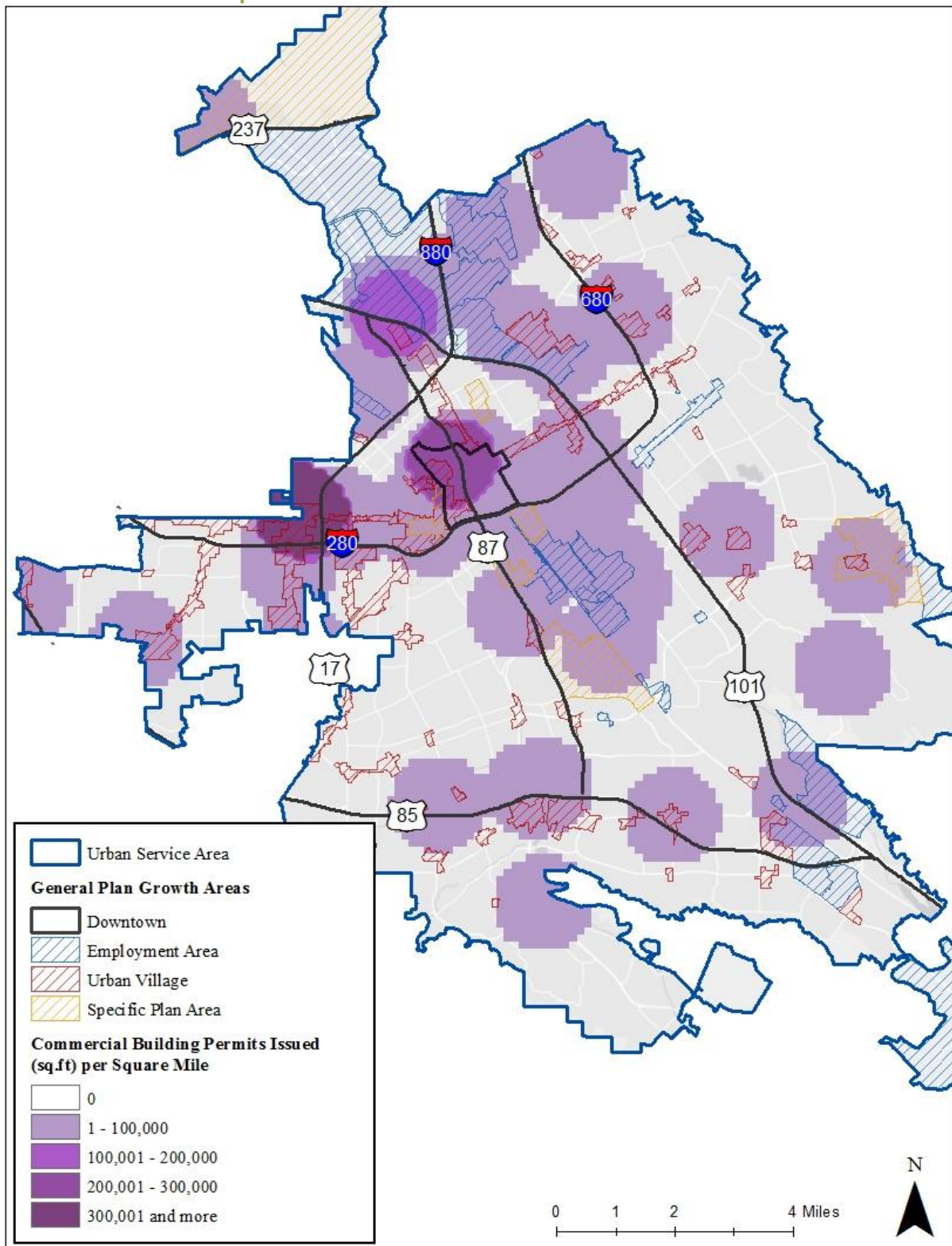
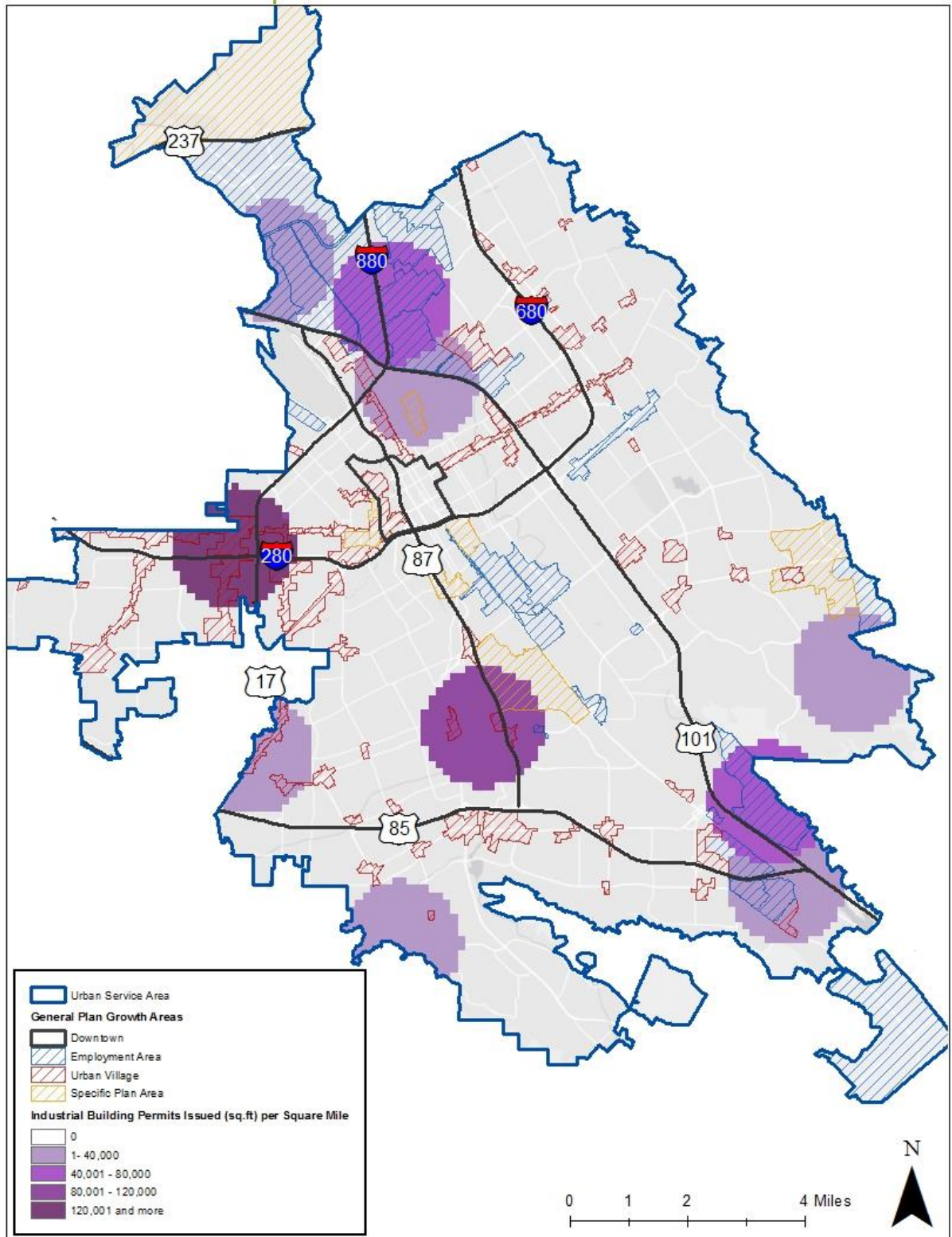


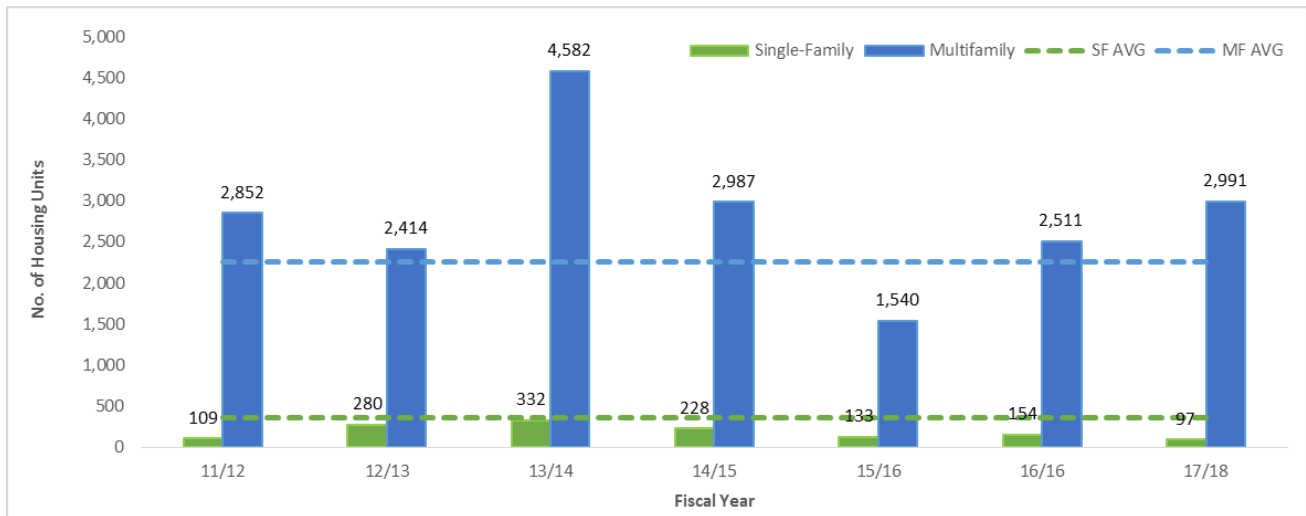
Figure 5. FY2017-18 Building Permits Issued (square feet) per Square Mile for New Industrial/Office Space



From November 2011 through FY2017-18, the City has issued new construction building permits totaling over:

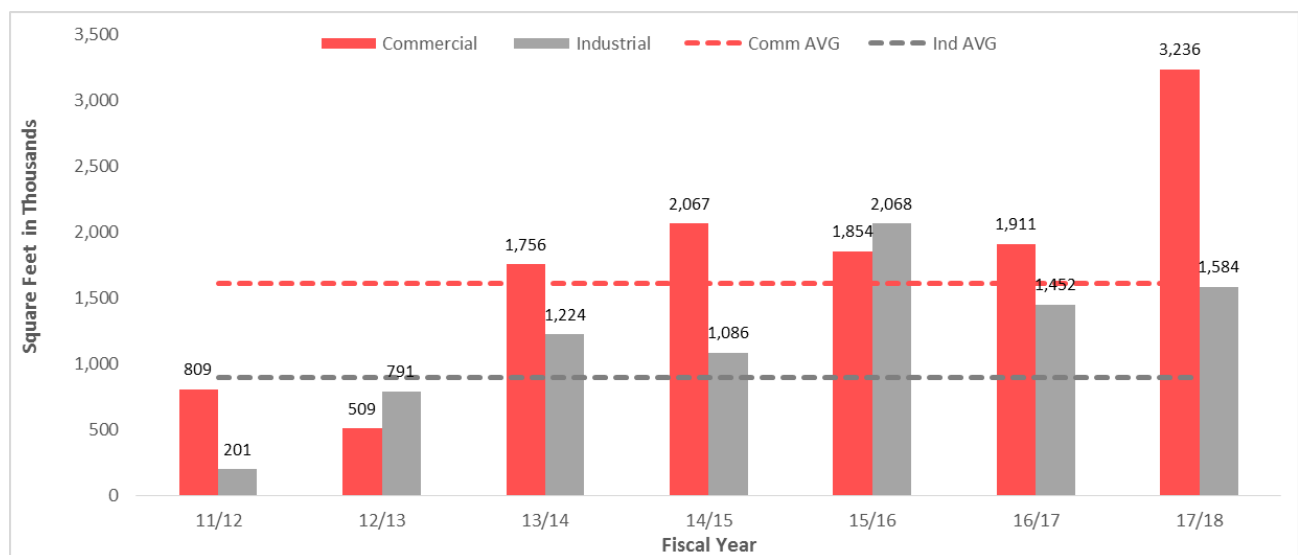
- 21,000 housing units
- 12 million square feet of commercial development
- 8 million square feet of industrial/office development

**Figure 6. Building Permits Issued for New Residential Units
Fiscal Years 2011-12 to 2017-18**



Source: Fee and Tax Activity Report, Fiscal Year, PBCE

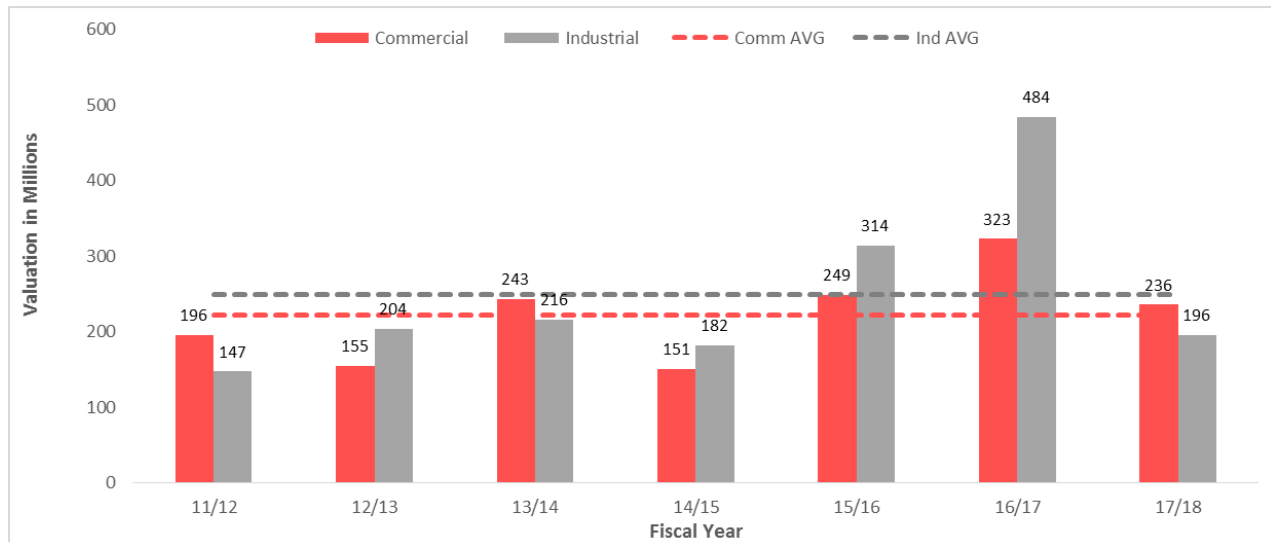
**Figure 7. Building Permits Issued for New Commercial and Industrial/Office (sq. ft.)
Fiscal Years 2011-12 to 2017-18**



Source: Fee and Tax Activity Report, Fiscal Year, PBCE

The City of San José also measures the valuation of permit activity for new construction and alterations. Valuation of alterations, or improvements, indicate the level of investment in renovations to existing buildings. Valuation of commercial and industrial/office alterations were up in FY2016-17, while valuations for alterations in FY2017-18 fell to more near the average since adoption of the General Plan in FY2011-12. The significant increase in alterations in FY2016-17 was due to site improvements in North San José and other various alterations, including improvements to warehouses and restaurants.

Figure 8. Valuation of Commercial and Industrial/Office Alterations Fiscal Years 2011-12 to 2017-18 (in Millions)



Source: Fee and Tax Activity Report, Fiscal Year, PBCE (Valuation figures adjusted to 2017 dollars (per SJ-SF-OAK CPI)

In addition to building permits, Planning staff also analyzes planning permits to understand development trends. Planning permits include planned development rezoning and site development permit applications. Since 2011, the majority of residential entitlements from planning permits have been approved within Downtown, the Jackson-Taylor Specific Plan area, the Midtown Specific Plan area, North San José, and the Tamien Station Specific Plan area. In FY2017-18, residential entitlements within San José were approved at an average of 113 dwelling units per acre. Nearly all residential entitlements were for projects at a density of 45 dwelling units per acre or greater, which can be fiscally positive to the City.

CEQA Transition to Vehicle Miles Traveled

In 2013, the State legislature passed [Senate Bill 743](#) (SB 743), which mandates that jurisdictions can no longer use automobile delay, commonly measured by “level of service” (LOS) when doing transportation analysis under CEQA. Rather, the State issued guidelines suggesting using a more holistic metric that can better support smart growth, called “vehicle miles traveled” (VMT). The City is in the process of implementing this change over two phases. On February 27, 2018 the City Council approved amendments to the General Plan and a new Transportation Analysis Policy

to change the City's CEQA metric from LOS to VMT, establishing thresholds in line with State guidelines and General Plan policies. The new Transportation Analysis Policy will promote development in Planned Growth Areas by streamlining the CEQA review of new higher-density, mixed-use projects that improve air quality by reducing the number of miles driven by automobiles. In the second phase, modifications to the City's transportation policies would be developed to fully implement General Plan goals and streamline the transportation analysis and investment/traffic impact fee process for development projects.

MAJOR STRATEGY #4 – INNOVATION/REGIONAL EMPLOYMENT CENTER

San José, the Bay Area's largest city and the nation's tenth largest city, continues to play a vital role in local, regional, state, and national economies. The Innovation/Regional Employment Center Major 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 382,000 new jobs and a jobs-to-employed-resident (J/ER) ratio of 1.1/1;
- Supporting job growth within existing job centers;
- Adding new employment lands; and
- Designating job centers at regional transit stations

To achieve the General Plan's goal of becoming a regional employment center, San José needs to generate and attract approximately 13,000 new jobs per year. Since 2011, San José has attained roughly 11,000 new jobs and 13,000 employed residents annually, showing that the city's number of employed residents is outpacing the growth in the number of jobs. This disparity is further emphasized by the J/ER ratio discussed below.

Jobs-to-Employed-Resident (J/ER) Ratio

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 communities than workers from other communities commute into San José. This imbalance has led to significant negative fiscal, environmental and quality of life impacts for San José. The J/ER ratio is an indicator of a city's fiscal strength: In general, employment-based development generates city revenue while residential-based development necessitates the provision of city services, the cost of which outweigh the revenue collected. The City monitors its J/ER ratio using a combination of data from the U.S. Census Bureau's American Community Survey (ACS) and payroll data from the California Employment Development Department (CEDD). According to the most recent data, the City's J/ER ratio is 0.81, meaning there are 0.81 jobs per every employed resident in San José (see Figure 9). While San José has seen employment growth since 2011, the drop in the J/ER ratio from 2013 to 2014 is attributed to the significant increase in San José's employed residents.

City staff updated the methodology used to determine the J/ER ratio in September 2017 to more accurately reflect the current and previous job numbers. The prior methodology used resident and jobs data solely from the ACS 5-Year Estimates, which surveys 7.5% of San José households and averages the data over a series of five years; this provides a high level of statistical accuracy but results in less current data. To more accurately reflect the City's current number of jobs and employed residents, staff updated the J/ER methodology to include data from both the ACS and CEDD. The CEDD data is more accurate than ACS data as the numbers are not averaged over a five-year period and the number of jobs is



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-resident ratio.

determined from reported payroll data instead of from a survey. The updated methodology, however, results in a J/ER ratio that fluctuates much more than the previously reported numbers.

Figure 9. Jobs per Employed Resident for Select Local Cities, 2010-2016

City	2010	2011	2012	2013	2014	2015	2016
San José	0.80	0.86	0.86	0.87	0.79	0.80	0.81
Cupertino	1.12	1.23	1.20	1.33	1.47	1.64	Data not available as of publication of this report
Fremont	0.84	0.85	0.86	0.86	0.90	0.96	
Milpitas	0.99	1.17	1.17	1.19	1.18	1.18	
Mountain View	1.60	1.77	1.83	2.59	1.85	1.92	
Palo Alto	3.00	3.14	3.27	3.20	3.13	3.29	
San Francisco	1.02	1.16	1.17	1.24	1.26	1.29	
Santa Clara	1.75	1.95	2.02	2.02	1.77	1.79	
Sunnyvale	1.18	1.18	1.16	1.13	1.06	1.06	

Source: U.S. Census Bureau, American Community Survey, 5-Year Estimates (employed residents and self-employed jobs); California Employment Development Department (jobs)

The CEDD also provides data on a monthly basis for the San José-Sunnyvale-Santa Clara Metropolitan Statistical Area (MSA), which is comprised of the combined areas of Santa Clara and San Benito counties. The latest CEDD data, issued on July 20, 2018, estimated that total wage and salary employment in the MSA is at 1,039,300 jobs, slightly increasing year-over-year, over the past twelve months (June 2017 to June 2018).

The data reinforces the importance of the General Plan’s “jobs first” approach and the need to maintain employment land for future job growth. Although the J/ER ratio has remained relatively unchanged since adoption of the General Plan, the City has approved projects that are improving employment opportunities within San José. In FY2016-017, major commercial and industrial/office projects, and office leasing activity included the following:

- Museum Place in downtown was approved for a 24-story mixed-use development with 19,000 square feet of ground floor retail and 214,000 square feet of office space. (SPI7-031)
- The Aktiff office development was approved for 982,000 square feet of office square footage within Diridon Area Urban Village. (SPI8-020)
- A 250-room hotel and 100,000 square feet of commercial uses was approved in North San José. (PDC17-026)
- Software company Splunk signed a lease for 301,000 square feet of office space at Santa Row in a new 319,000 square foot office and retail building (700 Santana Row), bringing Splunk’s total leased space at Santana Row to over half a million square feet (Splunk leases 234,000 square feet at 500 Santana Row, adjacent to the new 700 Santana Row office building).

- Hewlett Packard Enterprise Co. is moving its headquarters from Palo Alto to 220,000 square feet at America Center in North San José, where it will locate about 1,000 employees beginning in 2018.
- Roku, a TV streaming platform, signed a lease to occupy over 472,000 square feet of office space in four buildings at Coleman Highland, on Coleman Avenue adjacent to Avaya Stadium.



Museum Place rendering looking east on Park Avenue.

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.

The General Plan establishes an Urban Village planning process that includes ongoing community involvement and public workshops 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 staff from the Department of Transportation; Parks, Recreation, and Neighborhood Services; Housing; Public Works; the Office of Economic Development; and the Office of Cultural Affairs. These departments are integral to the Urban Village planning process.

Urban Village Plans and Horizons

City Council has approved 11 Urban Village plans since adoption of *Envision San José 2040*. Within the last year, the South Bascom Avenue (North) and West San Carlos Street Urban Village plans were approved. 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. Visit the City's website: <http://www.sanjoseca.gov/index.aspx?nid=1738> to find descriptions of approved and proposed Urban Village plans.

Figure 10 outlines six Urban Village plans that are in various stages of development.

Figure 10. Urban Village Plans Currently Under Development

Urban Village Plan	Status	Anticipated Completion
<i>Horizon 1</i>		
East Santa Clara St. (W. of 17 th St.)	In Progress	Fall 2018
Berryessa BART	In Progress	Spring 2020
<i>Horizon 2</i>		
N. 1 st St.	To be Initiated	Spring 2020
Race Street Light Rail	To be Initiated	Spring 2021
Southwest Expressway	To be Initiated	Spring 2021
<i>Horizon 3</i>		
Alum Rock Ave. (E. of 680)	To be Initiated	Fall 2021

Horizon 1 Urban Villages collectively are a key growth area for new housing, providing near-term housing opportunities in Villages with City Council-approved Urban Village Plans. Given this, City Council directed staff to move Horizon 2 or 3 Urban Villages located along existing fixed rail or Bus Rapid Transit (BRT) into Horizon 1 to accelerate residential development; item number two in the Housing Crisis Workplan. Staff is additionally recommending that the Winchester, Santana Row/Valley Fair, Stevens Creek, and South Bascom (North) Urban Villages be moved from Horizon 3 to Horizon 1 because West San José is the location in San José where market rate housing development is most likely to break ground in

the current market. City Council will consider moving the four West San José Urban Villages and other Villages located along fixed rail and/or BRT to Horizon I as part of the 2018 General Plan Annual Review.

Development Activity in Urban Villages

Since the 2011 adoption of the General Plan, planning development permits have been approved for approximately 7,500 housing units and 2.8 million square feet of non-residential uses (commercial and industrial) within Urban Villages. In FY2017-18, approximately 40,000 square feet of non-residential uses were approved. While no development permits were approved for residential units in Urban Villages last fiscal year, approximately 2,600 residential units and approximately 577,000 square feet of non-residential uses are pending approval/under review as of September 2018.

Residential development is currently limited to Urban Villages that are in Horizon I. However, there are two tools that allow residential development to occur within later Horizons: Signature Projects and the Residential Pool Policy.

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, design, and the provision of employment space and parks (Policy IP-5.10).

To date, City Council has approved three Signature Projects, described below:

1. **File No. PD15-044 (Sparta Student Housing):** Demolition of approximately 6,400 square feet of existing commercial buildings and construction of 86 multifamily residential units and 11,530 square feet of commercial space in a 7-story building; 137 DU/acre (E. Santa Clara Street Urban Village; Horizon I). As of September 2018, Sparta Student Housing has not started construction.
2. **File No. PD15-059 (Volar):** Planned development permit to allow up to 307 residential units and up to 52,167 square feet of commercial and office uses in a 18 story building on a 0.89 gross acre site; 345 DU/acre (350 S. Winchester Boulevard; Valley Fair/Santana Row Urban Village; Horizon 3). As of September 2018, Volar has not broken ground.
3. **File No. PD16-025 (The Orchard):** Planned development permit to allow up to 188 residential units, 108,000 square feet of commercial space, and a one-acre park on a 10.6 gross acre site; 47 DU/acre (641 N. Capitol Avenue; N. Capitol Ave/McKee Rd Urban Village; Horizon 2). The Orchard began construction in 2018.

As of September 1, 2018, there are four Signature Project applications on file that staff is evaluating for consistency with Policy IP-5.10 and other applicable guidelines and regulations:



Rendering of the Sparta Student Housing Signature Project approved in 2016

- **File No. PDC16-036/PD17-014 (Stevens Creek Promenade):** Planned Development Permit to allow construction of a 6-story approximately 233,000 square foot office building, a 6-story parking garage, an 8-story mixed use building containing approximately 10,000 square feet of ground floor commercial and up to 289 residential units, and an 8-story residential building containing approximately 205 market rate residential units and approximately 88 affordable residential units (total of up to 293 residential units) on an approximately 10-gross acre site. (4300-4600 Stevens Creek Boulevard; Stevens Creek (Mid); Horizon 3).
- **File No. PDC17-056/PD17-027 (AvalonBay West Valley Project):** Planned Development Permit to allow the construction of up to 300 residential units, 17,800 square feet of retail/commercial space, residential amenities including two pools, and 1,110 new parking spaces within the existing multi-family residential development on an approximately 20-gross acre site.
- **File No. PDC17-040 (Cambrian Park Plaza):** Planned Development Zoning to allow the construction of up to 280 multifamily residential units, 70 townhomes, 150,000 square feet of office, 115,000 square feet of retail/commercial space, 110,000 square feet of convalescent hospital, 238 hotel rooms, and 1.6 acres of public open space on an approximately 18-gross acre site.
- **File No. PDC17-047/PD18-15 (Dick's Center):** Planned Development Permit to allow the construction of 590 multifamily residential units, 213,500 square feet of office space, and 76,894 square feet of commercial space on an approximately 7-gross acre site.

Residential Pool Policy. General Plan Policy IP-2.11 establishes a Residential Pool which allocates 5,000 housing units to be used within Urban Villages that have approved plans, but are not within the current Horizon. Projects using the Pool policy must conform to the corresponding Urban Village Plan, the site's General Plan land use designation, and may not exceed the planned housing yield of the corresponding Urban Village Plan. If depleted, the 5,000 units may be replenished as part of the General Plan Four-Year Review per City Council direction. The projects listed in Figure 11 below have utilized the Pool capacity; please note that Signature Projects within Horizon 2 and 3 Urban Villages are subject to the Pool policy.

Figure 11. Residential Pool Policy Capacity

Project (File No.)	Units
Volar (File No. PD15-059)	307
The Orchard (File No. PD16-025)	188
TOTAL	495
REMAINING CAPACITY	4,505

While only two projects have utilized the Pool policy thus far, staff is

expecting an increase in requests as there are several newly adopted Urban Village Plans that fall within later Horizons.

Urban Village Implementation and Amenity Framework.

As a part of the preparation of an Urban Village Plan, the General Plan states, “consider financing mechanisms which may be needed to deliver public improvements, affordable housing, amenities, and the like envisioned within the Urban Village Plan.” On May 8, 2018, City Council approved a staff recommended Urban Village Implementation and Amenity Framework (Framework) to further the implementation of the Urban Village Major Strategy and the individual Urban Village Plans by: 1) outlining a zoning framework that will provide a more streamlined entitlement process for development consistent with the applicable Urban Village Plan; and 2) providing the community and developers with a simplified, transparent and predictable mechanism to have residential mixed-use projects build or contribute towards payment for the amenities and additional public improvements identified in the Village Plans. The Framework will be incorporated into currently approved Urban Village Plans and all future Village Plans.

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 established Grand Boulevard and Main Street roadway designations, which are intended to meet the needs of all users while fostering a positive identity of a community.

Grand Boulevards serve as major transportation corridors that connect City neighborhoods, such as N. 1st Street, Capitol Avenue, and E. Santa Clara Street. Main Streets are roadways that support retail and service activities that serve the local neighborhood residents, such as Blossom Hill Road, Story Road, and S. Bascom Avenue.

As part of the Urban Village planning process and consistent with Policy IP-5.1, Urban Village Plans should include streetscape and urban design guidelines, recommended streetscape improvements, and pedestrian circulation plans. All of the Urban Village Plans approved thus far contain goals and policies and identified improvements to enhance pedestrian circulation and the streetscape and public right of way.

Complete Streets Design Standards and Guidelines. Consistent with the General Plan, specifically Action Item CD-4.14, the City Council approved the City of San José's Complete Streets Design Standards and Guidelines on May 1, 2018. The Complete Streets Design Standards and Guidelines, developed by the Department of Transportation, establish design principles that are focused on developing streets that are people-oriented, connected, and resilient. Significant content from the National Association of City Transportation Officials' (NACTO) design guides was adapted and incorporated into San José's Complete Streets Design Standards and Guidelines. NACTO design guidance primarily recognizes that cities are places for people and shifts the parameters of designing urban streets from only considering automobile movement to emphasizing access, safety and mobility for all roadway users. The Complete Streets Design Standards and Guidelines will be applied to capital projects and public roadway improvements associated with private development projects.

Bike Plan 2020. In November 2009, the City Council approved Bike Plan 2020, the City's 10-year plan for being among the best cities in the country for bike riding. The General Plan and Bike Plan 2020 include ambitious goals for increasing bicycle trips, reducing automobile independence, and completing a 500 mile citywide bikeway network. The envisioned bikeway network includes 400 miles of on-street bikeways and 100 miles of off-street trails. As of March 2018, the City has a total of 320 miles of on-street bikeways, with 26 miles built in 2017, and 59 miles of off-street trails. In fall 2011, the City had 206 miles of on-street bikeways and 39 miles of off-street trails.

Better BikewaySJ. During summer and fall 2018, the Department of Transportation worked with the Knight Foundation and the National Association of City Transportation Officials (NACTO) to develop a two-

For more information related to trail and bikeway improvements, check out the 2016-17 Trail Annual Report: <http://www.sanjoseca.gov/DocumentCenter/View/78678>

year plan to increase bicycling in central San José. With about half of San José's residents and jobs located within a 4-mile distance (less than a 30-minute bike trip) of City Hall, and with a strong network of public transit, central San José is an ideal setting for bicycling infrastructure as a transportation investment. This plan is known as "Better BikewayS J." The Department of Transportation will build the network of bikeways in this plan over the next two years, using a toolkit already available for streets: separating bikes and traffic using inexpensive, traffic-tested materials, switching the position of parking lanes and bike lanes during paving projects to let parked cars do the work of protecting the bikeway. By coordinating with planned pavement maintenance work, the City has the potential to build more than a dozen miles of protected bike lanes, extended by a network of low-stress neighborhood streets, in less time than a typical capital project for one street would take. This network will extend from the downtown area through and beyond the ring of freeways bordering it (Highways 280, 101, 87, and 880). Better BikewaySJ planning will be coordinated with the development of the City's next bike plan (Bike Plan 2025).



A bicyclist using the Guadalupe River Creek Trail system

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 2040. Appendix A includes an update on the City's achievement of these goals.

In April 2015, the City Council directed staff to reprioritize and focus on two overarching goals of the Green Vision: 1) ensuring a more sustainable water supply and 2) reducing greenhouse gas emissions. The City Council memo stated that the Green Vision would no longer be reported annually in a standalone report, but that the remaining goals of the Green Vision should remain within their respective department's work plans and be reported through the performance-based budget process. Due to the absence of a standalone report the General Plan Annual Review, will no longer track progress of the Green Vision goals following this year's report. Instead the Annual Performance Review will summarize progress on implementation of the Climate Smart San José Plan, which has replaced the Green Vision as described below.

Climate Smart San José Plan

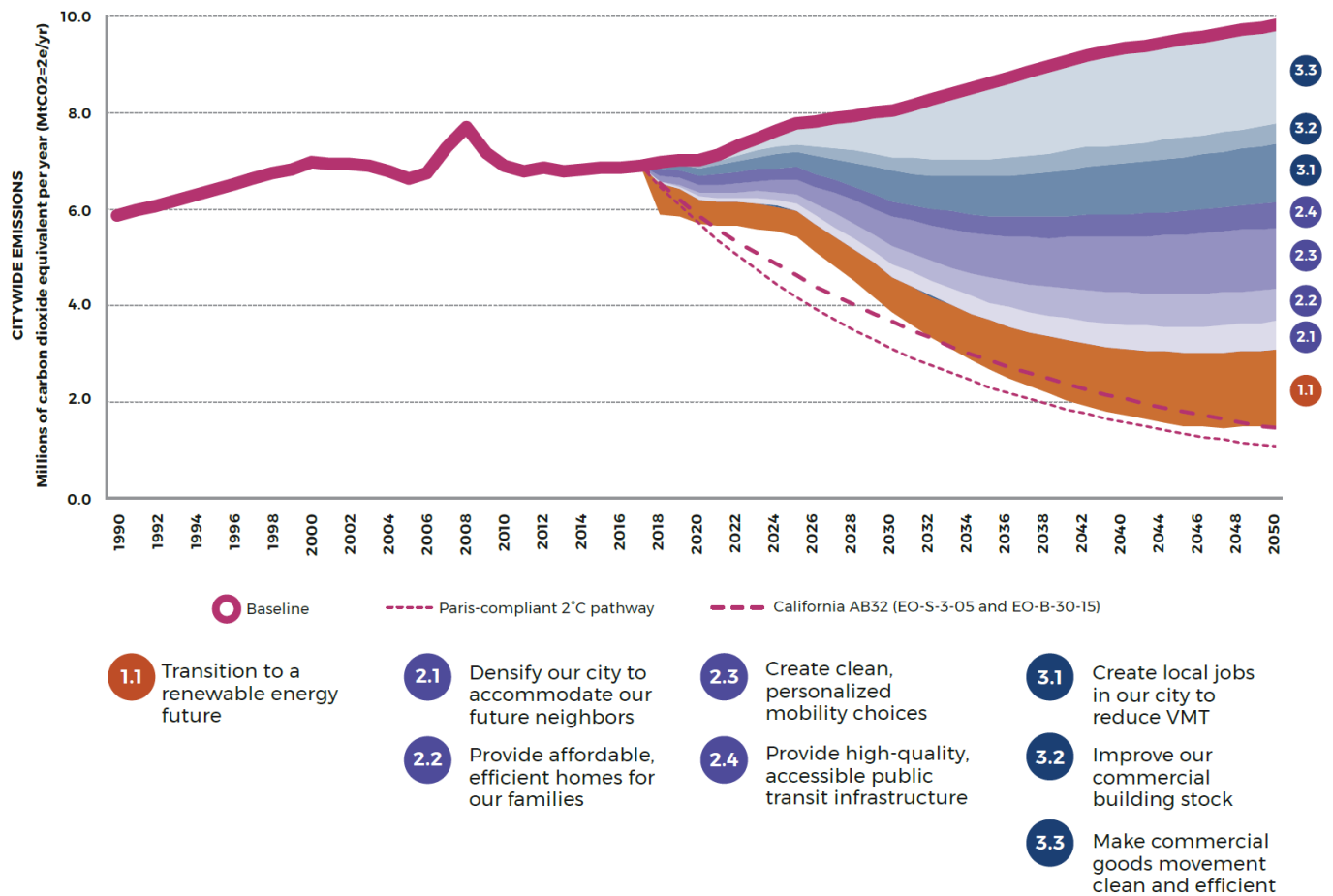
Action Item IP-17.3 of the General Plan calls for the City to participate in the development of a Sustainable Community Strategy that is consistent with San José's goals for Environmental Leadership as well as the economic, fiscal and other goals and policies contained within the *Envision 2040 General Plan*. In 2017, led by Environmental Services Department staff, the City began drafting the Green Vision's replacement, Climate Smart San José. Approved by the City Council in February 2018, Climate Smart San José builds on the Envision San José 2040 General Plan by highlighting and interpreting goals related to the community's profile of carbon emissions and then providing additional analysis and recommendations. Climate Smart San José uses the General Plan as a foundation and goes further by creating a pathway for San José to reach the State's target of 80% reduction below 1990 levels of Greenhouse Gas emissions by 2050 as well as further achievement of the Paris Climate Agreement goals. The Paris Climate Agreement sets a goal for the reduction in carbon emissions required by 2050 to keep the rise in average global temperature to below two degrees Celsius.

Following extensive community engagement, technical input, consultant analysis, and City department input, the resulting Climate Smart San José plan is framed around four core principles: people-centered, data-driven, inclusive, and implementation-ready. It sets out nine strategies, each associated with quantitative milestones to ensure clear, timely progress tracking. To enable and facilitate implementation, it also includes a City Action Plan and Playbooks for various audiences, including residents and developers. Environmental Services staff have created a Citywide Climate Smart San José Steering Committee and Technical Advisory Group to align City departments and facilitate implementation of the plan. Environmental

For more information about the Climate Smart San José, visit: <http://www.sanjoseca.gov/ClimateSmartSanJose>

Services staff will also provide semi-annual updates to the City Council on progress implementing the Climate Smart San José plan.

Figure 12. Climate Smart San Jose's Pathway to Meeting the Paris Climate Agreement



Santa Clara Valley Agricultural Plan

To protect southern Santa Clara County's important farmland and reduce future effects of climate change, in January 2018, the County of Santa Clara (County) Board of Supervisors and the Santa Clara Valley Open Space Authority (OSA) Board of Directors adopted the Santa Clara Valley Agricultural Plan; a regional effort led the County and OSA, in partnership with the cities of San José, Morgan Hill, and Gilroy. The Agricultural Plan will help avoid future greenhouse gas emissions by reducing conversion of working agricultural lands to urban uses and instead focusing development in existing urban areas. By linking State and regional efforts with those of the County, cities, special districts and the agricultural community, the Valley Agricultural Plan will help to reach California's climate goals while providing for a more sustainable agricultural future for the County.

For more information about the Santa Clara Valley Agricultural Plan, visit: <https://www.sccgov.org/sites/dpd/PlansOrdinances/Studies/Pages/CAPP.aspx>

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. The Fiscally Strong City Major Strategy was created in part to counteract the negative fiscal consequences of past land use patterns.

Land Use and Fiscal Health

Past land use patterns have resulted in a predominance of low-density, single-family residential uses (43 percent of the City's land area) compared to only approximately 15 percent 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 the City 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.

Budget Overview

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 impacts fees can only be used to mitigate the impact of new development and cannot contribute to City services or deferred infrastructure maintenance because the fees are limited to the extent or degree to which new development generates a demand for various public facilities.

In total, the City's 2018-2019 Adopted Capital Budget and 2019-2023 Adopted CIP reflect a 22.1% decrease and a 6% decrease, respectively over the previous fiscal year. Even with strong emphasis placed on rehabilitation and renewal, however, the City continues to lack the resources required to fully maintain its infrastructure portfolio.

The City's General Fund is the primary operating fund used to account for all revenues and expenditures of the City, which are not related to special or capital funds that were created for a specific purpose. As per the "2018-2019 Proposed Operating Budget Message" (<http://www.sanjoseca.gov/DocumentCenter/View/77157>), a General Fund shortfall of \$4.3 million was projected for 2018-2019. This projected small shortfall is followed by a three years of additional incremental shortfalls, ranging from \$8.9 million to \$15.5 million through 2021-2022, and a surplus of \$10.8 million in 2022-

2023, the last year of the Forecast. With projected shortfall and surplus figures of less than 1% of General Fund revenues and expenditures, the City's budget is in fairly stable position. However, there is limited capacity to expand much needed services and address the significant backlog of deferred infrastructure and maintenance needs.

The General Fund position has improved when compared to the 2018-2022 Forecast issued in March 2017. In the previous Forecast, shortfalls ranging from -\$11.5 million to -\$34.8 million were projected in each year of the Forecast. The change from the previous forecast reflects the improvement in revenues as well as lower growth in projected costs, particularly retirement costs.

In the 2018-2019 Proposed Budget, the total net funding is \$3.5 billion for all City funds (General, Special, and Capital). The City's highest budget priorities this year include homelessness and housing; public safety; environment; innovation and technology, education and our youth, community engagement; saving and fiscal sustainability.

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

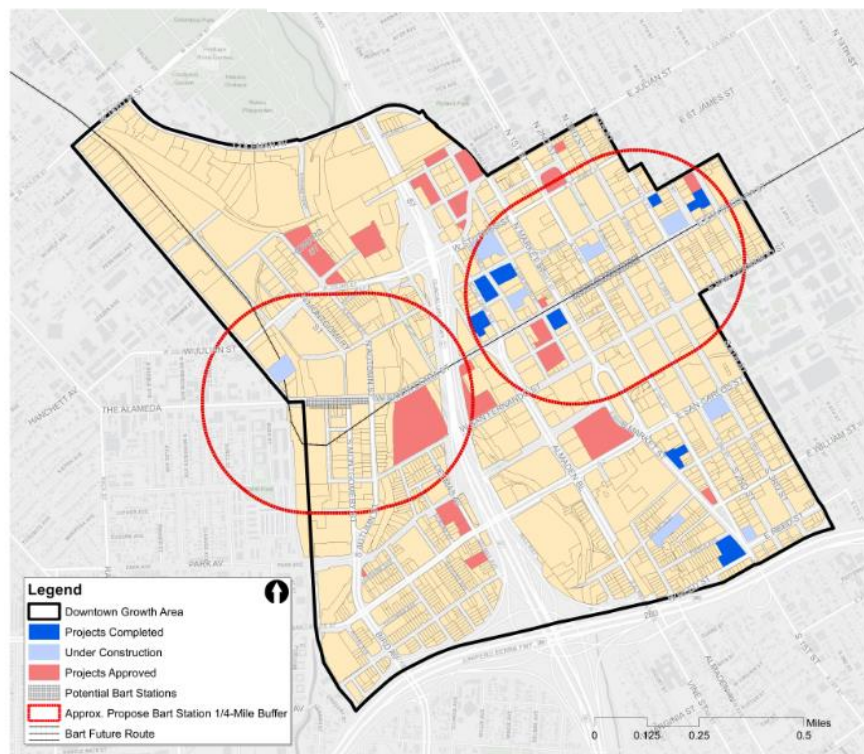
The General Plan envisions downtown San José as the cultural heart of the city and the urban center for all of Silicon Valley, providing employment, entertainment, and cultural activities more intensely than any other area in the City. The General Plan also supports a significant amount of job and housing growth within the downtown: specifically, 48,500 new jobs and 10,360 new dwelling units by 2040. San José continues 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 has been flourishing within the downtown since the end of the recession. Within Fiscal Year 2016-17, planning development permits were approved for approximately 654 new residential units. There has also been interest in development of new commercial and office space in various Downtown locations, with entitlements approved for over 1.2 million square feet of commercial and office space. Major projects included Museum Place (306 residential units and 214,000 sq. ft. of office space), Aviato (302 residential units), and Akatiff Offices (approximately 1 million square feet of office space).

Since adoption of the General Plan, the City has approved development permits for 6,517 residential units and approximately 3.33 million square feet of commercial/office space in the downtown. Of those approvals, over 4,704 units and 2.09 million square feet were within a quarter-mile of planned BART stations (see Figure 13).

Figure 13. Downtown Development Activity, FY2011-12 to FY2017-18

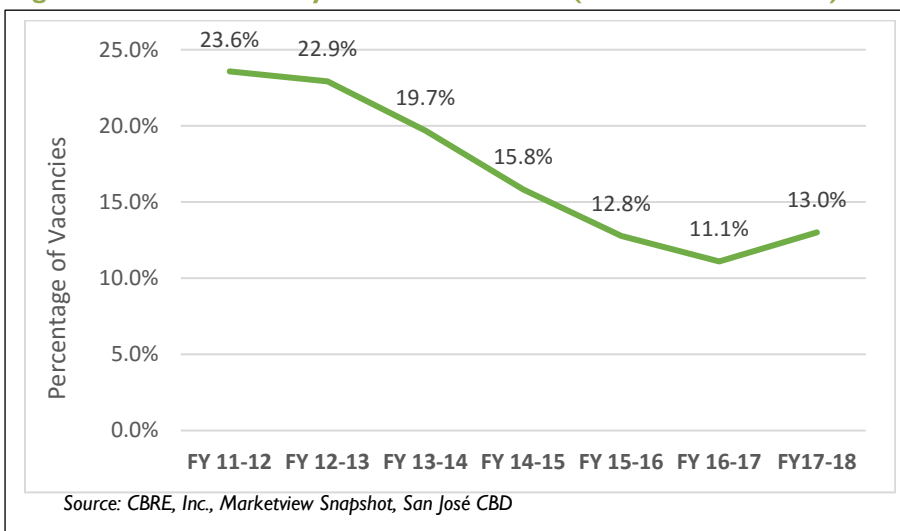


Retail and office space activity. There are approximately 43,000 jobs in Downtown San José and approximately 8.5 million square feet of commercial office inventory. This is in part a result of the limited availability and high cost of land elsewhere in Silicon Valley combined with the desire of many companies and their employees to be located on major transit lines in urban locations. Significant new interest in the Downtown has also arisen since the announcement in June 2017 that Google is interested in developing an approximately 8 million square foot urban campus near Diridon Station.

For more information about the Downtown, see the Office of Economic Development's 2018 Downtown Mid-Year Progress Report:
<http://sjeconomy.com/downtown-progress-report-mid-year-2018>

Commercial and office vacancies are measurements of economic health and have historically been a particular challenge for downtown San José. However, the percentage of office vacancies has declined since General Plan adoption in 2011, when the office vacancy rate in the Downtown was 23.6 percent. In FY2017-18, the vacancy rate was 13 percent, a two percent increase from FY2016-17. (see Figure 14). Overall, there is about 1.2 million square feet of available office space Downtown as of the first quarter of 2018.

Figure 14. Office Vacancy Rate in Downtown (FY11-12 to FY17-18)



BART Silicon Valley Phase II

In April 2018, the Valley Transportation Authority and Bay Area Rapid Transit (BART) boards of directors both approved the Final Subsequent Environmental Impact Report (SEIR) for the Phase II of the BART extension to Silicon Valley, including two new BART stations in the Downtown (the Downtown San José Station and Diridon Station). The single bore construction method for BART under Santa Clara Street through Downtown was also selected, which will limit excavation within the street right-of-way and significantly reduce the construction impacts of the project. Project construction is anticipated to begin in 2021, with passenger service starting in 2026.

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

Tech Museum of Innovation
 Children's Discovery Museum
 San José Museum of Art
 Symphony Silicon Valley
 Opera San José
 Silicon Valley Ballet
 San José Stage Company
 City Lights Theatre
 Children's Musical Theatre
 Theatre on San Pedro Square
 SoFA cultural district
 San José Jazz Festival
 South First Fridays/SubZERO
 Christmas in the Park
 Downtown Farmer's Market
 Silicon Valley Turkey Trot
 San José Convention Center
 Summer in St. James Park
 Viva CalleSj
 Fountain Blues Festival
 Music in the Park
 SoFA Street Festival

Cultural, Entertainment and Visitor Activity

Downtown San José includes the largest concentration of San José's civic and cultural amenities, including City Hall, the Martin Luther King Jr. Library, the convention center, the San José Arena/SAP Center, multiple museums, numerous theaters, public art, and outdoor gathering venues. The South First Area (SoFA) cultural district is also within the Downtown, home to multidisciplinary art organizations of all sizes and commercial arts-based businesses.

Many cultural events and festivals continue adding to the vibrancy of the downtown, such as Christmas in the Park, the San José Jazz Summerfest, and the annual Silicon Valley Turkey Trot. According to the Office of Cultural Affairs' 2018 Event Calendar, San José hosted over 100 outdoor events in the downtown attracting an estimated 505,000 people in total, similar to previous years.

Team San José 2017 Annual Report. Team San José is an agency seeking to promote San José as a destination to stimulate economic development, particularly at the City's hotels, restaurants, and arts venues. Team San José releases an annual report discussing performance measures set by the City. The Team San José 2017 Annual Report is summarized in Figure 15.

Figure 15. Team San José 2017 Annual Report

<i>Performance Measure</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
San José Convention and Cultural Facilities generated revenue (<i>millions</i>)	\$28.5	\$39.1	\$47.5	\$52.7
San José Convention and Cultural Facilities gross operating profit (<i>millions</i>)	\$6.5	\$9.9	\$13.7	\$15.6
# of attendees that visited San José Convention and Cultural Facilities (<i>millions</i>)	1.2	1.49	1.48	1.34
Total local taxes generated from attendees (<i>millions</i>)	\$12	\$11.2	\$11.8	\$10
Total spent by attendees at San José hotels, restaurants, and attractions (<i>millions</i>)	\$91.1	\$134.9	\$158	\$111
Direct spending returned for every tax dollar invested into San José Convention and Cultural Facilities	\$2.45	\$2.89	\$2.38	\$1.99
Total performances booked by Team San José's theater and events team	355	611	436	622



Crowd gathering at San José Jazz Summerfest, one of San José's signature events (Source: San José Jazz instagram)



Crowd gathering for the unveil of Sonic Runway, a light-art installation that visualizes the speed of sound. (Source: www.sanjoseculture.org)

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 2019-2023 Adopted Capital Improvement Program (CIP), and are summarized in Figure 16.

Figure 16. Parks and Recreation Facilities Service Level Objectives

<i>Service Level Objectives</i>	<i>Actual Service Level as of 06/30/17</i>	<i>Estimated Service Level 2018-19*</i>	<i>Estimated Service Level 2019-2023*</i>
3.5 acres of neighborhood and community recreational lands per 1,000 population**	3.0	2.9	2.7 (acres)
7.5 acres of regional/city parklands per 1,000 population (valley floor)***	15.3	14.9	13.9 (acres)
500 square feet of community center floor area per 1,000 population****	541.8	526.9	493.0 (sq. ft.)

*For footnotes please see following link: <http://www.sanjoseca.gov/DocumentCenter/View/71797>

The 2018-2019 targets for neighborhood and community recreational lands and regional/city-wide parklands are estimated to decrease marginally compared to the 6/30/2017 actuals due to an increase in population, even as a handful of new parks are expected to come online. As San José's population continues to grow, it will become increasingly difficult to maintain current service levels with limited property available for recreational development. To achieve the objective of 3.5 acres per 1,000 residents by 2021, PRNS would need to develop approximately 104 acres of neighborhood and community serving recreational lands annually. The update of the *Greenprint*, discussed below, is expected to address this issue.

Figure 17. Parks and Community Facilities Infrastructure

<i>Infrastructure</i>	<i>Sites/Acreage</i>
Park Sites	200
Park Acreage	3,518
Developed Acreage	2,084
Open Space	1,064
Undeveloped Land	352
Trail Mileage	60
City Operated Community Centers	11
Partner Operated Re-Use Sites	39

The City's trail network includes 40 trail systems under development along river, creek, and overland alignments, with 60 miles of trails open to the public. To meet the City's goal to expand the City's trail network to 100 miles by the year 2022, PRNS will need to build eight miles of trails per year. Given the pace of trail development over the past 10 years, it is not anticipated that the City will achieve this goal.

The overall size of the Parks and Community Facilities Development CIP has increased by \$37.2 million from \$304.9 million in the 2018-2022 Adopted CIP to \$342.1 million in the 2019-2023 Adopted CIP. The total CIP budget for FY2018-19 includes funding of \$16.1 million focused on addressing infrastructure backlog needs.

In addition, PRNS is currently working on updating the *Greenprint*, a long-term strategic plan that guides the future expansion of San José's parks, trails, recreation facilities, and community services. Work on the updated *Greenprint*, which involves extensive public engagement, began in 2015-2016 and is expected to be completed in 2018-2019.

MAJOR STRATEGY #11 - DESIGN FOR A HEALTHFUL COMMUNITY

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, multi-modal 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 to no more than 40 percent by 2040, with goals to increase various other modes accordingly (see Figure 18).

Figure 18. 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 the most recent available data (years 2012 through 2016) for San José. As shown in Figure 18, there has not been a meaningful change in commute mode shares within the past six years. Out of the five targets set for commute modes, only the Carpool Target has been met. It should also be noted that 11.3% of San José residents work outside of Santa Clara County.

Figure 19. San José Commute Modes, Workers 16+ Years, 2012-2016

Mode	Year					
	2007-11	2008-12	2009-13	2010-14	2011-15	2012-16
Drove alone	78.0%	77.8%	77.5%	77.7%	77.1%	76.3%
Carpooled	10.6%	10.8%	11.3%	11.1%	11.3%	11.6%
Public transit (excluding taxicab)	3.4%	3.5%	3.5%	3.7%	3.9%	4.1%
Walked	2.0%	1.8%	1.7%	1.6%	1.6%	1.6%
Bicycle	0.9%	0.9%	0.9%	0.9%	1.0%	0.9%
Other means	1.4%	1.3%	1.3%	1.2%	1.2%	0.8%
Worked at home	3.7%	4.0%	3.9%	3.9%	3.9%	4%
Work outside Santa Clara County	11.2%	11.2%	11.1%	11.1%	11.3%	11.3%

Source: United States Census Bureau, American Community Survey, 5-year Estimates, Table S0801

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 20. Commute Modes for Downtown Block Groups, Workers 16+ Years, 2013 - 2016

Means of Transportation	2009-2013	2010-2014	2011-2015	2012-2016
Drove alone	61.7%	60.6%	63.3%	63.1%
Carpooled	5.4%	5.7%	3.9%	5.1%
Public transportation (excluding taxicab)	15.7%	13.4%	14.8%	15.8%
Walked	7.5%	9.2%	7.3%	8%
Bicycle	2.1%	2.7%	2.9%	1.9%
Taxicab	0.5%	0.5%	0.7%	0.4%
Worked at home	4.6%	4.8%	5.0%	4.3%
Other means	2.2%	3.2%	2.0%	0.8%

Source: American Community Survey, 5-Year Estimates, B08301



Other measures of determining whether San José is achieving a balanced transportation network 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 WalkScore of 51 out of 100 (somewhat walkable), a BikeScore of 59 out of 100 (bikeable – some bike infrastructure), and a TransitScore of 41 out of 100 (some transit). The City's BikeScore increased by two points, and the WalkScore and TransitScore stayed the same from the previous year.

The Santa Clara Valley Transportation Authority's (VTA) Next Network project is a redesign of the transit network and is one component of VTA's Transit Ridership Improvement Program. The Transit Ridership Improvement Program is an effort to make public transit faster, more frequent and more useful for Santa Clara County travelers. The Next Network project concerns VTA's transit operations and seeks to 1) better connect VTA transit with the Milpitas and Berryessa BART stations; 2) increase overall system ridership; improve VTA's farebox recovery rate. VTA's implementation of the Next Network project will support the commute mode split targets of the General Plan.

Bay Area Bike Share. In 2013, Bay Area Bike Share was introduced as a pilot program for the region. In December 2015, City Council unanimously approved plans to expand San José's bike share program to 1,000 bicycles with 100 parking stations over the next two years. In 2017, Motivate, the bike share operator, reinvented their bike share system with FordGo Bike and replaced existing equipment with new stations and bicycles. In 2017, the City received 23 new bike share stations and currently hosts 45 bike share stations. During 2018, the City will add 38 more stations to its

system for a total of 83 stations. During summer 2018, in partnership with the City, Ford GoBike will also pilot a 200 bike “dockless” bike share system in North San José. The City will continue their public-private partnership with Motivate for a 10-year term.

In the spring of 2018, several new bike share operators have entered the market. Many of these operators focus on dockless systems, sometimes using e-bikes or e-scooters. The City’s existing agreement with Ford GoBike does not prohibit other operators from launching systems that exclusively use e-bikes or e-scooters. State law provides only basic guidance on regulating bike share systems and e-bikes/e-scooters. DOT is coordinating with Public Works and the City Attorney’s Office to develop a permit and regulatory process for all types of bike share systems. After completing outreach, DOT staff will bring recommendations to City Council by Fall 2018.



Vision Zero San José. A key to transportation mode shift is ensuring that streets are safe for all users: children, elderly, bicyclists, and pedestrians, among others. To improve traffic safety, the City launched Vision Zero San José in April 2015. Vision Zero San José seeks 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. Vision Zero San José also identifies Safety Priority Streets, or street segments that have the greatest need for roadway safety improvements, as they have the highest frequency of fatal and severe injuries. In 2017, the Department of Transportation (DOT) expanded the scope of this program from the original 14 Safety Priority Streets; two of the original corridors were extended and three new corridors were added to the program based on the extensive collision and conditions data analysis. This fiscal year, an updated Two-Year Action Plan was developed to expand action to improve safety for active transportation through physical changes, as well as through community education, enforcement, technology, and supporting policies.

View the Annual Transportation System Safety Report at:
http://sanjose.granicus.com/MetaViewer.php?meta_id=630640

Transportation Safety. The Department of Transportation and the Police Department are actively involved in improving the safety and mobility of the City’s residents. These departments have oversight over a variety of programs, many of which are funded through grants. Over the past five years, DOT has received approximately \$30 million through various grants, including over \$16 million from the One Bay Area Grant (OBAG), to implement projects and programs that focus on improving traffic safety and enhancing pedestrian and bicyclist mobility. The following programs focus on improving safety and mobility in San José (*Annual Transportation System Safety Report, 2018*):

- **Priority Safety Corridor Audits:** DOT conducted field safety assessments along the 17 Priority Safety Corridors.
- **Walk ‘n Roll San José:** The City is currently working with 45 elementary and middle schools to encourage walking and bicycling – increasing the number of children who walk or bike to school by at least 22%.
- **Traffic Safety Education:** This school year, an estimated 32,000 school children will have received traffic safety education via assemblies, special events, and bike rodeos. This includes an expansion of DOT’s education efforts to high school students

(5,000). Approximately 1,500 children received and were fitted with bike helmets. Additionally an estimated 19,500 adults will receive traffic safety education, which includes 7,500 seniors and 2,000 homeless members of the community. The Traffic Enforcement Unit also participates in school safety programs at schools, including *Every 15 Minutes* where high school students learn about the serious impacts of driving under the influence of alcohol or drugs.

- **Adult School Crossing Guards:** The Police Department employed 295 part-time crossing guards that staff 122 intersections in San José.
- Efforts related to traffic calming, crosswalk enhancements, traffic signal installations/modifications, and radar speed display signs.
- LED “Smart” Streetlights: to date, approximately over 26,000 of San José’s streetlights have been retrofitted with a “smart” LED streetlight monitoring and control system.

Viva CalleSJ. PRNS hosted the second Viva CalleSJ event on Sunday, September 17, 2017. Six miles of city streets were opened exclusively for cyclists, skaters and walkers of all ages and abilities. An estimated 100,000 people left their cars behind and explored the route through San José’s historic Japantown, through the downtown, to East Side’s Lake Cunningham Park. Viva CalleSJ was coordinated in partnership with other city departments including DOT, Police, Fire, and Environmental Services, as well as multiple community partners.

Viva Parks. With the third year of the ¡Viva Parks! free summer series, engaged residents had a little extra fun added to summer evening in their neighborhood parks. Every Tuesday and Thursday from June to September, the 12 week series featured a variety of events, including healthy food demonstrations, resources tables, cultural dance performances, bounce houses, group games and classes, free movie nights, and special activities like a climbing wall, skate competitions and hay rides.

Urban Agriculture Incentive Zone. Planning assisted in the development of an Urban Agriculture Incentive Zone (UAIZ) Ordinance which was adopted by City Council in the fall of 2016. The ordinance created a UAIZ program which allows owners with qualified parcels between 0.1 and 1 acres to apply for a UAIZ contract with the City. Under the UAIZ Program, property owners are required to develop and maintain urban agricultural activities on the parcel. In exchange, the County Assessor is able to reduce the assessed value of the property to the value of irrigated cropland, which can result in significant tax savings. This program helps to carry out General Plan policies related to the promotion of urban agriculture and the City Council policy to increase access to healthful foods (particularly in low-income or nutritionally-deficient areas), the availability of local/regionally grown foods, and urban food production. Two UAIZ contracts were approved in 2016 and are in operation.

MAJOR STRATEGY #12 - PLAN HORIZONS AND PERIODIC MAJOR REVIEW

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

The City Council determines when to begin the next Plan Horizon based on analysis from the General Plan's Four-Year Review process. The Four-Year Review process 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 City's first Four-Year Review process began in November 2015 and concluded in December 2016. The next Four-Year Review is anticipated to begin in fall 2019.

2018 General Plan Land Use/Transportation Diagram Amendments

Five privately-initiated General Plan Land Use/Transportation Diagram Amendment requests are included in the 2018 General Plan Annual Review hearing cycle. The following are the proposed General Plan land use designation changes:

1. **GP17-017** (McEvoy Street): Mixed Use Commercial to Transit Residential
2. **GP18-001** (4340 San Felipe Road): Rural Residential to Neighborhood/Community Commercial and Open space, Parklands and Habitat.
3. **GP18-002** (500 Meridian Avenue): Industrial Park to Combined Industrial/Commercial
4. **GP18-004** (3235 Union Avenue): Public/Quasi-Public to Residential Neighborhood and Combined Industrial/Commercial.
5. **GP18-008** (1131 Park Avenue): Neighborhood/Community Commercial to Residential Neighborhood and Residential Neighborhood to Neighborhood/Community Commercial.

There are also six proposed City-initiated General Plan Amendments in this year's Annual Review cycle:

1. **GP17-010/GPT17-002**: General Plan Amendments associated with the Downtown Strategy 2040 update.
2. **GPT18-003**: Text Amendment to make minor revisions to the General Plan, including updates to Appendix 5.
3. **GPT18-004**: Text Amendment to make minor revisions related to the protection of mobilehome park residents.

4. **GPT18-005:** Text Amendment to move west San José Urban Villages and Urban Villages along existing fixed rail and Bus Rapid Transit to Horizon I.
5. **GPT18-006:** Text Amendment to revise Policy H-2.9 (“1.5-acre rule for affordable housing”).

Consistent with Policy IP-3.6, which requires all General Plan Amendment proposals to analyze their projects 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 documents.

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 City’s total job and housing capacity will not change as a result of the proposed General Plan Land Use/Transportation Diagram amendments.

If General Plan Amendment GPI8-004 is approved by City Council, approximately 36 units would be shifted from the planned housing yield of the nearby Camden Ave./Hillsdale Ave. Urban Village to the project site to accommodate the proposed land use change from Public/Quasi-Public to Residential Neighborhood.

HOUSING

While not a Major Strategy by itself, housing plays an integral role in the General Plan through the Housing Element, and as a component of multiple Major Strategies, and through General Plan goals and policies to provide housing throughout the City to address the needs of an economically, demographically, and culturally diverse population. The following section provides a brief summary of progress over the last year in achieving the General Plan's housing goals.

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 are outlined in Figure 21:

Figure 21. Regional Housing Needs Allocation for San José

	2014-2023 RHNA
New housing units goal	35,080
% affordable goal	60%
% market rate goal	40%
Actual number of built units	11,665 (through 2017)
Percentage built as affordable	12% (through 2017)
Percentage built as market rate	88% (through 2017)

As shown above, the vast majority of new residential development has been market rate projects. In Calendar Year 2017, San José issued building permits for a total of 3,097 multifamily units, of which 475 (approximately 15%) were affordable units. This disparity reflects continued challenges in the financing and provision of affordable housing. While most of San José's housing production has been market rate, there is a significant need for affordable homes for residents in lower-wage jobs in the service and support economy.

To advance affordable housing goals, the Housing Element of the General Plan includes a work plan that outlines actions to promote 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.

Housing Crisis Workplan

In September 2017, the Mayor issued a memorandum entitled "Responding to the Housing Crisis." The memo set a citywide goal of 25,000 homes, at least 10,000 of those affordable, be constructed or approved by 2022. The

View the Housing Element
webpage and access the full
report at
[http://www.sanjoseca.gov/
index.aspx?nid=1275](http://www.sanjoseca.gov/index.aspx?nid=1275)

memo also identified a large number of items to address the housing crisis. In June 2018, City Council approved a Housing Crisis Workplan developed by Office of Economic Development, Planning, and Housing staff that prioritized implementation of policy actions to facilitate the development of 15,000 market-rate and 10,000 affordable residential units by 2022.

Other Actions to Facilitate Housing

Accessory Dwelling Units. Accessory dwelling units (ADU) are number nine on the City Council Priority List and item number three on the Housing Crisis Workplan. In 2018, the City further relaxed Zoning Code regulations to encourage development of secondary dwelling units. As Zoning Code regulations have been relaxed for secondary units, building permit issuance for ADUs has more than tripled from FY2016-17 (49) to FY2017-18 (154).

Tenant Protection Ordinance. On November 28, 2017 City Council approved the Tenant Protection Ordinance. This ordinance establishes requirements for providing notices to vacate for tenants living in apartments with three units or more in San José. The ordinance eliminates no-cause notices and requires a just cause for all notices to vacate.

Mobilehome Park Protection. The City of San José has 59 mobilehome parks with approximately 10,836 mobilehomes housing, roughly 35,000 residents, which is the largest number of mobilehomes and households in any city in California. Since 2015, the City Council approved Title 20 (Zoning Code) changes to the Municipal Code, General Plan text amendments, and adopted a new City Council Policy 6-33 “Conversion of Mobilehome Parks to Other Uses” to preserve San José’s mobilehome parks and to protect their residents. In March 2018, City Council gave further direction to Planning staff to begin work in spring 2019 to create a new Mobilehome Park General Plan land use designation, and apply that designation to the two mobilehome parks in the City with high density residential land use designations that are most at risk of redevelopment.

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 evidenced by:

- new dense, mixed-use development experienced in the General Plan's Growth Areas;
- decrease in office vacancies in the Downtown;
- adoption of Urban Village Plans;
- implementation of multi-modal Capital Improvement project; and
- implementation of sustainability goals and policies.

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, meeting desired service-level standards for City services, increasing the percentage of affordable housing, and improving the distribution of commute mode shares.

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.

As stated in the Measurable Sustainability/Environmental Stewardship section of this report, the General Plan Annual Review will no longer track progress of the Green Vision goals following this year's report. Instead the Annual Performance Review will summarize progress on implementation of the Climate Smart San José Plan, which has replaced the Green Vision.

	Goal	Status
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)	Data no longer tracked. Since the City's Green Vision was adopted in 2007, per capita energy use has reduced 11% (10,796 kWh in 2007 to 9,640 kWh in 2015).
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)	As of 2017, the City has retrofitted over 26,000 smart LED streetlights since the adoption of the City's Green Vision (39% 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)	San José's 2014 community inventory totals 7.47 million metric tons of carbon dioxide equivalent (MMT CO ₂ e). More than half of the emissions come from vehicle use and another one-third come from community-wide energy use. For more information, please see the Community-wide Emissions Inventory Memorandum as part of the General Plan 4-Year Review. (http://www.sanjoseca.gov/DocumentCenter/View/62224)
4	Receive 100% of electrical power from clean renewable sources (e.g., solar, wind, hydropower) 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)	Data no longer tracked. In 2015, the City received approximately 33% of electrical power from clean renewable sources, an increase of 20% 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)	The City's solar energy capacity has increased from 5 MW in 2007, when the City's Green Vision was adopted, to 124 MW in 2016.
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)	Data no longer tracked. As of 2015, 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)	An estimated 64.2% of trash was diverted from landfills in 2017.
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 2016, SB1383 passed with the intent of reducing short-lived climate pollutants from landfills (resulting in less landfill gas) and will be implemented by 2022. Staff currently supports aspects of this effort by diverting and processing organics from commercial businesses through the Zero Waste Energy Development (ZWED) facility. The ZWED facility captures what

	Goal	Status
		would be landfill gas and converts it into electricity. Staff is currently participating in the SB1383 rulemaking process so that the City will be prepared to implement this legislation and to ensure consistency with City goals.
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)	In June 2007, the City began prohibiting the use of City funds for the purchase of single-serving water bottles. In May 2010, the City began prohibiting the use of EPS food service ware at events held on City property, including large events such as the Annual San José Jazz Festival. In January 2012, the City adopted the Bring Your Own Bag Ordinance expanding beyond City operations to prohibit retailers within the City from distributing single-use plastic bags and require a fee be charged for alternative paper bags. In April 2012, the City began prohibiting the use of City funds for the purchase of EPS food service ware. In September 2013, the City adopted the Foam Food Container Ordinance. The initial phase of the EPS ordinance took effect on January 1, 2014 for all multi-state restaurants in San José, and the final phase of the ordinance took effect on January 1, 2015 for all other restaurants, including mobile and street vendors. All food establishments in San José, including small businesses, street vendors, and food trucks are prohibited from using expanded polystyrene foam food containers.
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)	Complete. As of April 1, 2016, all local jurisdictions are required to comply with Mandatory Commercial Organics Recycling (AB 1826). Each jurisdiction is 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. All applicable City customers are in compliance with AB 1826 due to the structure of the City's waste management systems. In 2017, SB 1383 was passed to reduce short lived climate pollutants (such as methane) through organic waste diversion and food waste recovery. The State is in the process of developing a guide to implement SB 1383 and City staff are monitoring its progress.

	Goal	Status
11	Increase the City's alternative fuel vehicle fleet with the co-benefit of reducing local air emissions. 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. Support policies that reduce vehicle use by City employees. (Air Pollutant Emission Reduction Action MS-10.12)	Forty-four percent of City vehicles are alternative fuel vehicles, an increase of 8% from the number of alternative vehicles in 2007. The City also provides an employee bike fleet for staff to use while traveling and installed 64 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)	With the Governor's Executive Order to "Make Conservation a Way of Life" and the considerable effort that was put in to educating the public about water supply and efficient water use, the City remains committed to conservation programs and messaging. Staff continued to participate in public outreach events such as attending a San José Earthquakes game, conducting messaging at Christmas in the park, and hosting three workshops in the City service area. Additional outreach was conducted through print and social media such as radio ads, magazine advertisements, LED signage, web ads and through the ESD website. Outreach was conducted providing water-savings tips in multiple languages and reached an audience of approximately 200,000. San José residents continue to receive bi-monthly reports comparing their water use to similarly-sized households and receive customized tips on how to continue to increase their water savings.
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)	The City, along with such partners as the Santa Clara Valley Water District (District), continues to identify, pilot, and implement new conservation strategies and technologies. For instance, the City conducted a full-service landscape replacement pilot for economically disadvantaged residents, which was later rolled-out Countywide by the District. San José retailers now provide water use reports to residents that encourage more conserving behaviors, a strategy with estimated savings potential of approximately four percent. To reduce demand for potable water, efforts continue to identify ways to utilize non-potable water sources such as graywater and stormwater for landscape and other non-potable needs. Preparations have also been made to start an Automated Meter Infrastructure (AMI) pilot which would allow San José residents to see their usage in real time, receive leak alerts immediately and receive more customized recommendations on how to efficiently manage their water use.
14	Reduce residential per capita water consumption by 25% by 2040. (Water Conservation Policy MS-18.4)	Comparing data from 2015 to baseline data, the City has met this goal. Some of this reduction may be due to the community's drought response of recent years. The City will continue to monitor demand and to offer

	Goal	Status
		programs and outreach designed to reduce water use going forward.
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. San José is estimated to make up 54% of the County's population and is saving approximately 32 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)	For calendar year 2017, the City of San José recycled 9.8% of incoming wastewater, which was an average daily use of 10.5 million gallons per day of recycled water. This is a 2.9% increase from 2007 but a decrease from 2016's level of 11.1 million gallons per day. Overall wastewater flows have continued to drop despite a growing population. Ongoing water conservation efforts and lower winter demand of recycled water due to a wet rainy season in late 2017 have contributed to the decrease in recycled water use.
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 throughout San José by 2022. At present, 12,630 new trees have been planted on public property (12.9% 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)	As of 2017, there are 15,757 new Clean Technology jobs within the City of San José (63% of the 2022 City's Green Vision Goal). This is a 162% 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 59 miles of trails, a 50% increase from the number of trail miles in 2007 (39.1 miles).
20	Provide all residents with access to trails within 3 miles of their homes. (Trail Network Measure TN-2.13)	Complete.