



ENVISION GOALS AND POLICIES: BREAKING BARRIERS TO WALKABILITY

The following text provides the Task Force with a summary of background information and the Policies, Goals and Implementation Actions included in the current Draft Envision General Plan that address the importance of pedestrian-friendly design concepts and how to promote those concepts through policies in the General Plan. Please review the following policies and consider if they provide adequate and appropriate guidance related to this topic.

Background Information (Excerpts from various sections of the Draft Plan)

The pedestrian environment affects us all, whether we are walking to a transit stop, a store or school, or simply getting from a parked car or a bicycle rack to the entrance of a building. Pedestrian improvements, together with land uses that promote pedestrian activities, can help increase walking as a means of transportation, recreation, and exercise. Compatible land use and complete street design recommendations that benefit pedestrians also contribute to the overall quality, vitality, and sense of community in San José's neighborhoods.

The vision of the whole Envision process was based on community engagement and values. The community identified seven values. The Interconnected City reflect that San Jose residents' activities of daily life are in close proximity and easily accessible by walking, bicycling and public transit. The Healthy Neighborhoods reflect that San Jose's neighborhoods are attractive, affordable, and safe places to live with residents engaged in their community. The City Concepts build on all the vision elements and are reflected in the goals and policies. By strategically promoting growth in focused areas the plan reflects the built-out nature of San José, the limited availability of additional "infill" sites for development compatible with established neighborhood character, and the emphasis in the Plan Vision to reduce environmental impacts while fostering transit use and walkability. This approach enables the development of new village areas with a compact and dense form attractive to the City's projected growing demographic groups (i.e., an aging population and young workers seeking an urban experience), that support walking, provide opportunities to incorporate retail and other services in a mixed-use format, and support transit use.

To ensure a balanced, multimodal transportation network, the General Plan organizes streets and other transportation facilities according to "typologies." Street typologies are an expansion of functional classifications that consider street context and prioritize certain travel modes. For example, the proposed General Plan includes a "grand boulevard" street typology on which the movement of transit vehicles is prioritized over other modes of travel. Street typologies reflect a roadway's adjacent land uses, appropriate travel speeds, and the need to accommodate multiple travel modes.

The typologies are intended to provide a network of “complete streets” that accommodates the various users of the street network. “Complete streets” describes a comprehensive approach to the practice of mobility planning that recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit). By addressing the needs of all uses of the transportation network, complete streets not only improve safety for all users and foster strong communities, but also address climate change, by increasing accessibility and viability of travel modes other than the automobile. Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, and local and regional travel needs. The “Complete streets” concept applies to all types of roads from downtown pedestrian streets to high-capacity commercial corridors, and it considers the range of users, including children, the disabled, and seniors.

To further the Healthy City concept, the Land Use/Transportation Diagram, and the goals and policies related to Quality Neighborhoods, Urban Villages, Urban Design, Complete Streets, and Transportation, encourage physical activity by creating “complete” communities where most individuals’ daily needs can be met walking or biking on safe and convenient paths and routes. The Parks, Trails, Open Space, and Recreation policies also encourage activity by promoting good and convenient access to a large and diverse variety of parks, trails and recreations facilities for all City residents.

Goals and policies that promote pedestrian oriented / walkable communities

Diverse and Innovative Economy

Goal IE-1 – Land Use and Employment

Proactively manage land uses to provide and enhance economic development and job growth in San José.

Policies – Land Use and Employment

- As part of the intensification of commercial, Village, Industrial Park and Employment Center job growth areas, create complete, mixed-employment areas that include business support uses, public and private amenities, child care, restaurants and retail goods and services that serve employees of these businesses and nearby businesses. IE-1.3
- Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park and Edenvale. IE-1.5
- Plan land uses, infrastructure development, and other initiatives to maximize development potential proximate to transit system investments. Advance the Diridon Station Area as a world-class transit hub and key transportation center for Northern California. Encourage public transit providers to serve employment areas. IE-1.6
- Achieve goals related to Quality Neighborhoods, including diverse housing options, a walkable/bikable public street and trail network and compact, mixed-use development

where infrastructure exists to distinguish San José as a livable and attractive city, to promote interaction among community members, and to attract talented workers to the City. IE-1.12

Goal IE-5 – Cultural Attractions

Develop and promote a distinctive set of sports, arts, and entertainment offerings aligned with San José’s diverse, growing population to attract economic development and increase patronage.

Policies – Cultural Attractions Policies

- Further the Goals, Policies, and Actions that support the Vibrant Arts and Culture Vision Element, as well as those for Parks, Trails, Open Space, and Recreation to enhance San José’s identity regionally, nationally, and internationally; to serve residents; and to attract workers and visitors. IE-5.1
- Promote San José as a great bicycling community, highlighting its weather, topography, and fitness-oriented culture as significant assets for biking in order to attract businesses which support or can benefit from bicycling activity. IE-5.2
- Support private efforts to achieve a stronger mix of evening and late-night uses in Downtown that promote a vibrant, 24-hour City center to generate jobs, increase revenues and attract visitors and workers to San Jose. IE-5.3
- Support entertainment offerings and cultural facilities, including but not limited to visual and performing arts, museums, libraries, theatres, historic structures/sites/neighborhoods, festivals, and commercial entertainment venues, particularly those that provide significant social and economic benefit to San José’s community, provide opportunities for community participation, achieve excellence and innovation, and/or reflect San José’s population. IE-5.4

Measurable Sustainability

Goal MS-10 – Air Pollutant Emission Reduction

Minimize air pollutant emissions from new and existing development.

Policies – Air Pollutant Emission Reduction

- In order to reduce vehicle miles traveled and traffic congestion, new development within 2,000 feet of an existing or planned transit station will be required to encourage the use of public transit and minimize the dependence on the automobile through the application of site design guidelines and transit incentives. MS-10.5
- Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development. MS-10.6

Goal MS-14 – Reduce Consumption and Increase Efficiency

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.

Policies – Reduce Consumption and Increase Efficiency

- Promote job and housing growth in areas served by public transit and that have community amenities within a 20-minute walking distance. MS-14.1
- Enhance existing neighborhoods by adding a mix of uses that facilitate biking, walking, or transit ridership through improved access to shopping, employment, community services, and gathering places. MS-14.2

Vibrant Neighborhoods

Goal VN-1 – Vibrant, Attractive, and Complete Neighborhoods

Develop new and preserve and enhance existing neighborhoods to be vibrant, attractive and complete.

Policies – Vibrant, Attractive, and Complete Neighborhoods

- Include services and facilities within each neighborhood to meet the daily needs of neighborhood residents. At least TBD% of all San José residents should live within a ½ mile walking distance of schools, parks and retail services. VN-1.1
- Maintain existing and develop new community services and gathering spaces that allow for increased social interaction of neighbors, (i.e. parks, community centers and gardens, libraries, schools, commercial areas, churches, and other gathering spaces). VN-1.2
- Encourage the development and maintenance of compatible neighborhood retail and services within walking distance of residences as a means to promote the creation of “complete” neighborhoods. VN-1.3
- Distribute neighborhood-oriented services and facilities equitably throughout the city’s neighborhoods, to the extent feasible. For specific policies related to City services and facilities refer to the Public Facilities and Services section of this Plan. VN-1.4
- Continue to work with neighborhoods on the planning and provision of City services and facilities to meet the specific needs of the given neighborhood. VN-1.5
- Design new development to contribute to the positive identity of a neighborhood, encourage pedestrian activity and produce a positive urban environment. VN-1.6
- Use new development within neighborhoods to enhance the public realm, provide for direct and convenient pedestrian access and visually connect to the surrounding neighborhood. As opportunities arise, improve existing development to meet these objectives as well. VN-1.7
- Promote the preservation of positive character defining elements in neighborhoods, such as architecture; design elements like setbacks, heights, number of stories, or attached/detached garages; landscape features; street design; etc. VN-1.8
- Design new public and private development to build upon the vital character and desirable qualities of existing neighborhoods. VN-1.10

Goal VN-2 – Community Empowerment

Empower communities to improve the quality of life in their neighborhoods.

Policies – Community Empowerment

- Proactively engage neighborhood groups in the decision-making process as a regular component of City government activities. VN-2.1

- Continue to abide by the City’s Community Outreach Policy and update, as needed, to reflect changing technology and improved techniques. VN-2.2
- Ensure that the community has opportunities to provide input on the design of public and private development within their community. VN-2.3

Goal VN-3 – Access to Healthy Foods

Ensure that all residents have sufficient access to healthy food, as defined by the U.S. Department of Health and Human Services and the U.S. Department of Agriculture.

Policies – Access to Healthy Foods

- Encourage the location of full service grocery stores within or adjacent to neighborhoods with limited access to healthy foods. At least TBD% of all San José residents in each planning area should live within a ½ mile walking distance of a full service grocery store. VN-3.1
- Work with the Valley Transportation Authority to ensure that public transit provides access to full-service grocery stores, farmers’ markets and other key healthy food retailers. VN-3.2
- Ensure that the General Plan continues to designate appropriate lands in low-income and nutrition deficient neighborhoods, for full-service grocery stores. VN-3.4
- Encourage the location of healthy food retail, including farmers markets, in neighborhoods with high concentrations of fast food outlets compared to full-service grocery stores and fresh produce markets. VN-3.5

Community Design

Goal CD-1 – Attractive City

Create a well-designed, unique, and vibrant public realm with appropriate uses and facilities to maximize pedestrian activity; support community interaction; and attract residents, business, and visitors to San José.

Policies – Attractive City

- Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses. CD-1.1
- Install and maintain attractive, durable, and sustainable urban infrastructure to promote the enjoyment of space developed for public use. Include attractive landscaping, public art, lighting, civic landmarks, sidewalk cafés, gateways, water features, interpretive/way-finding signage, farmers markets, festivals, outdoor entertainment, pocket parks, street furniture, plazas, squares, or other amenities in spaces for public use. As resources are available, seek to enliven the public right-of-way with attractive street furniture, art, landscaping and other amenities. CD-1.2
- Further City Design Concepts of this Plan to focus growth in appropriate locations; design complete streets for people; promote Grand Boulevards, Main Streets, and Downtown; support transit; and foster a healthy community. CD-1.3

- Create streets and public spaces that provide stimulating settings and promote pedestrian activity by following applicable goals and policies in the Vibrant Arts and Culture section of this Plan. CD-1.4
- Encourage incorporation of publicly accessible spaces, such as plazas or squares, into new and existing commercial and mixed-use developments. CD-1.5
- Promote vibrant, publicly accessible spaces that encourage gathering and other active uses that may be either spontaneous or programmed. Place a variety of uses adjacent to public spaces at sufficient densities to create critical mass of people who will activate the space throughout the day and night. CD-1.6
- Require developers to provide pedestrian amenities, such as trees, lighting, recycling and refuse containers, seating, awnings, art, or other amenities, in pedestrian areas along project frontages. As funding is available, install pedestrian amenities in public rights-of-ways. CD-1.7
- Create an attractive street presence with pedestrian-scaled building and landscaping elements that provide an engaging, safe, and diverse walking environment. CD-1.8
- In pedestrian-oriented areas such as Downtown, Villages, Corridors, or along Main Streets, place commercial and mixed-use building frontages at or near the street-facing property line with entrances directly to the public sidewalk. In these areas, strongly discourage parking areas in front of buildings to promote a safe and attractive street facade and pedestrian access to buildings. Encourage compact, urban design to promote pedestrian activity. CD-1.9
- To create a more pleasing pedestrian-oriented environment, for new building frontages include design elements with a human scale, varied and articulated facades using a variety of materials, and entries oriented to public sidewalks or pedestrian pathways. Provide windows or entries along sidewalks and pathways; avoid blank walls that do not enhance the pedestrian experience. CD-1.10
- Use building design to reflect both the unique character of a specific site and the context of surrounding development. Franchise-style architecture is strongly discouraged. CD-1.11
- Use design review to encourage creative, high-quality, innovative, and distinctive architecture that helps to create unique, vibrant places that are both desirable urban places to live, work, and play and that lead to competitive advantages over other regions. CD-1.12
- Consider the relationship between street design, use of the public right-of-way, and the form and uses of adjoining development. Address this issue in the Village Planning process, development of new zoning ordinances, and the review of new development proposals to promote a well-designed, active, and complete visual street environment. CD-1.14
- Strongly discourage gates and fences at the frontage of commercial properties to maintain an open and inviting commercial character and avoid the inhospitable appearance of security barriers. CD-1.16
- Further the Community Forest Goals and Policies in this Plan by requiring new development to plant and maintain trees at appropriate locations on private property and along public street frontages. Use trees to help soften the appearance of the built

environment, help provide transitions between land uses, and shade pedestrian and bicycle areas. CD-1.21

- Apply Riparian Corridor Goals and Policies of this Plan when reviewing development adjacent to creeks. CD-1.23
 - a. Development adjacent to creekside areas should incorporate compatible design and landscaping, including appropriate setbacks and plant species that are native to the area or are compatible with native species. (San José 2020 General Plan, revised)
 - b. Development should maximize visual and physical access to creeks from the public right-of-way while protecting the natural ecosystem. Consider whether designs could incorporate linear parks along creeks or accommodate them in the future.
- Locate utilities to be as visually unobtrusive as possible, by placing them underground or in buildings. When above-ground or outside placement is necessary, screen utilities with art or landscaping. CD-1.25

Goal CD-2 – Function

Create integrated public and private areas and uses that work together to support businesses and to promote pedestrian activity and multi-modal transportation.

Policies – Function

- Promote the Circulation Goals and Policies in this Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of this Plan. CD-2.1
 - a. Design the street network for safe shared use of the road by pedestrians, bicyclists, and vehicles, and include elements to increase driver awareness.
 - b. Create a comfortable and safe pedestrian environment by implementing wider sidewalks, shade structures, attractive street furniture, street trees, reduced traffic speeds, pedestrian-oriented lighting, mid-block pedestrian crossings, pedestrian-activated crossing lights, bulb-outs and curb extensions at intersections, and on-street parking that buffers pedestrians from vehicles.
 - c. Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand Management strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Encourage de-coupled parking to ensure that the value and cost of parking are considered in real estate and business transactions.
- Consider the street type (e.g., expressway, arterial, Main Street) in the development review process to ensure that the design of the site, buildings, and public way respond to the transportation mode priorities (i.e., pedestrian, bicycle, or vehicular traffic) for the area. (Refer to the Circulation section of this Plan for street types and mode priorities for each type.) CD-2.2
- Enhance pedestrian activity by incorporating appropriate design techniques and regulating uses in private developments, particularly in Downtown, Villages, Corridors, Main Streets, and other locations where appropriate. CD-2.3
 - a. Include attractive and interesting streetscape features such as street furniture, pedestrian scale lighting, pedestrian oriented signage, clocks,

fountains, landscaping, and street trees that provide shade, with improvements to sidewalks and other pedestrian ways.

- b. Strongly discourage drive-up services and other commercial uses oriented to occupants of vehicles in pedestrian-oriented areas. Uses that serve the vehicle, such as car washes and service stations, may be considered appropriate in these areas when they do not disrupt pedestrian flow, are not concentrated in one area, do not break up the building mass of the streetscape, are consistent with other policies in this Plan, and are compatible with the planned uses of the area.
 - c. Provide pedestrian connections as outlined in the Urban Design Connections Goal and Policies.
 - d. Locate retail and other active uses at the street level.
 - e. Create easily identifiable and accessible building entrances located on street frontages or paseos.
 - f. Accommodate the physical needs of elderly populations and persons with disabilities.
 - g. Integrate existing or proposed transit stops into project designs.
- Incorporate public spaces (squares, plazas, etc.) into private developments to encourage social interaction, particularly where such spaces promote symbiotic relationships between businesses, residents, and visitors. CD-2.4
 - Integrate Green Building Goals and Policies of this Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc. CD-2.5
 - Consider converting underutilized right-of-way to linear parks, safe bike and pedestrian circulation areas, or other uses that support goals and policies of this Plan. CD-2.6
 - Design private streets to appear and function like public streets. Include street trees and sidewalks, and prohibit gated communities that restrict connectivity. Promote security at the building face rather than at the street. CD-2.7
 - Mixed-use development should be sized and configured to accommodate viable commercial spaces with appropriate floor-to-floor heights, tenant space configurations, window glazing, and other infrastructure for restaurants and retail uses to ensure appropriate flexibility for accommodating a variety of commercial tenants over time. Retail commercial buildings should have primary entrances at the street at sidewalk grade, particularly in pedestrian-oriented areas. CD-2.8
 - Encourage adaptable space that can be used for multiple employment or public/quasi-public purposes (e.g., satellite office space, community meeting, and religious assembly uses accommodated in a single space). CD-2.9
 - Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Encourage compact, low-impact development to efficiently use land planned for growth, particularly in regard to residential development which tends to have a long life-span. Strongly discourage small-lot and single-family detached residential product types in growth areas. CD-2.10

- In Downtown, Villages, or Corridors, avoid the construction of surface parking lots except as an interim condition that is expressly intended for future development that creates a more cohesive urban form in the future. In these areas, require new development, whenever possible, to provide structured parking and encourage locating alternative uses, such as parks, above the parking. CD-2.11

Goal CD-3 – Connections

Maintain a network of publicly accessible streets and pathways that are safe and convenient for walking and bicycling and minimize automobile use; that encourage social interaction; and that increase pedestrian activity, multi-modal transit use, environmental sustainability, economic stability, and public health.

Policies – Connections

- Promote development patterns that cause areas to function and provide connectivity as a whole rather than as individual developments. CD-3.1
- Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant future increases in bicycle and pedestrian activity. CD-3.2
- Create a pedestrian friendly environment by connecting the internal components of all new development with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances and other site features in new development and adjacent public streets. CD-3.3
- Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts. CD-3.4
- Encourage a street grid with lengths of 600 feet or less to facilitate walking and biking. Use design techniques such as multiple building entrances and pedestrian paseos to improve pedestrian and bicycle connections. CD-3.6
- Development should maximize pedestrian, bicycle, and vehicular connections to adjacent existing and planned neighborhoods and community facilities. Use cul-de-sacs only when no current or future options exist to connect one area to another, or if such design would help preclude development from extending to areas where it is not planned. CD-3.7
- Provide direct access from developments to adjacent parks or open spaces, and encourage residential development to provide common open space contiguous to such areas. CD-3.8
- Minimize driveway entrances to enhance pedestrian safety and decrease the area of paved surfaces. Encourage shared vehicular access points that serve multiple uses and/or parcels, including shared access for commercial and residential uses. Avoid driveways that break up continuous commercial building frontages. Position vehicular

access to minimize negative impacts to aesthetics and to pedestrian and bicycle safety.

CD-3.9

- New development should increase neighborhood connectivity by providing access across natural barriers (e.g., rivers) and man-made barriers (e.g., freeways). CD-3.10
- Encourage new development to connect with the surrounding community and continue the existing street grid to integrate with the neighborhood. CD-3.11

Goal CD-4 – Compatibility

Provide aesthetically pleasing streetscapes and new development that preserves and builds on the unique characteristics of the local area and contributes to a distinctive neighborhood or community identity.

Policies – Compatibility

- Support cohesive and architecturally distinctive urban development along Grand Boulevards, and include such design elements as enhanced landscaping; attractive lighting; wide, comfortable sidewalks; area identification banners; and harmonious building scale features. CD-4.6
- Along Main Streets, support pedestrian-oriented development that facilitates interaction among community members and conveys a unique identity that reflects the character of the surrounding area. CD-4.7
- Include development standards in Village Plans that establish streetscape consistency in terms of street sections, street-level massing, setbacks, building facades, and building heights. CD-4.8
- When development is proposed adjacent to existing or planned parks or along park chains, the development should include frontage roads along the public park in order to maximize access to park lands, to provide separation between urban land uses and park lands without the use of "back-up" design, and to maximize public exposure and view of park lands for scenic and security purposes. CD-4.10

Goal CD-5 – Community Health, Safety, and Wellness

Create great public places where the built environment creates attractive and vibrant spaces, provides a safe and healthy setting, fosters interaction among community members, and improves quality of life.

Policies – Community Health, Safety, and Wellness

- Design areas to promote pedestrian and bicycle movements and to facilitate interaction between community members and to strengthen the sense of community. CD-5.1
- Foster a culture of walking by designing walkable urban spaces; strategically locating jobs, residences and commercial amenities; providing incentives for alternative commute modes; and partnering with community groups and health services organizations to promote healthy life-styles for San José residents. CD-5.2
- Promote crime prevention through site and building designs that facilitate surveillance of communities by putting "eyes on the street." Design sites and buildings to promote visual and physical access to parks and open space areas. Support safe, accessible, and well-used public open spaces by orienting active use areas and building facades towards them. CD-5.3

- Design lighting locations and levels to enhance the public realm, promote safety and comfort, and create engaging public spaces. Seek to balance minimum energy use of outdoor lighting with goal of providing safe and pleasing well-lit spaces. Consider the City's outdoor lighting policies in development review processes. CD-5.6
- Consider the long-term maintenance needs in the design of streets and other infrastructure improvements, and consider whether such improvements are more appropriate as public or private facilities. CD-5.7

Goal CD-6 – Downtown Urban Design

Realize Downtown's full potential as a regional destination and diverse cultural, recreational, civic, and employment center through distinctive and high-quality design.

Policies – Downtown Urban Design

- Design publicly-accessible areas to welcome the entire City, allow easy access and facilitate movement of pedestrians and bicyclists throughout the Downtown, and provide strong physical and visual connections across potential barriers (i.e., roadways and creeks) Promote Downtown as a focal point for community activity (i.e., festivals, parades, etc.) for the entire City. CD-6.3
- Design quality publicly-accessible open spaces at appropriate locations that enhance the pedestrian experience and attract people to the Downtown. Use appropriate design, scale, and edge treatment to define, and create publicly-accessible spaces that positively contribute to the character of the area and provide public access to community gathering, recreational, artistic, cultural, or natural amenities. CD-6.4
- Recognize Downtown as the hub of the County's transportation system and design buildings and public spaces to connect and maximize use of all types of transit. Design Downtown pedestrian and transit facilities to the highest quality standards to enhance the aesthetic environment and to promote walking, bicycling, and transit use. Design buildings to enhance the pedestrian environment by creating visual interest, fostering active uses, and avoiding prominence of vehicular parking at the street level. CD-6.8
- Design buildings with site, façade, and rooftop locations and facilities to accommodate effective signage. Encourage Downtown businesses and organizations to invest in high quality signs, especially those that enliven the pedestrian experience or enhance the Downtown skyline. CD-6.9
- Design public sidewalks with ample width to be shared by large volumes of pedestrians and bicyclists, and plant and maintain street trees to provide a tree canopy for shade to enhance the visitor experience. CD-6.11

Goal CD-7 – Villages & Corridors Urban Design

Create thriving, attractive Villages and Corridors that reflect unique urban characteristics of an area and provide complete neighborhoods for residents, workers, and visitors.

Policies – Villages & Corridors Urban Design

- Identify a vision for a consistent urban design character with development standards, including but not limited to building scale, relationship to the street, and setbacks, as part of the Village planning process. Accommodate all planned employment and

housing growth capacity within each Village and consider how to accommodate projected employment growth demand by sector in each respective Village Plan. CD-7.4

- Incorporate a full range of uses in each Village Plan to address daily needs of residents, businesses, and visitors in the area. Consider retail, parks, school, libraries, day care, entertainment, plazas, public gathering space, private community gathering facilities, and other neighborhood-serving uses as part of the Village planning process. Encourage multi-use spaces wherever possible to increase flexibility and responsiveness to community needs over time. CD-7.6
- Maintain and implement land use policies that are consistent with the urban nature of Village areas. Incorporate spaces for and support outdoor uses and for limited 24-hour uses, so long as the potential for significant adverse impacts is mitigated. CD-7.7
- Encourage development along edges of public parks or plazas within or adjacent to Villages and Corridors to incorporate site and architectural design measures which promote access to and encourage use of the park and which minimize potentially negative shade and shadow impacts upon the park or plaza space. CD-7.8

Goal CD-8 – Residential Neighborhoods

Regulate the urban form, architectural quality and contextual compatibility of new construction and uses within the City’s varied residential neighborhoods to promote a residential neighborhood environment conducive to a high quality of life for neighborhood residents and visitors.

Policies – Residential Neighborhoods

- Integrate new and existing neighborhoods and facilitate movement throughout the City by connecting streets and particularly by providing pedestrian and bicycle cross-access connections. CD-8.5

Housing

Goal H-1 Housing – Social Equity and Diversity

Provide housing throughout our City in a range of residential densities, especially at higher densities, and product types, including rental and for-sale housing, to address the needs of an economically, demographically, and culturally diverse population.

Policies – Housing – Social Equity and Diversity

- Encourage the location of housing designed for senior citizens in neighborhoods where health and community facilities and services are within a reasonable walking distance and are accessible by public transportation. H-1.4

Goal H-3 Housing – High Quality Housing and Great Places

Create and maintain safe and high quality housing that contributes to the creation of great neighborhoods and great places.

Policies – High Quality Housing and Great Places

- High density residential and mixed residential/commercial development, particularly development located in identified growth areas, should be designed to: H-3.2
 1. Create safe and pleasant walking environments to encourage pedestrian activity, particularly to the nearest transit stop and to retail, services, and amenities.

2. Maximize transit usage.
 3. Allow residents to conduct routine errands close to their residence, especially by walking, biking, or transit.
 4. Integrate with surrounding uses to become a part of the neighborhood rather than being an isolated project.
 5. Use architectural elements or themes from the surrounding neighborhood when appropriate.
 6. Provide residents with access to adequate on- or off-site open space.
 7. Create a building scale that does not overwhelm the neighborhood.
 8. Be usable by people of all ages, abilities, and needs to the greatest extent possible, without the need for adaptation or specialized design.
- Situate housing in an environment that promotes the health, safety, or well-being of the occupants, and that is close to services and amenities. H-3.3

Goal H-4 Housing - Environmental Sustainability

Provide housing that minimizes the consumption of natural resources and advances our City's climate change and environmental goals.

Policies – Housing - Environmental Sustainability

- Encourage the development of higher residential densities in complete, mixed-use, walkable and bikeable communities to reduce energy use and green house gas emissions. H-4.3

Education and Services

Goal ES-1 – Education

Promote the operation of high-quality educational facilities throughout San José as a vital element to advance the City's Vision and goals for community building, economic development, social equity, and environmental leadership.

Policies – Education

- Encourage new schools, including public and private, to locate near populations which they serve. ES-1.3
- Continue to work with public and private schools through programs such as the Street Smarts School Safety Education Program to improve pedestrian and bicycle safety and encourage walking and biking to and from school. ES-1.16

Goal ES-3 – Law Enforcement and Fire Protection

Provide high-quality law enforcement and fire protection services to the San José community to protect life, property and the environment through fire and crime prevention and response. Utilize land use planning, urban design and site development measures and partnerships with the community and other public agencies to support long-term community health, safety and well-being.

Policies – Law Enforcement and Fire Protection

- Facilitate the safe movement of pedestrians, bicyclists and vehicles throughout the City and support safety for community activities such as cultural and sporting events where large numbers of community members and visitors gather. ES-3.12

Private Community Gathering Facilities

Goal CG-1 – Private Community Gathering Facilities

Provide for the development of Private Community Gathering Facilities at locations within or near residential, commercial, or mixed residential-commercial neighborhoods throughout the City to accommodate the social and cultural activities of the San José community

Policies – Private Community Gathering Facilities

- Promote Private Community Gathering Facilities within Villages, Corridors and other areas near residents to serve neighborhoods and to contribute toward the development of vibrant, walkable places. CG-1.1

Parks, Open Space, and Recreation

Goal PR-2 – Contribute to a Healthful Community

Build healthy communities through people, parks, and programs by providing accessible recreation opportunities that are responsive to the community's health and wellness needs.

Policies – Contribute to a Healthful Community

- All new residential developments over 200 units in size should be located within 1/3 of a mile walking distance of an existing or new park, trail, open space or recreational school grounds open to the public after normal school hours or shall include one or more of these elements in the project design. PR-2.6

Goal PR-6 – Sustainable Parks and Recreation

Provide environmentally sustainable programs, facilities, and infrastructure assets, accompanied by a network of trails and pathways throughout the City to provide an alternate means of transportation.

Policies – Sustainable Parks and Recreation

- Encourage sustainable connections (such as pedestrian/bike trails, bike lanes and routes, transit, etc.) between community elements like schools, parks, recreation centers, libraries and other public nodes. PR-6.6

Goal PR-7 – Interconnected Parks System

Provide an integrated system of parks connected by a citywide network of trails and pathways that provide opportunities for walking and biking for both recreation and transportation, thus fostering a healthy community.

Policies – Interconnected Parks System

- Encourage non-vehicular transportation to and from parks, trails, and open spaces by developing trail and other pleasant walking and bicycle connections to existing and planned urban and suburban parks facilities. PR-7.1
- Meet the parks needs and expand recreational opportunities for residents in dense, urban areas partially by focusing on improving connections (particularly trail, bicycle, and pedestrian networks) to large parks and recreation facilities. PR-7.5

Goal PR-8 – Fiscal Management of Parks and Recreation Resources

Provide financially sustainable recreation programs, facilities, and infrastructure assets.

Policies – Fiscal Management of Parks and Recreation Resources

- Encourage privately owned and maintained and publicly accessible recreation spaces that encourage community interaction; compliment the private property uses; and, when adjacent to existing and planned parks, trails, recreation facilities, or open spaces, connect them to these facilities. This policy is particularly important in dense, urban areas. PR-8.2
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City’s Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties. PR-8.5
- Continue to actively collaborate with school districts, utilities, and other public agencies to provide for appropriate recreation uses of their respective properties and rights-of-ways. Consideration should be given to cooperative efforts between these entities and the City to develop parks, pedestrian and bicycle trails, sports fields and recreation facilities. PR-8.7
- Collaborate with the public land agencies and other appropriate jurisdictions to direct the expenditure of their funds to provide parks and other open space lands and recreation resources within, or in close proximity to, the urban population. PR-8.8
- Work cooperatively with local school districts in identifying and evaluating surplus school sites for potential parkland acquisition. PR-8.9

Land Use Policies

Goal LU-1 – General Land Use

Establish a land use pattern that foster a more fiscally stable, environmentally sustainable, safe, and livable city.

Policies – General Land Use

- Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled. LU-1.1
- Encourage employee-intensive commercial uses and, where compatible with surrounding land uses, industrial uses to locate within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors. LU-1.5

Goal LU-2 – Growth Areas

Focus new growth into identified Growth Areas to protect the quality of existing neighborhoods, while establishing new mixed use neighborhoods with a compact and dense form that is attractive to the City’s projected demographics (i.e., an aging population), and that supports walking, provides opportunities to incorporate retail and other services in a mixed-use format, and facilitates transit use.

Policies – Growth Areas

- Provide significant job and housing growth capacity within strategically identified “Growth Areas” in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings. LU-2.1

Goal LU-3 – Downtown

Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San José.

Policies – Downtown

- Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclist and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety. LU-3.5
- Prohibit uses that serve occupants of vehicles (such as drive-through windows) and discourage uses that serve the vehicle (such as car washes and service stations), except where they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area. LU-3.6

Goal LU-5 – Neighborhood Serving Commercial

Locate viable neighborhood-serving commercial uses throughout the City in order to stimulate economic development, create complete neighborhoods, and minimize vehicle miles traveled.

Policies – Neighborhood Serving Commercial

- Locate neighborhood-serving commercial uses throughout the city, including identified growth areas and areas where there is existing or future demand for such uses, to facilitate pedestrian access to a variety of commercial establishments and services that meet the daily needs of residents and employees. LU-5.2
- Require new commercial development to facilitate pedestrian and bicycle access through techniques such as minimizing building separation from public sidewalks; providing safe, accessible, convenient, and pleasant pedestrian connections; and including secure and convenient bike storage. LU-5.4
- Provide pedestrian and vehicular connections between adjacent commercial properties with reciprocal-access easements to encourage safe, convenient, and direct pedestrian access and “one-stop” shopping. Encourage and facilitate shared parking arrangements through parking easements and cross-access between commercial properties to minimize parking areas and curb-cuts. LU-5.5
- Encourage outdoor cafes and other outdoor uses in appropriate commercial areas to create a vibrant public realm, maximize pedestrian activity, and capitalize on San José’s temperate climate. LU-5.8

Goal LU-9 – High-Quality Living Environments

Provide high quality living environments for San José’s residents.

Policies – High-Quality Living Environments

- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between the new development, the adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections. LU-9.1
- Integrate housing development with our City’s transportation system, including transit, roads, and bicycle and pedestrian facilities. LU-9.3

Goal LU-10 – Efficient Use of Residential & Mixed-Use Lands

Meet the housing needs of existing and future residents by fully and efficiently utilizing lands planned for residential and mixed-use and by maximizing housing opportunities in locations within a half mile of transit, with good access to employment areas, neighborhood services, and public facilities.

Policies – Efficient Use of Residential & Mixed-Use Lands

- Promote mixed-use development in appropriate places throughout the City as a means to develop walkable and complete communities. LU-10.1
- Within identified growth areas, develop residential projects at densities sufficient to support neighborhood retail in walkable, main street type development. LU-10.4

Performance Measures – Efficient Use of Residential & Mixed-Use Lands

- Achieve 75% of residents who can access 25% of their retail/service needs within a 20-minute walk and 50% of residents who can access 50% of their retail/service needs within a 20-minute walk. LU-10.11

Transportation Policies

Goal TR-1 – Balanced Transportation System

Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles and trucks.

Policies – Balanced Transportation System

- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. TR-1.3

• Commute Mode Split Targets for 2040		
• Mode	• Commute Trips to and From San José	
	• 2008	• 2040 Goal
• Walk	• 1.8%	• At least 15%

- Transportation improvements funded through new development should include needed improvements to all modes, including bicycling, walking and transit. Encourage investments that reduce vehicle travel demand. TR-1.4
- Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences. TR-1.5
- Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards. TR-1.6
- Require that private streets are designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences. TR-1.7
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met. TR-1.8

Goal TR-2 – Walking and Bicycling

Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they are primary transportation modes in San José.

Policies – Walking and Bicycling

- Coordinate the planning, and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings (including proposed grade-separated crossings of freeways and other high vehicle volumes roadways) and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas). TR-2.1

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers on City streets that impede pedestrian and bicycle movement, including consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly access by the public, including the San Jose International Airport. TR-2.2
- Ensure, that crosswalks and sidewalks shall be universally accessible and designed for people of all abilities. TR-2.3
- Encourage walking and bicycling and increase pedestrian and bicycle safety through education programs. TR-2.4
- Integrate the financing, design and construction of pedestrian and bicycle improvement projects with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation. TR-2.5
- Require that 1) all new traffic signal installations, 2) existing traffic signal modifications, and 3) projects included in the Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible. TR-2.6
- Give priority to pedestrian improvement projects that 1: improve pedestrian safety, 2: improve pedestrian access to and within the Urban Villages and other growth areas, and 3: that improve access to parks, schools, and transit facilities. TR-2.7
- Require new development to provide appropriate on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements. TR-2.8
- Coordinate and collaborate with the Santa Clara Valley Transportation Authority, Corridor Joint Powers Board, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations, and major bus stops. TR-2.9
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose. TR-2.10
- Prohibit the development of new cul-de-sacs or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections and pursue the development of new through bicycle and pedestrian connections in existing cul-de-sacs where feasible. TR-2.11
- Consider alternative material to enhance the pedestrian and bicyclist experience as well as provide other benefits such as stormwater management and hydromodification control. TR-2.12

Goal TR-5 – Vehicular Circulation

Maintain the City's street network to promote the safe and efficient movement of automobile and truck traffic while also providing for the safe and efficient movement of bicyclists, pedestrian, and transit vehicles.

Policies – Vehicular Circulation

- Require that new development, which includes new public or private streets, connect these streets with the existing public street network and prohibit the gating of private streets intended to restrict public access. Furthermore require that the street network within a given project consists of integrated short blocks to facilitate bicycle and pedestrian travel and access TR-5.5

Goal TR-6 – Goods Movement

Provide for safe and efficient movement of goods to support commerce and industry.

Policies – Goods Movement

- Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel. TR-6.1

Transportation Demand Management and Parking

Transportation Demand Management (TDM) refers to a set of strategies to reduce vehicle trips by promoting alternatives such as public transit, carpooling, bicycling, walking, and telecommuting. Many of the features that are incorporated into the Envision San José 2040 General Plan are part of the City's current TDM strategy, including:

- A street typology system that assigns priority to alternate modes of travel, including the concept of complete streets
- Pedestrian and bicycle facilities, including Safe Routes to Schools
- Expanded and enhanced public transit service, including exclusive bus lanes
- Measures such as shuttle services, discounted transit passes, carpooling and car-sharing that reduce vehicle trips
- Compact land use pattern that reduces trip length and allows for “park once and walk” destinations
- Balanced housing and jobs

Goal TR-9 – Horizon I Reduction of Vehicle Miles Traveled

Reduce Vehicle Miles Traveled (VMT) by 10%, from 2009 levels, as an interim goal.

Policies – Horizon I Reduction of Vehicle Miles Traveled

- Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips. TR-9.1

Goal TR-11 – Regional and State VMT Reduction Efforts

Reduce VMT an additional 20% above Goals VMT 2 and 3 (a total reduction of 40% as measured from 2009) by participating and taking a leadership role in on-going regional and statewide efforts to reduce VMT.

Actions – Regional and State VMT Reduction Efforts

- Support, at the state level, the establishment of vehicle taxes targeted to fund congestion pricing strategies and public transportation, bicycle and pedestrian infrastructure. TR-11.1

Goal TR-12 – Intelligent Transportation System

Develop a sustainable ITS system to effectively manage, operate, and maintain the current and future transportation network for all modes of travel. A robust and efficient ITS system will provide added opportunities for reducing congestion and greenhouse gas emissions, and increasing safety and the quality of life for all users.

Policies – Intelligent Transportation System

- Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems. TR-12.2

Trail Network

San José's climate is ideal for bicycling and walking, and the Trail Network Goals, Policies, and Implementation Actions (Trail Network Policies) seek to capitalize on the City's mild temperatures and more than 300 sunny days per year.

Goal TN-2 – Trails as Transportation

Develop a safe and accessible Trail Network to serve as a primary means of active transportation and recreation within a multi-modal transportation system. Connect the Trail Network to on-street bikeways to provide a functional, integrated transportation network.

Policies – Trails as Transportation

- Support off-street travel by interconnecting individual trail systems to each other and to regional trail systems. TN-2.1
- Add necessary infrastructure to facilitate travel within a developed urban area to support trail usage. TN-2.2
- Maximize hours that trails are open for public use, consistent with safety and other goals. Manage trail closures and special events to minimize limitations to trail accessibility. TN-2.4
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location, in accordance with Policy PR-8.5. TN-2.6
- Coordinate trails and bikeways, and consider policies from the Circulation section and the Parks, Trails, Open Space, and Recreation Amenities/Programs section of this Plan to create a complete BikeWeb to serve the needs of San José's diverse community. TN-2.7

Performance Measures – Trails as Transportation

- Develop a trail network that extends a minimum of 100 miles. TN-2.11
- Provide all residents with access to trails within 3 miles of their homes. TN-2.12

Implementation

Goal IP-3 – General Plan Annual Review and Measurable Sustainability

Evaluate the progress of the Plan's implementation actions and programs, and the Green House Gas (GHG) reduction strategies using the Plan's Performance Measures and the Council's Climate Action/Green House Gas Reduction Policy, and as needed, refine General Plan goals and policies and the Land Use / Transportation Diagram during the Annual Review of the General Plan.

Policies – General Plan Annual Review and Measurable Sustainability

- Proposals to modify identified Village, Corridor or Commercial Center Growth Areas, including creation of new Village/Growth Areas, removal of existing Village/Growth Areas or modification of a Growth Area’s boundaries, or to modify the identified Horizon for a Growth Area, require a General Plan Amendment which may be considered during the Annual Review of the General Plan. Maintain the City’s total planned housing growth capacity (120,000 dwelling units) as a cumulative result of any Amendments approved during a single Annual Review. Such amendments may maintain or increase the total planned job growth capacity for the City, but not diminish the job growth capacity. Creation of a new Village area including residential growth capacity will therefore require that housing capacity be transferred from some other identified Growth Area with housing growth capacity. For such proposals, analyze the projected effects upon transportation, including transit use, bicycle and pedestrian activity, and traffic congestion, and upon the City’s job growth capacity and anticipated fiscal performance. IP-3.4

Goal IP-5 – Village Planning

Use new proposals for residential, mixed use, or employment development to help create walkable and bicycle-friendly “Villages” at strategic locations throughout the City, and to enhance established neighborhoods. In new Village development, integrate a mix of uses including retail shops, services, employment opportunities, public facilities and services, housing, places of worship, and other cultural facilities, parks and public gathering places.

Policies – Village Planning

- Prepare a comprehensive Village Plan prior to the issuance of entitlements for residential development within any of the identified Growth Areas, to clearly address: IP-5.1
 1. **Job growth capacity**
 2. **Village Boundaries and Land Uses**
 3. **Building Heights and Densities**
 4. **Infrastructure:** Identify locations for parks, plazas and other public and quasi-public open spaces, and sites to potentially incorporate libraries, public safety facilities and other public uses. A Village Plan should also consider the adequacy of public and private utilities to serve the planned growth capacity.
 5. **Urban Character:** Include streetscape and building frontage design, pedestrian facility improvements and other urban design actions necessary to successfully implement the Village concept.
 6. **Financing**

Goal IP-6 – Capital Improvement Program

Use the City’s Five Year Capital Improvement Program (C.I.P.) to implement the construction of public facilities and infrastructure to meet the community’s needs consistent with achievement of the General Plan goals and policies.

Goal IP-7 – Specific Plans

Use the specific plan process to allow for more detailed planning of a specific geographic area, ensuring that the development of this area will proceed according to specific use, design, phasing, and financing provisions tailored to the circumstances of that area.

Goal IP-8 – Zoning

Use the rezoning of property to directly implement the land use designations as shown on the Land Use/Transportation Diagram. By City Council policy, the rezoning of property should ordinarily conform to the General Plan.

Policies - Zoning

- For the review of privately or public initiated rezoning applications, consider the appropriateness of the proposed zoning district in terms of how it will further the General Plan goals and policies as follows: IP-8.3
 1. Align with the General Plan Land Use / Transportation Diagram designations.
 2. Retain or expand existing employment capacity.
 3. Preserve existing retail activity.
 4. Avoid adverse land use incompatibilities.
 5. Implement the General Plan goals and policies including those for Urban Design.
 6. Support higher density land uses consistent with the City's transition to a more urban environment.
 7. Facilitate the intensification of Villages and other Growth Areas consistent with the goal of creating walkable, mixed-use communities.
 8. Address height limits, setbacks, land use interfaces and other design standards so as to provide for the intensification of land uses adjacent to already developed areas.

Goal IP-15 – Development Fees, Taxes, and Improvement Requirements

New development should finance capital and facility needs and contribute toward their ongoing operation and maintenance, consistent with the General Plan service and facility goals and policies.

Policies – Development Fees, Taxes, and Improvement Requirements

- New development is required to construct and dedicate to the City all public improvements directly attributable to the site. This includes neighborhood or community parks and recreation facilities, sewer extensions, sewer laterals, street improvements, sidewalks, street lighting, fire hydrants and the like. In the implementation of the level of service policies for transportation and sanitary sewers and neighborhood and community parks, development is required to finance improvements to nearby intersections or downstream sewer mains in which capacity would be exceeded, and dedicate land, pay an in lieu fee or finance improvements for parks and recreation needs which would result from the development. IP-15.1

Goal IP-17 Environmental Leadership / Stewardship

Use the City's Green Vision and other special environmental policy documents as General Plan Implementation tools to further the City's Environmental Leadership role.

Policies – Environmental Leadership / Stewardship

- Develop and maintain a Climate Action Plan or equivalent policy document as a road map for the reduction of greenhouse gas emissions within San Jose, including those with a direct relationship to land use and transportation. The Climate Action Plan identifies the specific items within the General Plan that contribute to the reduction of greenhouse gas emissions and considers the degree to which they will achieve this goal. The General Plan and Land Use / Transportation Diagram contain multiple goals and policies which will contribute to the City’s reduction of greenhouse gas emissions, including a significant reliance upon new growth taking place through a more compact urban form that facilitates trips to work, school, and commercial areas by walking, mass transit or bicycling. IP-17.2