

Fw: Approve San Jose's Parking and TDM Policy in June

City Clerk <[REDACTED]>

Mon 6/13/2022 6:35 PM

To: Agendadesk <[REDACTED]>

Office of the City Clerk | City of San José

200 E. Santa Clara St., Tower 14th Floor

San Jose, CA 95113

Main: 408-535-1260

Fax: 408-292-6207

How is our service? [Please take our short survey.](#)

From: Michael Dean Michel <[REDACTED]@tationnetwork.org>

Sent: Monday, June 13, 2022 4:48 PM

To: City Clerk <[REDACTED]>

Subject: Approve San Jose's Parking and TDM Policy in June

[External Email]

City Clerk Toni Taber,

Dear San Jose Councilmembers,

I am a resident of San Jose and I am reaching out to you today, in advance of the upcoming Planning Commission and City Council meetings in June, about the parking standards and transportation demand management ordinance.

I urge you to adopt the staff recommendation to prepare an ordinance that removes mandatory minimum parking limits, updates the City's Transportation Demand Management (TDM) requirements to apply to all projects meeting a certain size threshold, and develops a program for ongoing monitoring and compliance for the citywide TDM program.

The City of San Jose has adopted an ambitious plan to become carbon neutral by 2030 but with 50% of greenhouse gas emissions coming from private vehicles in the City, updating parking standards as well as new transportation demand management (TDM) requirements needs to be a clear part of this plan citywide.

I want a San Jose that is:

- More affordable: by reducing the overbearing costs of producing parking—which is passed on to residents—and, in turn, having more land and resources to make housing more

affordable to residents.

- More sustainable: by allowing the community to determine how much parking is appropriate, you can prevent the oversupply of parking and promote a better quality urban environment. This policy reform can reduce reliance on cars and mitigate greenhouse gas emissions and pollution, while also incentivizing more sustainable modes and options of mobility.

- More equitable: minimum parking requirements mean that even car-free households end up paying for parking they don't use and end up driving up housing costs. The Transportation Demand Management (TDM) policies are a critical way to increase access to transportation and reduce the reliance on cars, allowing people to have more affordable transportation options.

San Jose has been a climate leader and I hope you continue to lead in this direction by taking bold action to disincentivize single-occupancy car trips, reduce GHG emissions, and increase affordable housing. The laws you have put in place requiring all-electric energy in new construction, and electric vehicle charging stations at residential buildings might not have the intended impact if the legislation is still incentivizing driving through the requirement of minimum parking. I am counting on you to vote in support of this policy!

Swaxincerely,

Michael Dean Michel

[REDACTED]

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Fw: Approve San Jose's Parking and TDM Policy in June

City Clerk <[REDACTED]>

Mon 6/13/2022 6:37 PM

To: Agendadesk <[REDACTED]>

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Fax: 408-292-6207

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From: Patrice Shaffer <[REDACTED]tionnetwork.org>

Sent: Monday, June 13, 2022 5:08 PM

To: City Clerk <[REDACTED]>

Subject: Approve San Jose's Parking and TDM Policy in June

[External Email]

City Clerk Toni Taber,

Dear Councilmember Devora Davis,

I am a resident of City of San Jose Council District 6 and I am reaching out to you today, in advance of the upcoming Planning Commission and City Council meetings in June, about the parking standards and transportation demand management ordinance.

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Patrice Shaffer

Patrice Shaffer


San Jose, California 95110

Fw: Approve San Jose's Parking and TDM Policy in June

City Clerk <[REDACTED]>

Mon 6/13/2022 6:38 PM

To: Agendadesk <[REDACTED]>

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Fax: 408-292-6207

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From: Anoel Odisho <[REDACTED]tionnetwork.org>

Sent: Monday, June 13, 2022 5:42 PM

To: City Clerk <[REDACTED]>

Subject: Approve San Jose's Parking and TDM Policy in June

[External Email]

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Sincerely,

Anoeil Odisho

[REDACTED]
[REDACTED]
[REDACTED]

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Item 10.3, to be heard concurrently with Item 6.1 & 6.2

Tom Morman <[REDACTED]>

Tue 6/14/2022 7:28 AM

To: City Clerk <[REDACTED]>

Cc: Jones, Chappie <[REDACTED]> Gail Morman <[REDACTED]>

You don't often get email from [REDACTED] [Learn why this is important](#)

[External Email]

[External Email]

City Clerk Toni Taber

Dear Mr. Mayor and Members of San Jose City Council,

We are here to request a postponement in the decision to change the Parking/Transportation Demand Management (TDM) Ordinance Update Police along with any related changes included in Item 6.1 and 6.2 until this can be fully explained to the general public. This has come to our attention only after recent articles in the June 10th San Jose Mercury and the June 11th San Jose Spotlight.

Our concern is how this would affect neighborhoods adjacent to Urban Village development. For example, in our neighborhood there are currently appeals for the recently approved Winchester Hotel, which according to the June 18, 2020 1212 South Winchester Hotel Development Transportation Analysis (p.21), is estimated to generate 1455 daily trips. The current plan calls for an onsite parking reduction of approximately 49%. Would the proposed changes make this number even lower?

We fully support the efforts to reduce carbon emissions. However, we question how this will be occur by simply allowing development to ignore parking needs in the hope that this eliminate the need for parking.

We request more time to have a broad community discussion on what impact this would have on neighborhoods.

Sincerely,

Tom and Gail Morman

[REDACTED]

--

[REDACTED]
666-0581
[REDACTED]

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Approve San Jose's Parking and TDM Policy in June

Dotti King <[REDACTED]>

Mon 6/13/2022 7:23 PM

To: City Clerk <[REDACTED]>

[External Email]

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Sincerely,

Dotti King



San Jose, California 95128

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Approve San Jose's Parking and TDM Policy in June

Jonathan Karpf <[REDACTED]>

Mon 6/13/2022 8:49 PM

To: City Clerk <[REDACTED]>

You don't often get email from [REDACTED] [Learn why this is important](#)

[External Email]

City Clerk Toni Taber,

Dear San Jose Councilmembers,

I am a resident of Naglee Park in San Jose and I am reaching out to you today, in advance of the upcoming Planning Commission and City Council meetings in June, about the parking standards and transportation demand management ordinance.

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Sincerely,

Jonathan Karpf



San Jose, California 95112

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San Jose's Parking and TDM Policy

David Noel <[REDACTED]>

Mon 6/13/2022 9:03 PM

To: City Clerk <[REDACTED]> District1 <[REDACTED]> District2 <[REDACTED]> District3
<[REDACTED]> District4 <[REDACTED]> District5 <[REDACTED]> District 6
<[REDACTED]> District7 <[REDACTED]> District8 <[REDACTED]> District9
<[REDACTED]> District 10 <[REDACTED]> The Office of Mayor Sam Liccardo
<[REDACTED]>

[External Email]

Honorable Mayor and City Council Members,

I urge you adopt a Transportation Demand Management policy that does ***NOT*** create overflow parking problems in existing residential neighborhoods. Any reduction in parking requirements should be coupled with enforceable reductions in the actual number of cars to be stored.

At a recent District 9 Leadership Group meeting, Senator Dave Cortese (co-author of SB9) stated that cities should revisit their objective zoning standards within the context of SB9, especially parking ratios, but also items such as height, setbacks, and total square footage. We need to carefully manage the land use authority that we still have in order to minimize the impacts of projects built under state authority such as SB9 and SB35.

I recommend that the TDM policy allow developers to either use current parking ratios, or provide a detailed parking plan including the following:

- A projection of parking spaces needed and transit usage using actual data measured from comparable fully-occupied developments
- Off-street parking for the projected number of cars (creative solutions encouraged)
- Post-occupancy follow-up, with enforceable corrective measures if parking demand exceeds supply (city funding required for the follow-up)
- Enforceable limits on the number of cars the development can have (example: CC&R restrictions on vehicles per dwelling unit)
- Plan for permit-parking implementation and ongoing enforcement in adjacent neighborhoods if overflow parking becomes a problem (city funding required)
- Plan for ongoing transit passes and/or local shuttles for residents

Thank you for your consideration!

David Noel, President
Erikson Neighborhood Association

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Approve San Jose's Parking and TDM Policy in June

Laurie Fraker <[REDACTED]>

Mon 6/13/2022 9:13 PM

To: City Clerk <[REDACTED]>

[External Email]

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Thank you for your time.

Laurie Fraker

[REDACTED]

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Approve San Jose's Parking and TDM Policy in June

Natalie Clark <[REDACTED]>

Mon 6/13/2022 9:58 PM

To: City Clerk <[REDACTED]>

[External Email]

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Sincerely,

Natalie Clark



San Diego, Arkansas 72210

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Daniel Weiss <[REDACTED]>

Mon 6/13/2022 10:31 PM

To: City Clerk <[REDACTED]>

[External Email]

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Sincerely,
Daniel C. Weiss, Esq.

Daniel Weiss



San Jose, California 95139

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Approve San Jose's Parking and TDM Policy in June

Justin Truong <[REDACTED]>

Mon 6/13/2022 10:59 PM

To: City Clerk <[REDACTED]>

[External Email]

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Sincerely,

Justin Truong



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I Support Revising the Parking and TDM Policy

Gavin Achtemeier <[REDACTED]>

Mon 6/13/2022 11:04 PM

To: City Clerk <[REDACTED]>

[External Email]

City Clerk Toni Taber,

Hello,

Updating parking minimums in favor of transportation demand management (TDM) is not about restricting access to cars. It is about giving residents and employees and customers and students and tourists the freedom to choose how to go about their lives in San Jose. Its about allowing business owners to choose for themselves how much to invest in parking spaces instead of being forced by the city to pay for a parking space even if their business plan is centered around foot traffic. Parking spaces are not a given, and are not cheap. They are especially expensive for new developments where they have to buy that extra space. I've seen some estimates with \$30,000 at the low end for each new parking space in San Jose.

Just because the car is a default for you (today) does not mean that is the case for everyone. Some people may want to patronize their local bar on a Friday night and responsibly take a train or bus or taxi home. Others may prefer to mix their daily exercise with their commute and bike to work. Many cannot drive either because they are too young or don't meet the physical requirements, or find it hard to afford gas. These people are subsidizing parking spaces with the current mandatory minimum requirements.

As a child edging on teenager my best option to get to school was a bike. I was too young to drive, my parents had jobs, and walking would take ages. I had to cross two three-lane-each-way roads with traffic going 45 in opposite directions and a state highway. At 12 years old. I would get to school with my neighbors and although there would be empty parking spaces which the school district was paying to maintain there weren't enough basic bike racks (which I can find for less than \$500 at my local home depot) for us to use. This was my only way of getting around and being independent but my choices were to not use it or risk someone stealing my only way home. The school was required to waste money to pave and maintain parking lots that were once green areas where a bike rack or bus pass could have been provided instead, and at less cost.

Please, let the people and free market decide how to get around. Don't continue to over-subsidize cars via outdated or arbitrary mandatory parking minimums. Follow the advice of the expert recommendations.

Sincerely,
Gavin

P.S. I support the sentiment in the following form letter you've probably gotten many times.

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Gavin Achtemeier



Santa Clara, California 95054

Parking reform is paramount to San Jose's future!

Johnny Le <[REDACTED]>

Mon 6/13/2022 11:17 PM

To: City Clerk <[REDACTED]>

[External Email]

City Clerk Toni Taber,

Dear San Jose Councilmembers,

On June 13, 2022, we will be faced with an absolutely critical decision for the future of our fair city. San Jose has long been the domain of the automobile. But rather than a tool for our citizens to live happy and productive lives, the car has been our master. Every aspect of our lives revolves around the car; we are bound by it rather than freed as some may believe. Please, I implore you to abolish our antiquated parking requirements, citywide, without reservation.

I am a proud San Josean through and through. I was born here, raised here, and plan to live my life here. I am only 25, and I do not want that life to be coated in a layer of asphalt.

I understand the concerns you may have. I myself lived in District 7 for most of my life. It is definitely auto-dependent. The Viet community there understood that cars were a necessity. But it was also a burden. I saw many grandparents, aunts, uncles, who were too old, too nervous, too SOMETHING to be able to drive a car. They were forced, by our own city's design, to stay at home. They had to rely on family members to drive them to school, to work, even just to pick up rice. Perhaps the more intrepid folks would brace an hours-long ride on a VTA bus. My family are all immigrants, and they all focused on getting their driver's license before even finding a job. Imagine living a life where a car is more important than earning a living, because it's the only way to even BEGIN earning a living. Think about how their lives would be transformed if they could walk to the store, ride a bike to the doctor, or take a tram to work.

I myself did not get a driver's license until I was 18. I was (relatively) lucky to have the 73 bus nearby, if I needed to go to the store or to school. Others are not so fortunate. I felt intensely isolated growing up, with nothing to do and nowhere to go. I had no independence, and my single mother was always too busy with running her struggling small business to take me anywhere. She would have to come home from 14 hour long workdays driving a catering truck, just to hop right back in a car if I wanted to go to the library. Do you start to see the problems with our over-reliance on cars? Do you see how, for those who cannot drive, the reliance on cars (and thus parking) is a curse rather than a blessing?

We did not have a lot of money growing up, and driving a car is not cheap. Gas, maintenance, and just the upfront cost of the car itself is prohibitive to working class folks. This adds up to thousands of dollars a year. Yet, many working class San Joseans depend on

cars to live. We are forced to buy-in to the car, just because our neighborhoods are built for them. It doesn't have to be this way.

I know that many are worried about parking. Neighborhoods have seen an explosion of cars in recent years. Folks cannot park anywhere near their homes. However, take a step back and think about WHY that is. More young folks like me have to live at home due to high housing costs. Working class families need to live together to afford rents. We need our own cars to get to and from work. Thus, houses designed for 1-2 cars can quickly explode to having 5-6. Is the solution to this to build MORE parking, thus encouraging MORE car use, thus requiring EVEN MORE parking? Or is the real solution to instead to decouple our lives from the car?

Free parking is not free. Parking requirements add tremendously to the costs for building new development, especially housing. A single parking spot can cost from \$30k to over \$75k for underground parking. Cars, even electric cars, cause pollution, whether it be at the tailpipe or at the factory. Imagine how much more housing we could build if we didn't need to build space for cars. Imagine how green our city would be if folks didn't need to drive. Imagine how much more fulfilling life would be, if we spent it strolling through beautiful, walkable streets instead of behind the wheel of a metal box floating in an endless sea of grey.

Yes, I accept that transit is not ready, immediately, to pick up the slack. Not everyone is comfortable with riding their bike in the street with only a painted lane. However, we will never be able to build such an adequate system while driving remains so heavily subsidized via over-prescription of parking. What incentive is there to increase bus service and connectivity, if everyone will drive to the store? It will take years before we have weaned ourselves off of the automobile. We can use that time to truly invest in transit, cycling, zoning reform, and building walkable neighborhoods.

The housing crisis is here. The climate crisis is real. The future is uncertain. San Jose faces a myriad of challenges in the coming years. As someone who will be around to experience all the turmoil, I think this is no place to be hesitant. It's the ninth inning, bases are loaded. You, the council, are up at bat. You need to hit it out of the park. Anything less than a home run, and the game is lost. Are you willing to take that big swing?

Vote to abolish parking minimums citywide, and end our city's car dependency.

Thank you for reading my concerns,
Johnny Le

Johnny Le


San Jose, California 95112

Approve San Jose's Parking and TDM Policy in June

Tue 6/14/2022 1:53 AM

To: City Clerk <

[External Email]

City Clerk Toni Taber,

Dear San Jose Councilmembers,

I am a resident of your neighbor, Sunnyvale, and I am reaching out to you today, in advance of the upcoming Planning Commission and City Council meetings in June, about the parking standards and transportation demand management ordinance.

I urge you to adopt the staff recommendation to prepare an ordinance that removes mandatory minimum parking limits, updates the City's Transportation Demand Management (TDM) requirements to apply to all projects meeting a certain size threshold, and develops a program for ongoing monitoring and compliance for the citywide TDM program.

The City of San Jose has adopted an ambitious plan to become carbon neutral by 2030 but with 50% of greenhouse gas emissions coming from private vehicles in the City, updating parking standards as well as new transportation demand management (TDM) requirements needs to be a clear part of this plan citywide.

I want a San Jose that is:

- More affordable: by reducing the overbearing costs of producing parking—which is passed on to residents—and, in turn, having more land and resources to make housing more affordable to residents.
- More sustainable: by allowing the community to determine how much parking is appropriate, you can prevent the oversupply of parking and promote a better quality urban environment. This policy reform can reduce reliance on cars and mitigate greenhouse gas emissions and pollution, while also incentivizing more sustainable modes and options of mobility.
- More equitable: minimum parking requirements mean that even car-free households end up paying for parking they don't use and end up driving up housing costs. The Transportation Demand Management (TDM) policies are a critical way to increase access to transportation and reduce the reliance on cars, allowing people to have more affordable transportation options.

San Jose has been a climate leader and I hope you continue to lead in this direction by taking bold action to disincentivize single-occupancy car trips, reduce GHG emissions, and increase affordable housing. The laws you have put in place requiring all-electric energy in new construction, and electric vehicle charging stations at residential buildings might not have the

intended impact if the legislation is still incentivizing driving through the requirement of minimum parking. I am counting on you to vote in support of this policy!

Sincerely,



,

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Support items 6.1 & 6.2 & 10.3: Existing Building Electrification and Pathway to Carbon Neutrality & No Parking Minimums

Linda Hutchins-Knowles <[REDACTED]>

Tue 6/14/2022 7:30 AM

To: District1 <[REDACTED]> District 10 <[REDACTED]> District2 <[REDACTED]> District3 <[REDACTED]>
<[REDACTED]> District4 <[REDACTED]> District5 <[REDACTED]> District 6 <[REDACTED]>
<[REDACTED]> District7 <[REDACTED]> District8 <[REDACTED]> District9 <[REDACTED]>
<[REDACTED]> The Office of Mayor Sam Liccardo <[REDACTED]> City Clerk <[REDACTED]>
<[REDACTED]> <[REDACTED]>

[External Email]

[External Email]

Dear Mayor Liccardo, Vice Mayor Jones, and Councilmembers Arenas, Carrasco, Cohen, Davis, Esparza, Foley, Jimenez, Mahan, and Peralez,

As a San Jose resident, co-founder of Mothers Out Front Silicon Valley, and staff member of Acterra: Action for a Healthy Planet, I support the city staff's proposed [Existing Building Electrification Framework](#), [Pathway to Carbon Neutrality by 2030](#) and revised parking minimums as essential parts of the solution to meet our net zero climate goals in San Jose. I also ask that the plans be strengthened with designated financial and human resources and target deadlines—and that you move forward swiftly to sunset the unnecessary and harmful exemption allowing gas-powered fuel cells in new construction, in direct contradiction of the intention of the Natural Gas Prohibition and our Climate Smart goals.

The Existing Building Electrification Framework **incentivizes**—but does not mandate—residents to replace old gas appliances “on burn out” or end of life with efficient electric alternatives, including electric or induction stoves, heat pump water heaters, and heat pump space heating—which also provides efficient cooling during our increasingly hot summers.

The plan provides extensive **outreach** to raise awareness of the negative health and climate impacts of using gas. Many residents would be willing to electrify, but due to limited understanding and resources and much misinformation around electrification, they often stay with conventional (fossil) gas appliances. **Most people don't know that gas stoves pollute indoor air and emit methane continuously, even when turned off, and that children in homes with gas stoves are 42% more likely to develop symptoms of asthma.**

The plan also stimulates the creation of new electrification-related **job growth** with living wages. **The plan emphasizes equity**, informed by a coalition with representatives from historically marginalized communities. **The plan includes assistance and grants to facilitate** potential “retrofit accelerator” programs and other affordability options.

The Pathway to Carbon Neutrality lays out **the steps we will need to take to achieve net zero greenhouse gas emissions**, including shifting to electric vehicles, all-electric buildings, and 100% clean electricity. The latest climate science shows that **we must reduce fossil fuel usage rapidly to avoid catastrophic effects of climate change**. San Jose's Pathway to Carbon Neutrality will help us get there.

The revised parking ordinance will encourage mode shift from cars to alternative methods of clean transportation.

Please approve the Existing Building Electrification Framework, Pathway to Carbon Neutrality, and revised parking minimums to help ensure a livable climate for our children—and then take the next step soon to end the carve out for gas-powered fuel cells.

Thank you,

Linda Hutchins-Knowles

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Fw: Approve San Jose's Parking and TDM Policy in June

City Clerk <[REDACTED]>

Tue 6/14/2022 10:01 AM

To: Agendadesk <[REDACTED]>

Office of the City Clerk | City of San José

200 E. Santa Clara St., Tower 14th Floor

San Jose, CA 95113

Main: 408-535-1260

Fax: 408-292-6207

How is our service? [Please take our short survey.](#)

From: Nikki Rowe <[REDACTED]>

Sent: Tuesday, June 14, 2022 9:40 AM

To: City Clerk <[REDACTED]>

Subject: Approve San Jose's Parking and TDM Policy in June

[External Email]

City Clerk Toni Taber,

Dear San Jose Councilmembers,

I am a home owner and resident of San Jose and I am reaching out in advance of the upcoming Planning Commission and City Council meetings in June, about the parking standards and transportation demand management ordinance.

I urge you to adopt the staff recommendation to prepare an ordinance that removes mandatory minimum parking limits, updates the City's Transportation Demand Management (TDM) requirements to apply to all projects meeting a certain size threshold, and develops a program for ongoing monitoring and compliance for the citywide TDM program.

The City of San Jose has adopted an ambitious plan to become carbon neutral by 2030 but with 50% of greenhouse gas emissions coming from private vehicles in the City, updating parking standards as well as new transportation demand management (TDM) requirements needs to be a clear part of this plan citywide.

I want a San Jose that is:

- More affordable: by reducing the overbearing costs of producing parking—which is passed on to residents—and, in turn, having more land and resources to make housing more

affordable to residents.

- More sustainable: by allowing the community to determine how much parking is appropriate, you can prevent the oversupply of parking and promote a better quality urban environment. This policy reform can reduce reliance on cars and mitigate greenhouse gas emissions and pollution, while also incentivizing more sustainable modes and options of mobility.

- More equitable: minimum parking requirements mean that even car-free households end up paying for parking they don't use and end up driving up housing costs. The Transportation Demand Management (TDM) policies are a critical way to increase access to transportation and reduce the reliance on cars, allowing people to have more affordable transportation options.

San Jose has been a climate leader and I hope you continue to lead in this direction by taking bold action to disincentivize single-occupancy car trips, reduce GHG emissions, and increase affordable housing. The laws you have put in place requiring all-electric energy in new construction, and electric vehicle charging stations at residential buildings might not have the intended impact if the legislation is still incentivizing driving through the requirement of minimum parking. I am counting on you to vote in support of this policy!

Sincerely,

Nikki Rowe

[REDACTED]
[REDACTED]

San Jose, California 95112

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Approve San Jose's Parking and TDM Policy in June

John Wang <[REDACTED]>

Tue 6/14/2022 10:48 AM

To: City Clerk <[REDACTED]>

[External Email]

City Clerk Toni Taber,

Dear San Jose Councilmembers,

I am a resident of San Jose and I am reaching out to you today, in advance of the upcoming Planning Commission and City Council meetings in June, about the parking standards and transportation demand management ordinance.

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Sincerely,

John Wang



San Jose, California 95126

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Approve San Jose's Parking and TDM Policy in June

Nirit Lotan <[REDACTED]>

Tue 6/14/2022 11:07 AM

To: City Clerk <[REDACTED]>

[External Email]

City Clerk Toni Taber,

Dear San Jose Councilmembers,

I am a resident of Santa Clara County and I visit San Jose often. I am reaching out to you today, in advance of the upcoming Planning Commission and City Council meetings in June, about the parking standards and transportation demand management ordinance.

I urge you to adopt the staff recommendation to prepare an ordinance that removes mandatory minimum parking limits, updates the City's Transportation Demand Management (TDM) requirements to apply to all projects meeting a certain size threshold, and develops a program for ongoing monitoring and compliance for the citywide TDM program.

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Sincerely,

Nirit Lotan



Sunnyvale, California 94087

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FW: Approve San Jose's Parking and TDM Policy in June

City Clerk <[REDACTED]>

Tue 6/14/2022 3:29 PM

To: Agendadesk <[REDACTED]>

From: Anne Spicer <[REDACTED]tionnetwork.org>

Sent: Tuesday, June 14, 2022 1:38 PM

To: City Clerk <[REDACTED]>

Subject: Approve San Jose's Parking and TDM Policy in June

[External Email]

City Clerk Toni Taber,

Dear San Jose Councilmembers,

I am a resident of San Jose and I am reaching out to you today, in advance of the upcoming Planning Commission and City Council meetings in June, about the parking standards and transportation demand management ordinance.

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- More equitable: minimum parking requirements mean that even car-free households end up paying for parking they don't use and end up driving up housing costs. The

Transportation Demand Management (TDM) policies are a critical way to increase access to transportation and reduce the reliance on cars, allowing people to have more affordable transportation options.

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Sincerely,
Anne

Anne Spicer



San Jose, California 95112

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Approve San Jose's Parking and TDM Policy in June

Luke Spicer <[REDACTED]>

Wed 6/15/2022 12:03 AM

To: City Clerk <[REDACTED]>

[External Email]

City Clerk Toni Taber,

Dear San Jose Councilmembers,

I am a resident and home owner in San Jose and I am writing to you today about the parking standards and transportation demand management ordinance.

I urge you to adopt the staff recommendation to prepare an ordinance that removes mandatory minimum parking limits, updates the City's Transportation Demand Management (TDM) requirements to apply to all projects meeting a certain size threshold, and develops a program for ongoing monitoring and compliance for the citywide TDM program.

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I want a San Jose that is:

- More affordable: by reducing the ridiculous costs of building parking—which are passed on to residents—and, in turn, having more land and resources to make housing more affordable to residents.
- More sustainable: by allowing the community to determine how much parking is appropriate, you can prevent the oversupply of parking and promote a better quality urban environment. This policy reform can reduce reliance on cars and mitigate greenhouse gas emissions and pollution, while also incentivizing more sustainable modes and options of mobility.
- More pleasant: by moving away from cars and car parking and allowing the city to be more human focused.

San Jose has been a climate leader and I hope you continue to lead in this direction by taking bold action to disincentivize single-occupancy car trips, reduce GHG emissions, and increase affordable housing. The laws you have put in place requiring all-electric energy in new construction, and electric vehicle charging stations at residential buildings might not have the intended impact if the legislation is still incentivizing driving through the requirement of minimum parking. I am counting on you to vote in support of this policy!

Sincerely,

Luke Spicer



San Jose, California 95112

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