



Balanced & Accessible City

Transportation Analysis Policy Revision in San José
Shift to Vehicle Miles Traveled

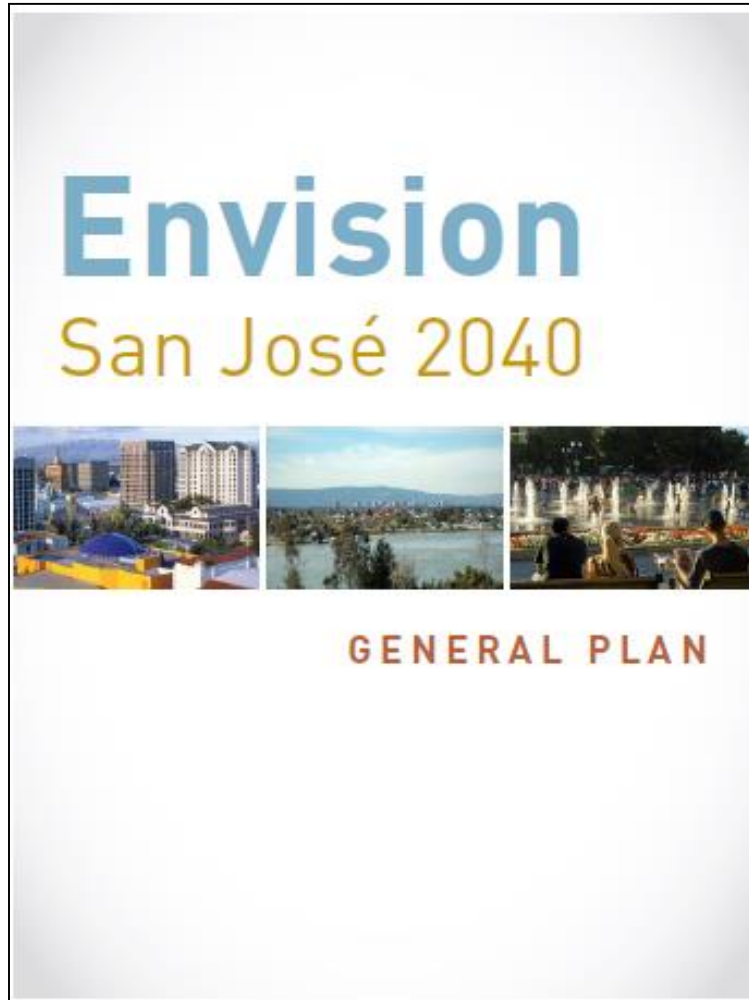
February 27, 2018
City Council
Item 10.2



State Direction – Senate Bill 743 (Steinberg)

- Promotes infill development near transit
- Focuses on regional level impacts – environmental, public health & access
- Removes auto delay (measured by Level of Service) in transportation analysis under the California Environmental Quality Act (CEQA)
- Recommends Vehicle Miles Traveled in transportation analysis under CEQA

City of San José Goals and Policies



Environmental Leadership

- Air pollutant emission reduction
- Greenhouse gas reduction

Balanced Transportation Networks

Vision Zero – Improving safety
Complete Streets – Streetscapes for people
Transportation management

Interconnected City

- Integrated land use patterns
- Connections

Focused Growth

- Downtown, Urban Villages & Employment Priority Areas
- Not in most of the City

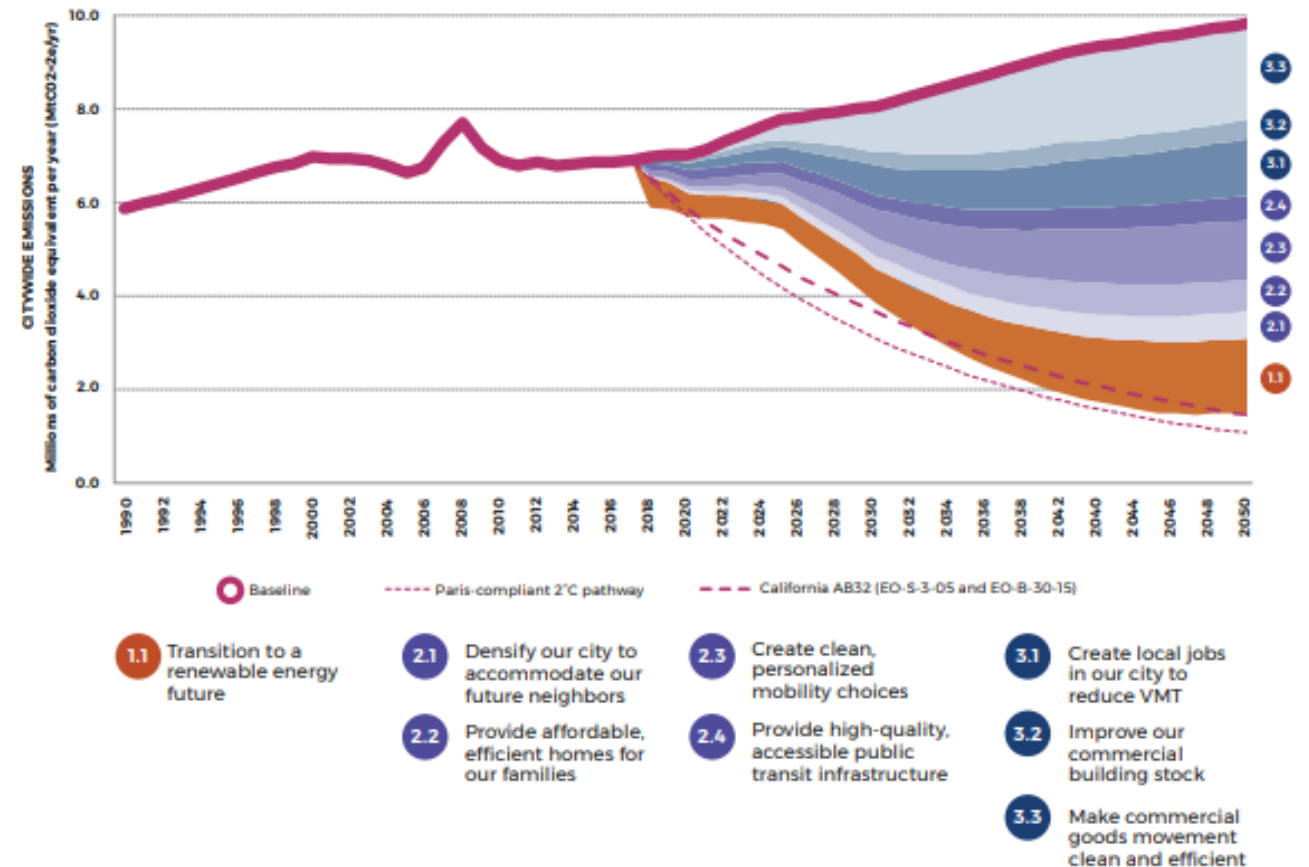
City of San José Goals and Policies

CLIMATE SMART SAN JOSE

A People-Centered Plan for a
Low-Carbon City



Meeting Paris Requirements



Proposed Actions

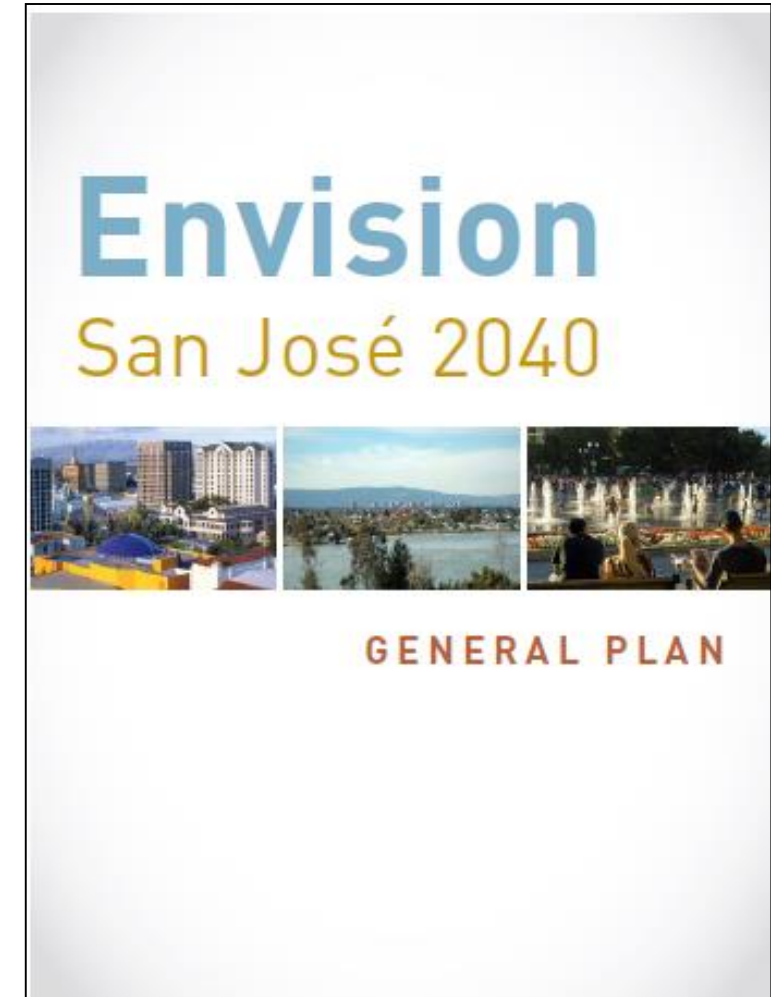
1. General Plan text amendments
2. **New Transportation Analysis Policy (Council Policy 5-1) & Transition from Existing Transportation Impact Policy (Council Policy 5-3)**
3. Adopt Infill Opportunity Zones
4. Discuss second phase of work to further align goals, policies, & programs

Fall 2017 Study Sessions

- New Transportation Analysis Policy: Why, what, & how
- Planning Commission: August 23, 2017
(<http://www.sanjoseca.gov/DocumentCenter/View/71305>)
- City Council: October 6, 2017
(http://sanjose.granicus.com/GeneratedAgendaViewer.php?event_id=2b60118e-ab27-434f-9534-fefb29afb093)

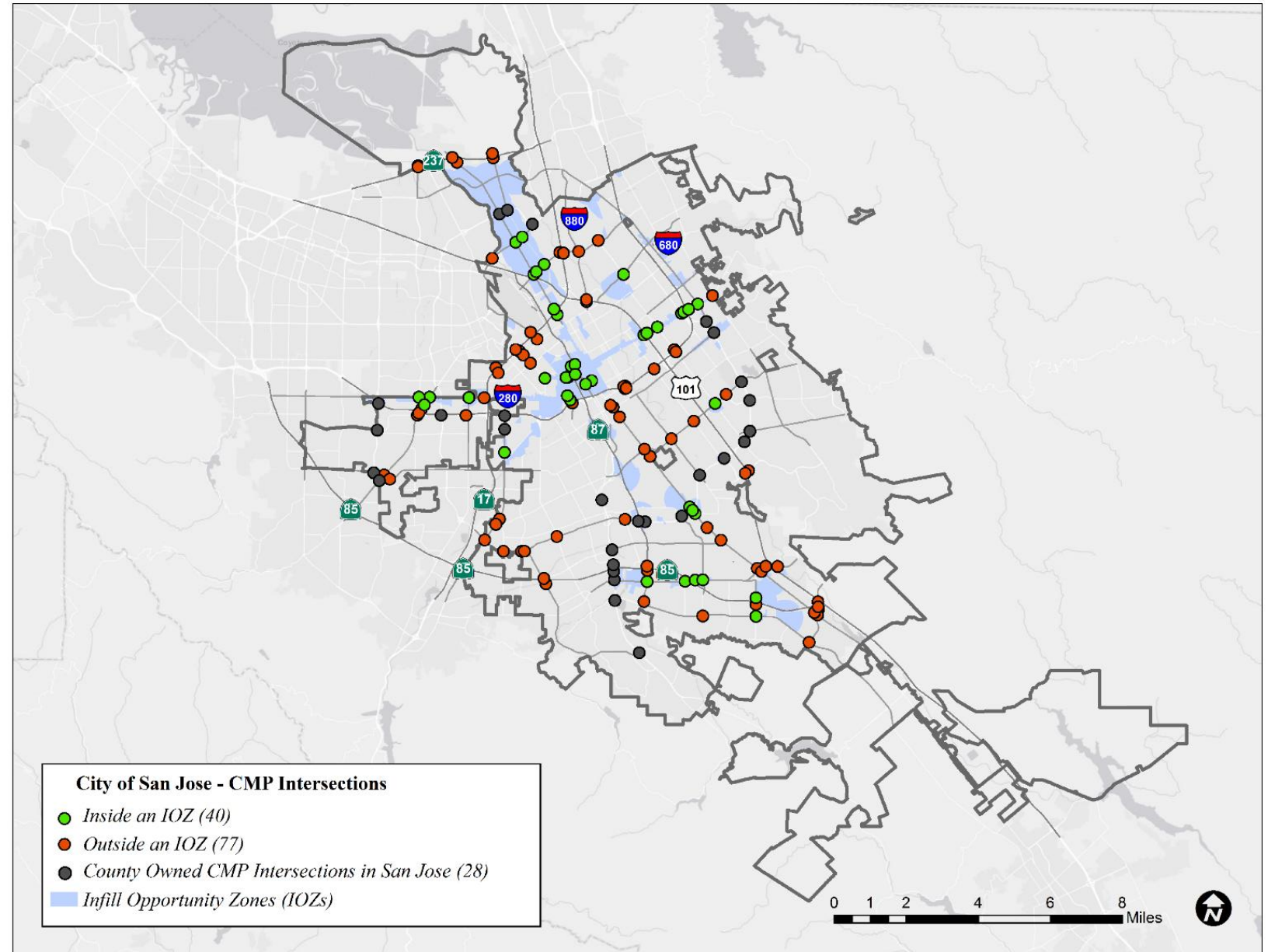
Proposed General Plan Text Amendments

1. Add new section to “History of Planning in San José” (Chapter 1)
2. Remove reference to Council Policy 5-3 (Chapter 6)
3. Summarize new Council Policy 5-1 (Chapters 6 & 7)



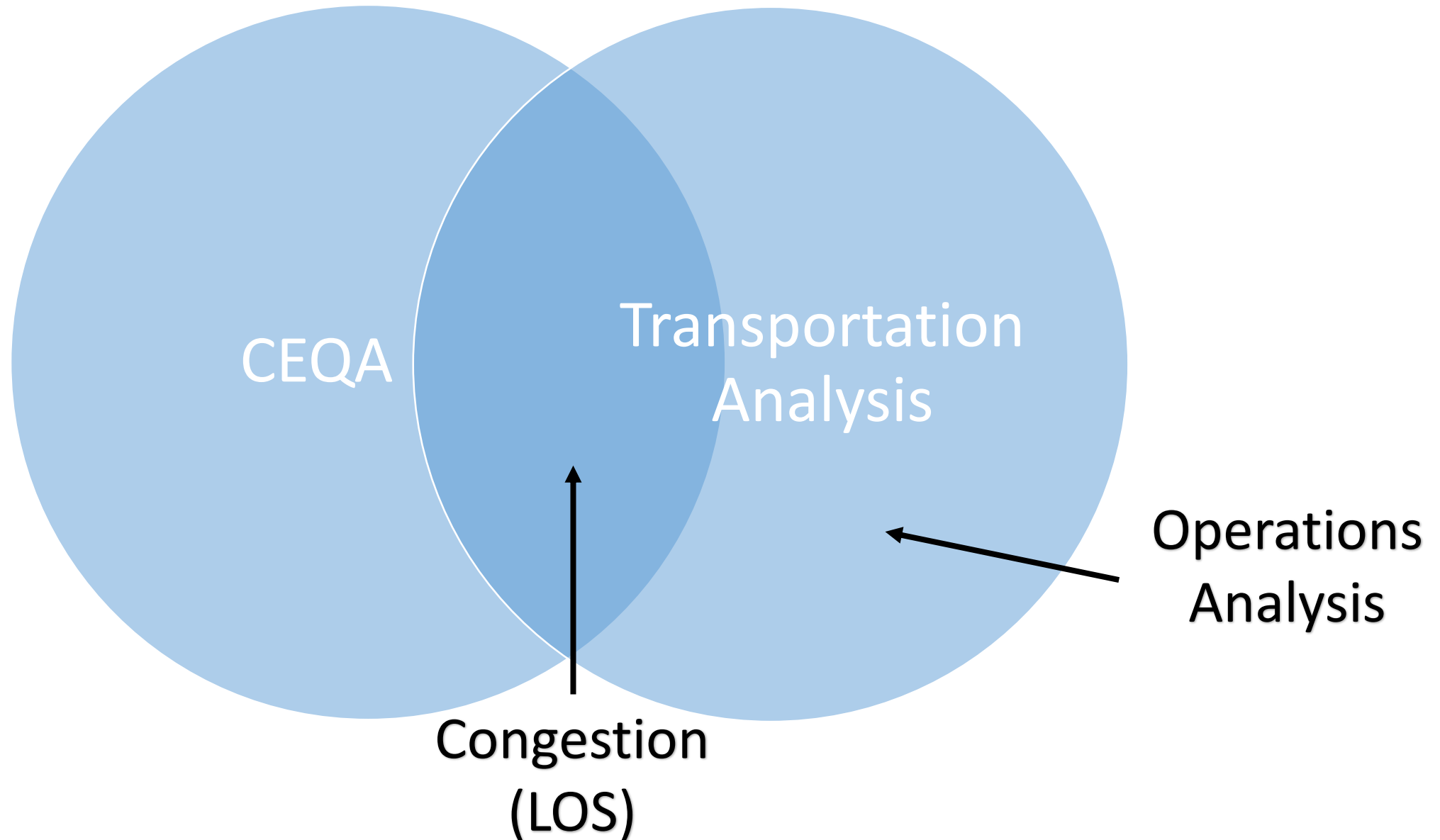
Infill Opportunity Zones (IOZs)

- Reconcile SB 743 and Congestion Management Program (CMP)
- IOZs must be within ½-mile of High-Quality Transit and in Transit Priority Areas

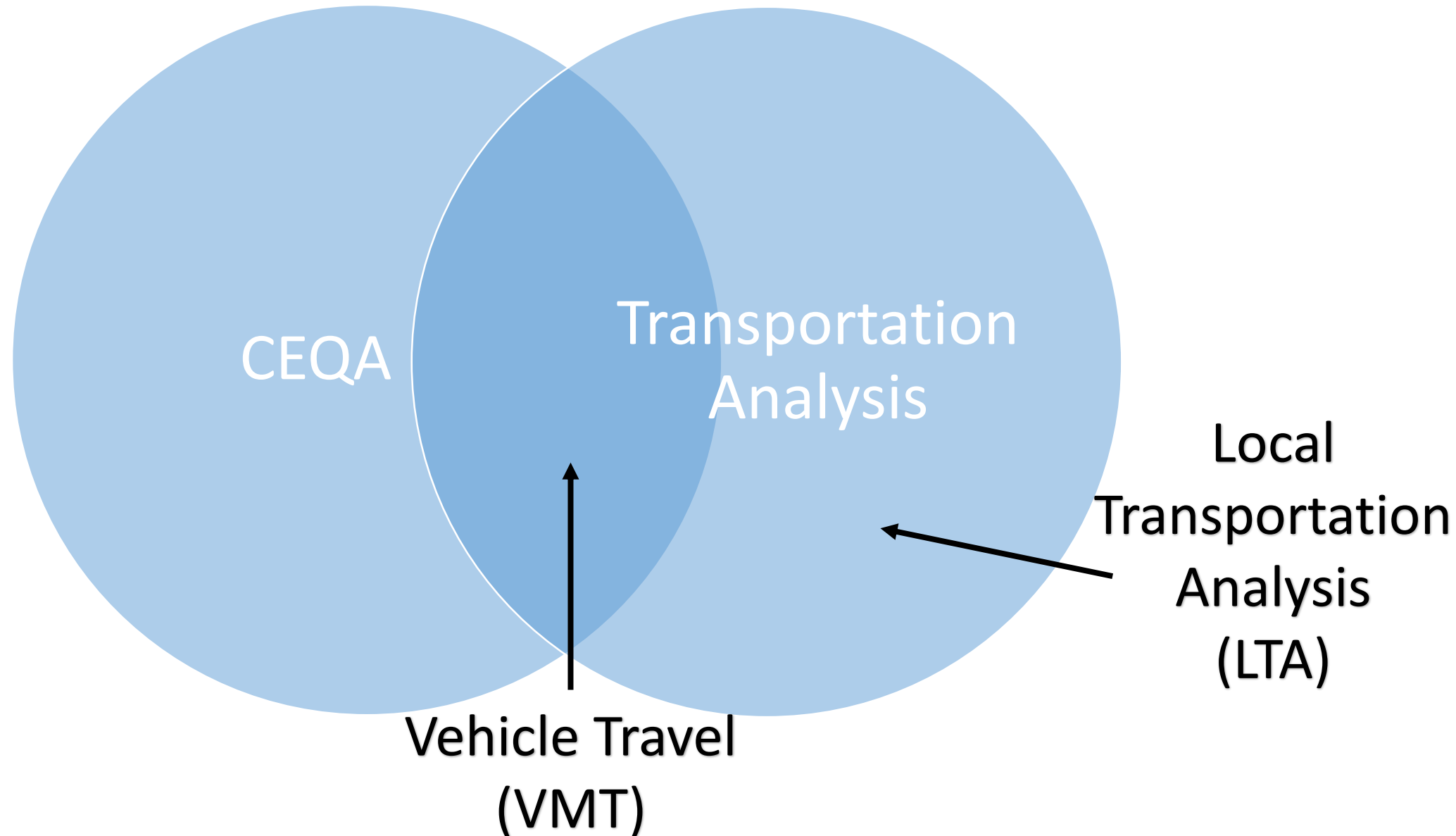


Transportation Analysis Policy

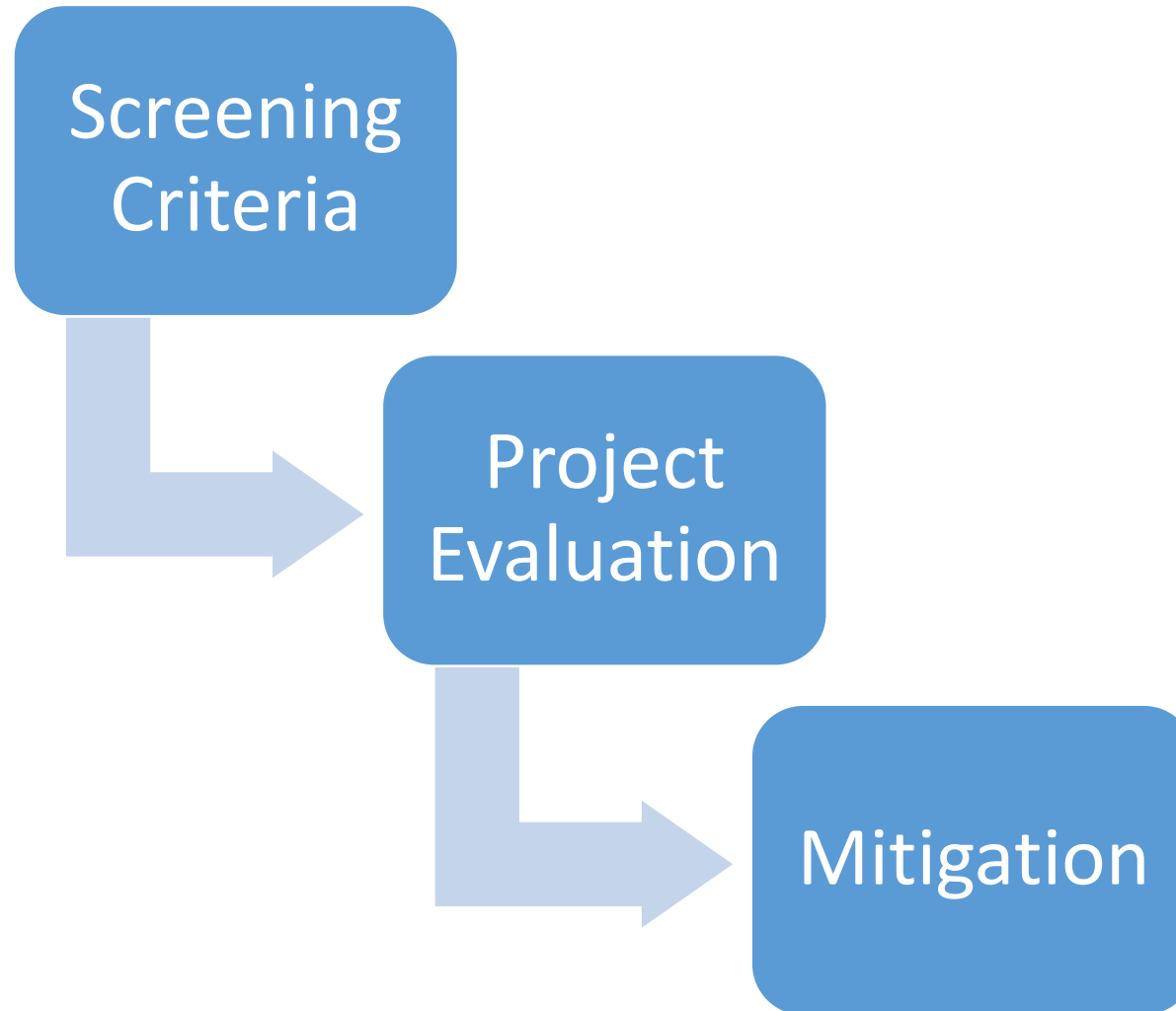
Today: CEQA & Transportation Analysis



Proposed: CEQA & Transportation Analysis



CEQA Transportation Process



Projects Not Required to Evaluate VMT

1. Small Infill Projects
2. Local-Serving Retail
3. Low VMT Areas + Planned Growth Areas + High Quality Transit + Transit-Supportive
4. Affordable Housing + Planned Growth Areas + High Quality Transit + Transit-Supportive
5. Transportation Projects that reduce or don't impact VMT
6. **Local-Serving Public Facilities (e.g. library, park, fire station, etc.)**

Evaluating & Mitigating VMT

1. Thresholds of Significance

- Thresholds Vary by Use Type
(See table in proposed City Council Policy 5-1)
- Residential & Employment: 15% below baseline per capita VMT
- Industrial: Baseline per capita VMT

2. Ways to Mitigate VMT (if needed)

- Adjust Project (Type, Mix, Density, Affordability)
- Infrastructure that improves low-VMT options
- Parking (Supply, Pricing, Type)
- Transportation Demand Management (TDM)

Projects That Can't Fully Mitigate VMT

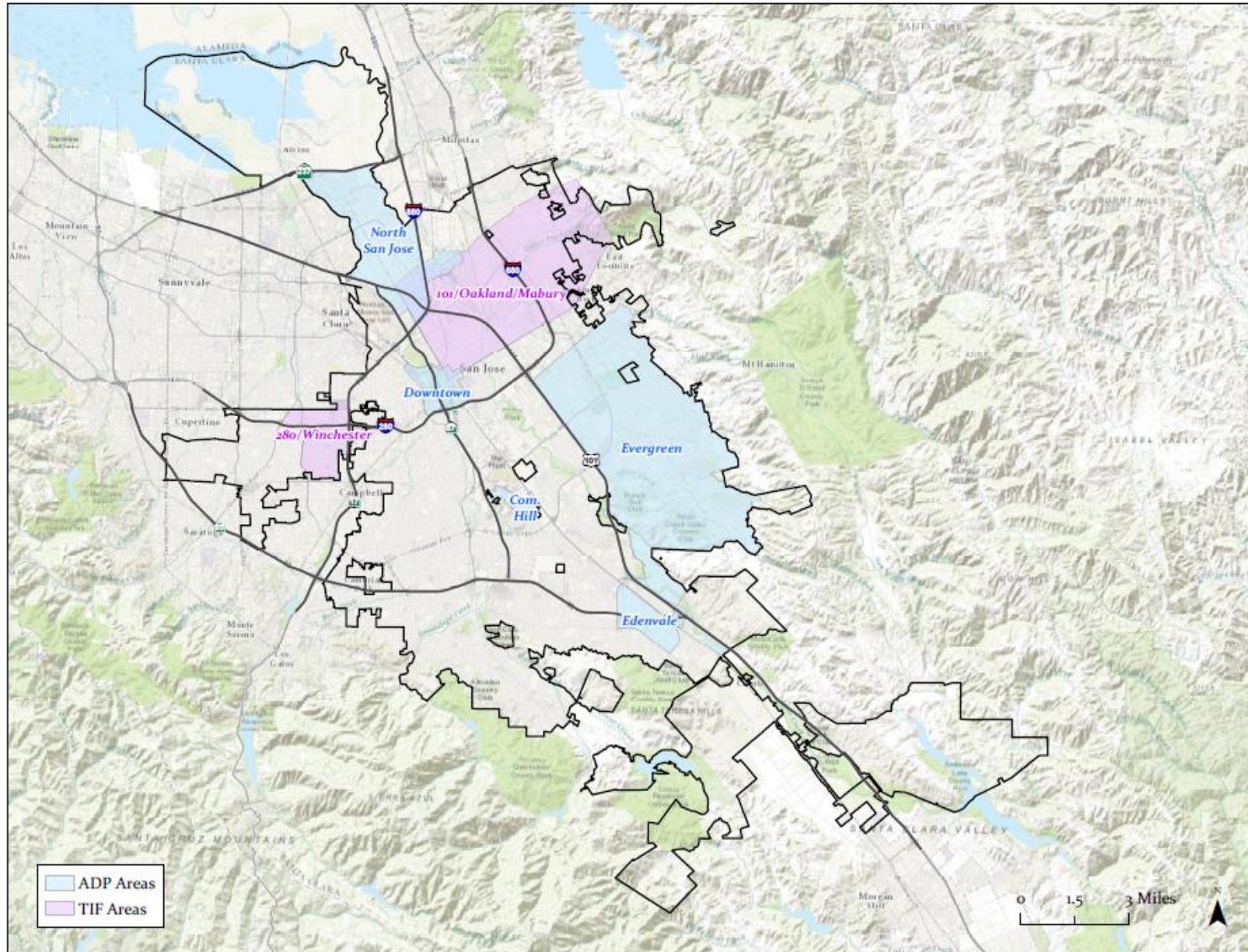
- Does not change land use allowed per General Plan
- All projects must reduce and mitigate VMT to the full extent possible
- Market rate development must provide overriding benefits & transportation system investment
 - Multifamily Residential in Urban Villages
 - Commercial/Industrial
- 100% affordable housing projects (low, very low, or extremely low income)

Local Transportation Analysis

- Builds on Existing Practices & Policies
- Scoped to the Specifics of the Project
- Typically Includes:
 - Site Design & Access
 - Safety & Neighborhood Transportation
 - Walking, Bicycling & Transit
 - Operations (Existing Practices + Scaled-back LOS)



Transportation & Area Development Policies

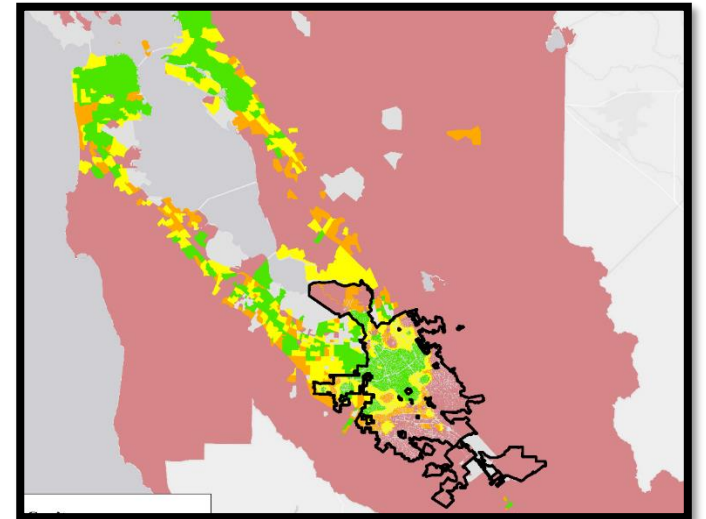
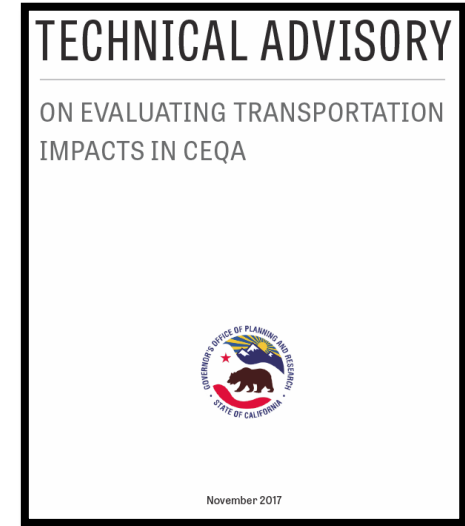


Transportation Investment Mechanisms

- CEQA:
 - VMT-reducing Mitigation
 - Transportation System Investment
- Local Transportation Analysis
- Mitigation Fee Act: Area & Transportation Development Policies (Nexus Study-based)

Progress & Changes Since Study Sessions

- New:
 - State Guidelines Released
 - Updated Travel Demand Model
 - VMT Evaluation Tool
 - Countywide SB 743 Process (VTA)
 - Transportation Analysis Handbook & Implementation Trainings
- Refinements to Policy:
 - Timing of changes & “pipeline” provisions
 - Clarification of overriding benefits
 - Addition of “local-serving public facilities” screening criteria



Updated Model: VMT per Capita (Residential)

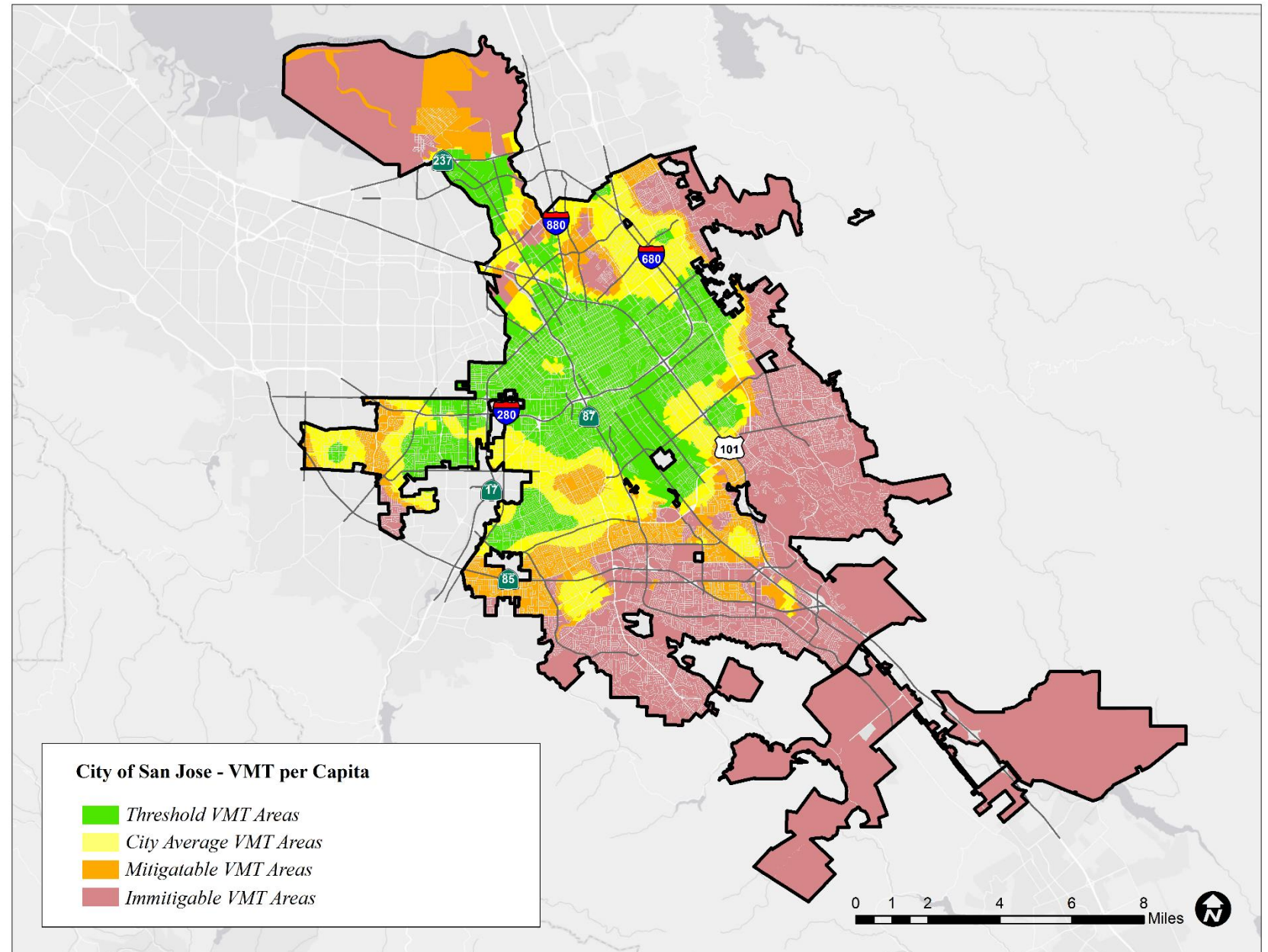
Residential

Citywide/Regional VMT per capita*

Existing Baseline 11.9

Threshold
(15% below) 10.1

*Source: City of San Jose Model
("trip-based" model as of
11/06/2017).



Updated Model: VMT per Worker (Employment)

Employment

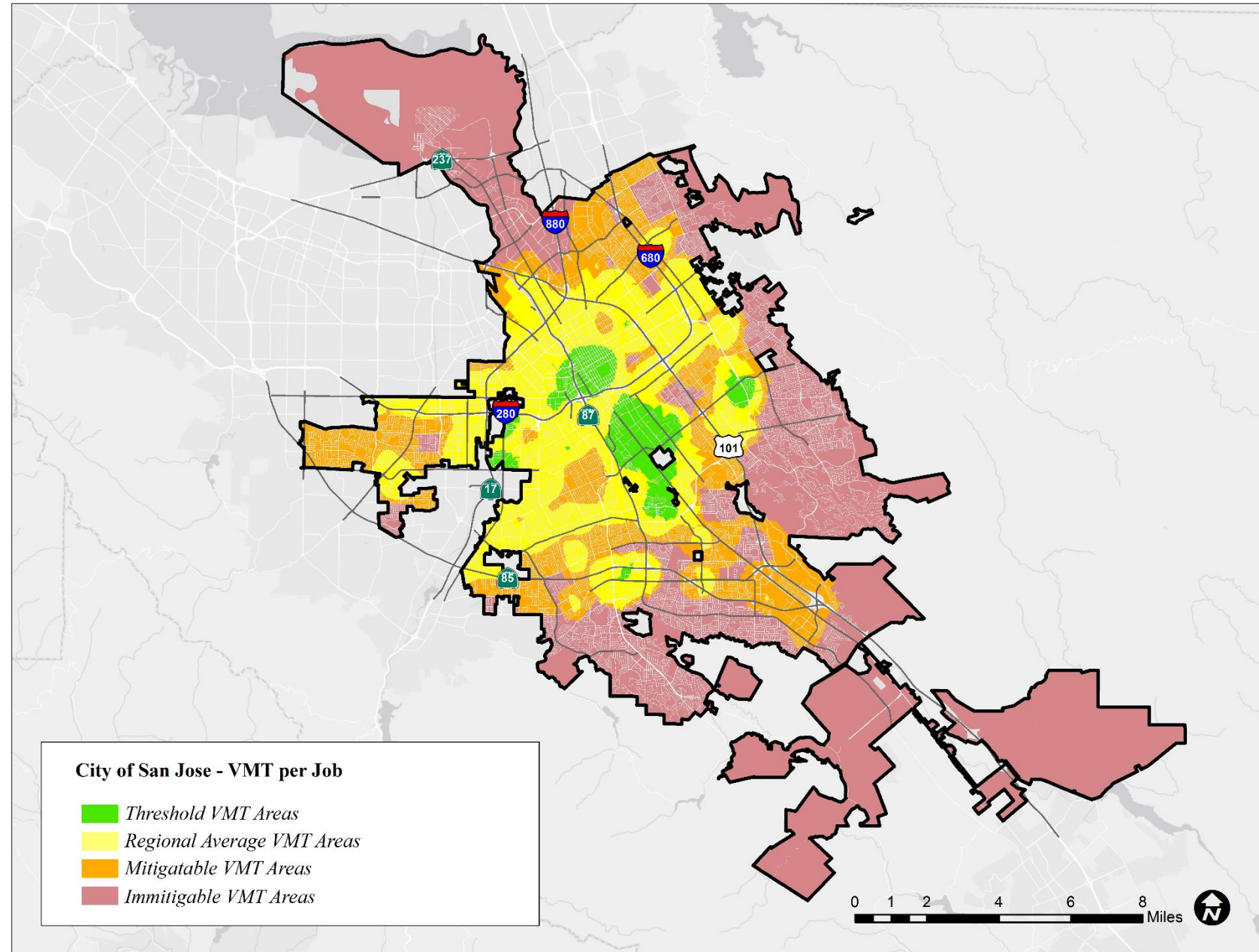
Regional

VMT per
capita*

Existing Baseline 14.4

Threshold
(15% below) 12.2

*Source: City of San Jose Model
("trip-based" model as of
11/06/2017).



VMT Evaluation Tool

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL

[FAQ](#)

Project Information

Project Name: Location: Project Parcel: Assessor's Parcel Number, Place Type = Urban Low TransitProposed Parking: Vehicle Bike

Land Use Type

RESIDENTIAL

Single Family DUMulti Family DU

Percent of All Units:

Extremely Low Income
($< 30\%$ MFI) % AffordableVery Low Income
($\geq 30\%$ MFI, $\leq 50\%$ MFI) % AffordableLow Income
($> 50\%$ MFI, $< 80\%$ MFI) % AffordableOFFICE KSFRETAIL KSFINDUSTRIAL KSF

VMT Reduction Strategies

Select each section to show individual strategies

Tier 1 PROJECT CHARACTERISTICS

Tier 2 MULTIMODAL INFRASTRUCTURE

☒ Bike Access Improvements * Distance to Nearest Existing Bicycle Facility (ft) Distance to Nearest Bicycle Facility With Project (ft) ?☒ Pedestrian Network Improvements * Are pedestrian improvements provided beyond the development frontage? ?☐ Traffic Calming Measures * Are improvements provided beyond the development frontage? ?

* Strategy requires coordination with the City of San Jose to implement

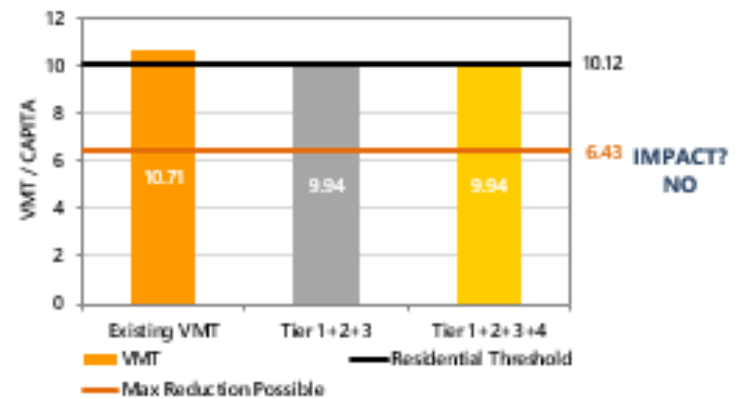
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Tier 3 PARKING

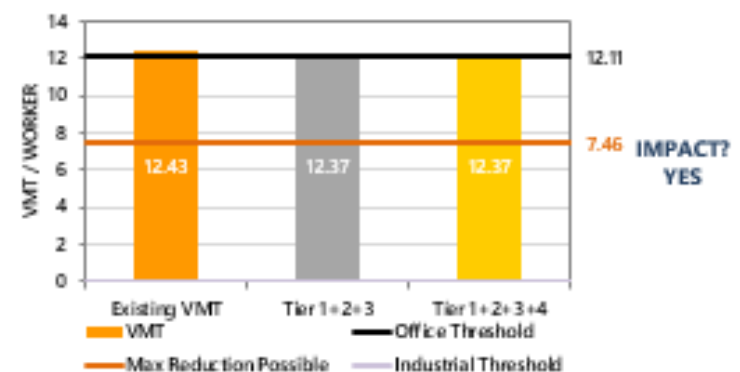
Tier 4 TDM PROGRAMS

Analysis Results

RESIDENTIAL ONLY



EMPLOYMENT ONLY



Timing of Policy Changes

- Effective 30 days after City Council
- NEW or significantly amended projects and plans
- State-proposed deadline: 1/1/2020

MARCH 2018						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29 	30	31

Further Aligning Goals, Policies, and Programs

Phase I

- Begin by changing our measure of “environmental impact” under CEQA, per SB 743
- Streamline transportation analysis for projects that align with General Plan

Phase II

- Refine Policy 5-1 as needed
- Update other transportation practices/policies
 - Transportation Demand Management (TDM) Ordinance
 - Parking Code
 - County- or Citywide VMT-based Fee

Outreach & Engagement

City Committees

- Bicycle Pedestrian Advisory Committee
- CED CSA Meetings
- City Development Cabinet
- Neighborhoods Commission
- Planning Commission
- Transportation & Environment Committee

Development Community

- Developer Roundtables & Industry Groups
- Developer Workshops
- Environmental & Transportation Consultants Workshops
- SPUR/ULI Developer Forum



Neighborhood Groups

- Delmas Park Neighborhood Association
- Erikson/VEP/Branham Community Meeting
- Penitencia Neighborhood Association and Senter-Monterey Neighborhood Association leaders
- River Oaks Neighborhood Association
- Two Citywide Community Meetings
- Winchester Neighborhood Action Coalition

Two Community-wide Public Meetings & Website: www.sanjoseca.gov/vmt

Outreach & Engagement

Community Stakeholders

- AARP
- Friends of Caltrain
- Greenbelt Alliance
- Health Trust/Agents for Change
- San Jose Downtown Association
- Silicon Valley Bicycle Coalition
- Silicon Valley Independent Living Center
- Silicon Valley Leadership Group
- Silicon Valley Organization
- SPUR
- TransForm
- Working Partnerships

Other Jurisdictions

- CA Big Cities VMT Working Group
- City of Campbell
- City of Cupertino
- City of Mountain View
- City of Santa Clara
- Grand Boulevard Initiative
- Santa Clara County Roads and Airports, Sustainability and Public Health Departments
- State Office of Planning and Research
- VTA Staff & Committees

Memorandum from Councilmembers Jimenez & Rocha

- Transportation System Investment applies to Commercial/Industrial
- Threshold for Industrial Employment Uses
- Phase II
 - Overriding Benefits – Assess outside of this Policy; Priority-setting
 - Evaluate City hiring CEQA/Transportation Consultants – Already under consideration
 - Analyze consistency between Override Eligibility (Residential, Employment) – Evaluate as part of 5-1 refinements

Threshold for Industrial Employment Uses

- **Staff recommendation:** Threshold should be the existing regional average VMT per employee, not 15% below
- **Rationale:**
 - Industrial is low-density –
 1. Hard to serve via transit or on foot
 2. Higher density land uses should occupy limited land near transit and in low-VMT areas for greatest GHG benefit
 - Industrial jobs bring diverse benefits – goods and services, good jobs; don't want to make it impossible to build or expand locally
- Industrial employment uses are defined in the zoning code

Community & Stakeholder Considerations

- Relationship to Affordability and Displacement
 - Policy 5-1 Provisions
 - Addressing potential unintended consequences
 - City Policies to support affordability and address displacement
 - Increase housing supply, especially in TOD and low-VMT areas
- Studying VMT and Local Transportation Analysis

Proposed Actions

1. General Plan text amendments
2. **New Transportation Analysis Policy (Council Policy 5-1) & Transition from Existing Transportation Impact Policy (Council Policy 5-3); Clarifying terminology:**
 1. “Signalized Intersection Level of Service” to “Intersection Operations” (p. 5)
 2. “Commercial” to “Commercial/Industrial” (Table 2, p. 14)
3. Adopt Infill Opportunity Zones
4. Discuss second phase of work to further align goals, policies, & programs



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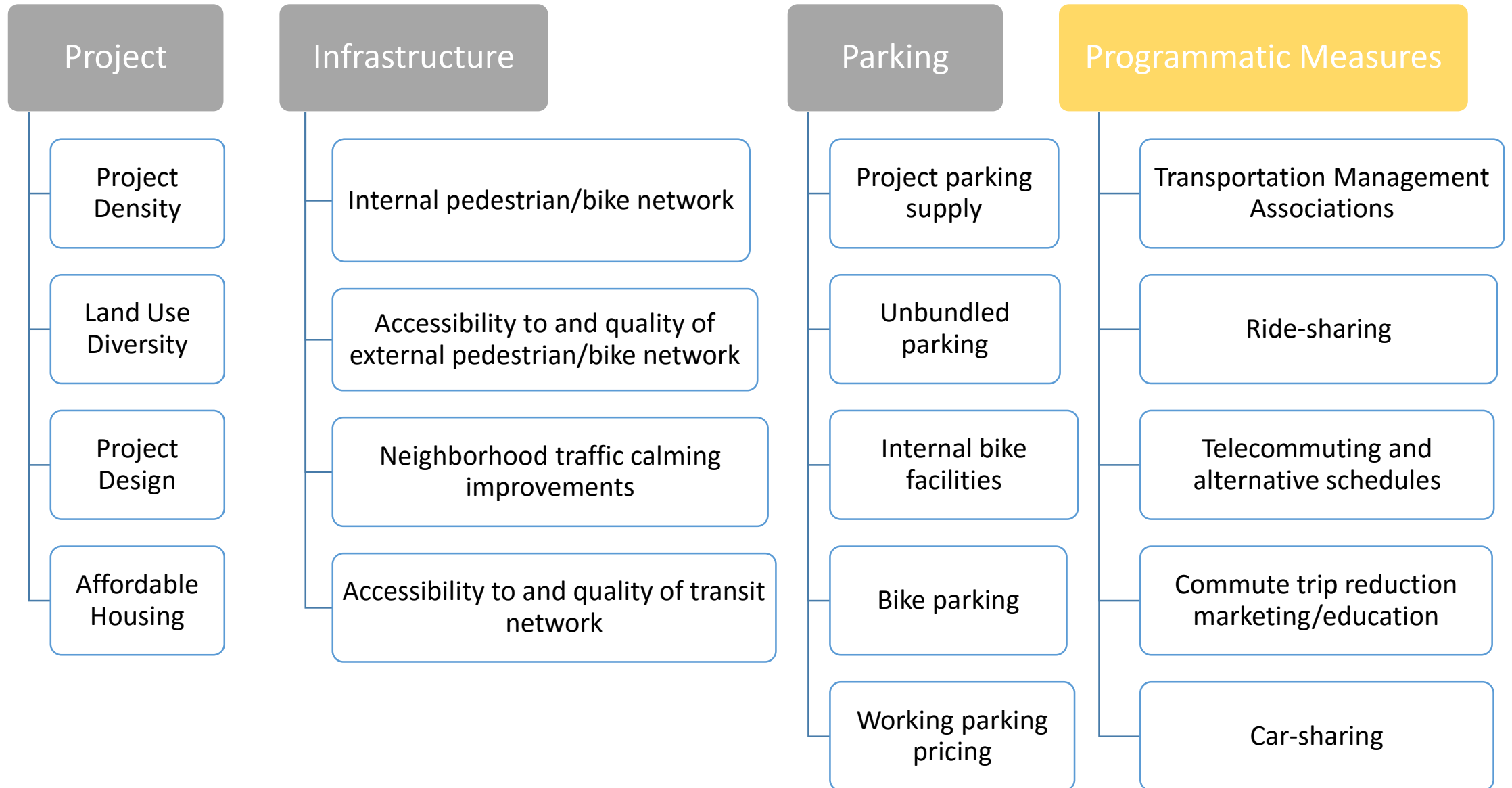


Backup Information

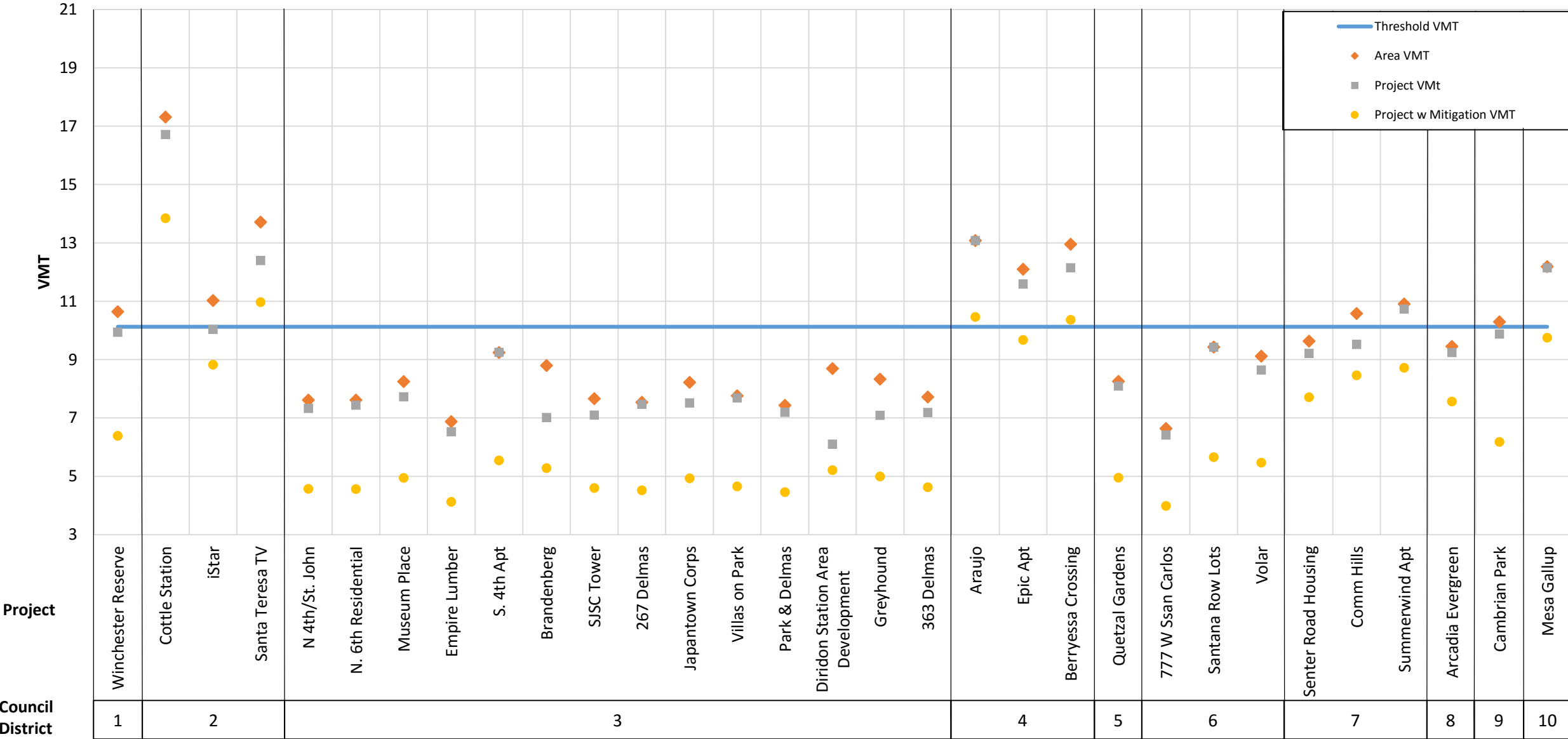
Schedule



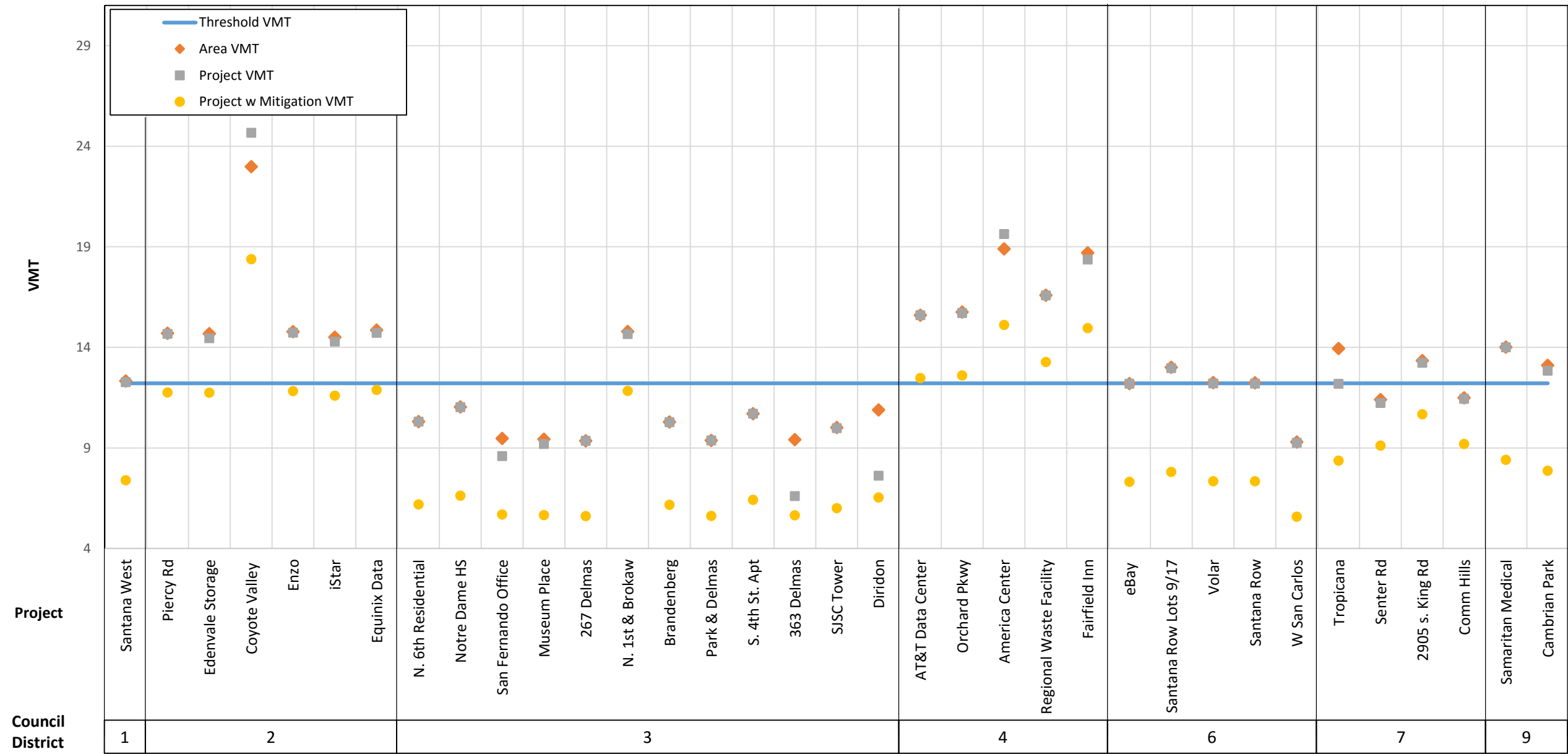
Potential Ways to Reduce VMT



Approved Residential Projects



Approved Employment Projects



Greyhound Tower Downtown Residential

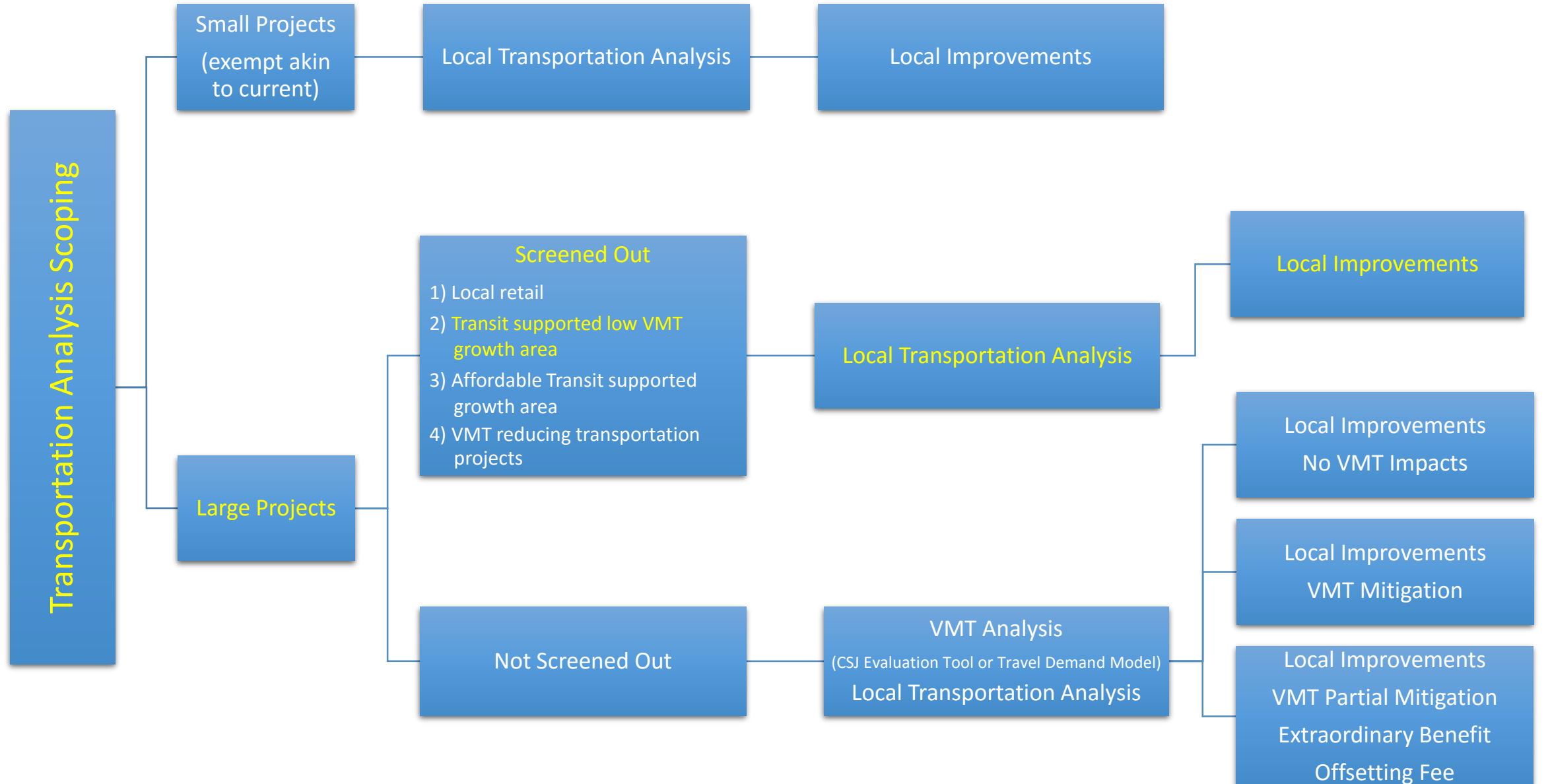
Example #1

- 781 Condominiums
- 20,000 SF of Retail
- 1 Parking Space per Unit



Greyhound Tower Downtown Residential

Examples



Greyhound TOD

Residential Only – Exempt from VMT Analysis

Example #1

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL

FAQ

Project Information

Project Name: Greyhound Residential Project

Location: 70 South Almaden Avenue, San Jose

Project Parcel: 25940012 Assessor's Parcel Number, Place Type = Urban High Transit

Proposed Parking: 736 Vehicle 203 Bike

Land Use Type

RESIDENTIAL

Single Family 0 DU

Multi Family 781 DU

Percent of All Units:

Extremely Low Income (< 30% MFI) 0 % Affordable

Very Low Income (≥30% MFI, ≤ 50% MFI) 0 % Affordable

Low Income (>50% MFI, < 80% MFI) 0 % Affordable

OFFICE 0 KSF

RETAIL 20 KSF

INDUSTRIAL 0 KSF

VMT Reduction Strategies

Select each section to show individual strategies

Tier 1

PROJECT CHARACTERISTICS

- ☒ Increase Residential Density 2 - Existing Density (DU/Residential Acres in TAZ) 783 - With Project Density (DU/Residential Acres in TAZ) ?
- ☒ Increase Employment Density 278.2 - Existing Density (Jobs/Commercial Acres in TAZ) 281.6 - With Project Density (Jobs/Commercial Acres in TAZ) ?
- ☒ Increase Development Diversity 0.89 - Existing Activity Mix Index 0.90 - With Project Activity Mix Index ?
- ☒ Integrate Affordable and 0% Extremely Low Income BMR units 0% Very Low Income BMR units 0% Low Income BMR units ?

Tier 2

MULTIMODAL INFRASTRUCTURE

Tier 3

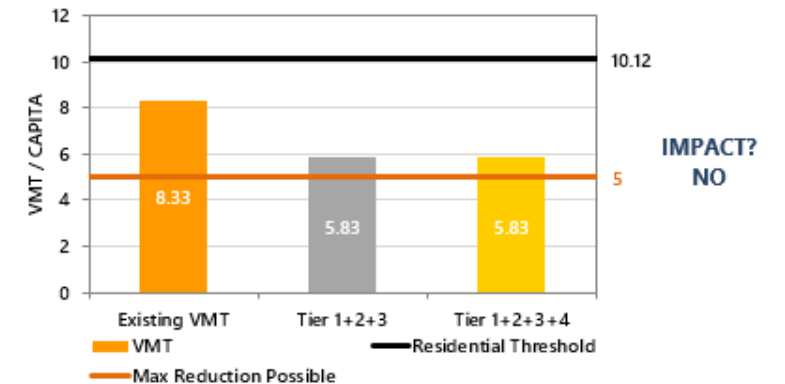
PARKING

Tier 4

TDM PROGRAMS

Analysis Results

RESIDENTIAL ONLY



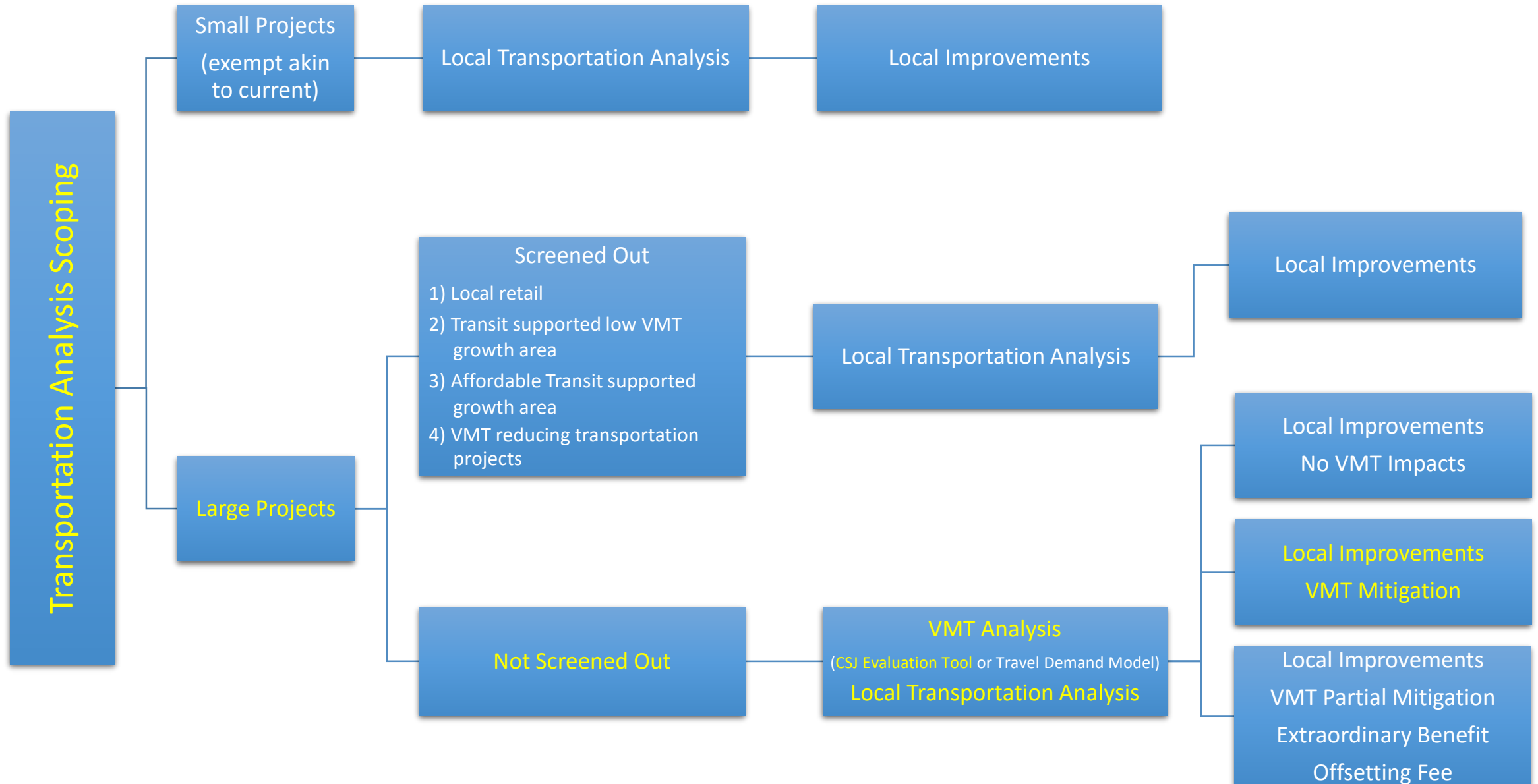
iStar

Less-than-significant VMT impact with Mitigation

Example #4

	Land Use	Project
Residential	Housing	720 du
Employment	Retail	154k sf
	Office	260k sf





CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL

FAQ

Project Information

Project Name: Location:

Project Parcel: Assessor's Parcel Number, Place Type = Suburb with Single-Family Homes

Proposed Parking: Vehicle Bike

Land Use Type

RESIDENTIAL

Single Family DU

Multi Family DU

Percent of All Units:

Extremely Low Income (< 30% MFI) % Affordable

Very Low Income (>30% MFI, ≤ 50% MFI) % Affordable

Low Income (>50% MFI, < 80% MFI) % Affordable

OFFICE KSF

RETAIL KSF

INDUSTRIAL KSF

VMT Reduction Strategies

Select each section to show individual strategies

Tier 1 PROJECT CHARACTERISTICS

Tier 2 MULTIMODAL INFRASTRUCTURE

Tier 3 PARKING

Tier 4 TDM PROGRAMS

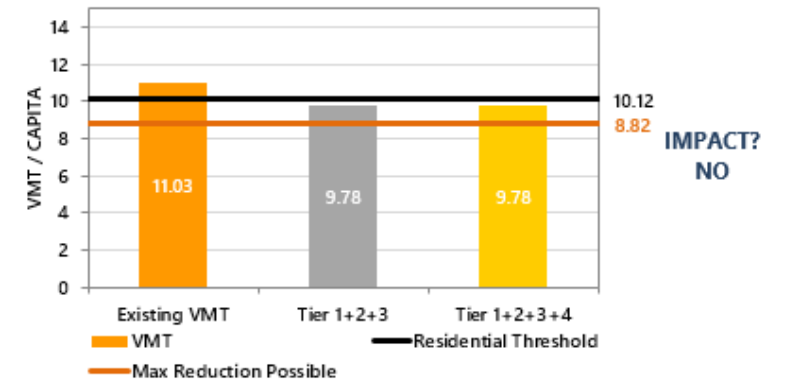
☒ Employee Parking "Cash-Out" (On Site Parking) % Employees Eligible ?

☐ Subsidized or Discounted Transit Program % of Transit Subsidy ?

☐ Telecommuting and Alternative Work Schedule Program Select Alternative Work Schedule % Employees Eligible ?

Analysis Results

RESIDENTIAL ONLY



EMPLOYMENT ONLY

