

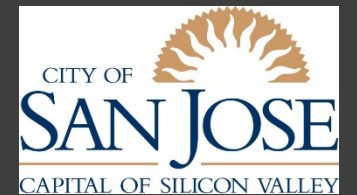


Interconnected, Accessible City

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

August 16, 2017

Winchester Neighborhood Action Coalition



Purpose of Meeting

- Informational Briefing
 - Why and what is this policy change?
 - Will it change development in West San José?
 - Process/Schedule/Next Steps
- Your feedback on how the City should implement this policy change.

State Direction – Senate Bill 743 (Steinberg)

- Requires jurisdictions to stop using auto delay (measured by Level of Service) in transportation analysis under the California Environmental Quality Act
- Focuses on regional level impacts
- State Office of Planning and Research Draft Guidelines recommends using Vehicle Miles Traveled in transportation analysis under CEQA

State's Goals

Reduce	Greenhouse Gas Emissions
Reduce	Traffic-related air pollution
Promote	Biking, walking, transit
Promote	Development near transit
Provide	Clean, efficient access to destinations

What is Transportation Level of Service (LOS)?

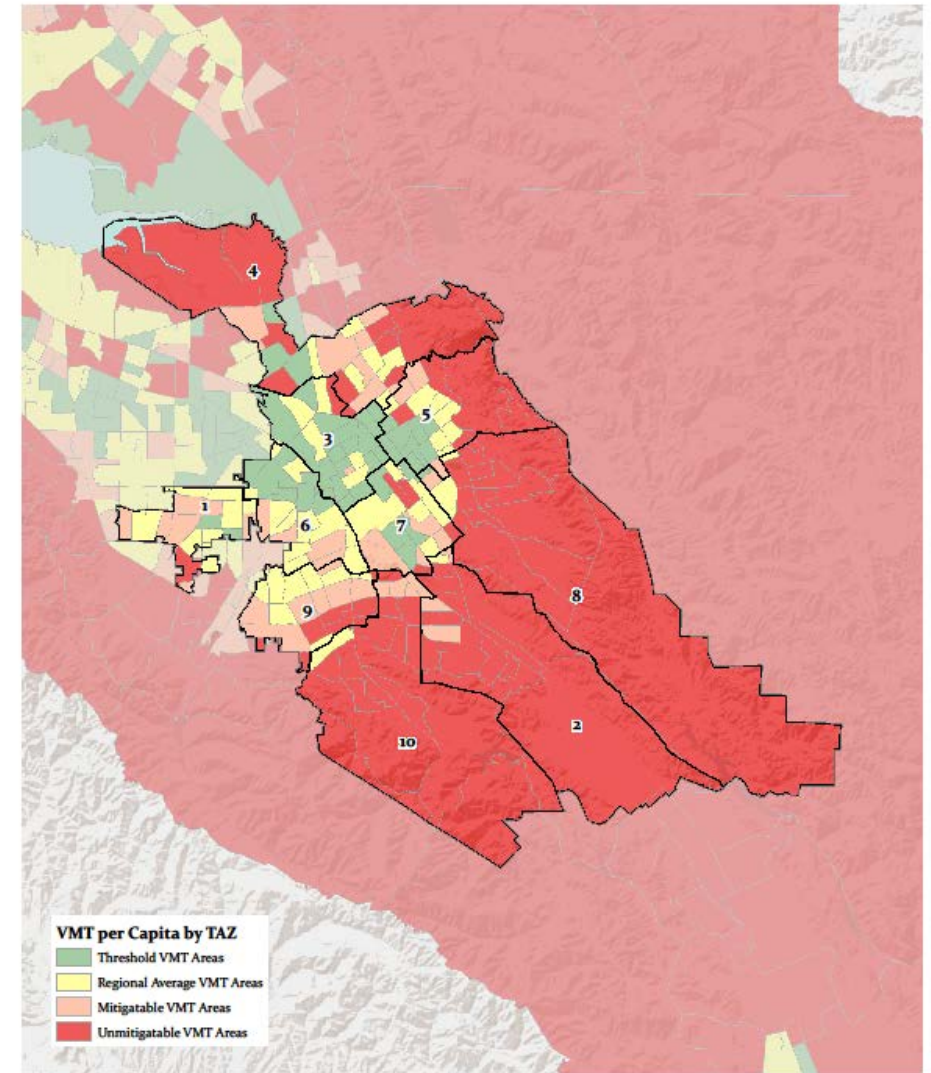
- Measures auto delay at signalized intersections
- Intersections are assigned an A – F rating depending on how long vehicles are delayed at an intersection.
- Does not measure a location's vibrancy, walkability, bikeability, etc.

What is Vehicle Miles Traveled (VMT)?

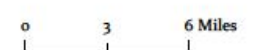
- Measure of how far people will typically travel by vehicle
- Low VMT projects & areas:
 - People don't have to travel by car as much or as far to get what they need & want
- High VMT projects & areas:
 - People have to go far to get what they need & want
 - People have few viable options other than to drive

Draft VMT per Capita (Residential)

San José

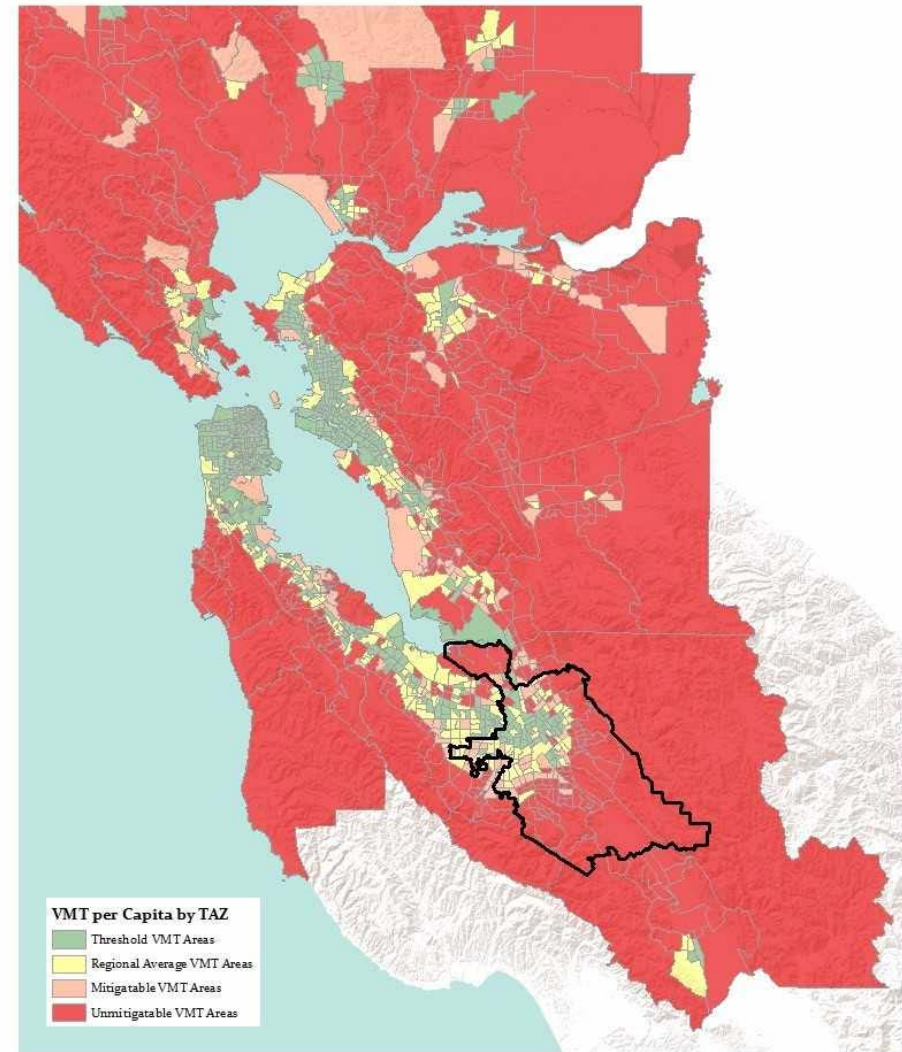


VMT per Capita by TAZ with
City of San Jose Council Districts



Draft Regional VMT per Capita (Residential)

Bay Area



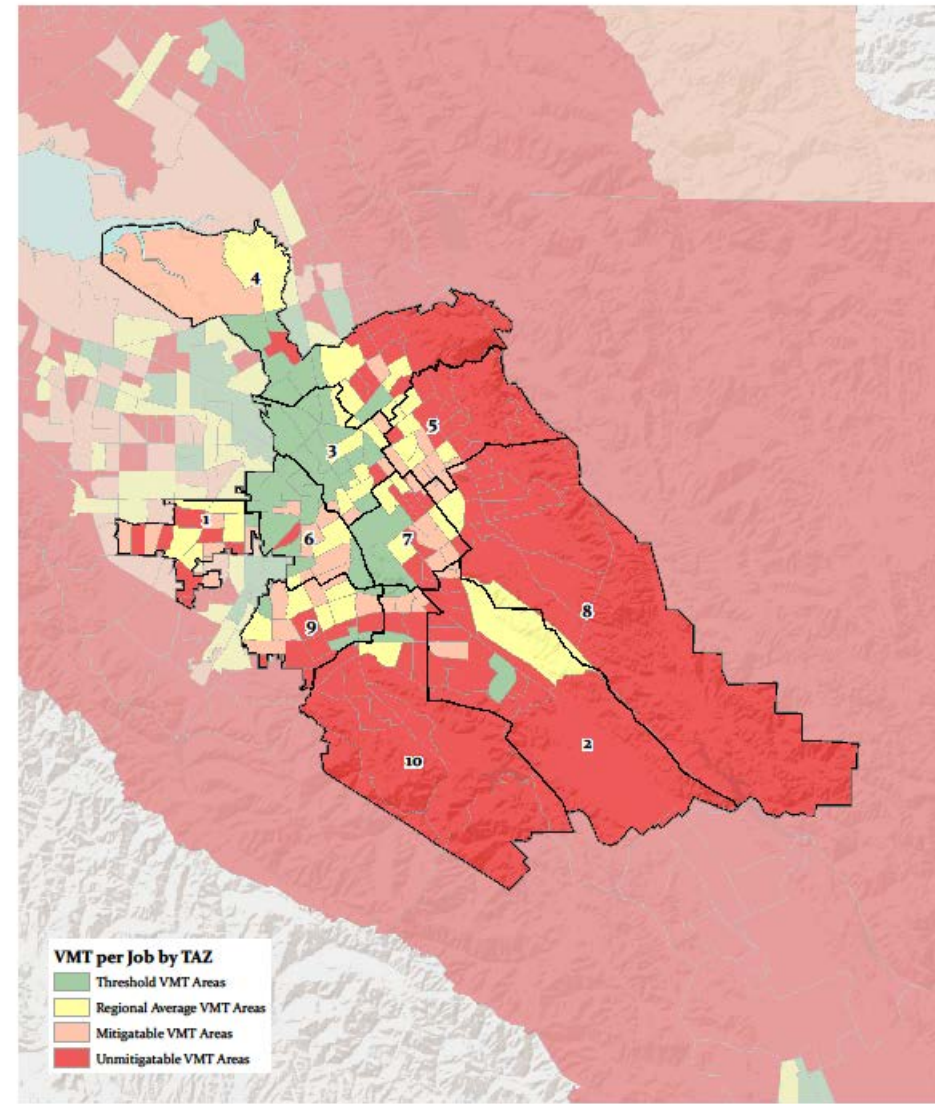
VMT per Capita by IAZ
Regional View



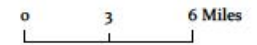
0 5 10 Miles

Draft VMT per Worker (Employment)

San José

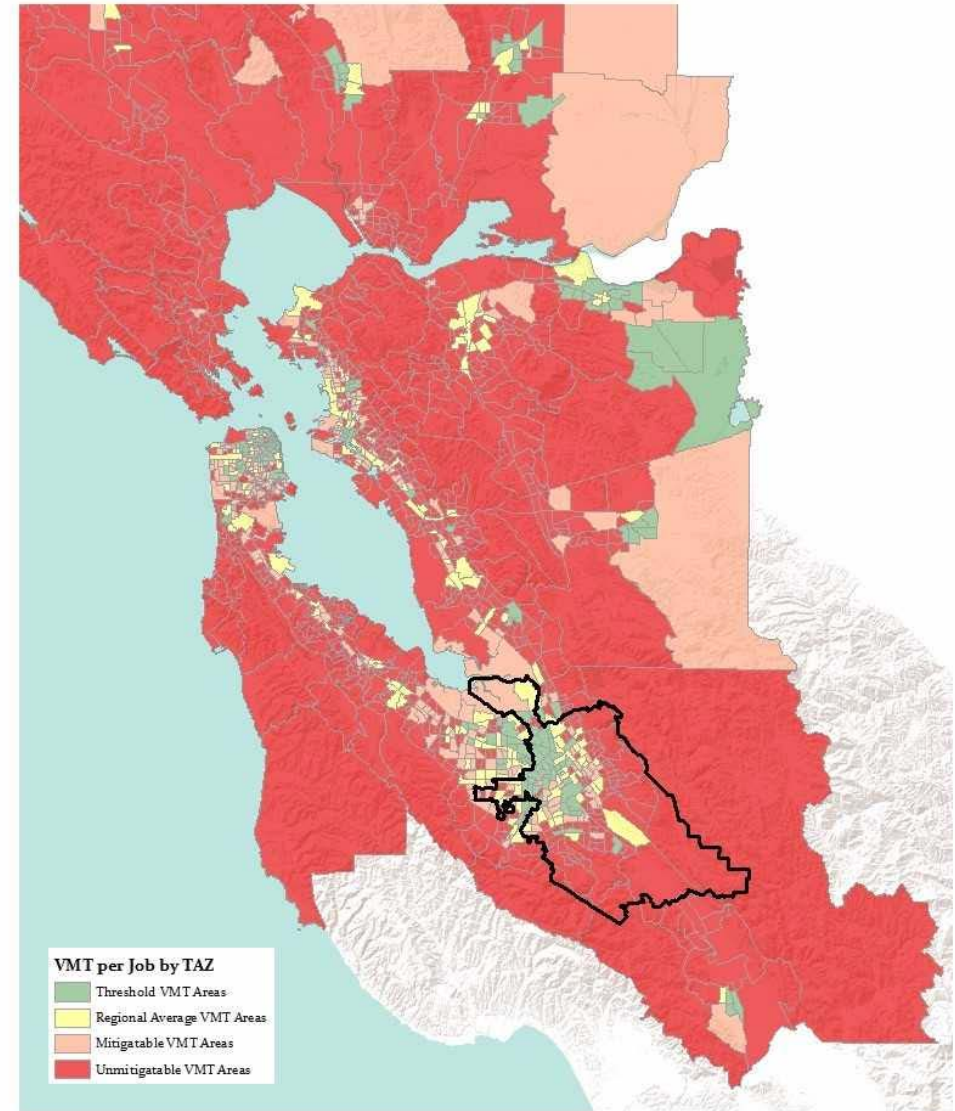


VMT per Job by TAZ with
City of San Jose Council Districts



Draft Regional VMT per Worker (Employment)

Bay Area



VMT per Job by TAZ
Regional View



0 5 10 Miles

How does VMT line up City goals and policies?

Environmental Leadership

- New developments will need to reduce VMT and GHG emissions.

Balanced Transportation System

- Streamline environmental process for transportation projects that reduce VMT like bike lanes, transit stops, crosswalks.
- Safety, traffic calming projects, operations

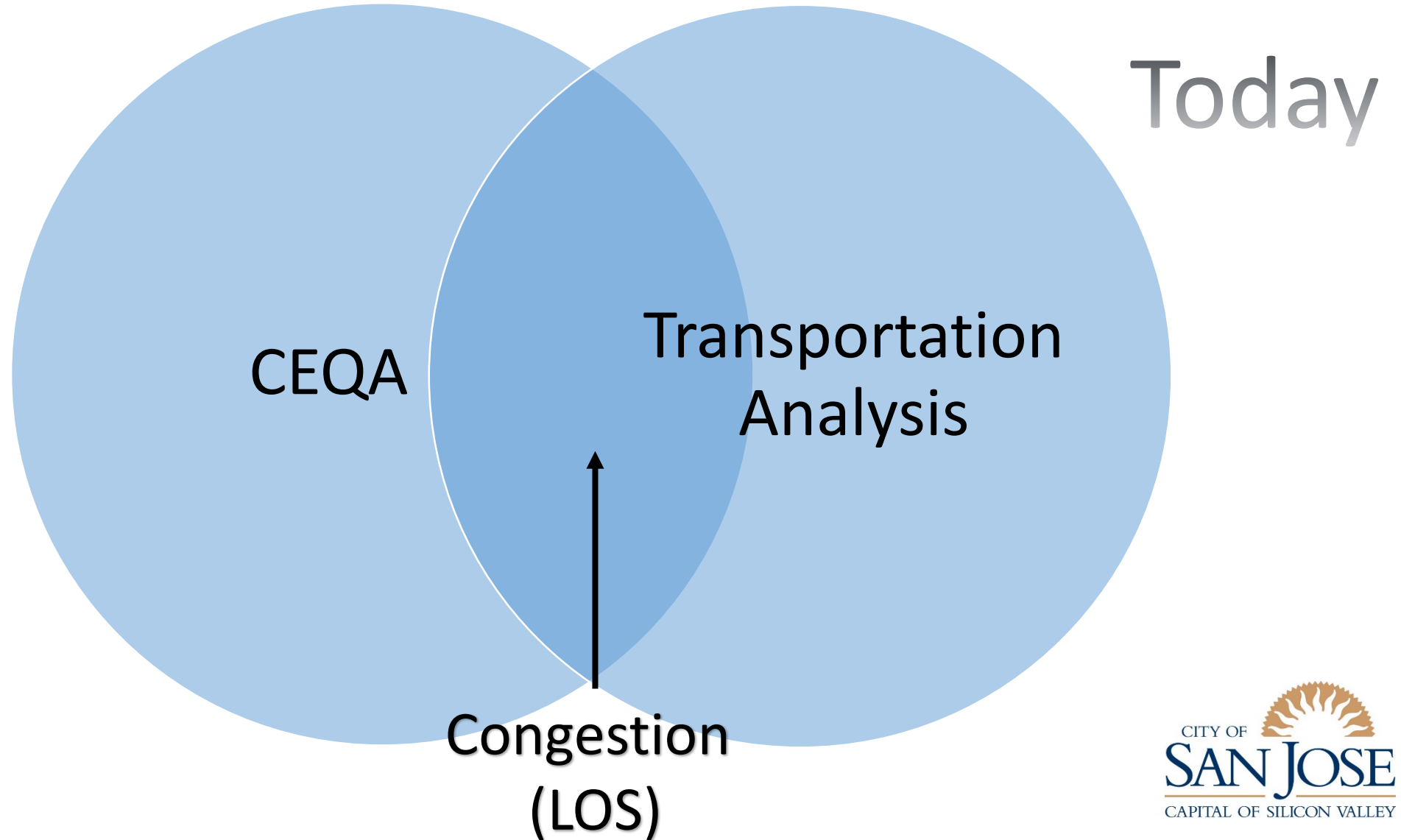
Interconnected City

- Incentivize developments with good access to transit, retail and services.

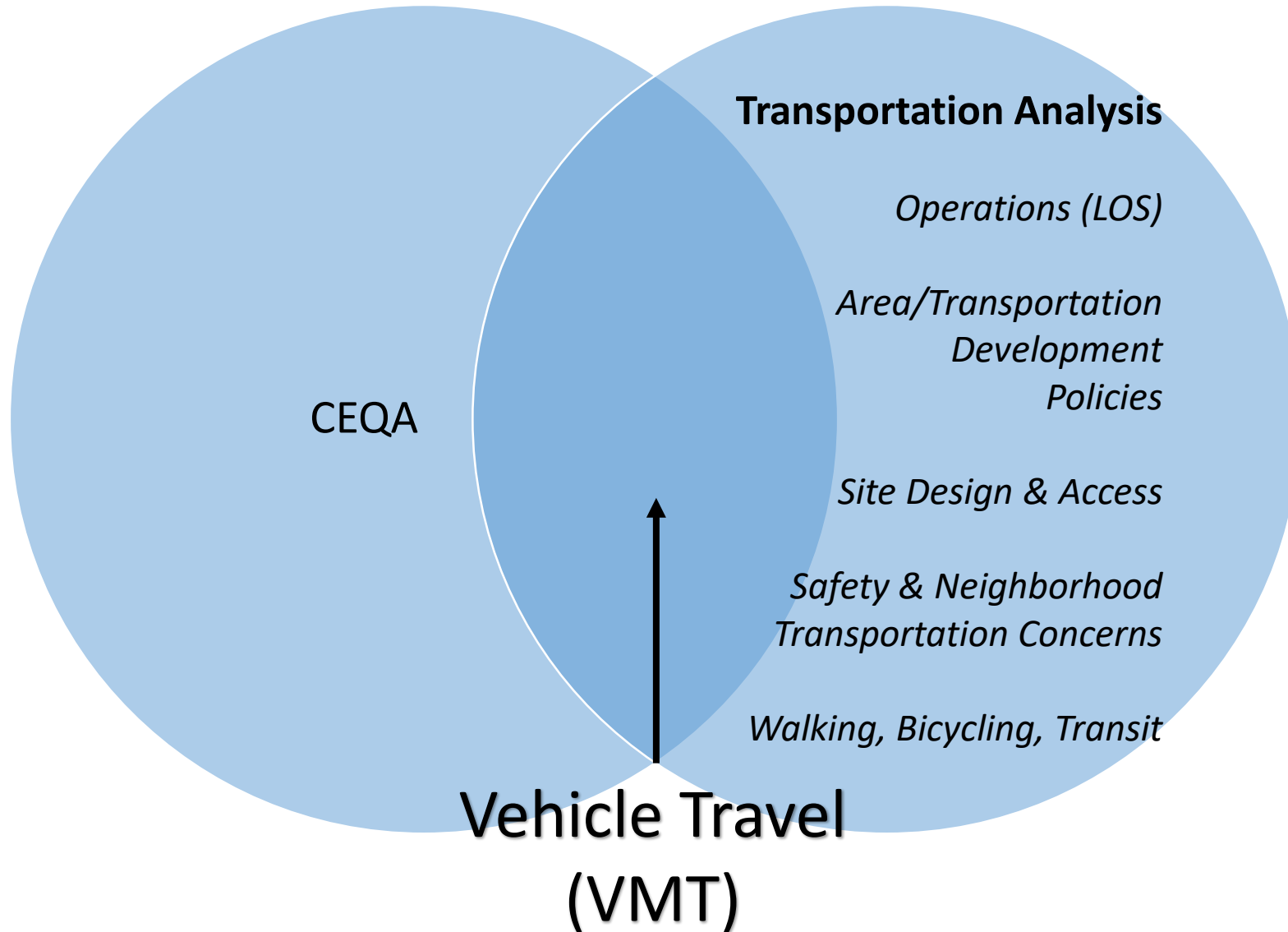
Focused Growth

- Streamline environmental process for developments near transit, retail, employment where there is a choice not to drive.
- Generally avoiding changes to existing neighborhoods.

CEQA & Transportation Analysis

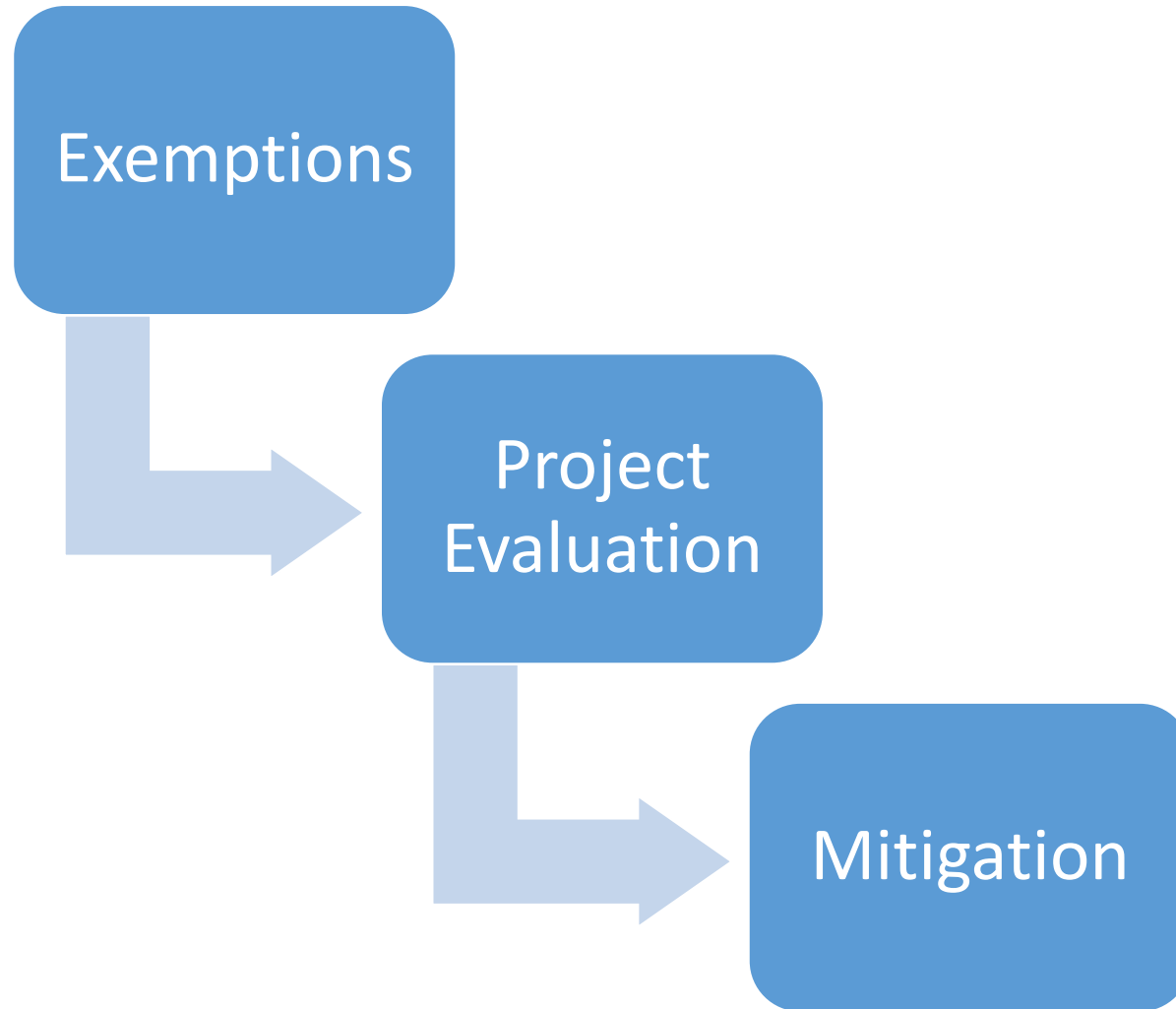


CEQA & Transportation Analysis



Draft
Proposal

Draft CEQA Transportation Process



Draft Exemptions

- Presumed to be less than significant
- Small Infill Projects
- In Low VMT AND Planned Growth Areas AND with High-Quality Transit AND Transit-Supportive
- Local-serving Retail
- Transportation Projects that reduce or don't impact VMT

Small Infill Projects

- 10 single family homes
- 15 multifamily homes
- 25,000 square feet industrial
- 10,000 square feet office
- 2,000 square feet retail



Low VMT Areas + Planned Growth Areas + High Quality Transit + Transit-Supportive



Transit-Supportive Development

- Density
- Parking Requirements
- No harm to multi-modal transportation system



Local-serving Retail



Cottle Transit Village, Ken Kay Associates



Transportation Projects that
reduce or have no VMT Impact

Draft Project Evaluation & Mitigation

- Threshold of Significance: In line with State Guidance
- Generally 15% below baseline per capita VMT (per person per day)

Potential Ways to Reduce VMT

	Project	Infrastructure	Parking	Programmatic Measures
Examples	Project Density	Internal pedestrian/bike network	Project parking supply	Transportation management associations
	Land Use Diversity	Accessibility to and quality of external pedestrian/bike network	Internal bike facilities, including bike parking and storage	Ride-sharing
	Project Design	Neighborhood traffic calming improvements	Parking Pricing, including unbundled parking	Telecommuting and alternative schedules
	Affordable housing	Accessibility to and quality of transit network		Commuter trip reduction marketing/education
				Car-sharing
				Employer-sponsored vanpool/shuttle
				Bike-sharing
				Subsidized transit program
				Parking "cash-out"



Draft Unmitigated VMT

- Not for residential development
- Only for non-residential development that demonstrate alignment with General Plan

Project Size	Value of Transportation System Improvements
Less than 10,000 daily vehicular trips	\$1,000 per daily vehicular trips*
Over 10,000 daily vehicular trips	To be determined during CEQA process, no less than \$10 million*

* Staff is working to refine these numbers

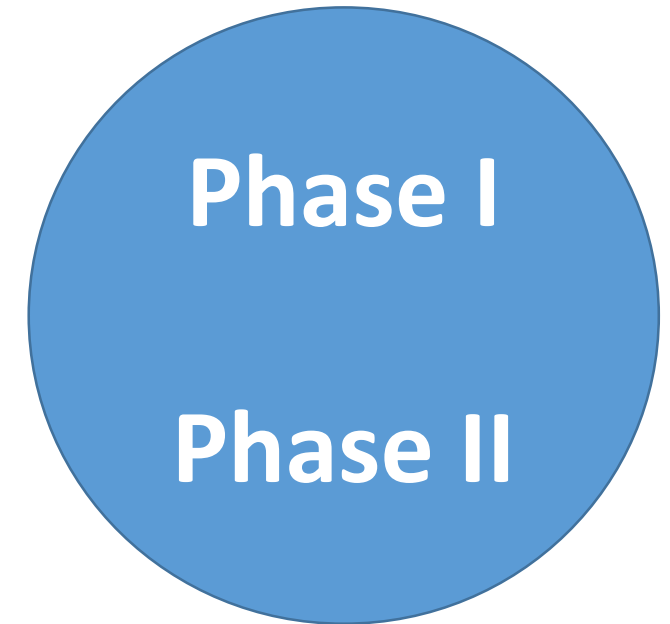
Transportation Analysis Policy Revisions Rollout

Phase 1

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

Phase 2

- Update other transportation metrics and investment as a second phase



What does this mean for West San José?

Urban Village Plan Implementation

- Multi-modal Transportation Improvement Plan
- Transportation Analysis & Fee Nexus Study

CEQA to focus on
regional travel
demand (VMT)

Finalize and address
neighborhood traffic
and intersection
operations (LOS)
outside of CEQA

Schedule



Questions?

For more information, contact

Jessica Zenk

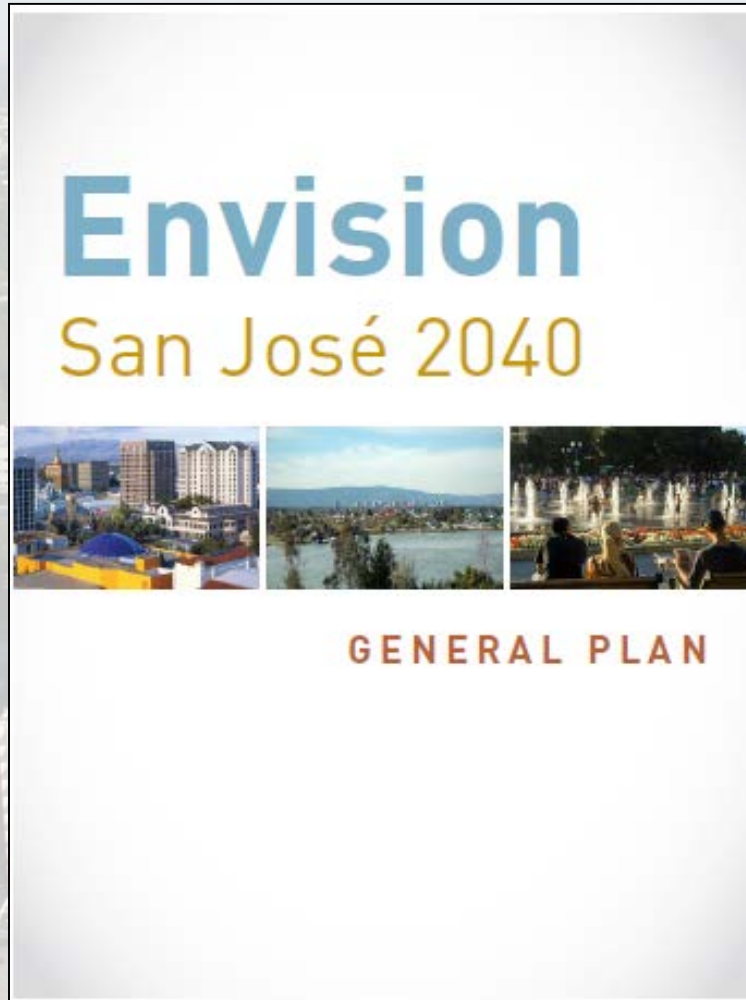
jessica.zenk@sanjoseca.gov

408-535-3543



Additional Background Slides

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

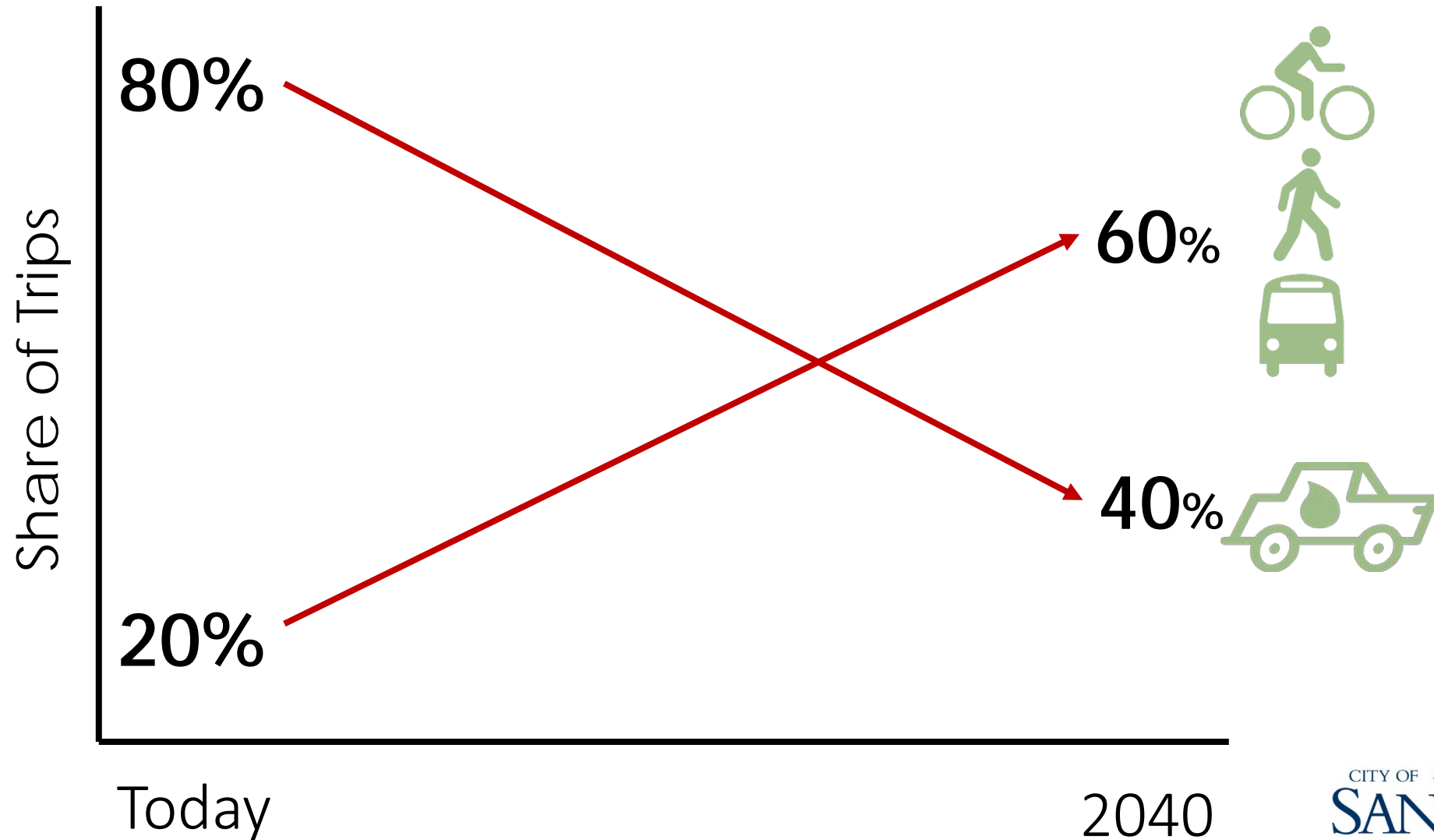
Interconnected City

- Integrated Land Use Patterns
- Connections

Focused Growth

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

Interconnected and Accessible City



What's important depends upon perspective



Traffic engineer:

F

A

Economist:

A

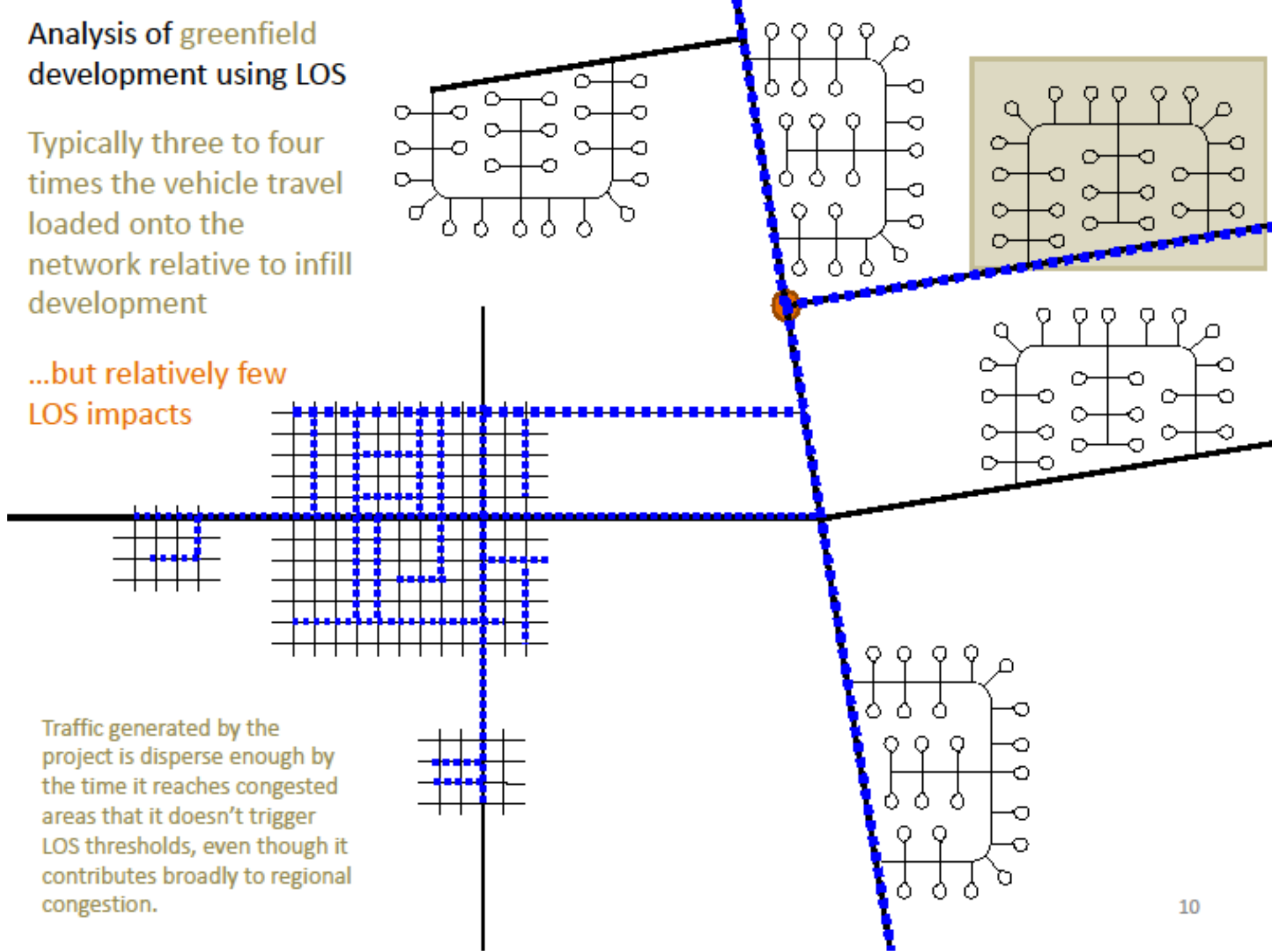
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Analysis of greenfield development using LOS

Typically three to four times the vehicle travel loaded onto the network relative to infill development

...but relatively few LOS impacts

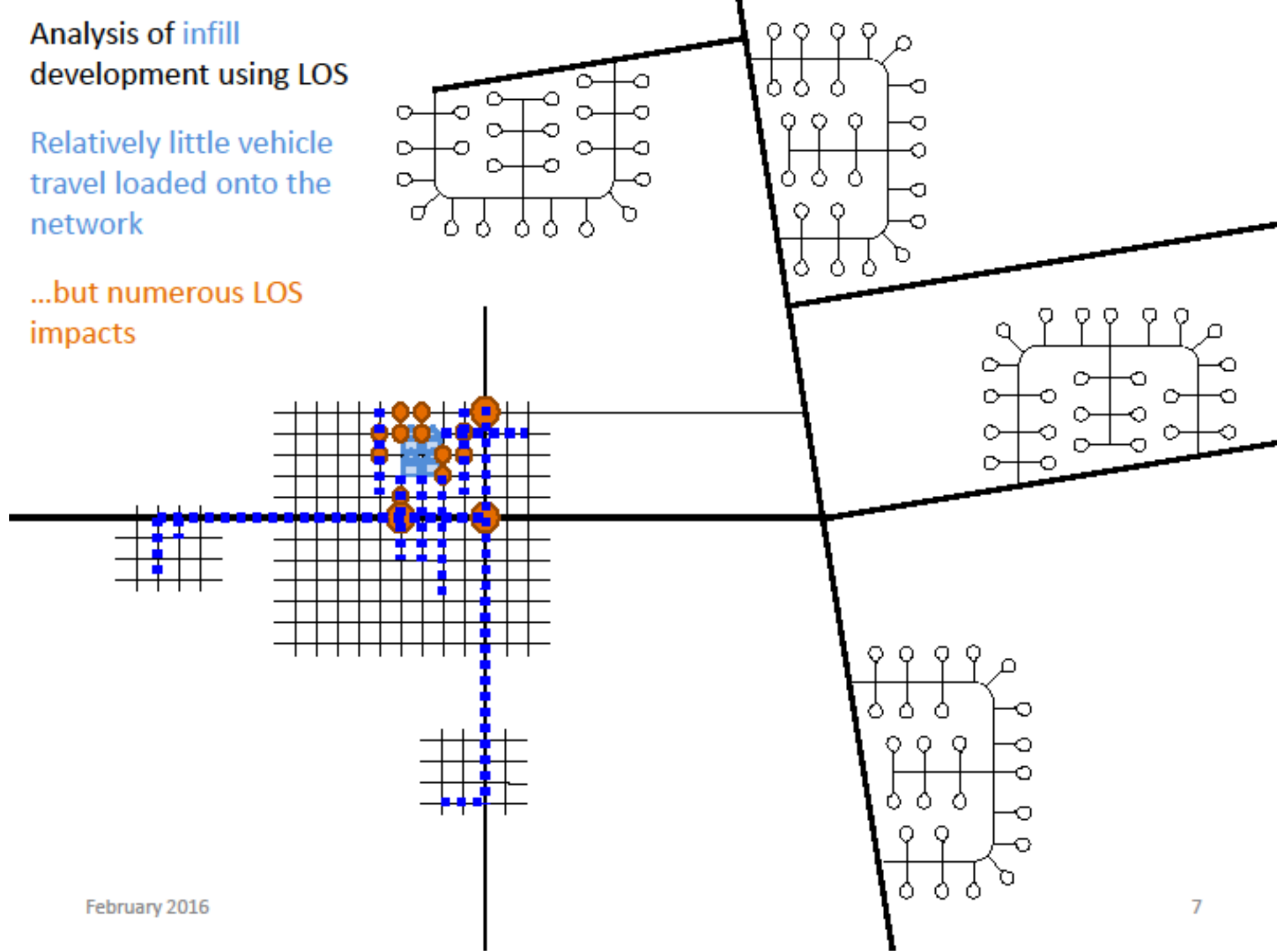
Traffic generated by the project is disperse enough by the time it reaches congested areas that it doesn't trigger LOS thresholds, even though it contributes broadly to regional congestion.



Analysis of infill
development using LOS

Relatively little vehicle
travel loaded onto the
network

...but numerous LOS
impacts



Draft Guiding Principles – VMT Policy

- Align – CEQA transportation analysis more favorable to projects that conform to the General Plan
- Simplify – Process that is easier to understand, implement, track
 - Less time-consuming and costly for City staff, consultants, developers
 - Transparent and predictable
- Invest in Transportation – Supplant and simplify
- Communicate Changes Clearly
- Implement and Iterate

➤ Recognize tradeoffs

Level of Service – What it Means Under CEQA

Transportation

Safety

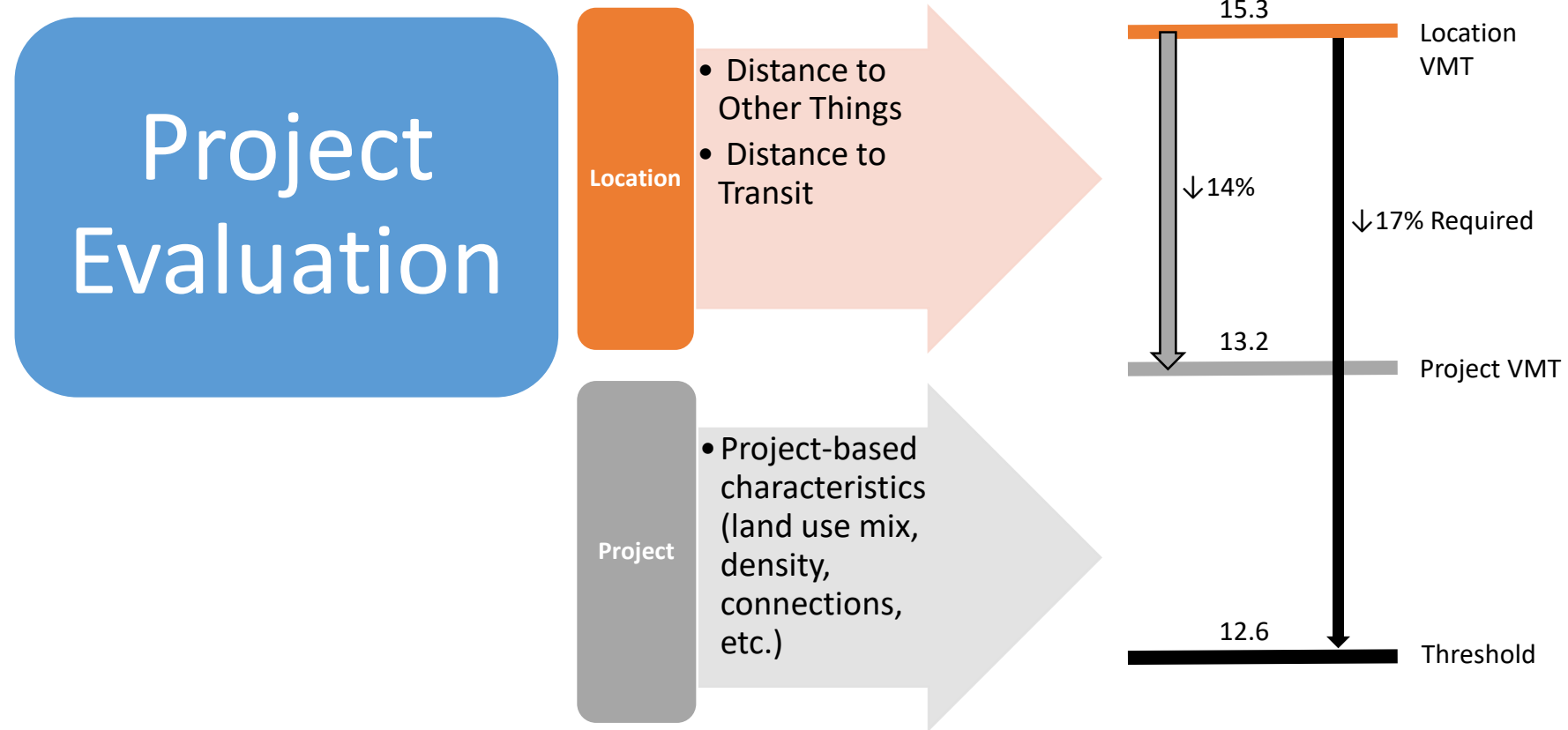
/bicycle/pedestrian
projects = Potential
“Environmental Impact”



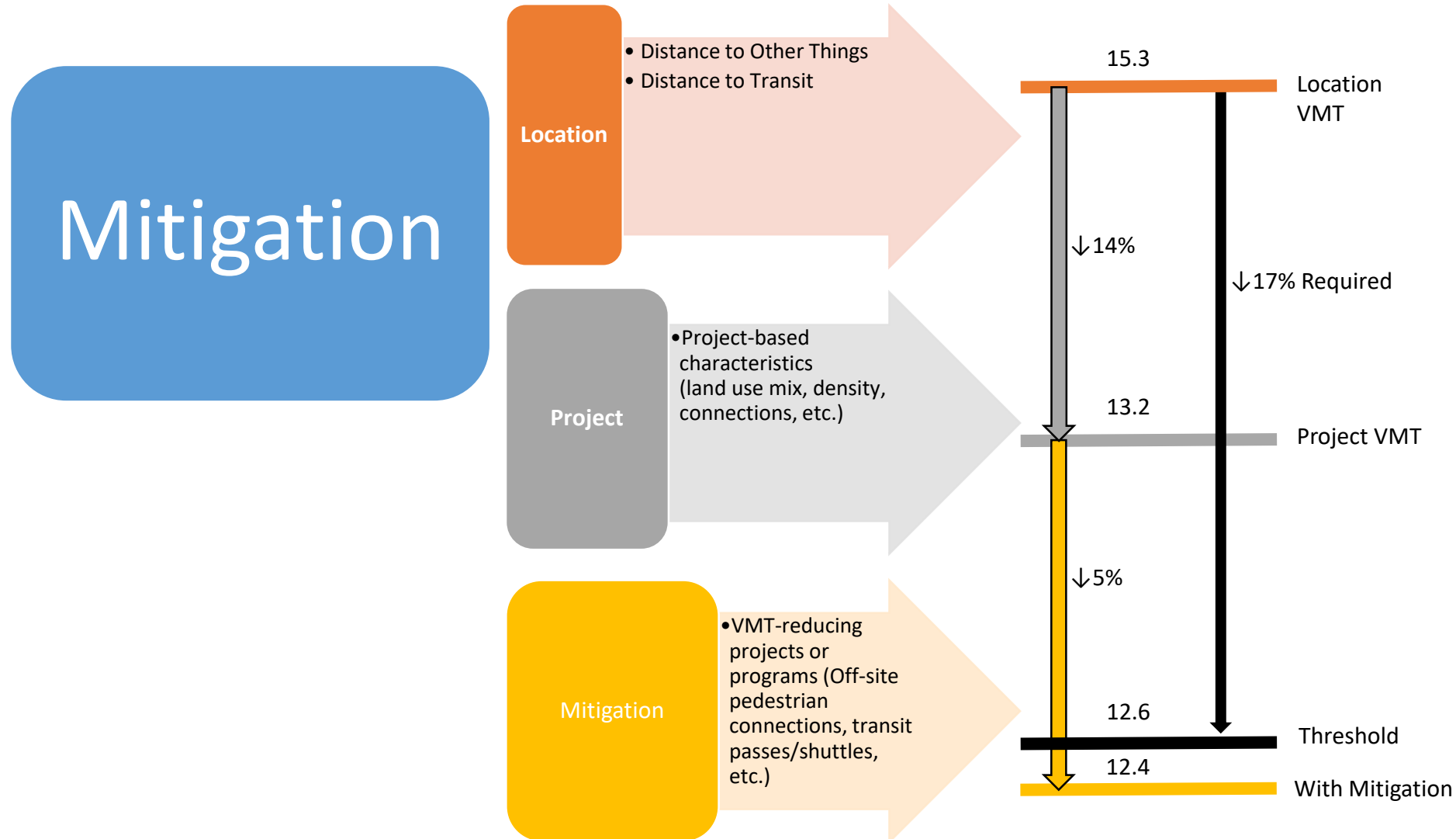
Road Widening =
No “Environmental
Impact”



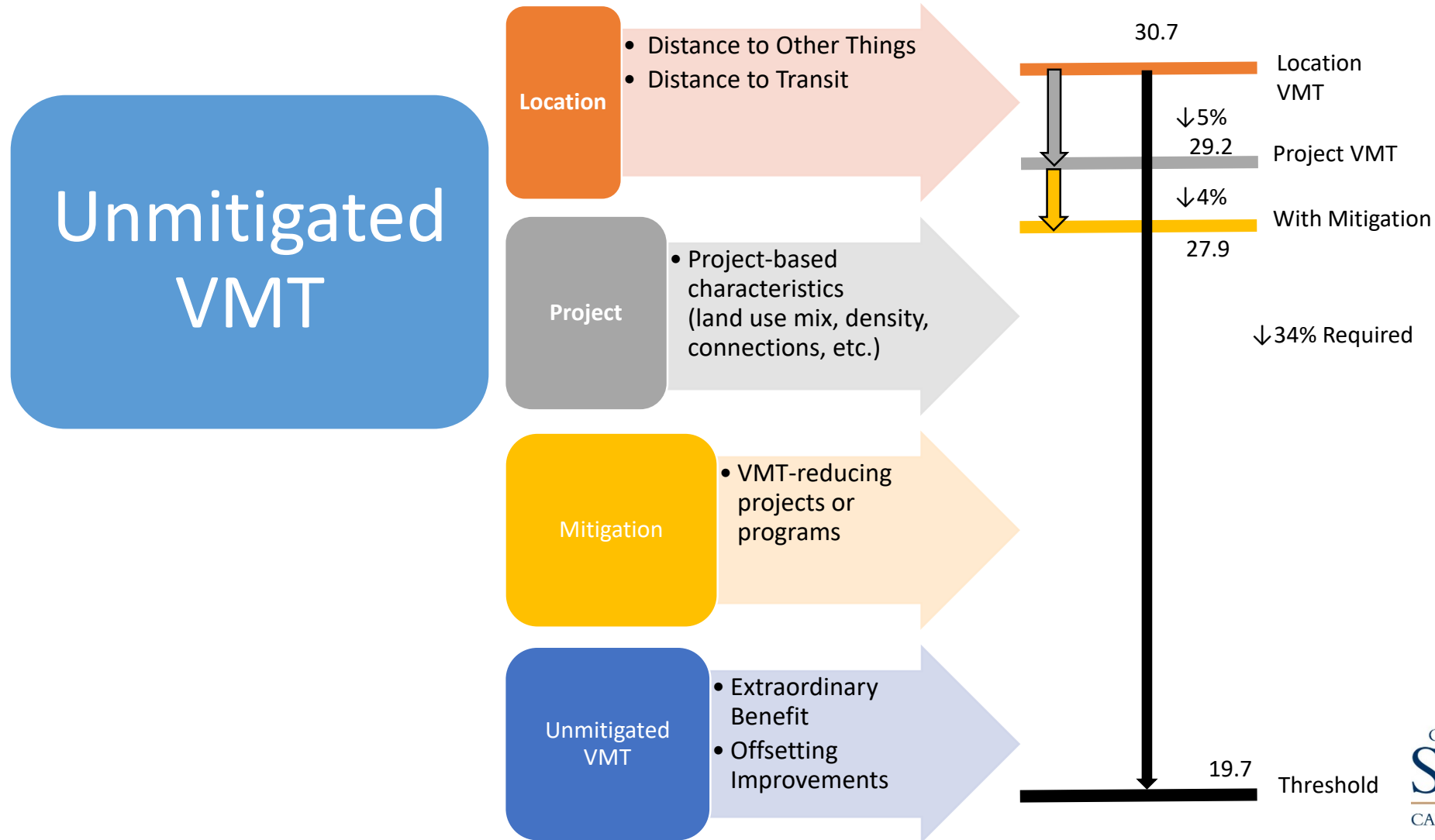
Draft Proposal – Development Example



Draft Proposal – Development Example



Draft Proposal – Development Example



Draft Thresholds Proposal

Development Type (as categorized in the General Plan)	Threshold of Significance
Residential uses	VMT per resident greater than either 15 percent below Citywide VMT per resident <i>or</i> 15 percent below regional VMT per resident is a significant transportation impact.
Employment uses	VMT per employee greater than 15 percent below existing regional VMT per employee is a significant transportation impact.
Retail Commercial uses	A net increase in the total VMT for the region is a significant transportation impact.
Industrial uses	VMT per employee greater than existing regional VMT per employee is a significant transportation impact.
Public-Quasi Public uses	Public-Quasi Public uses will be analyzed using the most relevant threshold for the proposed use on the site from the enumerated development types above.
Mixed-Use	Each component of a mixed-use development will be analyzed independently, applying the significance threshold for each development type included in the development from the enumerated development types above.
Change of use or additions to existing development	Changes of use or additions to existing development will be analyzed applying the significance threshold for each development project component type included in the development from the enumerated development types above.
Urban Village, Station, Development Policy, Specific, Strategy, or other area plans as categorized in the General Plan	Will be analyzed as a composite of the planned land uses in each area plan.
General Plan Amendments	General Plan Amendments will be analyzed in conformance with the General Plan's definition of VMT. An increase in VMT is a significant transportation impact.
Transportation Projects	A net increase of more than 4% in VMT, e.g., from induced vehicle demand, is a significant transportation impact.

Exemptions - Draft Proposal

- Small infill
 - Projects which produce 100 or less vehicle trips per day
- Transit supported low VMT priority growth area projects
 - Dense projects within City Growth Areas that are well serviced by transit
- Local serving retail
 - Retail projects under 100k sq. ft. with largest tenant not larger than 60k sq. ft.
- Transportation projects
 - VMT neutral or reducing projects

Major Strategies in Envision San José 2040 General Plan

Community Based
Planning

Form Based Plan

Focused Growth

Innovation
Regional
Employment Center

Urban Villages

Streetscapes for
People

Measurable
Sustainability
Environmental
Stewardship

Fiscally Strong City

Destination
Downtown

Life Amidst
Abundant Natural
Resources

Design for a
Healthful
Community

Plan Horizons and
Periodic Major
Review

Outreach to Date

City Committees

- City Development Cabinet
- CED CSA Meetings
- Bicycle Pedestrian Advisory Committee
- Council Transportation & Environment Committee

Neighborhood Groups

- Two Citywide Community Meetings
- Erikson/VEP/Branham Community Meeting
- Delmas Park Neighborhood Association
- Penitencia Neighborhood Association and Senter-Monterey Neighborhood Association leaders

Developers

- Developer Roundtable and Industry Groups
- SPUR/ULI Developer Forum

Community Stakeholders

- San Jose Downtown Association
- TransForm and partners
- Silicon Valley Bicycle Coalition
- Silicon Valley Leadership Group

Other Jurisdictions

- VTA Land Use Transportation Integration Committee
- VTA Systems Operations and Management Committee
- VTA and County Roads and Airports
- City of Mountain View
- Santa Clara County
- Big Cities VMT Working Group
- Grand Boulevard Initiative

Upcoming Outreach

- Neighborhoods Commission
- Winchester Neighborhood Action Coalition
- Silicon Valley Organization
- Developer Policy Workshop
- City of Campbell
- City of Santa Clara
- City of Cupertino
- SV@Home - Affordable Housing Developers