



## Interconnected, Accessible City

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

August 23, 2017  
Planning Commission Study Session



# Purpose of Meeting

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- What is being proposed and why?
- Answer your questions and receive feedback

# 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

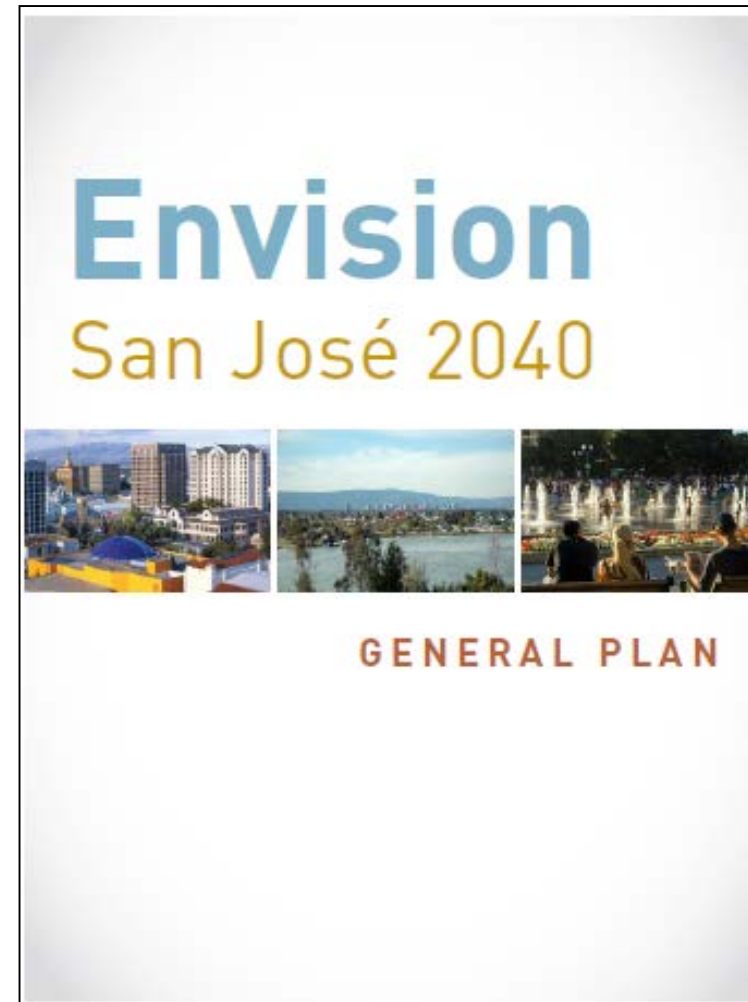
# State's Goals

Reduce	Greenhouse Gas Emissions
Reduce	traffic-related air pollution
Promote	biking, walking, transit
Promote	development near transit
Provide	clean, efficient access to destinations





# Envision San José 2040

Blueprint for the City  
The General Plan is the City's official policy statement regarding its future character, land use patterns, and quality of development.

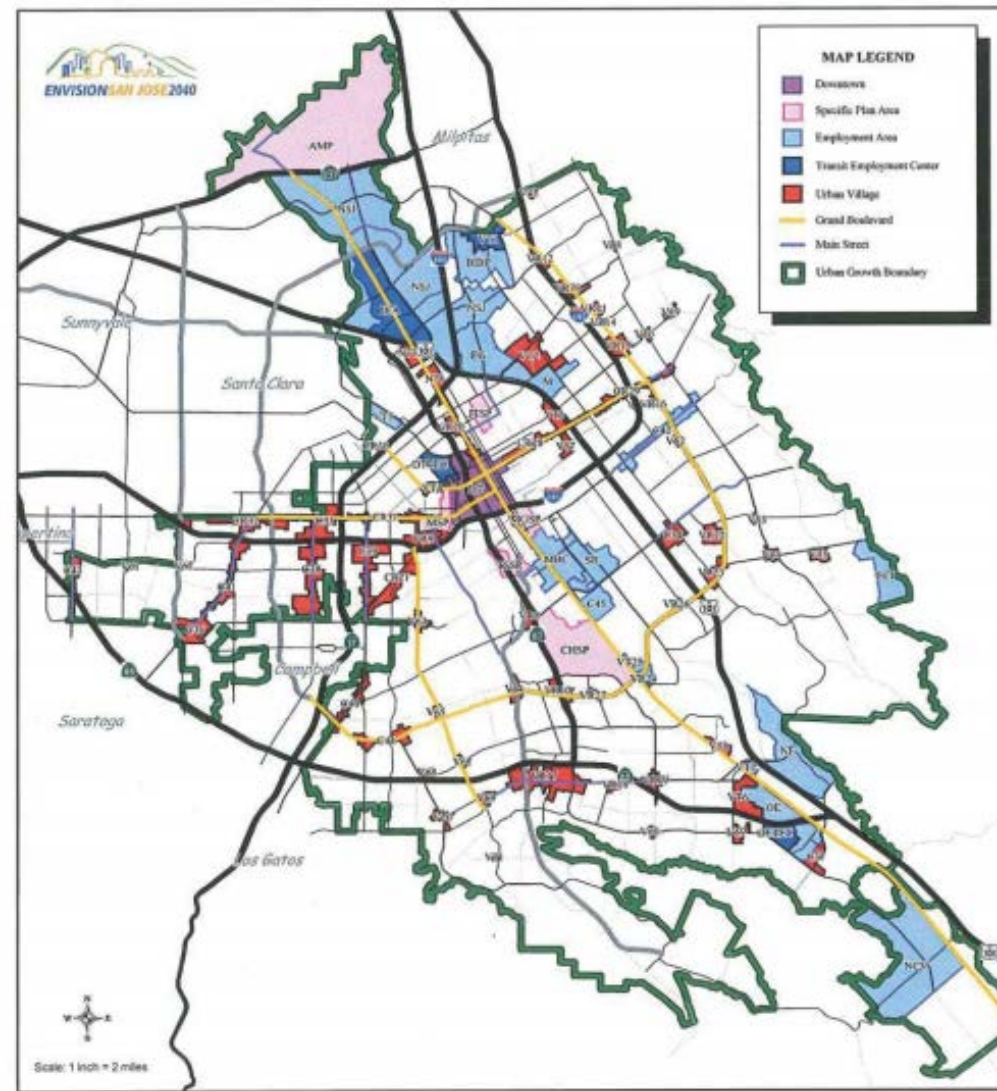


# San José's Goals

-  Balanced & Focused Growth
-  Environmental Leadership
-  Interconnected & Accessible City
-  Housing & Affordability
-  Regional Jobs Center
-  Age-Friendly City
-  Great Places and Public Life

# Focused, Balanced Growth

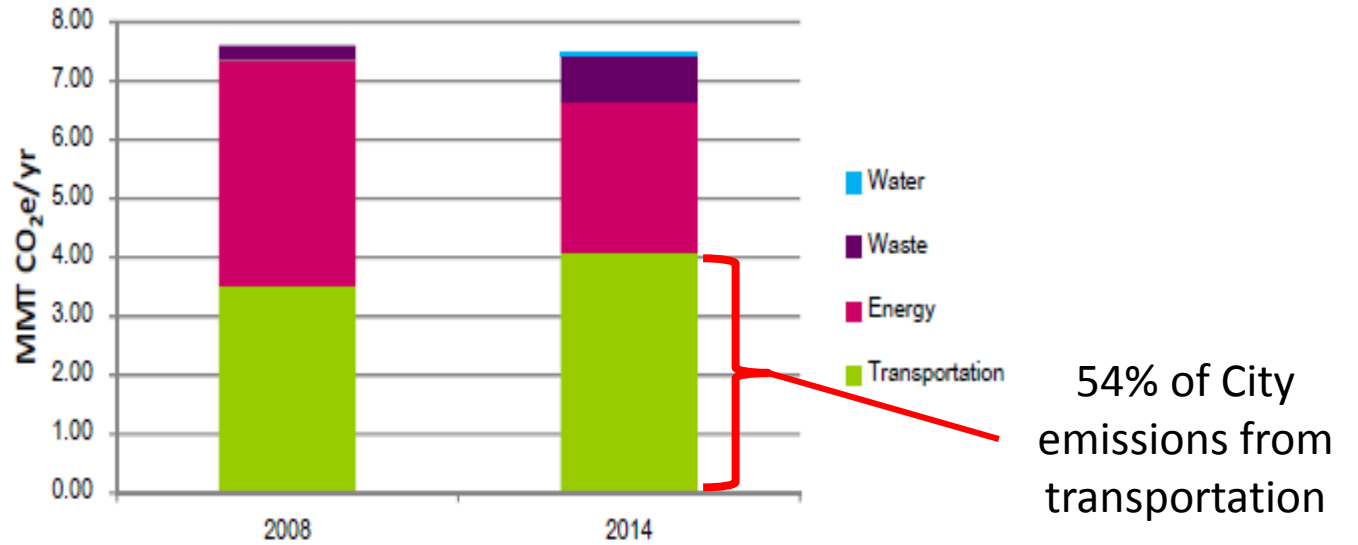
ENVISION SAN JOSE 2040 GENERAL PLAN  
PLANNED GROWTH AREAS DIAGRAM



# Environmental Leadership



Greenhouse Gas Emissions  
2008 and 2014  
Community Inventory Comparison

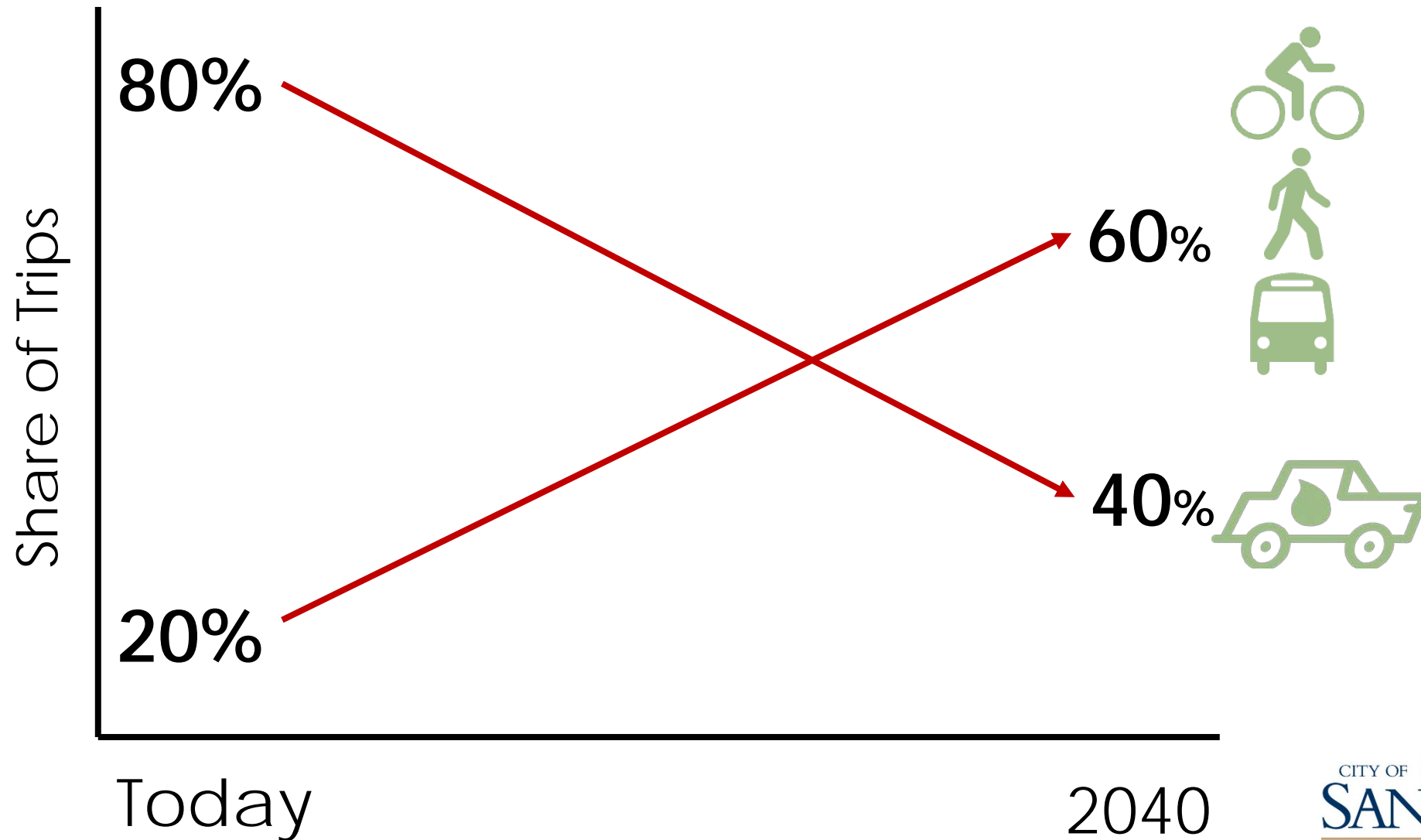


San Jose  
Environmental  
Sustainability Plan –  
On a Pathway to Paris





# Interconnected and Accessible City



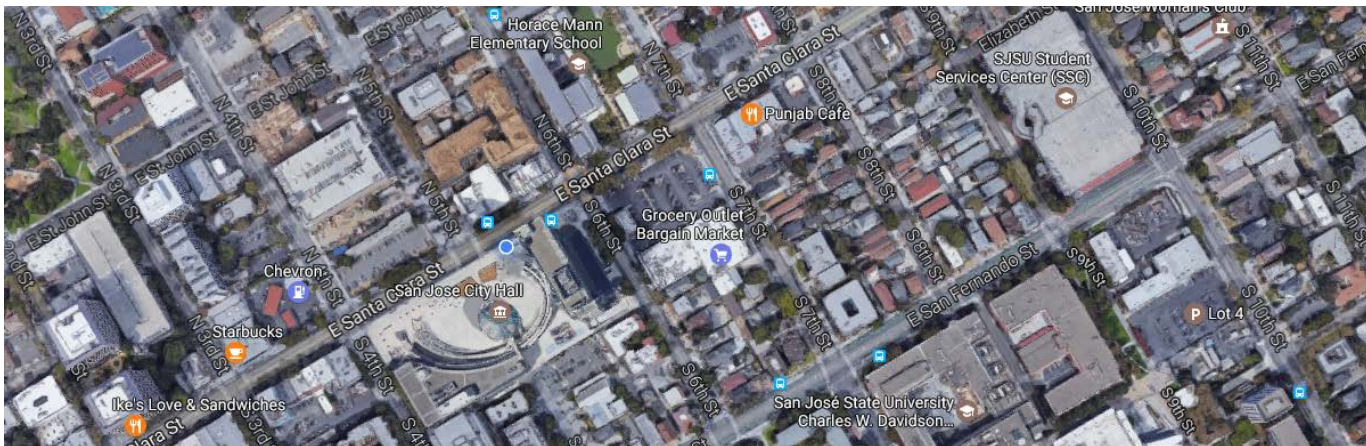
# Interconnected and Accessible City

# Interconnected and Accessible City

## Mobility



## Proximity



Home  
School  
Groceries  
Work  
Entertainment

...



# Interconnected and Accessible City

*50% of fatal traffic crashes occur on just 3% of San Jose streets.*





## Vision Zero San Jose



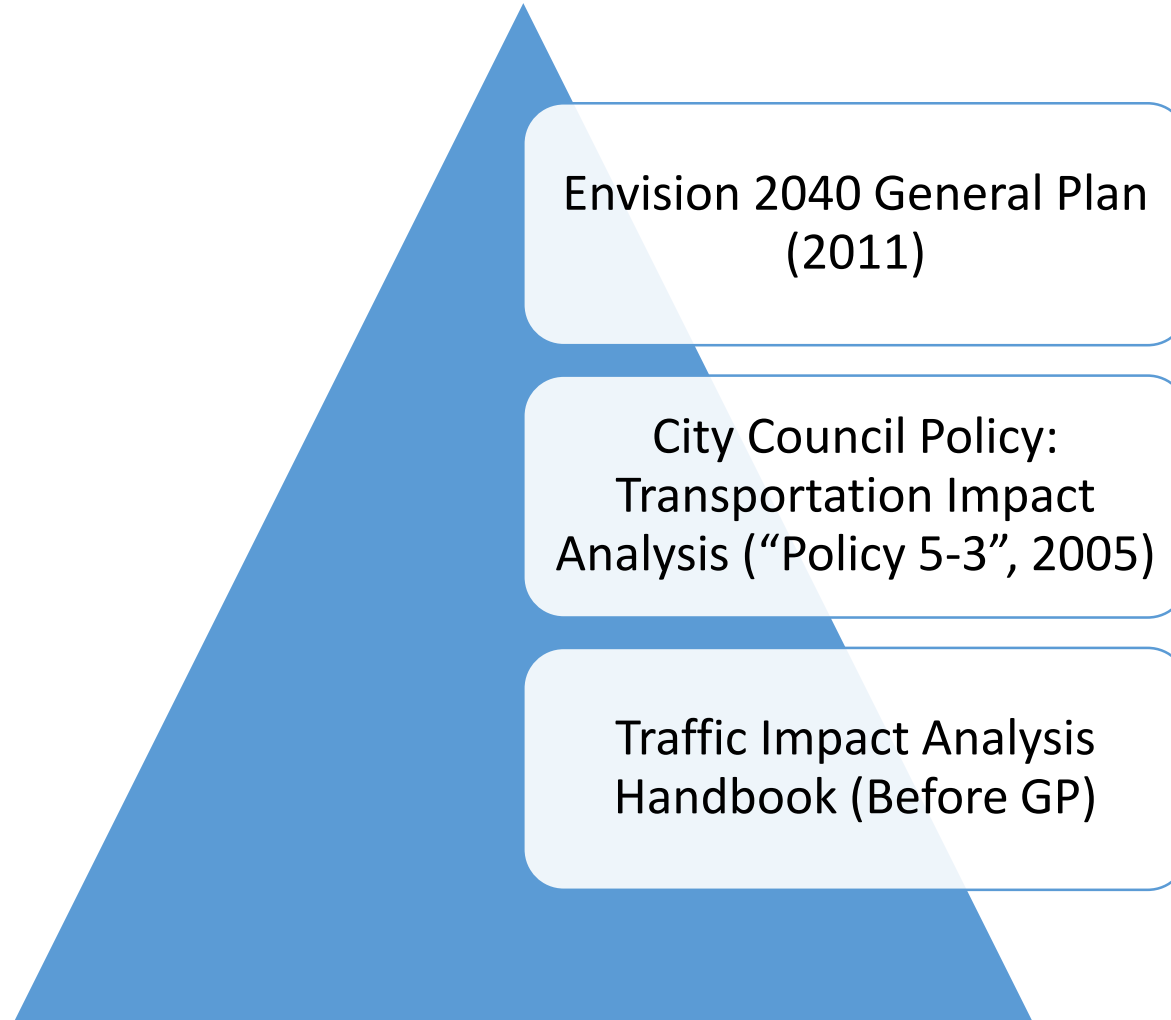


# Interconnected and Accessible City

# San José's Goals

-  Balanced & Focused Growth
-  Environmental Leadership
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# City of San José Transportation Policies



# What is Transportation Level of Service (LOS)?

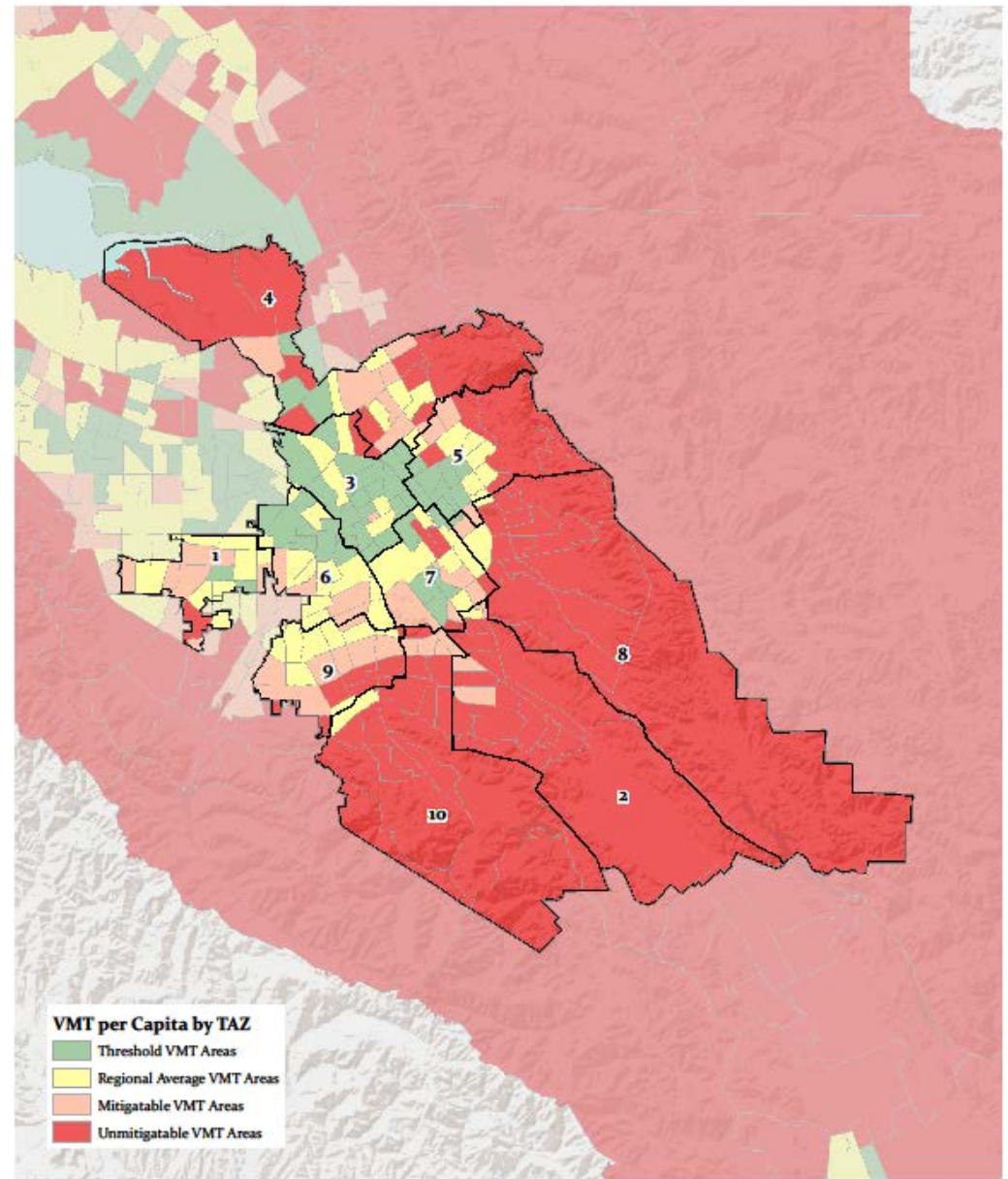
- Measures car congestion at signalized intersections
- Intersections are assigned an A – F rating depending on how long vehicles are delayed at an intersection.
- Does not measure a location's vibrancy, walkability, bikeability, etc.



# What is Vehicle Miles Traveled (VMT)?

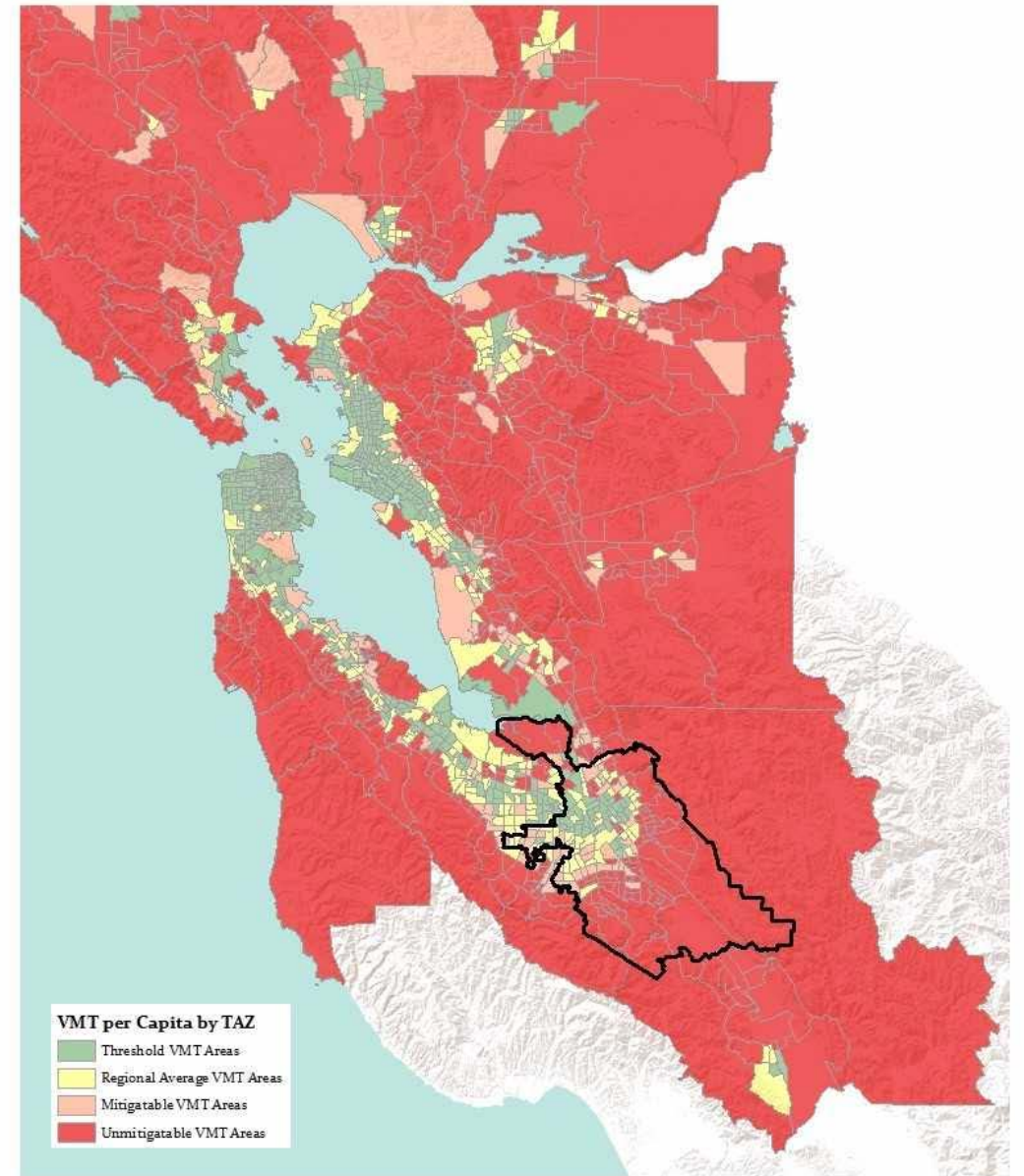
- Measure of how far people will typically travel by vehicle
- Low VMT projects & areas:
  - People don't have to travel by car as much or as far to get what they need
- High VMT projects & areas:
  - People have to go far to get what they need
  - People have few viable options other than to drive

# Draft VMT per Capita (Residential)



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

# Draft Regional VMT per Capita (Residential)

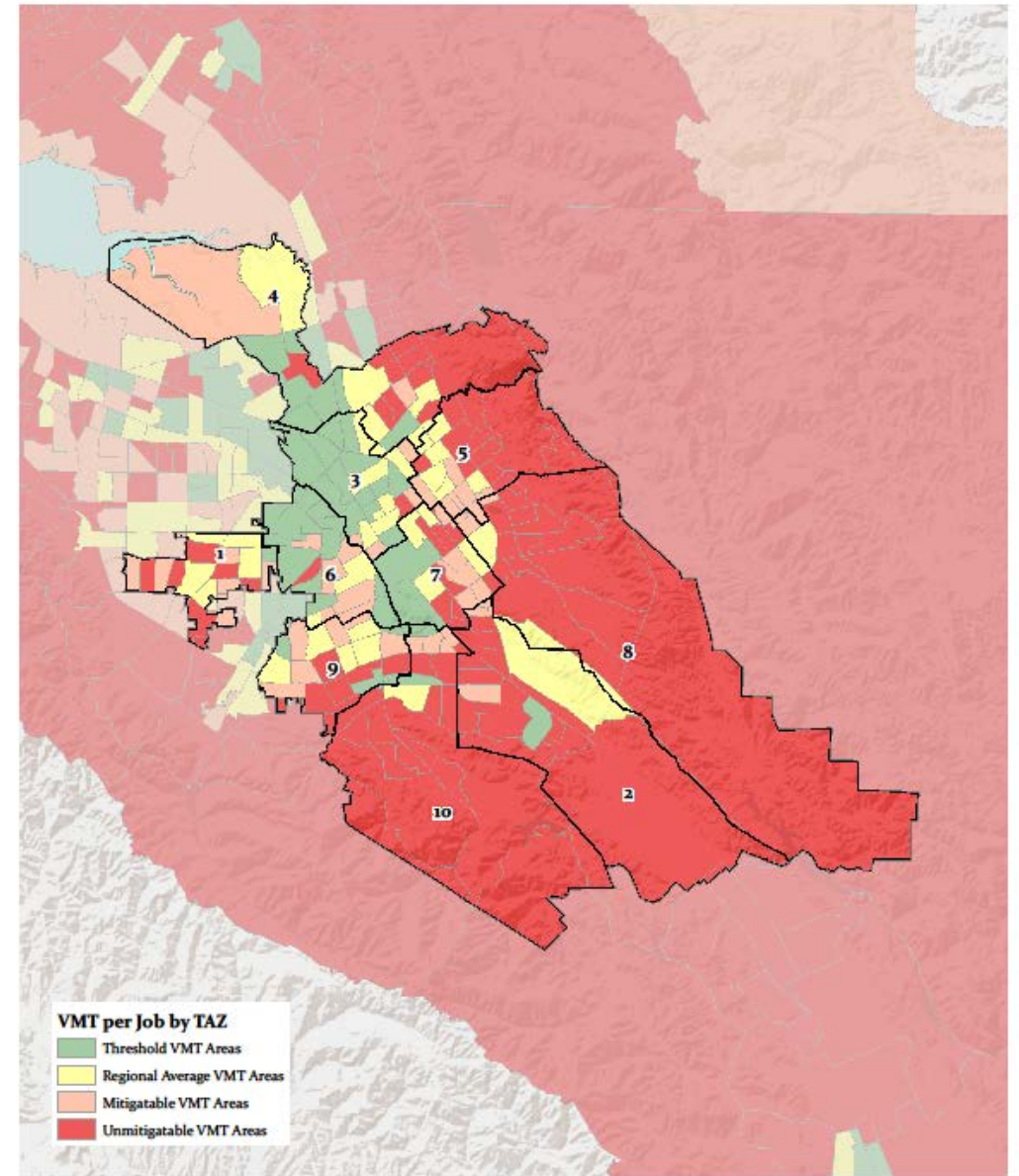


VMT per Capita by TAZ  
Regional View





# Draft VMT per Worker (Employment)

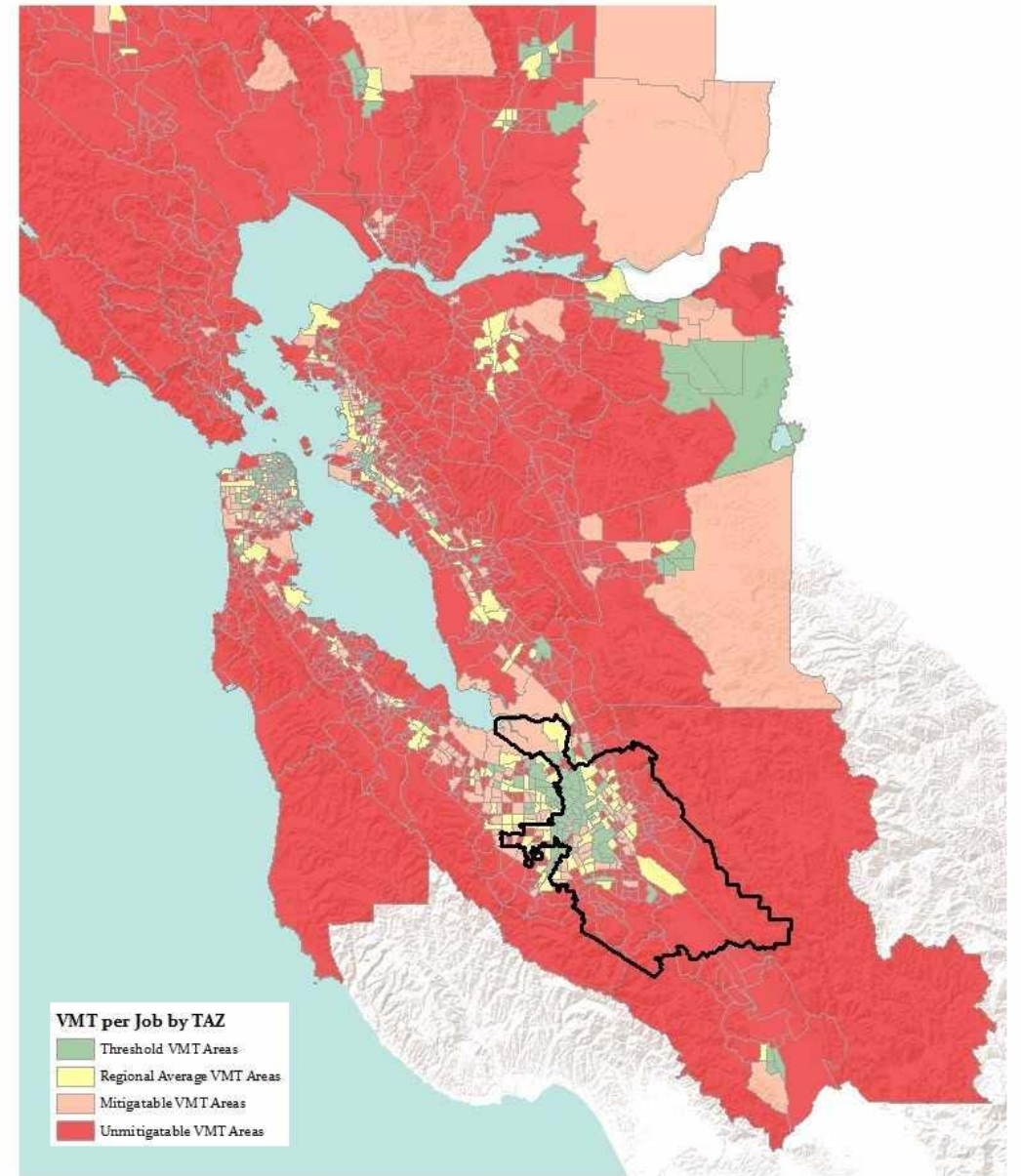


VMT per Job by TAZ with  
City of San Jose Council Districts





# Draft Regional VMT per Worker (Employment)



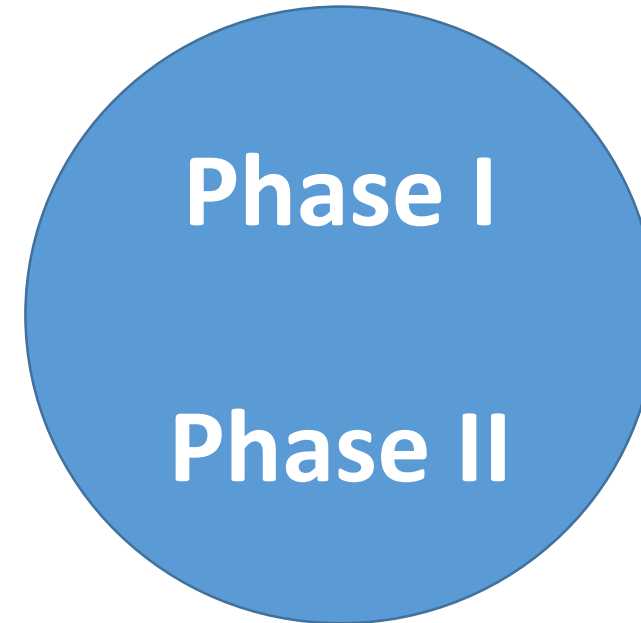
VMT per Job by TAZ  
Regional View



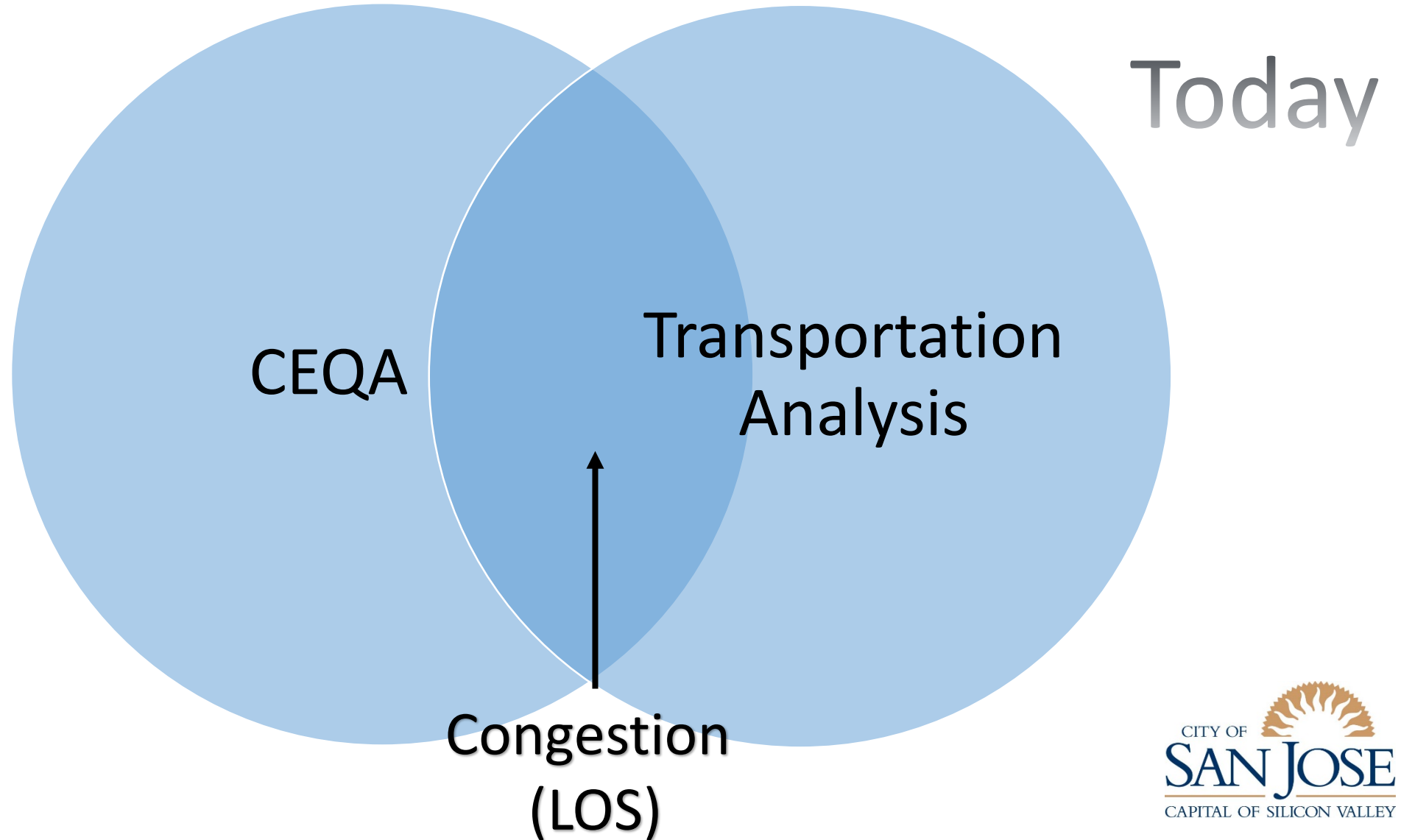
0 5 10 Miles

# *Transportation Analysis Policy Revisions Rollout*

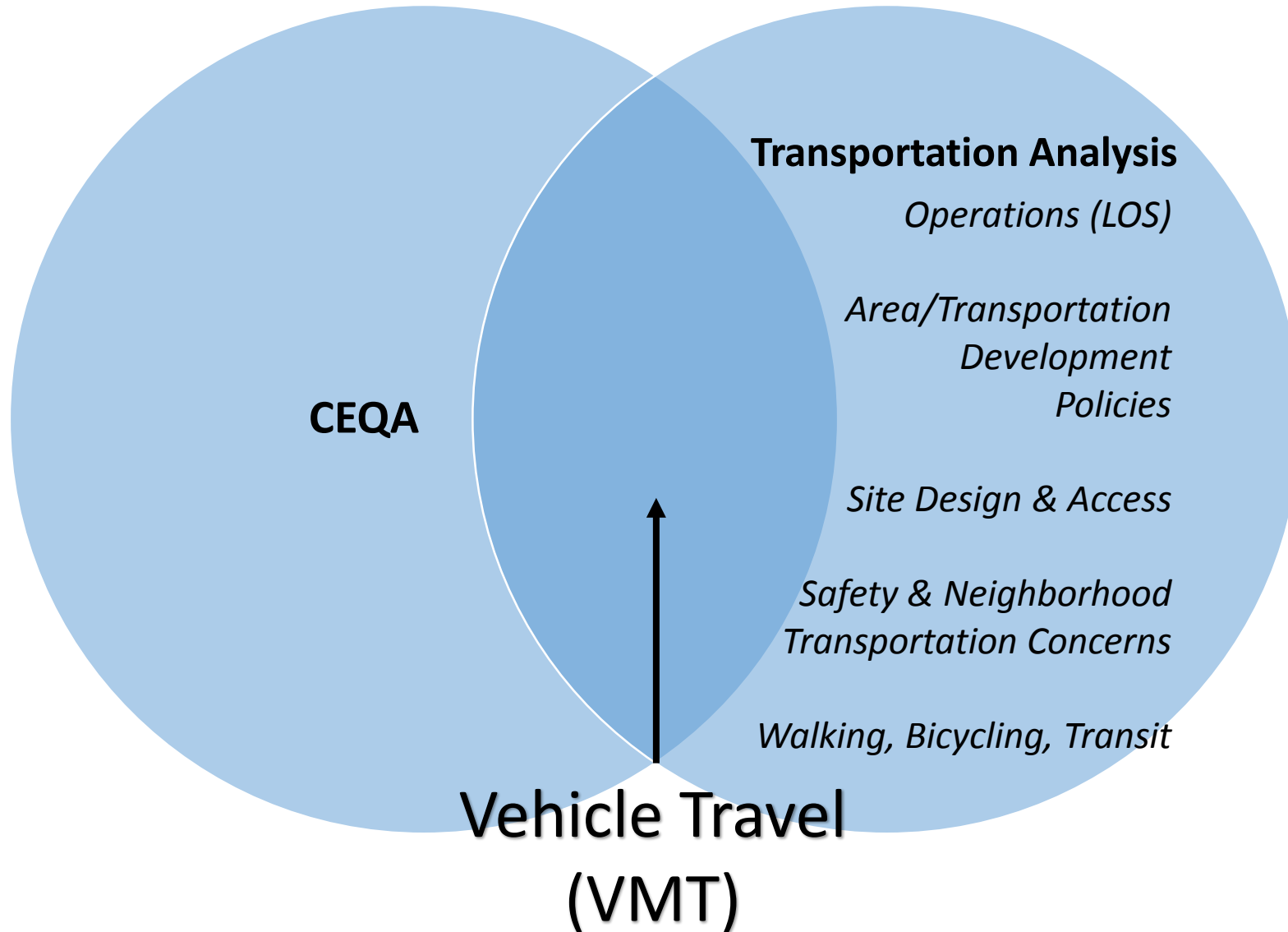
- Streamline transportation analysis for projects that align with General Plan
- Begin by changing our measure of “environmental impact” under CEQA, per SB 743
- Update other transportation metrics and investment as a second phase



# CEQA & Transportation Analysis



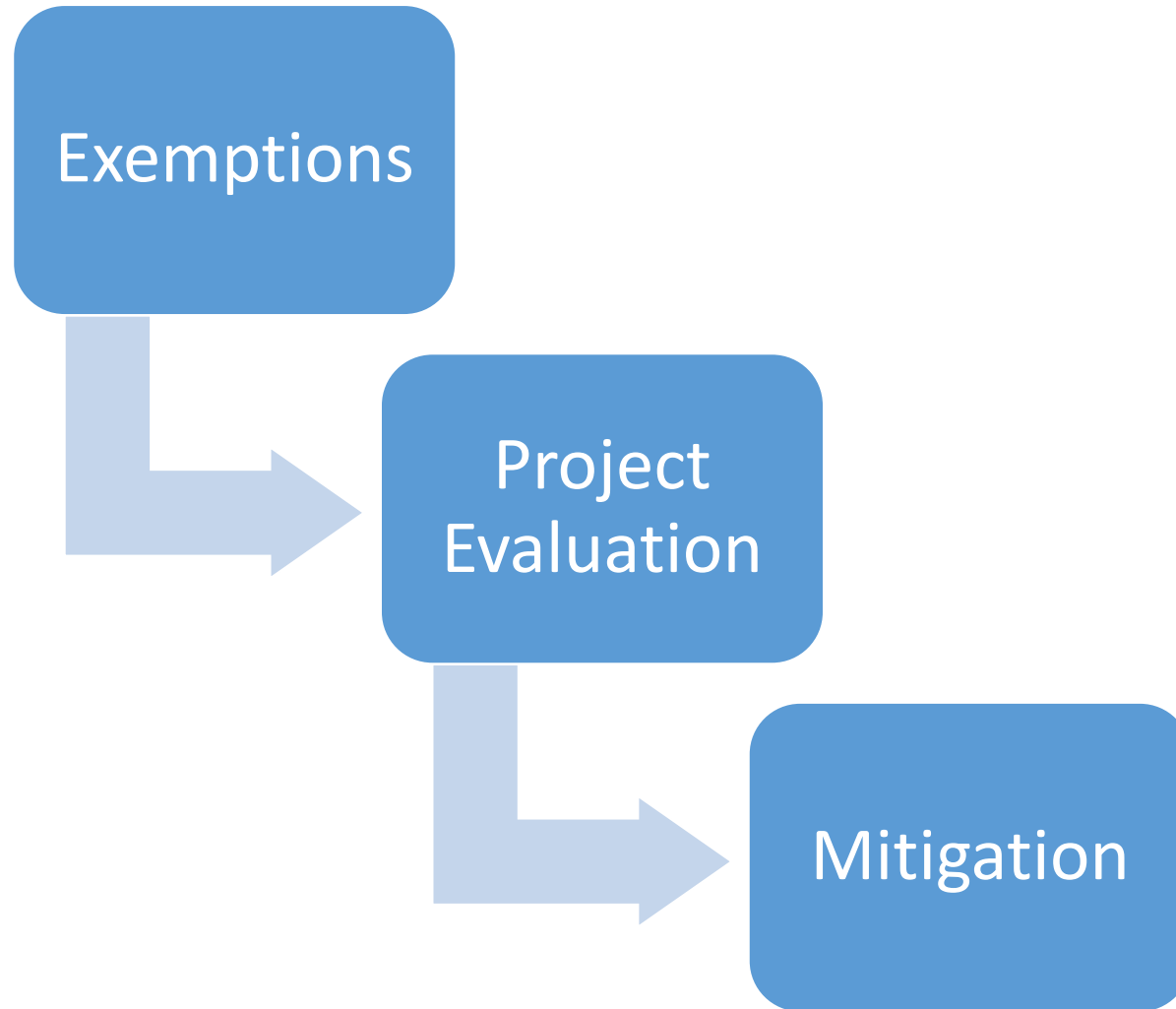
# CEQA & Transportation Analysis



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



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





# Transit-Supportive Development

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- 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

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# Draft Project Evaluation & Mitigation

- Threshold of Significance: In line with State Guidance
- Generally 15% below baseline per capita VMT; evaluating other percentages as well
- Varies by use type



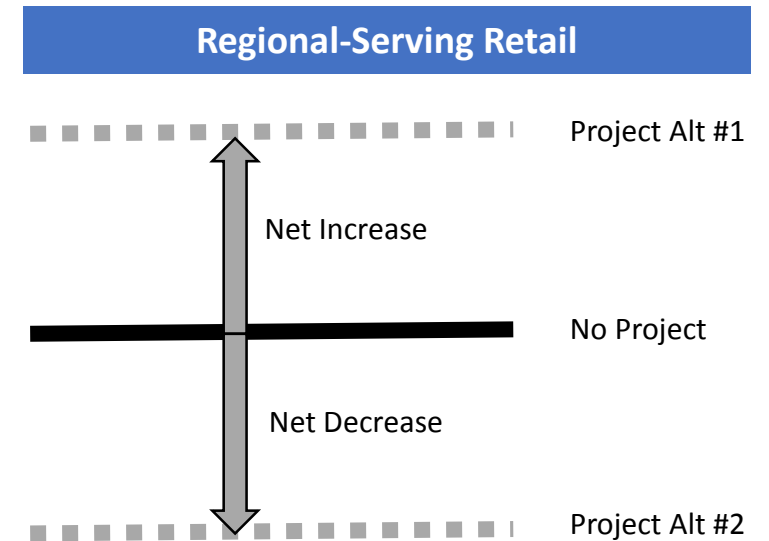
# Draft Thresholds Proposal

Development Type (as categorized in the General Plan)	Threshold of Significance
Residential uses	VMT per resident greater than both 15 percent below Citywide VMT per resident and 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 <b>mixed-use development</b> 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.

# CEQA Thresholds per VMT – *Draft Proposal*

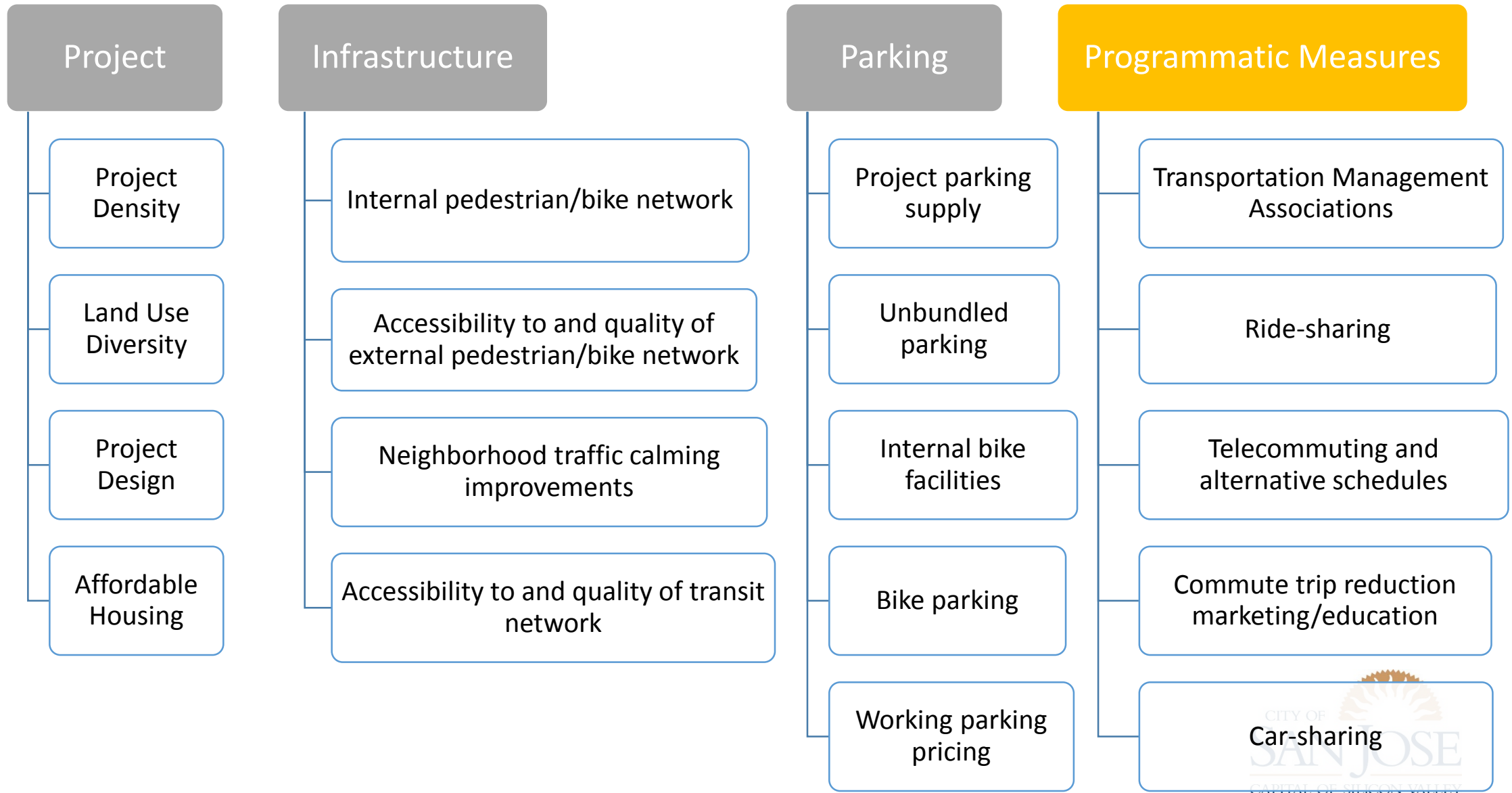
Residential	
Area	VMT per capita*
Existing Baseline	12.6
<b>Threshold (15% below)</b>	<b>10.7</b>

Employment	
Area	VMT per capita*
Existing Baseline	13.8
<b>Threshold (15% below)</b>	<b>11.7</b>



\*Source: City of San Jose Model (“trip-based” model as of 8/23/2017; figures are provided to illustrate framework and are subject to refinement).

# Potential Ways to Reduce VMT

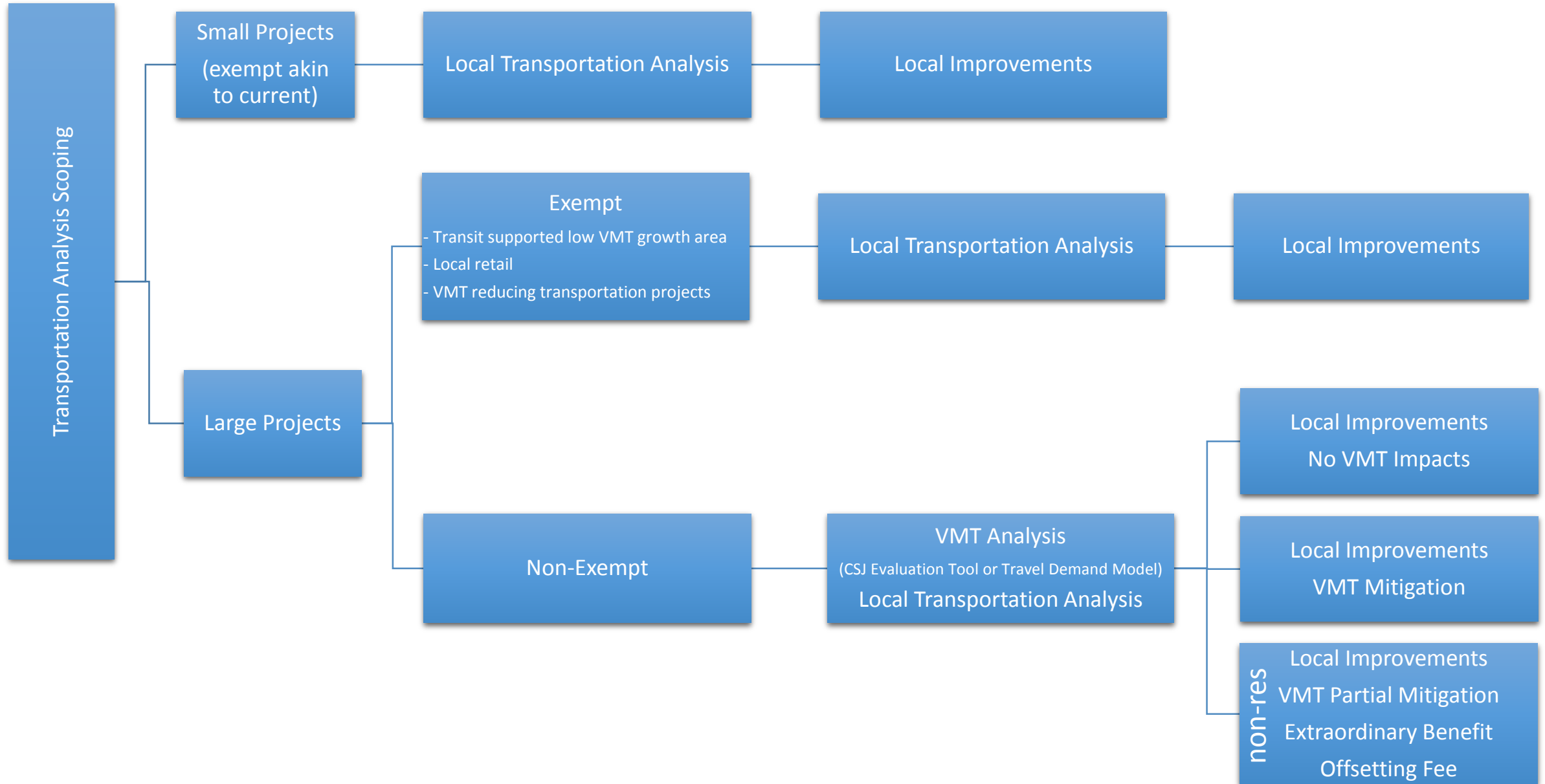


# Transportation Analysis Flowchart and Project Examples

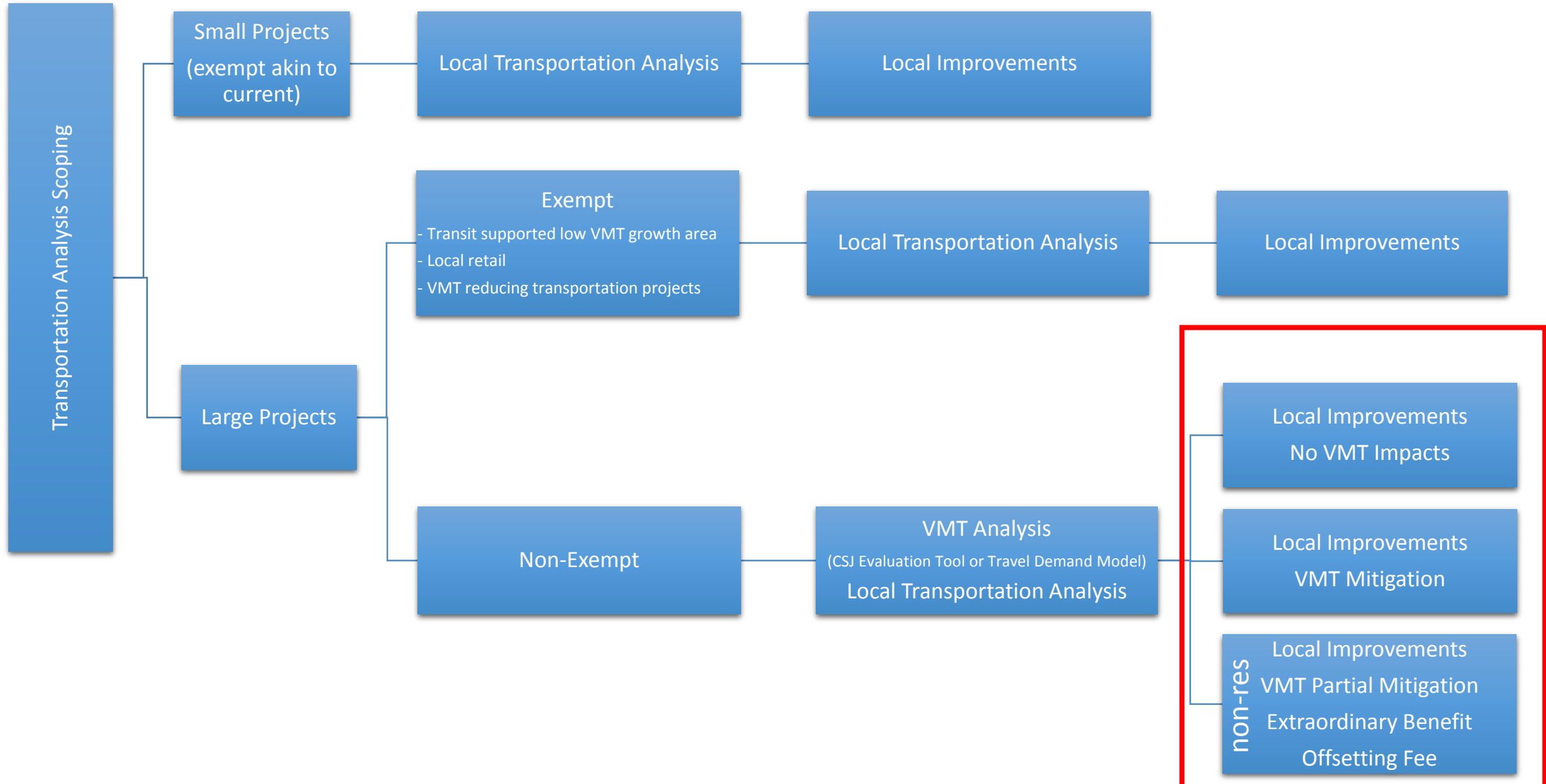
1. Samaritan Medical Office Building
2. Communications Hill Phase II
3. iStar Employment uses



# Transportation Analysis Flowchart



# Transportation Analysis Flowchart

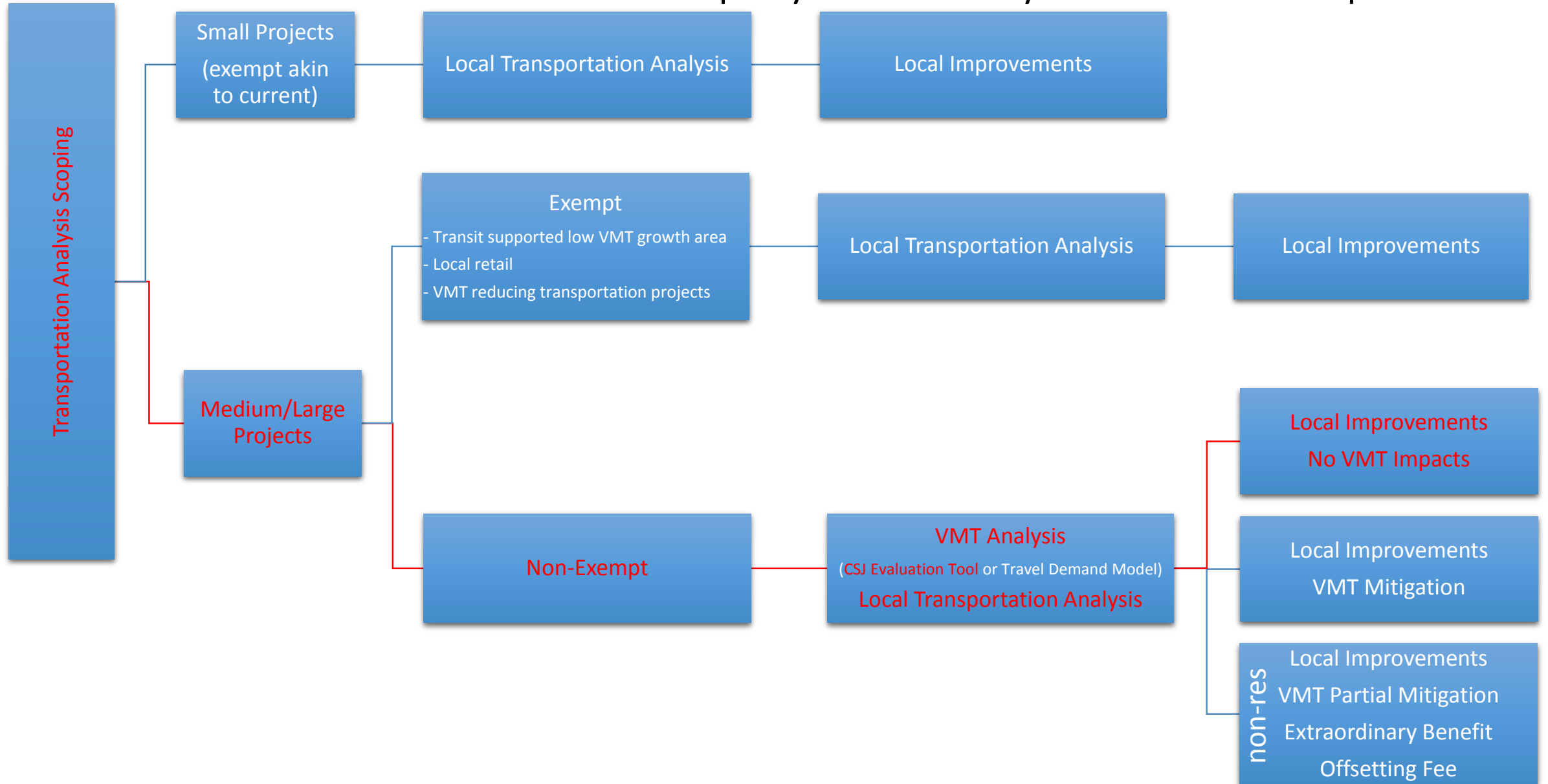


# Samaritan Medical Office Building Employment Only – No VMT Impact

	Land Use	Project
Employment	Existing	109 ksf
	Project	365 ksf
	Parking (Existing)	450 spaces
	Parking (Project)	1,542 spaces



# Samaritan Medical Office Building Employment Only – No VMT Impact

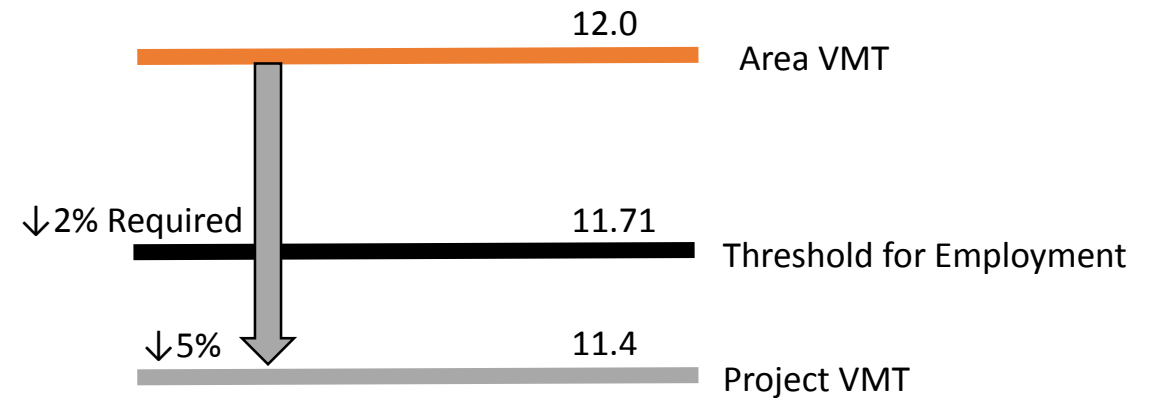


# Samaritan Medical Office Building Employment Only – No VMT Impact

VMT attributes for the area:

VMT attributes for the project:

VMT attributes for the mitigation:

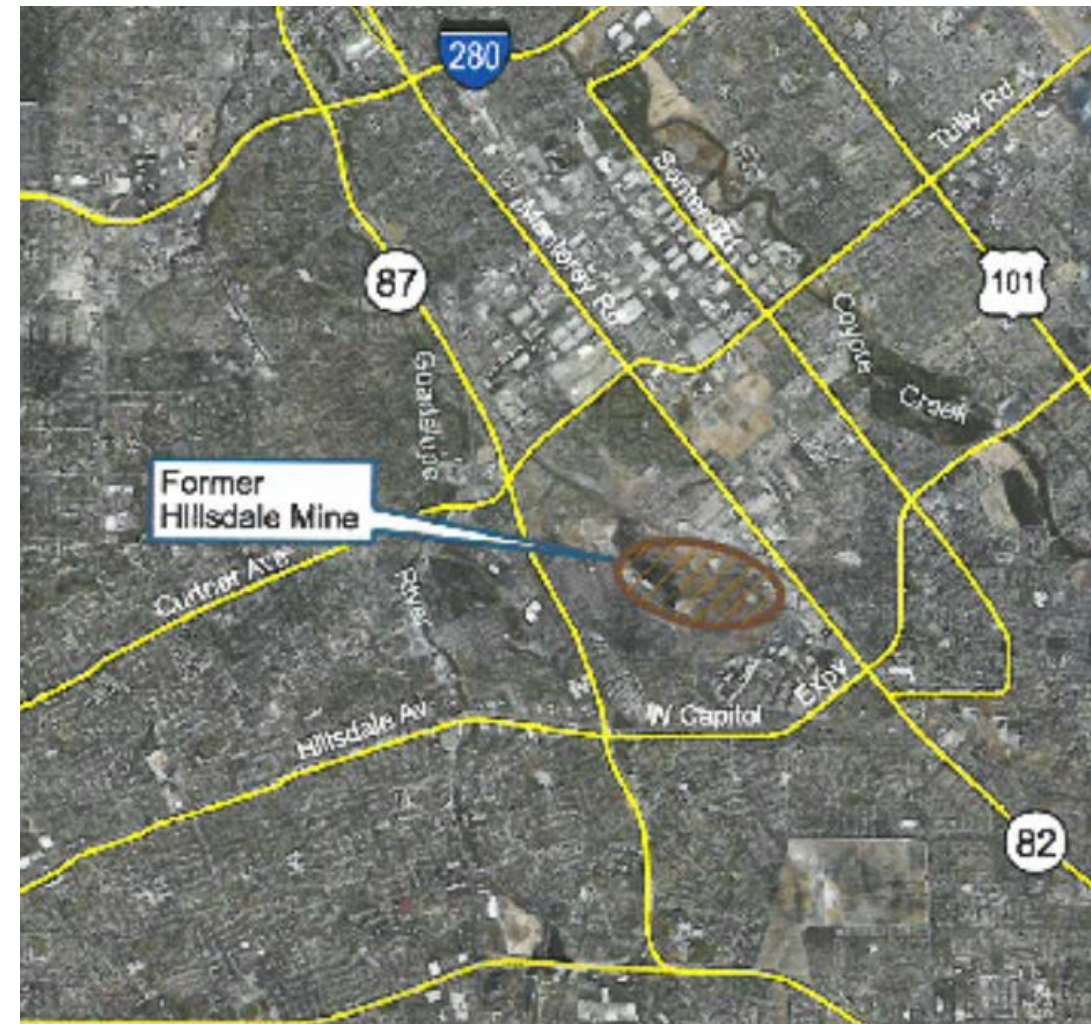


Local Transportation Analysis: traffic calming, new traffic signal, median island and other operational improvements required



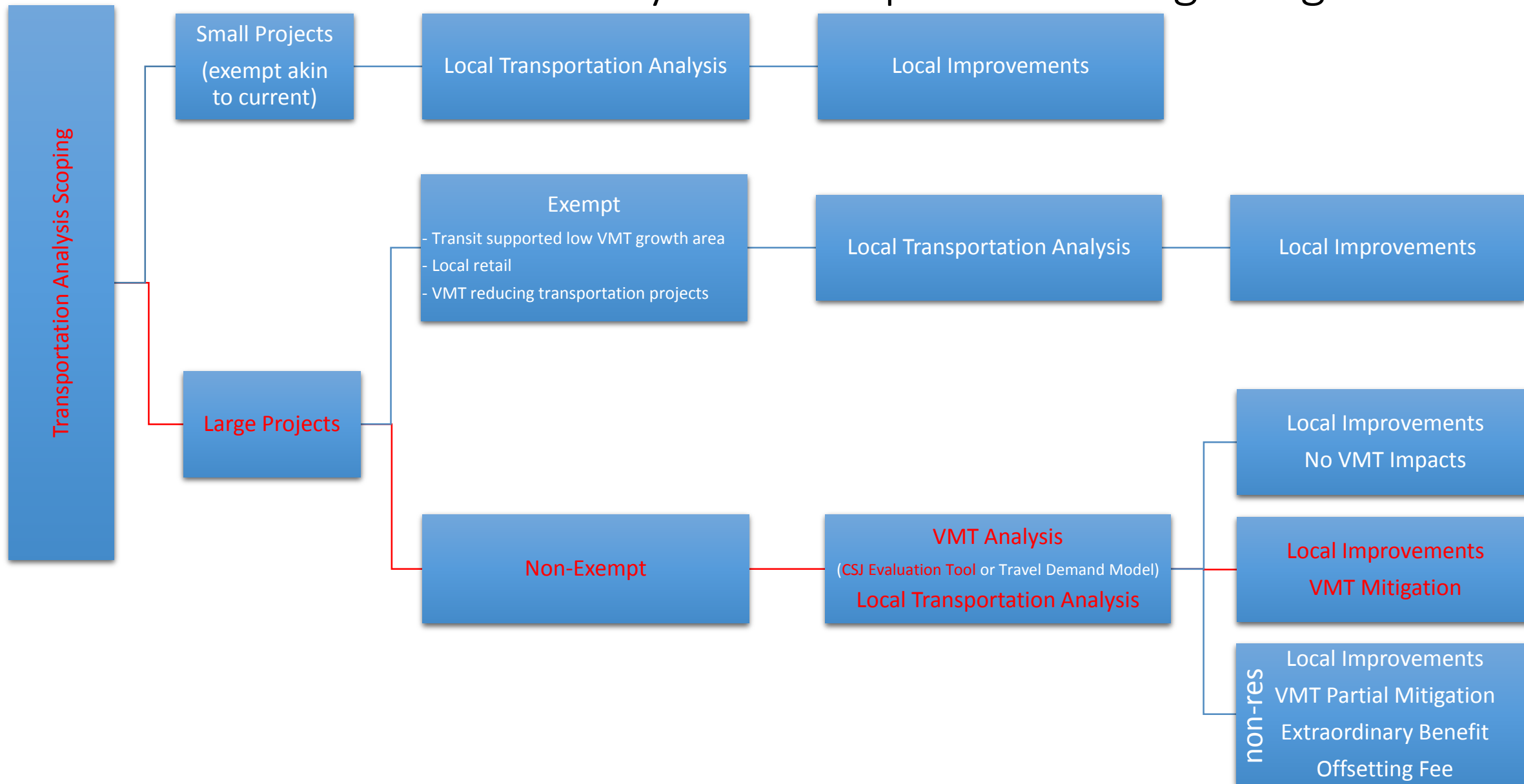
# Communications Hill Phase II Residential Only –VMT Impacts Needing Mitigation

	Land Use	Project
Residential	Housing	2,300 du
Employment	Industrial	1.44 Msf
	Retail	68 ksf



# Communications Hill Phase II

## Residential Only –VMT Impacts Needing Mitigation

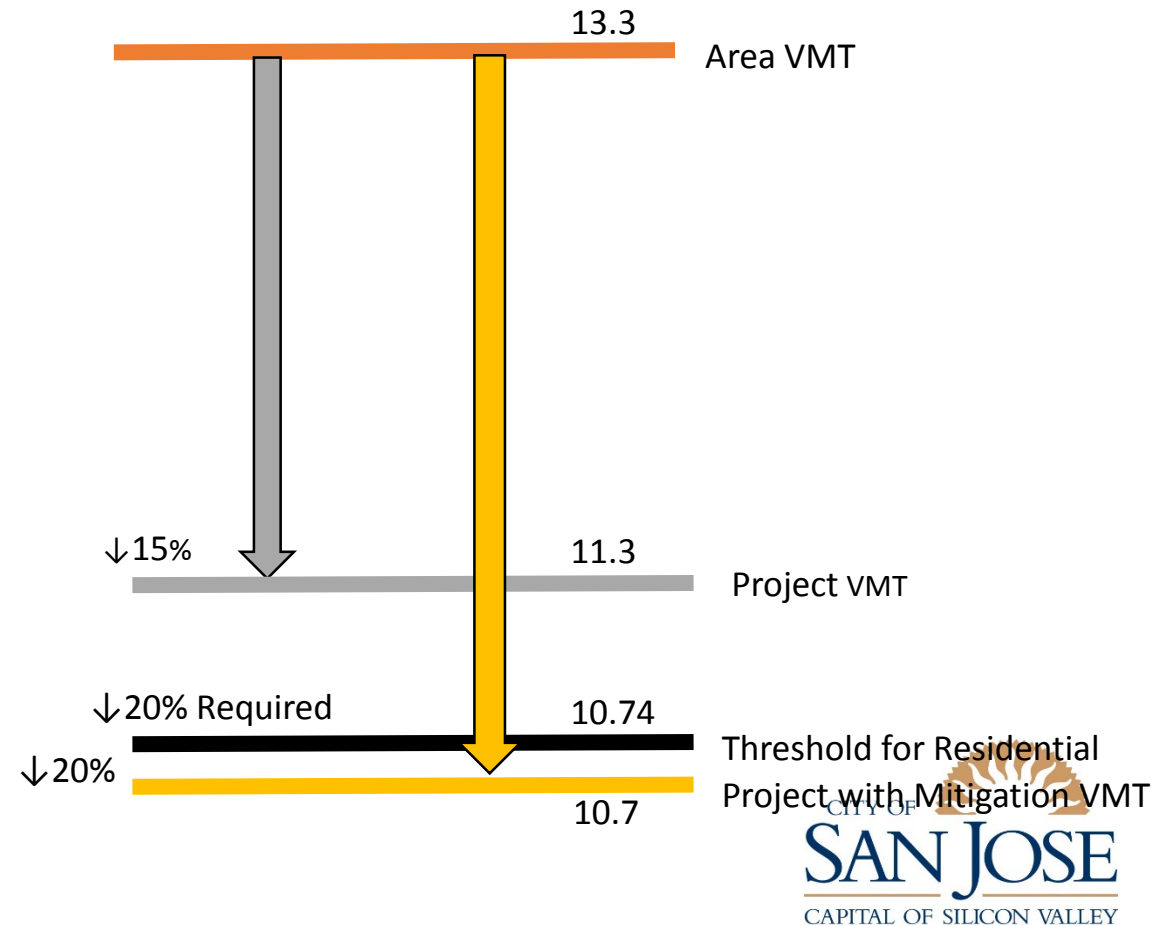


# Communications Hill Phase II Residential Only –VMT Impacts Needing Mitigation

VMT attributes for the area:

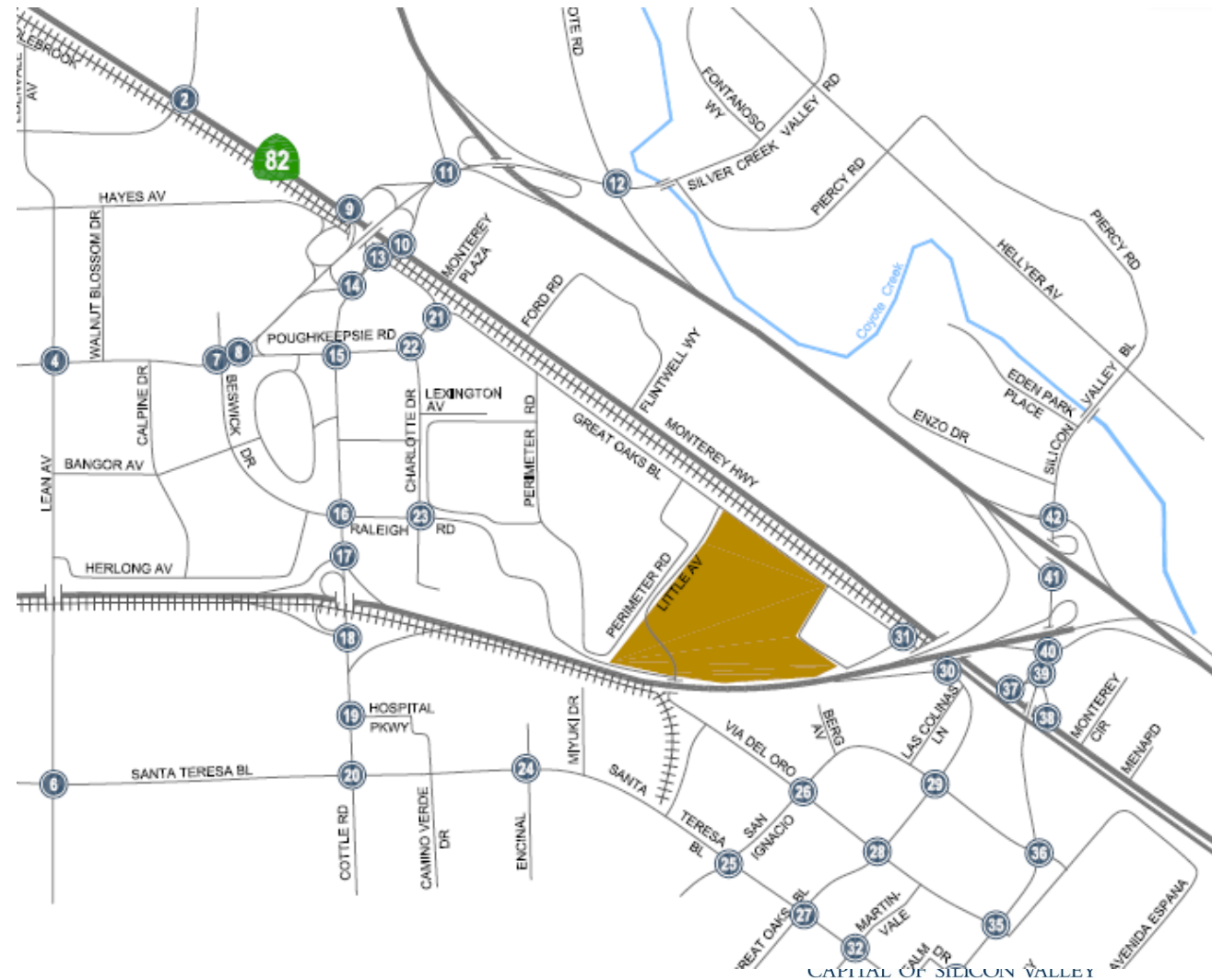
VMT attributes for the project:

VMT attributes for the mitigation:



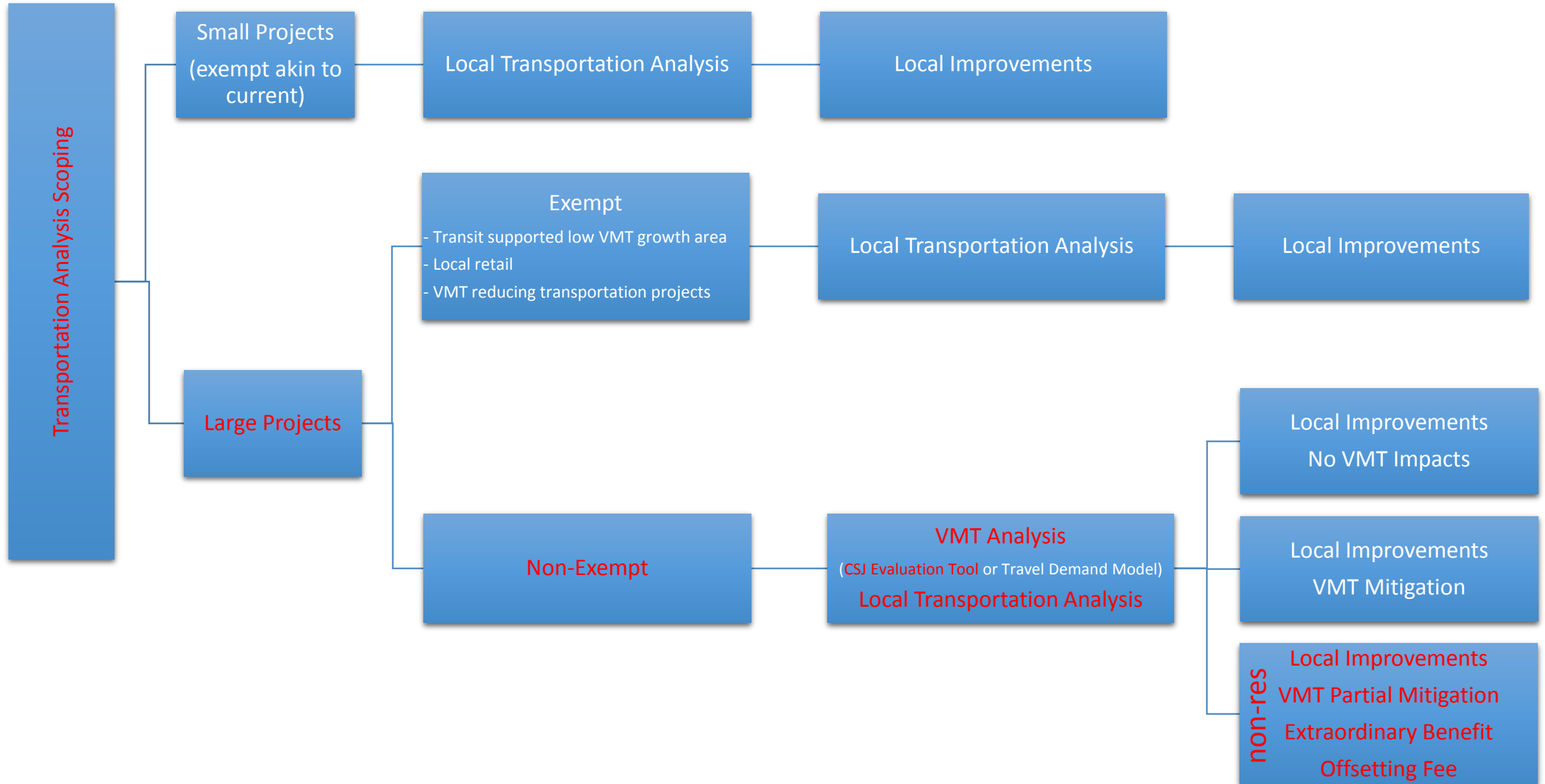
# iStar Employment Only – Unmitigatable VMT Impacts

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

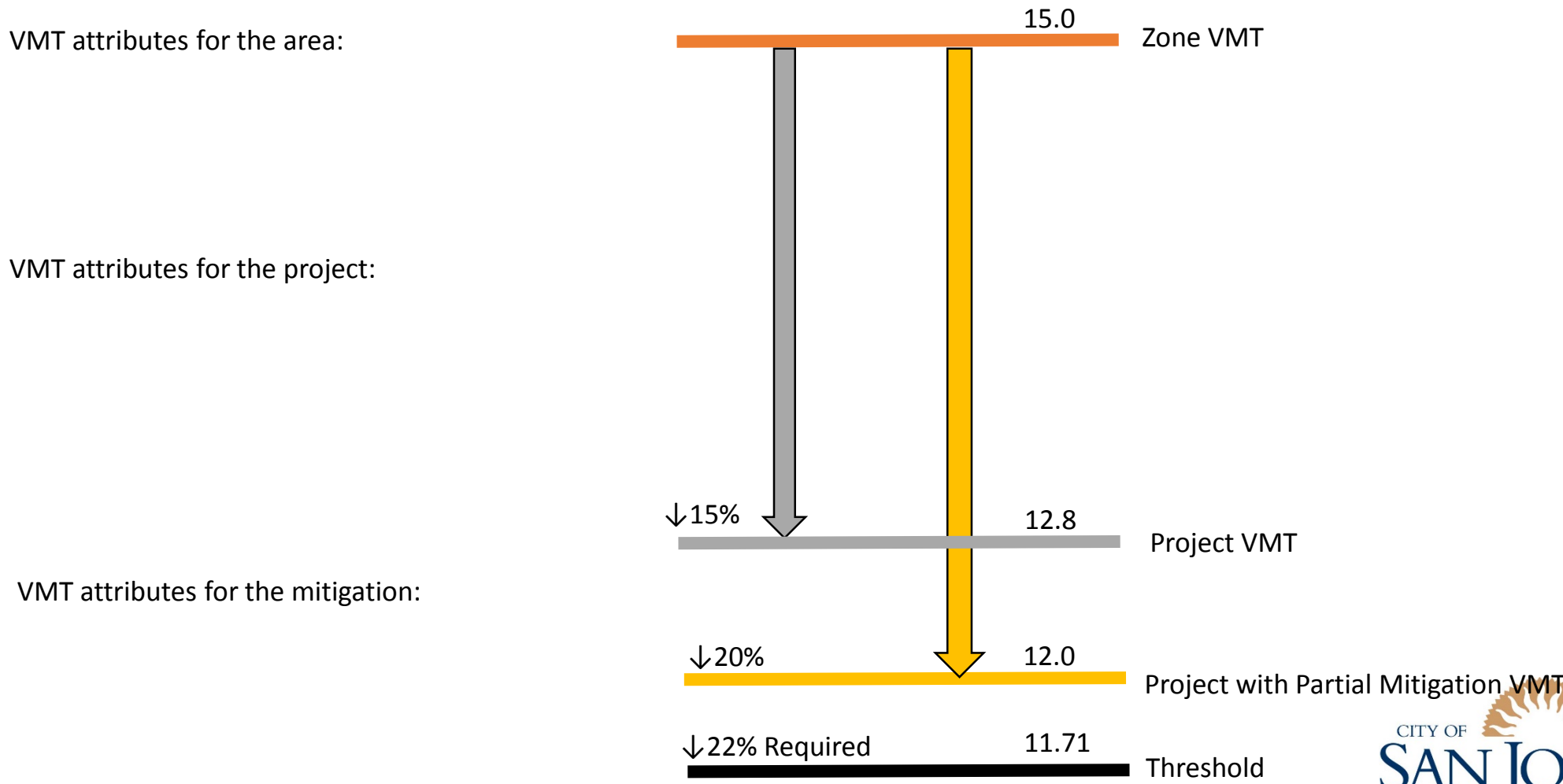




# iStar Employment Only – Unmitigatable VMT Impacts



# iStar Employment Only – Unmitigatable VMT Impact



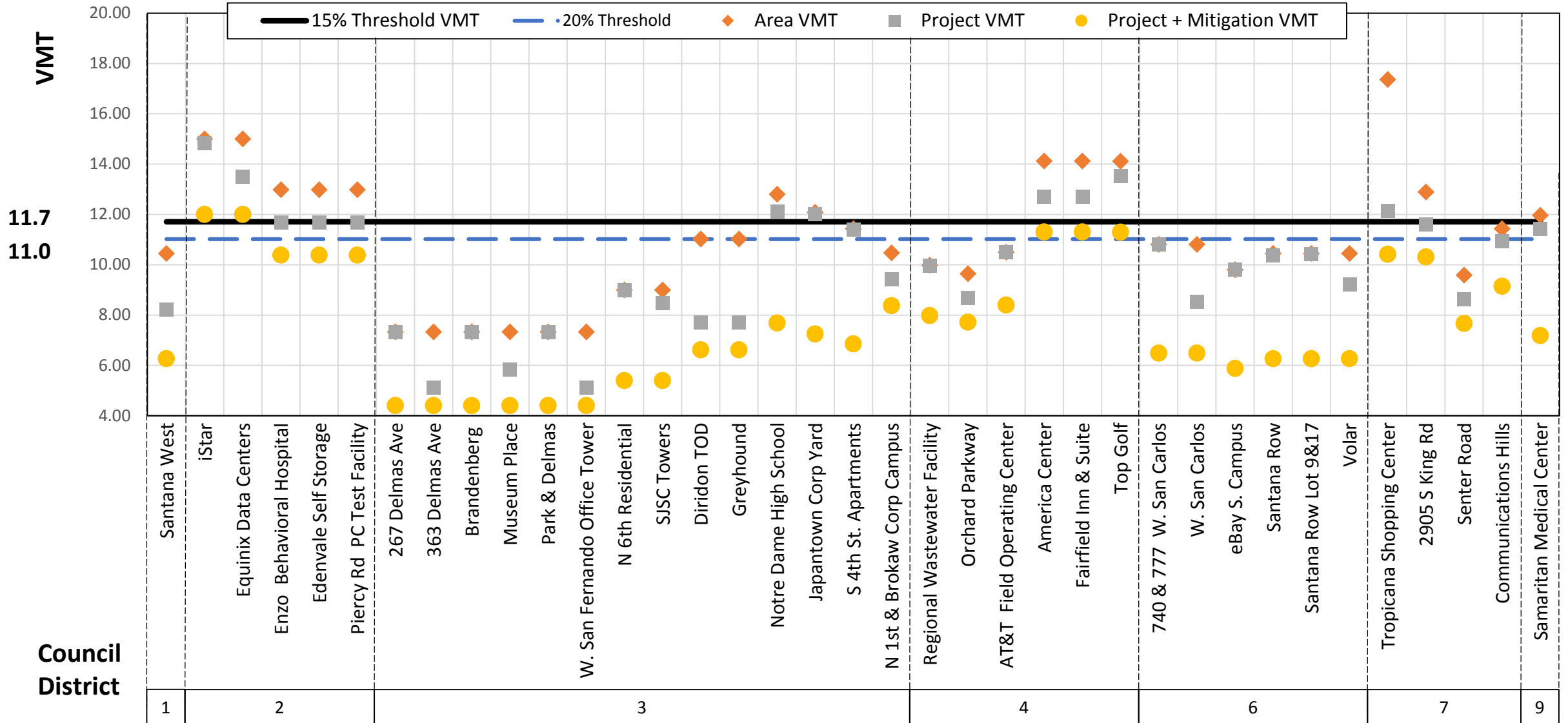
## Draft Unmitigatable VMT

- Only for non-residential development that demonstrate alignment with General Plan

Project Size	Value of Transportation System Improvements
Less than 1,000 daily vehicular trips	\$1,000 per daily vehicular trips*
More than 1,000 daily vehicular trips	To be determined during CEQA process

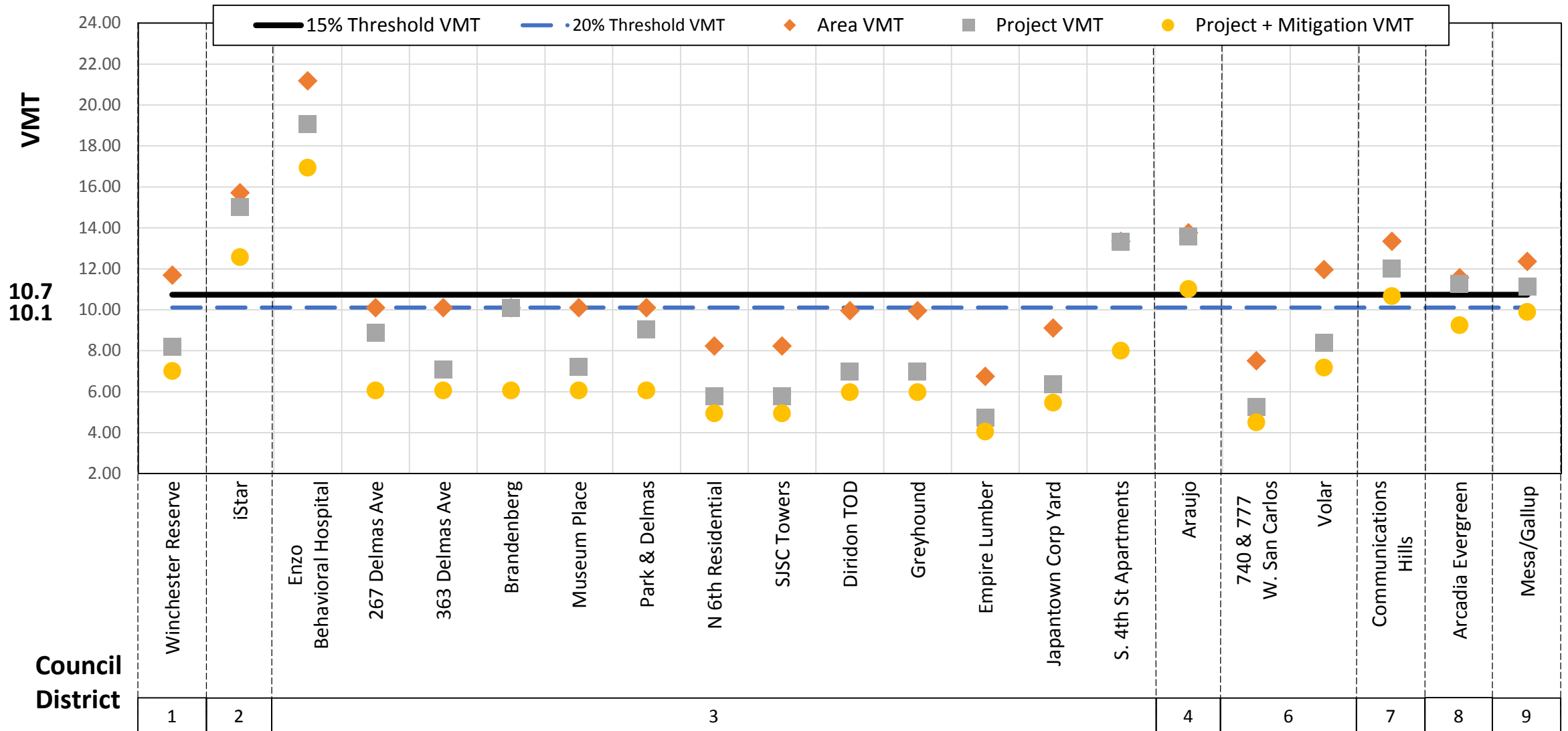
\* Staff is working to refine these numbers

# Approved Employment Projects





# Approved Residential Projects



# Outreach to Date

## **City Committees**

- City Development Cabinet
- CED CSA Meetings
- Bicycle Pedestrian Advisory Committee
- Neighborhoods Commission
- 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
- Winchester Neighborhood Action Coalition

## **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
- Silicon Valley Organization

## **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
- State Office of Planning and Research

# Summary of Feedback

## Neighborhood Groups

- Questions on how VMT would impact specific future development
- Desire for new development to invest in transportation improvements
- Concerns about growth (e.g. parking, congestion, new development)

## Developers

- Questions on how VMT would impact specific future development
- Desire to not add cost/time/complexity to development review process
- Suggestion to make neighborhood transportation improvements a bigger and more formal part of review process
- Suggestion to streamline financial contribution from development, including through Impact Fee

## Community Stakeholders

- General support for VMT-based policy
- Questions on level of investment by developers into transportation infrastructure

# Upcoming Outreach

- Developer Policy Workshop
- City of Campbell
- City of Santa Clara
- City of Cupertino
- Consultants Workshop

# Schedule





# Questions and Feedback