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| MI04 | Provide Residential Street Improvements |
| Description | <p>Design, fund, and/or construct neighborhood street improvements beyond the Project’s frontage. Examples of neighborhood street improvements include neighborhood traffic management measures such as:</p> <ul style="list-style-type: none"> ▪ Curb markings; ▪ Traffic signage; ▪ High-visibility and/or raised crosswalks; ▪ Signal modifications; ▪ Radar trailer; ▪ Stop signs; ▪ Edgeline striping; ▪ Truck restrictions; ▪ Residential permit parking; ▪ Flashing beacons; ▪ Radar speed display signs; ▪ Mid-block chokers; ▪ Medians; ▪ Curb extensions (detached or attached); ▪ Speed humps and/or speed tables; ▪ Traffic circles or roundabouts; ▪ Chicanes; ▪ Traffic diverters; ▪ Extended median; ▪ Partial or full street closure; ▪ Traffic safety education programs; and ▪ Traffic enforcement. <p>Examples of other improvements on neighborhood streets include:</p> <ul style="list-style-type: none"> ▪ Low-stress bike boulevards; ▪ Protected and/or raised bike lanes; ▪ Continuous sidewalks; ▪ ADA-compliant curb ramps; ▪ Bus stops; ▪ Lighting; ▪ Wayfinding signage; ▪ Landscaping; ▪ Waste receptacles; and ▪ Other features that improve transportation safety and quality of life. |
| CEQA ^(1,2) | <p><u>Home-End Uses and Commute-End Uses Only:</u> % reduction in VMT = rate based on place type</p> |
| TDM Program (1 – 4 Points) | <p><u>Home-End Uses, Commute-End Uses, Visit-End Uses, and Other Uses:</u> Fund or perform the relevant design and/or construction of neighborhood traffic management improvements outside of the Project’s property frontage and within 1 mile of the Project site, for a total cost equivalent to:</p> <ul style="list-style-type: none"> ▪ 1 Point: \$1,000 per dwelling unit or \$1 per square feet of non-residential gross floor area. ▪ 2 Points: \$2,000 per dwelling unit or \$2 per square feet of non-residential gross floor area. ▪ 3 Points: \$3,000 per dwelling unit or \$3 per square feet of non-residential gross floor area. ▪ 4 Points: \$4,000 per dwelling unit or \$4 per square feet of non-residential gross floor area. <p>To satisfy this measure, the Project must improve at least one (1) neighborhood street within 1 mile of the Project. A neighborhood street is defined as one of General Plan-designed Main Streets, On-Street Primary Bike Facilities, and Resident Streets. The Project must work with City staff to identify improvements for the selected street(s) based on the:</p> <ul style="list-style-type: none"> ▪ <i>Move San José Plan;</i> ▪ <i>Traffic Calming Toolkit;</i> ▪ <i>Traffic Calming Policy for Residential Neighborhoods;</i> ▪ <i>Stop Sign Policy;</i> ▪ <i>Road Hump Policy;</i> ▪ <i>Multimodal Transportation Improvement Plans (MTIPs);</i> ▪ <i>Better Bike Plan 2025;</i> ▪ <i>Walk Safe San José Plan;</i> ▪ <i>Trail Master Plans;</i> ▪ <i>Vision Zero Action Plan;</i> ▪ <i>Emerging Mobility Action Plan;</i> ▪ <i>Green Stormwater Instructure Plan;</i> ▪ <i>Urban Village Plans;</i> ▪ <i>Station Area Plans;</i> ▪ <i>Complete Street Design Standards and Guidelines;</i> ▪ <i>Fast Transit Program (VTA);</i> ▪ <i>Pedestrian Access to Transit Plan (VTA);</i> ▪ <i>Transit Passenger Environment Plan (VTA);</i> ▪ <i>Santa Clara Countywide Bike Plan (VTA);</i> ▪ <i>Complete Streets Studies (VTA);</i> ▪ <i>Measure B Transit Operations Program (VTA); and</i> ▪ <i>Measure B Bicycle & Pedestrian Program (VTA), etc., as appropriate.</i> <p>Based on the status of the selected street improvements, the Project will opt to fund or perform warrant studies, conceptual designs, full designs, and/or construction.</p> |
| Proof of Implementation | <p>City staff will provide comments to the Project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City’s and VTA’s relevant design standards. City staff will confirm the implemented improvements meet specified standards during a pre-occupancy inspection of the Project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City’s responsibility.</p> |

Notes:

- (1) Cambridge Systematics, Inc. (2009). *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions*, Table 3.1. Urban Land Institute. Washington, D.C.
- (2) Payment cannot be used towards CEQA VMT mitigation per Council Policy 5-1.