

MI05	Provide Pedestrian Network Improvements
Description	<p>Design, fund, and/or construct pedestrian network improvements beyond the Project’s frontage. Examples of pedestrian network improvements include:</p> <ul style="list-style-type: none"> ▪ Wider sidewalks; ▪ Sidewalk extensions (detached or attached); ▪ Public art; ▪ High-visibility crosswalks; ▪ Raised crosswalks; ▪ Pedestrian scramble; ▪ ADA-compliant curb ramps; ▪ Leading pedestrian intervals at intersections; ▪ Signal modifications; ▪ Wayfinding signage; ▪ Lighting; ▪ Street trees and landscaping; ▪ Green infrastructure for stormwater management; ▪ Waste receptacles; ▪ Parklets; ▪ Protected bike lanes; ▪ Traffic calming measures for achieving low traffic volume and speeds; ▪ Passenger and commercial loading zones; ▪ Vehicle metered parking; and ▪ Other features that improve the walking experience in the local community.
CEQA ^(1,2)	<p>Home-End Uses and Commute-End Uses Only: % reduction in VMT = rate based on place type</p>
TDM Program (1 – 4 Points)	<p>Home-End Uses, Commute-End Uses, Visit-End Uses, and Other Uses: Fund or perform the design and/or construction of pedestrian street improvements beyond and within 1 mile of the Project’s property frontage, 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) General Plan-designated Main Street or Paseo within 1 mile of the Project. 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>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 conceptual designs, full designs, and/or construction. All barriers to pedestrian access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede pedestrian access must be removed from project design.</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.