

# Land Use & Transportation Study Sessions



Transportation Projects



General Plan - LUTE



Peery Park Specific Plan



Traffic Impact Fee

# Discussion & Outcomes

Study Session Topic	Deliverable/Outcome
2016 Transportation Ballot Initiative (Nov. 2016)	<ul style="list-style-type: none"><li>➤ City Priorities - Envision 2040</li><li>➤ North and West County Draft Letter</li></ul>
Horizon 2035 LUTE (Spring 2016)	<ul style="list-style-type: none"><li>➤ EIR Alternatives</li><li>➤ Updated Baseline</li><li>➤ Fine Tuned Policies</li></ul>
Peery Park Specific Plan (Feb/March 2016)	<ul style="list-style-type: none"><li>➤ EIR Alternatives</li><li>➤ Community Benefits Program</li></ul>
Traffic Impact Fee (Spring 2016)	<ul style="list-style-type: none"><li>➤ City Priorities</li><li>➤ Upcoming TIF Update</li></ul>

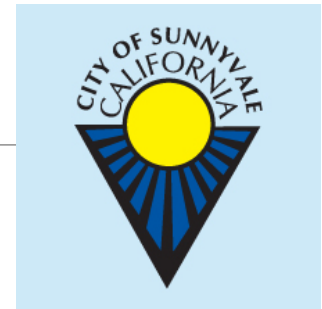
# Study Session #1

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TRANSPORTATION INITIATIVES AND  
PROPOSED BALLOT MEASURE

# 2014 Transportation Measure

- ❖ 2014 Potential Project/Funding Allocations (1/4 Cent Measure)
  - BART (36.6%)
  - Caltrain (14.1%)
  - Senior and Disabled Transit (1.4%)
  - Local Street Maintenance – Flexible (16.9%)
  - County Expressways (19.7%)
  - Freeway Connectors (8.5%)
  - Active (Bike/Ped) Transportation (2.8%)
- ❖ 2016 Anticipated Transportation Ballot Measure



**ENVISION**  
SILICON VALLEY

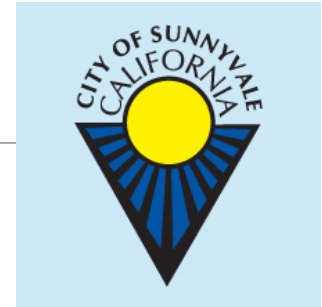


**SILICON VALLEY**  
**LEADERSHIP GROUP**



# 2016 Transportation Measure

(draft/proposed, June 2015)



- ❖ Polling for ½ Cent - 68%\*
  - Pavement Maintenance – 88%
  - BART – 86%
  - Senior and Disabled Transit – 85%
  - Bike and Pedestrian – 84%
  - Caltrain Improvements – 73%
- ❖ 2016 Transportation Measure/Envision
  - Cities, VTA, Caltrain, SVLG working group
  - VTA Envision process
  - Goals (handout the goals per VTA Board)
  - Working group to determine priorities and local funding share formula

**ENVISION**  
SILICON VALLEY



**SILICON VALLEY**  
**LEADERSHIP GROUP**

\*Source – San Jose Mercury Newspaper

# 2016 Transportation Measure

## ❖ City Recommended Priorities

- 237/101/Mathilda construction funds
- Lawrence Expressways grade separations
- Bike/Ped funding
- Maximize pavement maintenance funds/flexible funding
- Funding for Caltrain grade separations



# North County/ West Valley Cities

## ❖ Initial Discussions

- Concerns regarding transit access
- Support guiding principles that emphasize transit and would trade local projects for transit improvements.
- Support a project linked to ballot measure
- Propose \$25 million of measure funds for a comprehensive transit study
- Set aside \$100 million of measure funds for an undetermined near term transit project



# North County/ West Valley Cities

## ❖ Staff Recommendation

- Support a transit study – analyze appropriate amount
- Do not support undetermined transit project
- Maintain local city priorities

## ❖ Support Letter

- Not linked to Ballot Measure
- Supports a transit study for North County and West Valley
- Considers a Joint Powers Advisory Board (Recommend Flexibility)





# Next Steps/Council Feedback

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- ❖ Include a Transit Study for North County/West Valley cities as Part of VTP 2040
- ❖ Participate in 2016 Transportation Ballot Measure
  - Prioritize construction funding for 237/101/Mathilda
  - Prioritize funding for Lawrence grade separations
  - Maximize ped/bike and pavement maintenance/flexible funding
  - Flexible competitive funding for Caltrain grade separations



# Questions & Comments

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# Study Session #2

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UPDATE ON DRAFT LAND USE AND TRANSPORTATION ELEMENT  
AND  
CONSIDERATION OF LAND USE ALTERNATIVES FOR  
ENVIRONMENTAL IMPACT REPORT – HORIZON 2035 LUTE

# What is a General Plan?

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- ❖ High Level Policy Document
  - Details in Implementation
- ❖ Comprehensive
- ❖ Long Term
- ❖ Internally Consistent
- ❖ **LUTE: focus on Land Use and Transportation**

# LUTE: Agenda Overview

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- ❖ May Study Session
- ❖ Feedback Since May
- ❖ Examples of Mixed Use
- ❖ Updated Policies
- ❖ EIR Alternatives





# Overview of May 2015 CC-PC Joint Study Session

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## ❖ Horizon 2035 Recommendations

- Sustainable Community
- Climate Action Programs
- Progressive Transportation Policies
- Village Centers

## ❖ Transformation Areas

## ❖ Transportation System

## ❖ 2012 Outreach Efforts

## ❖ 2015 Outreach Plan

## ❖ Next Steps





# Horizon 2035 Transportation Policy

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- ❖ Integrated Land Use and Transportation
- ❖ Walkable and Bike Friendly
- ❖ Complete Streets / Multi-modal
- ❖ Regional Transportation Systems
- ❖ Plan for People—Not Cars



# Since May 2015

## First Topic: LUTE Objectives

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Highest Ranked LUTE objectives

❖ Complete Community



❖ Healthy Living



❖ Neighborhood & Transit-oriented Placemaking



# Second Topic: Mixed Use

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## **Rate Features such as:**

- ❖ More/Fewer Villages
- ❖ More/Less Parking
- ❖ More/Less Green Space/Public Gathering
- ❖ More/Less Walking & Bike Paths
- ❖ More/Less Restaurants & Entertainment
- ❖ More/Less Housing or Office

# Other Concerns & Issues

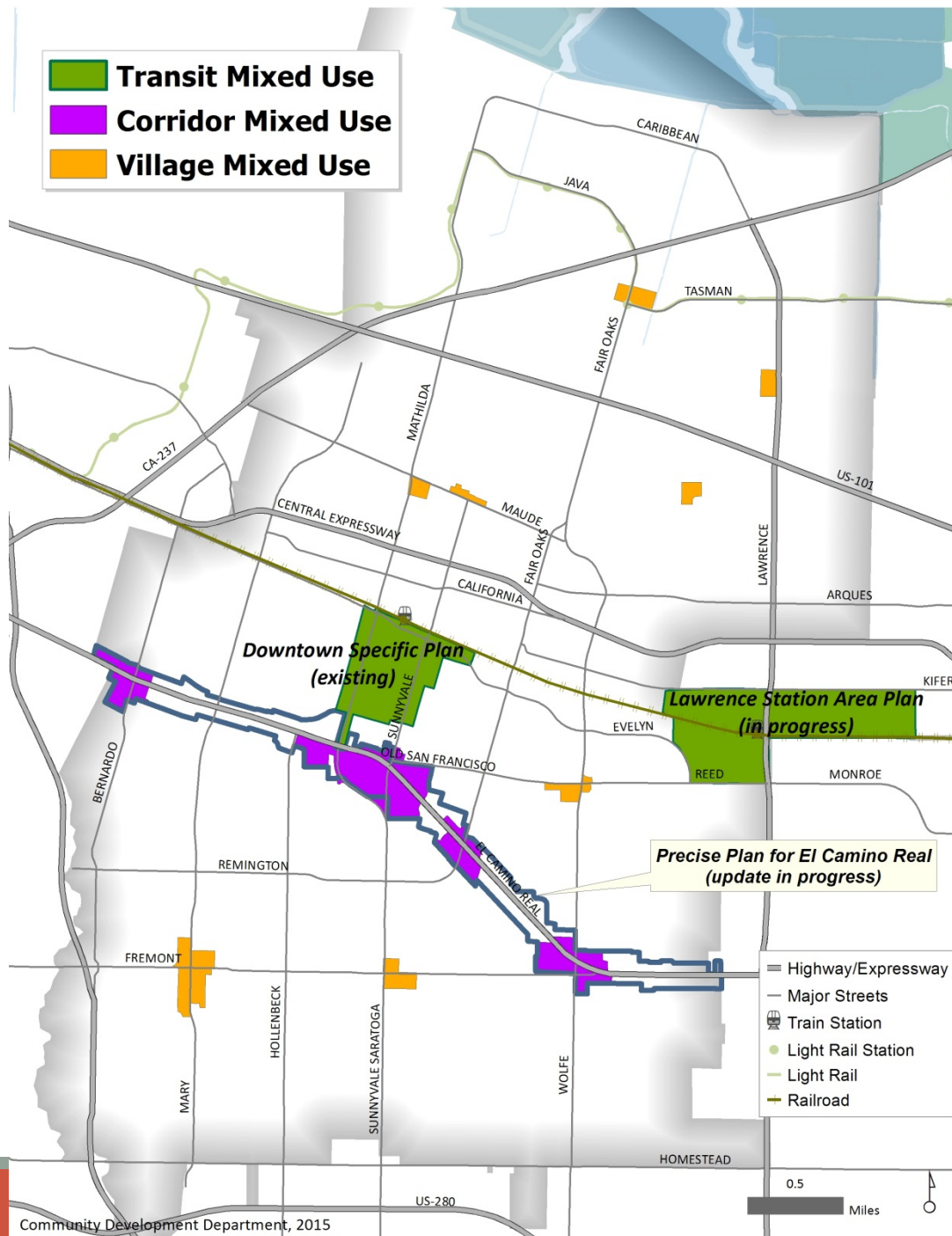
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- ❖ Water Availability
- ❖ Housing Affordability
- ❖ Education
- ❖ Open Space
- ❖ General Growth & Development



# Examples of Mixed Use

## Sunnyvale Mixed Use Areas





 Village Mixed Use

# Village Mixed Use



# Village Mixed Use



Via, Sunnyvale

# Village Mixed Use



Bressi Ranch Village Center  
↓  
Carlsbad, CA

Willow Glen  
Town Square ↑





# Village Mixed Use



Los Altos Gardens

# Village Mixed Use



Petrini Place, San Francisco



**Corridor Mixed Use**  
Precise Plan for El Camino Real (update in progress)

# Corridor Mixed Use



# Corridor Mixed Use



Cherry Orchard,  
Sunnyvale





# Corridor Mixed Use



Mission Hills, San Diego

# Corridor Mixed Use

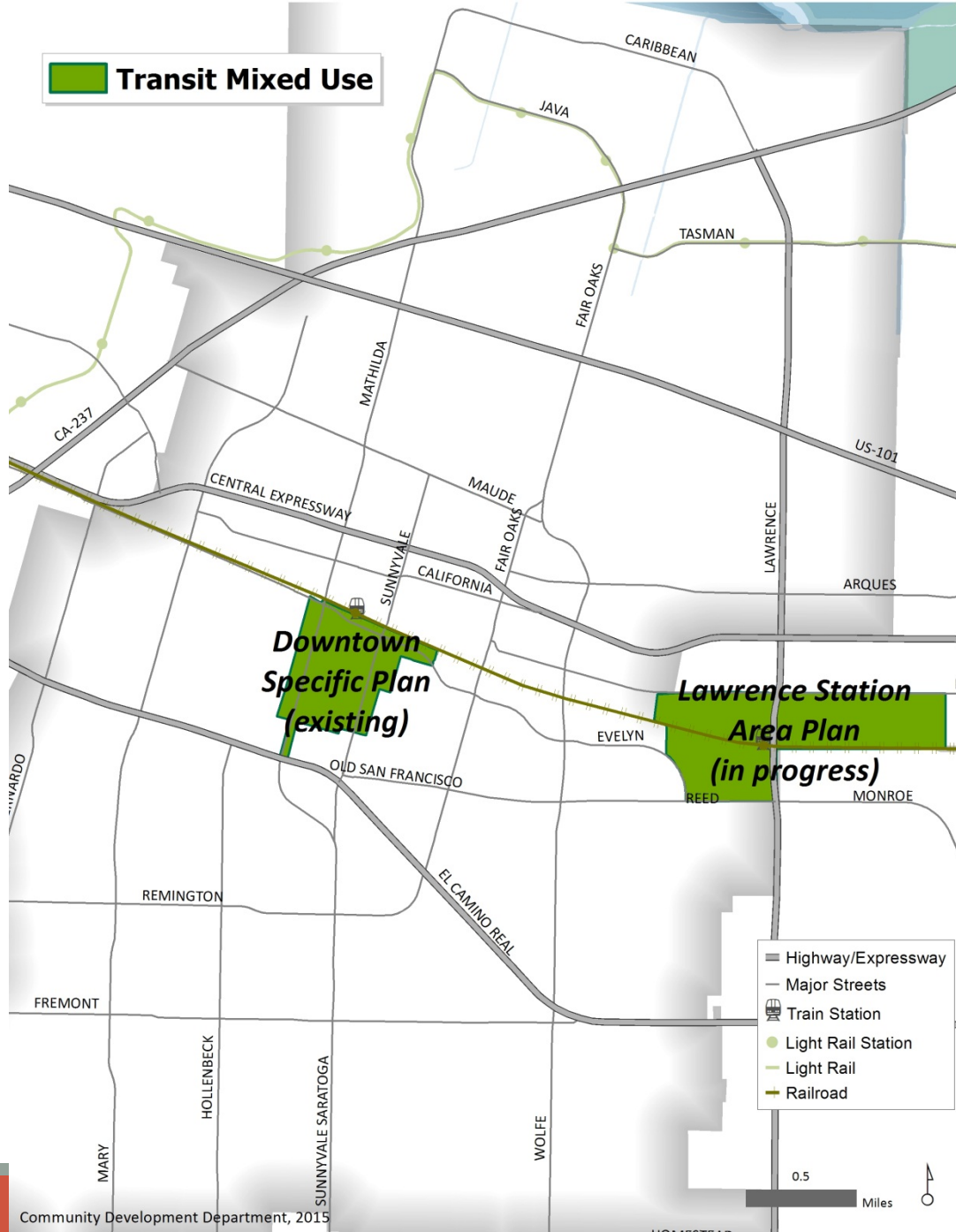


Arlington, VA



 Transit Mixed Use

# Transit Mixed Use



# Transit Mixed Use



Solstice, Sunnyvale



# Transit Mixed Use



Loft House, Sunnyvale



# Transit Mixed Use

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San Antonio, Mt. View

# “We Heard You”

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- ❖ Jobs/Housing Ratio 1.5
- ❖ Vehicle Miles Traveled (VMT)
- ❖ Transitions
- ❖ Stronger Support for Pedestrians
- ❖ Timing of TIF Improvements

# Updated Draft LUTE Includes

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- ❖ Horizon 2035 Policies
- ❖ Updated baseline
- ❖ Adopted Climate Action Plan (CAP)
- ❖ Fine-tuned Policies/Narrative/Maps

# Fine Tuned Policies

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- ❖ Policy vs Implementation
- ❖ Jobs/Housing Ratio
- ❖ Community Benefits
- ❖ Participate in Regional Planning efforts
- ❖ Transportation

# Fine Tuned Transportation Policies

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- ❖ Measurable implementation action for
  - Transit
  - Walking
  - Parking
- ❖ 1997 LUTE Roadway Improvements
- ❖ VMT
- ❖ Right-of-way for Alternative Modes
- ❖ TDM Requirement
- ❖ Multi-modal indicators in TIAs
- ❖ Transportation fees help fund multi-modal infrastructure

# Fine Tuned Narrative

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- ❖ Introduction
  - Village centers
  - Jobs/housing ratio
  - Emphasis on multi-modal transit system
- ❖ Main Text & Graphics
  - Transportation System
  - Roadway types & design
- ❖ Revised Horizon 2035 growth table
- ❖ Definition of 'transportation system'
- ❖ Updated descriptions of plans in progress



## Horizon 2035 General Plan Land Use Recommendation

### RESIDENTIAL

- Low Density Residential
- Mobile Home Park
- Low Medium Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential

### MIXED USE

- Transit Mixed Use
- Corridor Mixed Use
- Village Mixed Use

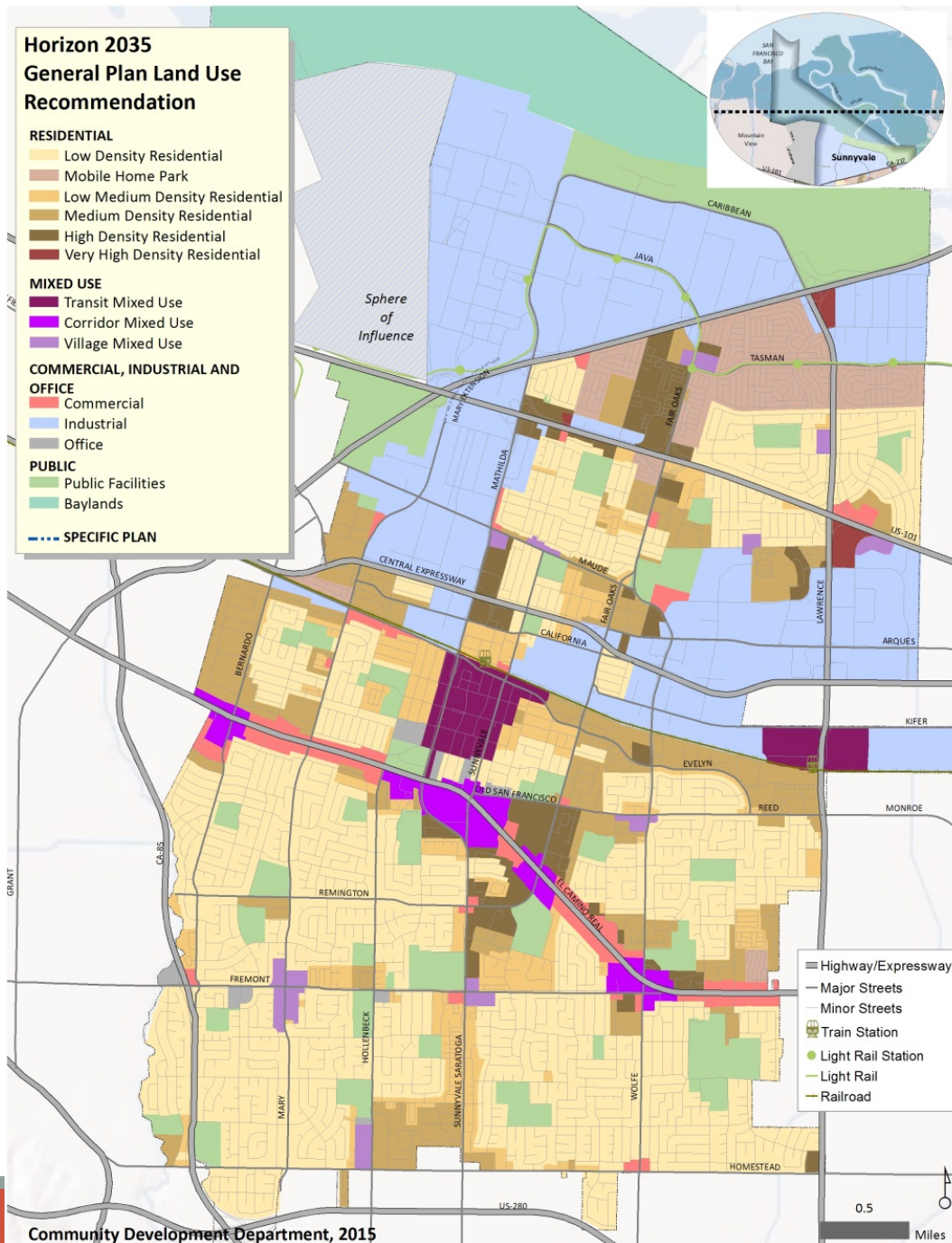
### COMMERCIAL, INDUSTRIAL AND OFFICE

- Commercial
- Industrial
- Office

### PUBLIC

- Public Facilities
- Baylands

### --- SPECIFIC PLAN



# Fine Tuned Maps

- ❖ Updates to Existing Conditions
- ❖ More Detailed Residential Designations
- ❖ Changes in Specific Plans
- ❖ Addition of Mixed Use Areas map

# EIR Alternatives

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# EIR - Project

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- ❖ Horizon 2035 Policies
- ❖ 2014 Baseline Data
- ❖ Reflect Adopted CAP
- ❖ Fine Tuned Policies

# EIR - Alternatives

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- ❖ No Project
  - Existing General Plan
- ❖ Jobs/Housing Ratio of ~1.5
  - Fewer jobs
  - More housing units
- ❖ Reduce Villages
  - Major Transportation Corridors Only

# Tentative Schedule

**Fall 2015**

- **Draft LUTE**
- **DEIR**

**Early 2016**

- **Boards/Commissions**
- **City Council**

**Spring 2016**

- **Publish**

**2016-2017**

- **Noise and Air Quality**
- **Balanced Growth Profile**

# Next Steps/Council Feedback

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## ❖ Confirm EIR Alternatives

- No Project
- Jobs/Housing Ratio 1.5
- Reduce Number of Village Centers

## ❖ Tentative Schedule

- Fall 2015: Draft LUTE; Draft EIR
- Early 2016: Boards/Commissions  
City Council
- Spring 2016: Publish
- 2016-2017: Noise and Air Quality  
Balanced Growth Profile

# Questions & Comments

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# Study Session #3

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PEERY PARK SPECIFIC PLAN –  
PROPOSED EIR ALTERNATIVES AND  
COMMUNITY BENEFITS PROGRAM

# Next Steps/Council Feedback

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## **EIR Land Use Alternatives:**

- ❖ Do the alternatives adequately capture the range of land use possibilities for the Peery Park Specific Plan EIR?

## **Community Benefits:**

- ❖ Is the framework for community benefits and incentive zoning appropriate?
- ❖ What should be the priorities for Peery Park?



# EIR Land Use Alternatives

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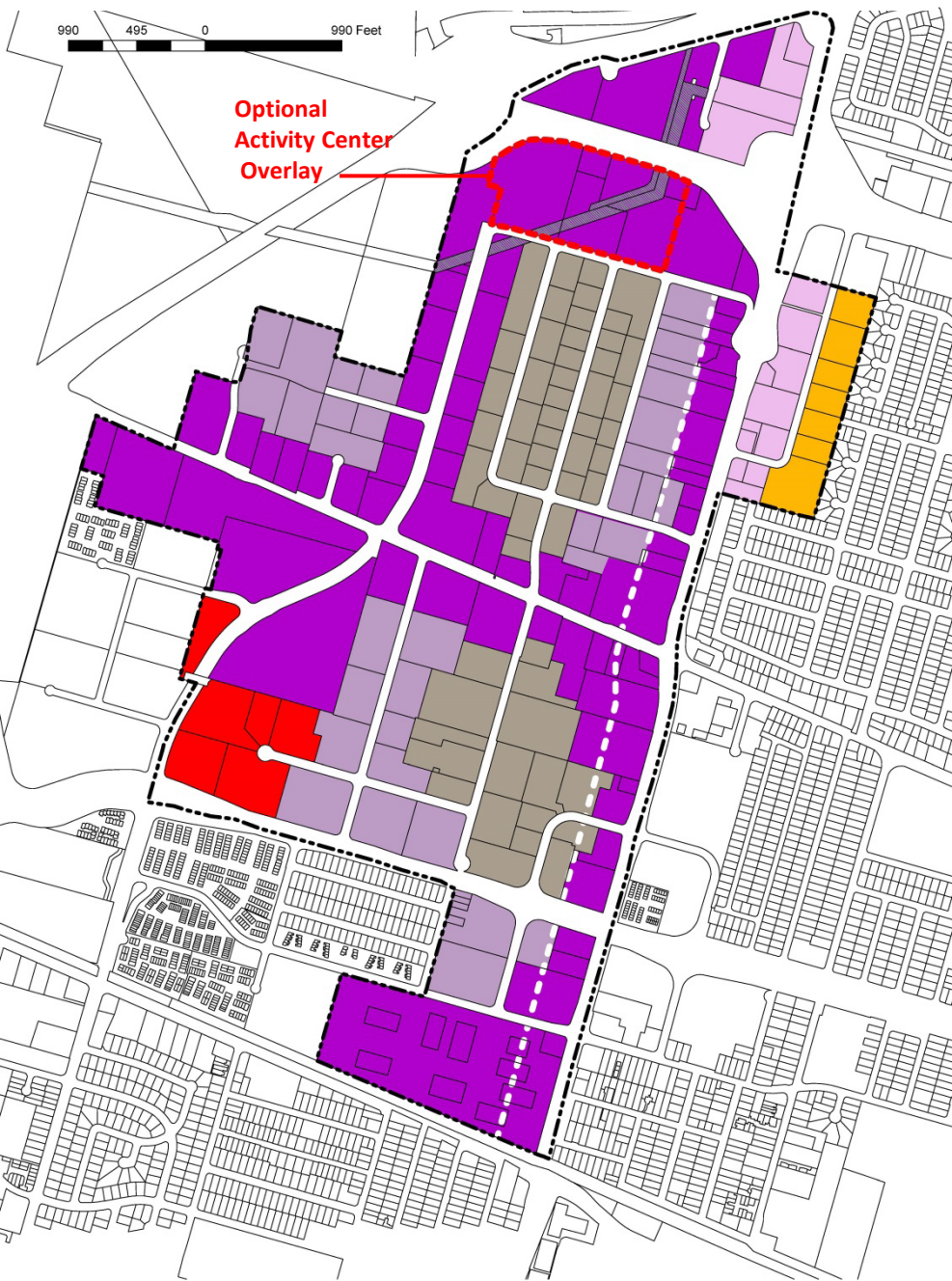
## PEERY PARK SPECIFIC PLAN



# PEERY PARK VISION

A cutting edge workplace district that has been physically re-shaped to align with 21st century workplace trends and the innovation economy.

# District Regulations Map



## Primary Land Uses



### Activity Center/Core

- Ground Floor Retail Shopfronts
- Office, R&D



### Innovation Edge

- Office, R&D, Light Industrial
- Small scale activity clusters



### Production Core

- Office, R&D, Light Industrial



### Mixed Workplace Transition

- Office, R&D, Light Industrial



### Grand Boulevard

- Office, Commercial, Hotel, Limited "Retail"



### Neighborhood Transition

- Attached/Stacked Residential, Office



# Policy Framework - Development Capacity

	Workplace (msf)	Housing Units
Existing 2015	7.0	0
Under Construction/Approved	0.5	0
Existing GP: Permitted Above Existing/Approved	~0.9	0
Proposed PPSP: Net Increase Over Existing GP	~1.3	215
Total PPSP Build-out	9.7	215



# TDM Goals & Parking Maximums

Project Size (gross sq. ft.)	TDM Trip Reduction Goal*	Parking Maximums** (spaces/1,000 sf)
Over 750,000	35%	3.0
300,001 to 750,000	30%	3.2
100,001 to 300,000	25%	3.4
Up to 100,000 and intensification of prior use	20%	3.6

\* Trip reduction goals based on Institute of Transportation Engineers (ITE) AM/PM peak hour rates for each development.

\*\* Additional parking allowed up to 3.6/1,000 with structured parking.

# EIR Alternatives

Scenarios	Total Net Non-Residential (million sq. ft.)	Total Residential (dwelling units)
<b>Policy Framework</b> with 20-35% TDM Goal	2.2	215
<b>Alternative 1:</b> No Project/General Plan	0.9	0
<b>Alternative 2:</b> Mixed Use Housing	1.7	855
<b>Alternative 3:</b> Higher Intensity Build-out with 30% TDM goal	3.2	215



# Alternative 1: No Project

## ***Advantages:***

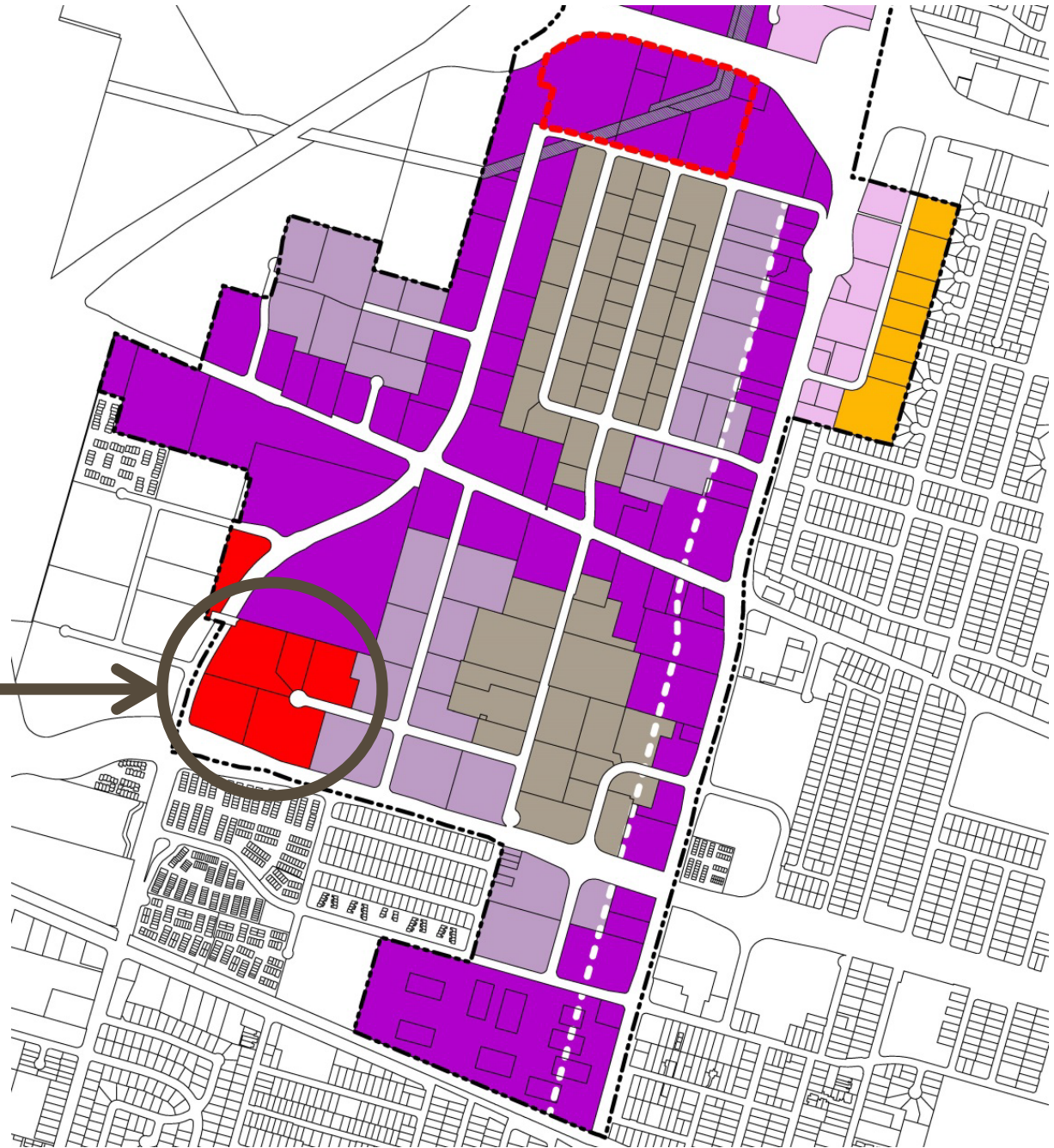
- Incrementally fewer environmental and traffic impacts
- No change to existing General Plan or zoning
- Some development potential in Peery Park

## ***Disadvantages:***

- No policy plan and development standards to guide project review
- Limited potential community benefits
- Reduced tech-based job opportunities

## Alternative 2: Mixed Use Housing

**Activity Center:**  
Replace 500,000 sq.  
ft. office with 640  
residential units @  
40 units/acre



# Alternative 2: Mixed Use Housing

## ***Advantages:***

- Responsive to community comments
- Increase in housing opportunities
- Potential TDM benefits (jobs near housing)
- Mixed use activity center near residents and employees

## ***Disadvantages:***

- Potential conflicts between residential and office/industrial uses
- Additional residential impacts (fiscal, schools)
- Reduced tech-based job opportunities

# Alternative 3: Higher Build-out

## ***Advantages:***

- Increased development capacity to meet current market demand
- Increase in potential community benefits
- Aggressive TDM goals and expanded support for TMA
- More tech-based jobs

## ***Disadvantages:***

- Incrementally greater environmental and traffic impacts
- Potential decrease in lower intensity R&D and industrial uses
- Potential increase in housing demand

# Next Steps/Council Feedback

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## **EIR Land Use Alternatives:**

Do the alternatives adequately capture the range of land use possibilities for the Peery Park Specific Plan EIR?

# Questions & Comments

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# Community Benefits

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PEERY PARK SPECIFIC PLAN

# Definitions

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***Value Capture:*** ability for cities to gain community benefits by capturing a portion of added market value

***Community Benefits:*** contribution of community facilities, services or impact fees in exchange for added development capacity or intensity

- Prescriptive (impact fees)
- Flexible (project specific)

***Incentive Zoning:*** implementation tool for community benefits - additional development capacity or bonus linked to offer of public benefits

# Cities with Community Benefit Programs

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## **LARGE CITIES:**

Chicago

Portland

San Diego

San Francisco

San Jose

Seattle

## **MEDIUM-SIZE CITIES:**

Berkeley

Menlo Park

Mountain View

Palo Alto

Redwood City

Santa Monica

Sunnyvale

# Examples of Community Benefits

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Affordable housing fees

School fees above state  
requirement

Park fees

Parks, open space, pathways  
(publicly accessible)

Transportation improvements

TDM, shuttle, shared/unbundled  
parking

Mobility – bike, pedestrian, transit

Sustainability

Community facilities

Community program funds

Streetscape improvements

Public art

Childcare

Social equity

In-lieu fees

# Managing Expectations and Balancing Priorities

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- ❖ Goal and policy based
- ❖ Community-driven expectations
- ❖ Predictability and transparency
- ❖ Priorities: foundation for incentive zoning
- ❖ Market and financial sensitivity



# Financial Analysis

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- ❖ Community Benefit Incentive Zoning
- ❖ Real estate development economics
- ❖ EPS Study Findings



# Community Benefits Program Framework

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- ❖ Establish base zoning below market potential.
- ❖ Allow additional development capacity above base zoning by choice.
- ❖ **Economics** - Cost of community benefits or value captured must be within added market value.
- ❖ **“Sweet Spot”** – Maximize public benefits while preserving project feasibility.

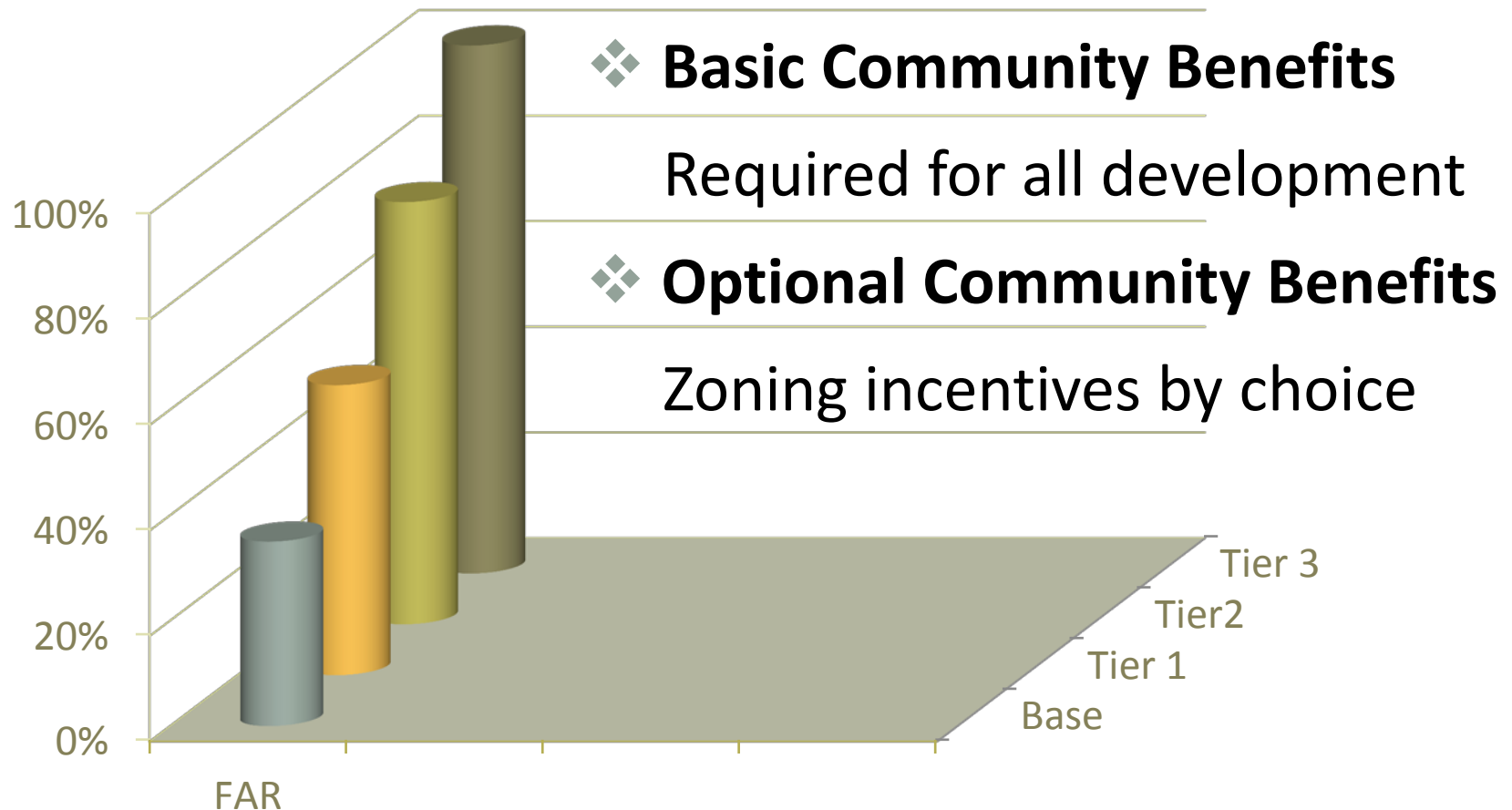
# Peery Park Specific Plan Community Benefit Goals

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- ❖ Provide settings that bring people together.
- ❖ Provide new district amenities and uses.
- ❖ Contribute to community sustainability.
- ❖ Place priority on TDM and alternative transportation.
- ❖ Enable feasible development and provide clear direction for investors.

# Peery Park Specific Plan Community Benefit Tiers

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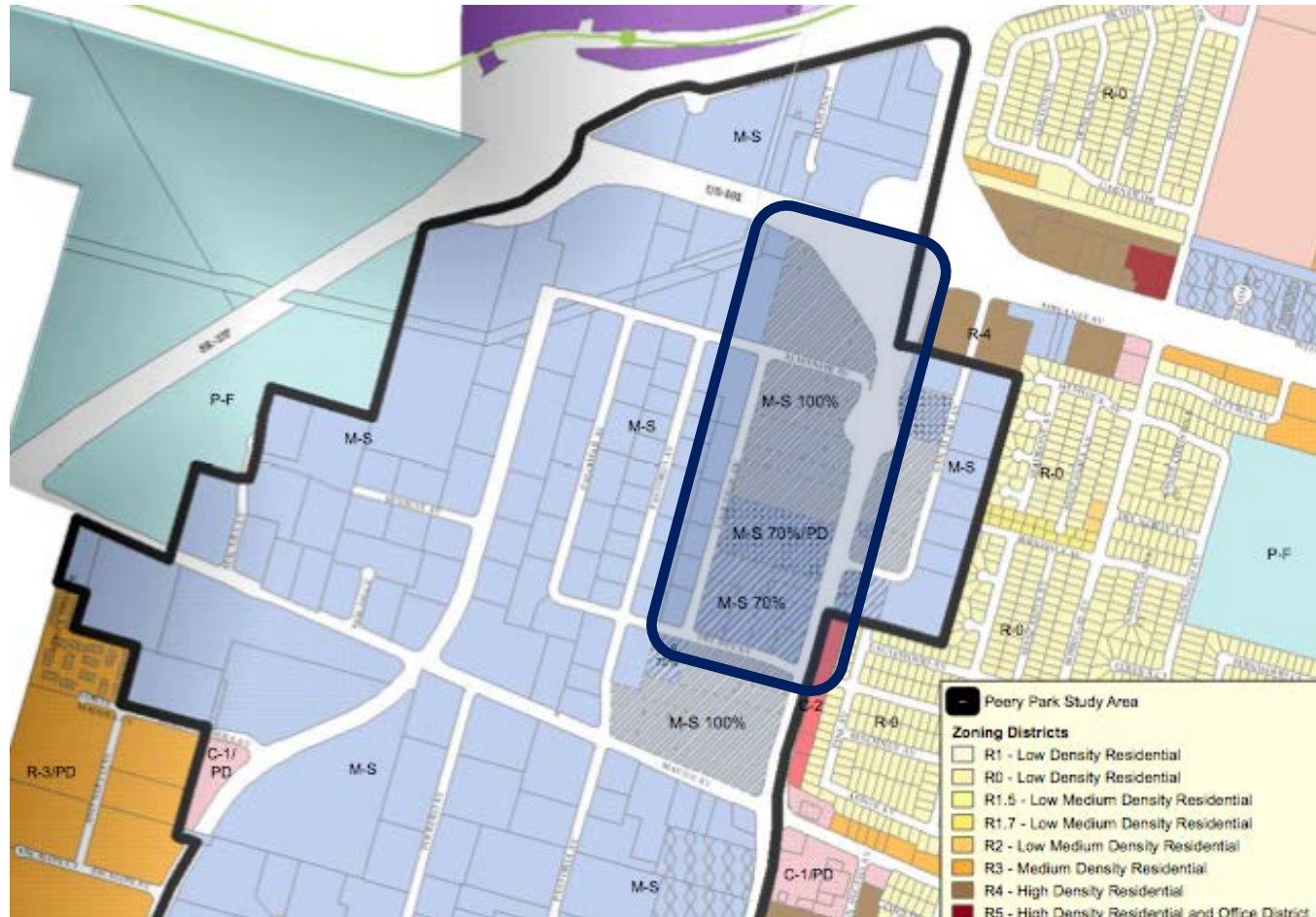


# Properties: Existing 35% FAR

Level	FAR	Community Benefits	Project Application	Approval Authority
Base	Up to 35%	Basic Requirements	Design Review	CD Director
Tier 1	Up to 55%	Prescriptive only	Design Review	CD Director
Tier 2	Up to 80%	Prescriptive and flexible	Special Development Permit	Planning Commission
Tier 3	Over 80%	Prescriptive and flexible	Special Development Permit*	City Council

\* May require development agreement also.

# Peery Park “Futures” Zoning





# Properties:

## Existing 70-100% FAR (Futures)

Level	FAR	Community Benefits	Project Application	Approval Authority
Base	Up to 55%	Basic requirements	Design Review	CD Director
Tier 1	Up to 75%	Prescriptive only	Design Review	CD Director
Tier 2	Up to 100%	Prescriptive and flexible	Special Development Permit	Planning Commission
Tier 3	Over 100%	Prescriptive and flexible	Special Development Permit*	City Council

\* May also require development agreement.

# Basic Requirements for All Projects

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## EXISTING

Transportation Impact Fee

School Mitigation Fee

Art in Private Development

Housing Impact Fee

Green Building Program

Frontage improvements

EIR Mitigation measures

## PROPOSED

Sense of Place Fee

Infrastructure Fee

Specific Plan Fee

Transportation Demand  
Management (20-35%)

Transportation Management  
Association (membership)

# Prescriptive Community Benefits

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- ❖ Open Space/Landscaping
- ❖ Publicly Accessible Open Space
- ❖ Public Access Easement
- ❖ Retail/recreation/childcare
- ❖ Shared parking



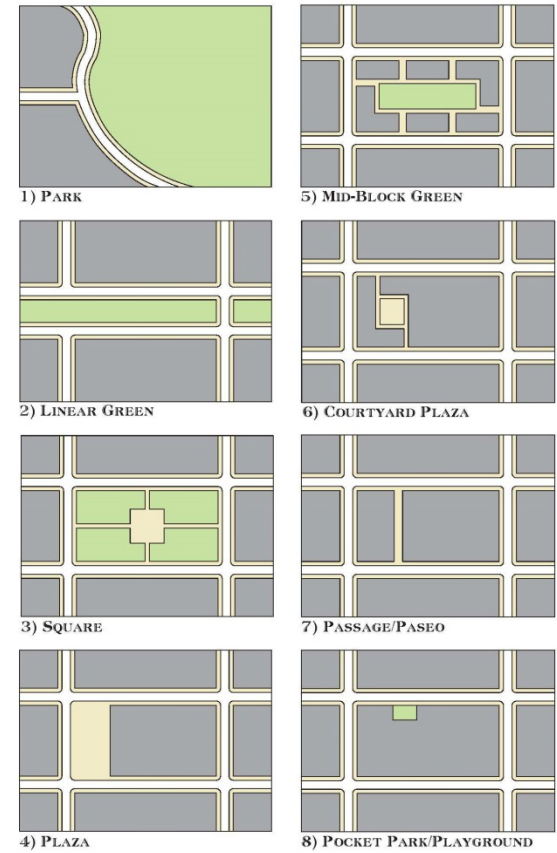
Google Sunnyvale Campus

# Open Space/Landscaping

Open Space/ Landscaping (% of total site)	Additional FAR* (building/site SF)
40%	10%
30%	5%
20%	0%

\*Higher Floor Area Ratio (FAR) available for publicly accessible open space

## Open Space Design



# Flexible Community Benefits

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Community facilities and programs

Transportation/streetscape improvements  
(bicycle, pedestrian, transit, sense-of-place)

TMA programs and facilities (shuttle, parking, apps)

Sustainability project elements

Community Benefits Fund



# Administration & Implementation

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***Balance*** between ***certainty*** and ***flexibility*** with prescriptive and opportunistic benefits.

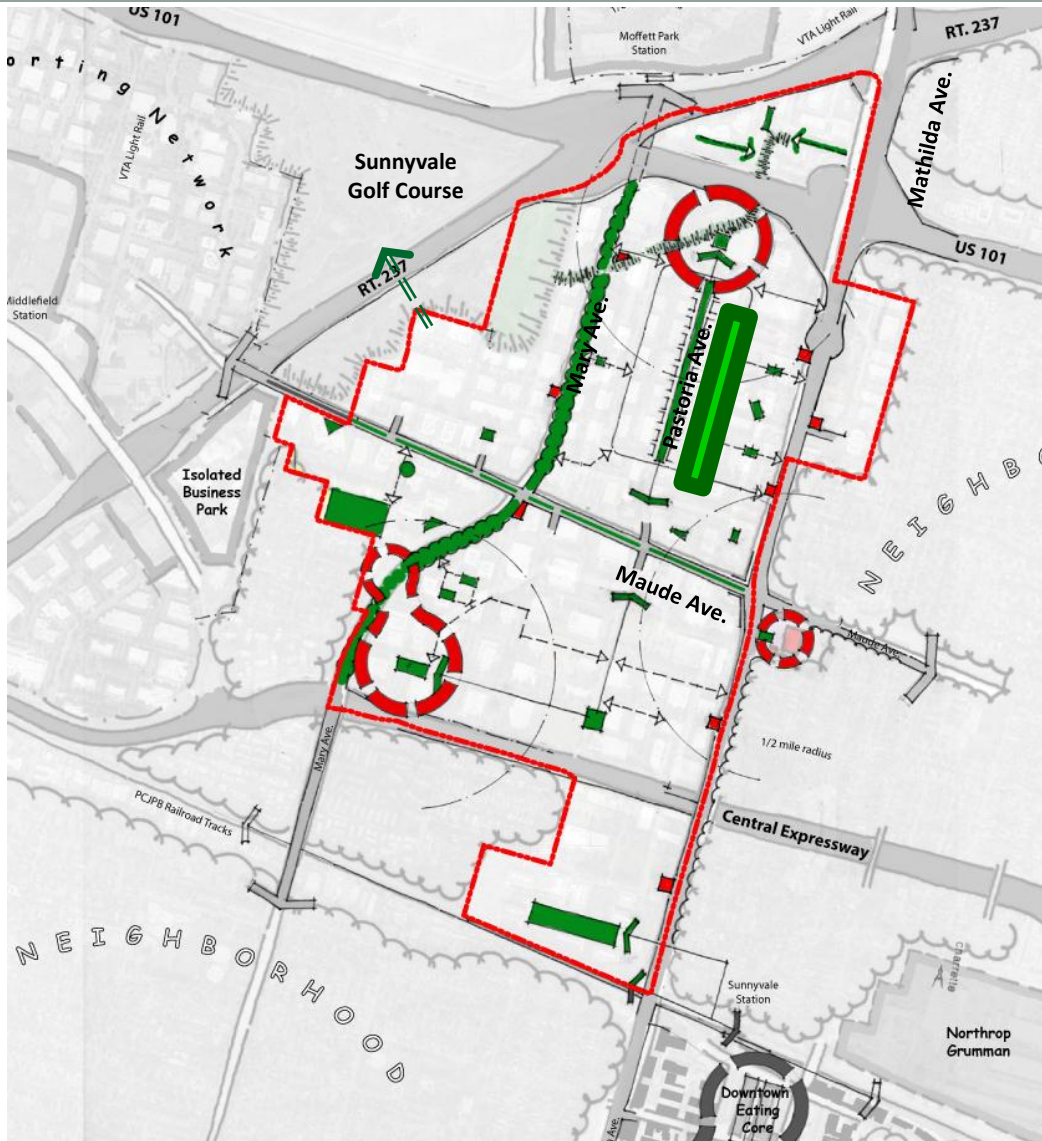
***Review and adjust regularly*** to respond to changing costs, market conditions and shifting community priorities.

***Keep it simple*** to administer.





# Transforming the Workplace Environment



Interaction & Activity



District Identity



Lunch & Short Breaks

# Next Steps/Council Feedback

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## **Community Benefits:**

- ❖ Is the framework for community benefits and incentive zoning appropriate?
- ❖ What should be the priorities for Peery Park?
- ❖ What should be the community priorities for community benefits?

# Questions & Comments

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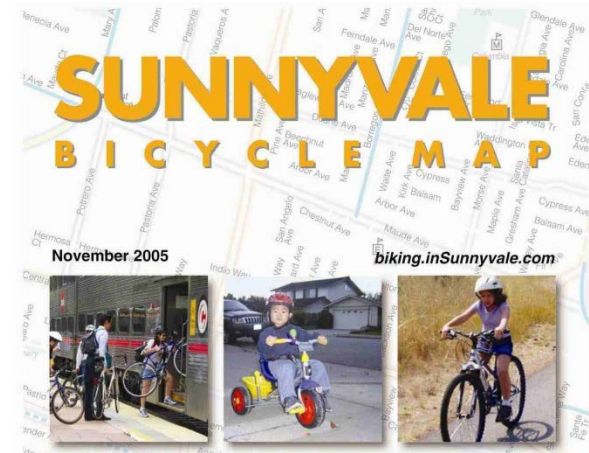
# Study Session #4

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TRANSPORTATION IMPACT FEE AND PROJECT  
PRIORITIZATION

# Transportation Impact Fee

- ❖ Transportation Impact Fee Program
- ❖ Funds:
  - Major roadway projects
  - Bike facilities
  - Sidewalks
  - Signals
- ❖ Upcoming 2016 Update
  - Possible new projects
  - 101/Fair Oaks
  - Multimodal improvements
  - Caltrain grade separations
  - Intelligent Transportation Systems





# Transportation Funding

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## ❖ Local Funding

## ❖ Grants/Outside Funding

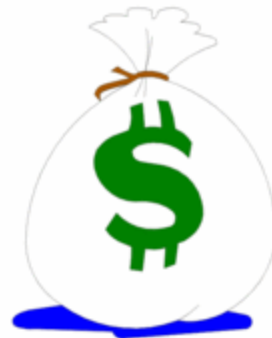
- Complete Streets
- Bike/Ped
- Safe Routes to School
- Intelligent Transportation Systems
- Signal Upgrades
- Other

## ❖ Development Obligations

## ❖ Sense of Place Fees

## ❖ Transportation Impact Fees

## ❖ 2016 Anticipated Transportation Measure





# Transportation Projects

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- ❖ Continue work on approximately 20 Transportation projects
- ❖ Signals, Safe Routes To School, Bridges, Bike Lanes, Streetscapes
- ❖ Intelligent Transportation Systems (New)
- ❖ Two Grants for a Total of \$1.0 million
- ❖ Advanced Adaptive Traffic Management System (AATMS)
- ❖ Coordinated and Optimized Corridors
  - Mathilda, Wolfe, Tasman, Java, Maude, Homestead, Sunnyvale-Saratoga

# Current Traffic Impact Fee

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- ❖ Updated in December 2013
- ❖ Projects Require Outside Funding – Currently a 45% TIF and 55% Other Source Split
- ❖ Estimates Will Need to be Updated
  - Reflect Latest Information
  - Market Conditions
  - Mathilda Construction \$35-\$40 million
  - Lawrence Expressway \$440 million
- ❖ Upcoming Update – Costs Will Increase (Spring/Summer 2016)

# Current TIF Improvements

Improvement	TIF \$	Outside \$	Total
Mathilda/237/101	\$12.25	\$12.25	\$24.5
Mary Ave Extension	\$33.6	\$33.6	\$67.2
Lawrence/Kifer	\$23.6	\$35.4	\$59.0
Lawrence/Arques	\$20.9	\$31.3	\$52.2
Lawrence/Reed	\$23.6	\$35.4	\$59.0
New Sidewalks	\$9.8	-	\$9.8
Bike Network	\$1.6	-	\$1.6
Bernardo Undercrossing	\$1.9	\$7.5	\$9.4
Future Signals	\$3.5	-	\$3.5
Lawrence/Wildwood	\$5.2	-	\$5.2
Mathilda/Maude Left Turn	\$0.3	-	\$0.3
<b>TOTAL</b>	<b>\$132.2</b>	<b>\$155.5</b>	<b>\$287.7</b>

# Top Priority

## 237/101/Mathilda Interchange

### ❖ Completed Items

- Funding agreements with VTA and Caltrans
- Alternatives analysis and selection
- Project Study Report (PSR) and Project Development Support (PDS) documents approved by Caltrans
- Co-op Agreement for Environmental Document (EIR) signed by Caltrans – Caltrans Lead
- Traffic Analysis submitted to Caltrans – Transportation Model Approved

### ❖ Next Steps

- NOP meeting for EIR (August 27)
- Complete all EIR Technical Studies
- Public Circulation of EIR (Late 2016)
- EIR Certified (Early 2017)
- Project Design (Early 2018)
- Construction – No funding (Mid 2018)

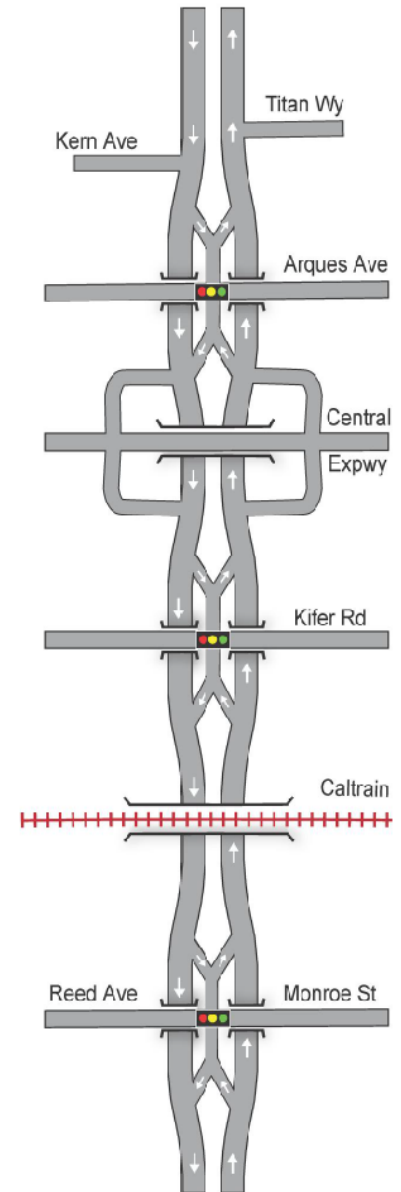


# Priority Projects

## Priority 2 – Lawrence Expressway

### ❖ County is the Lead on the Project

- Final Circulation and Mobility Plan late 2015-early 2016
- No funding for design or construction (\$440 million)

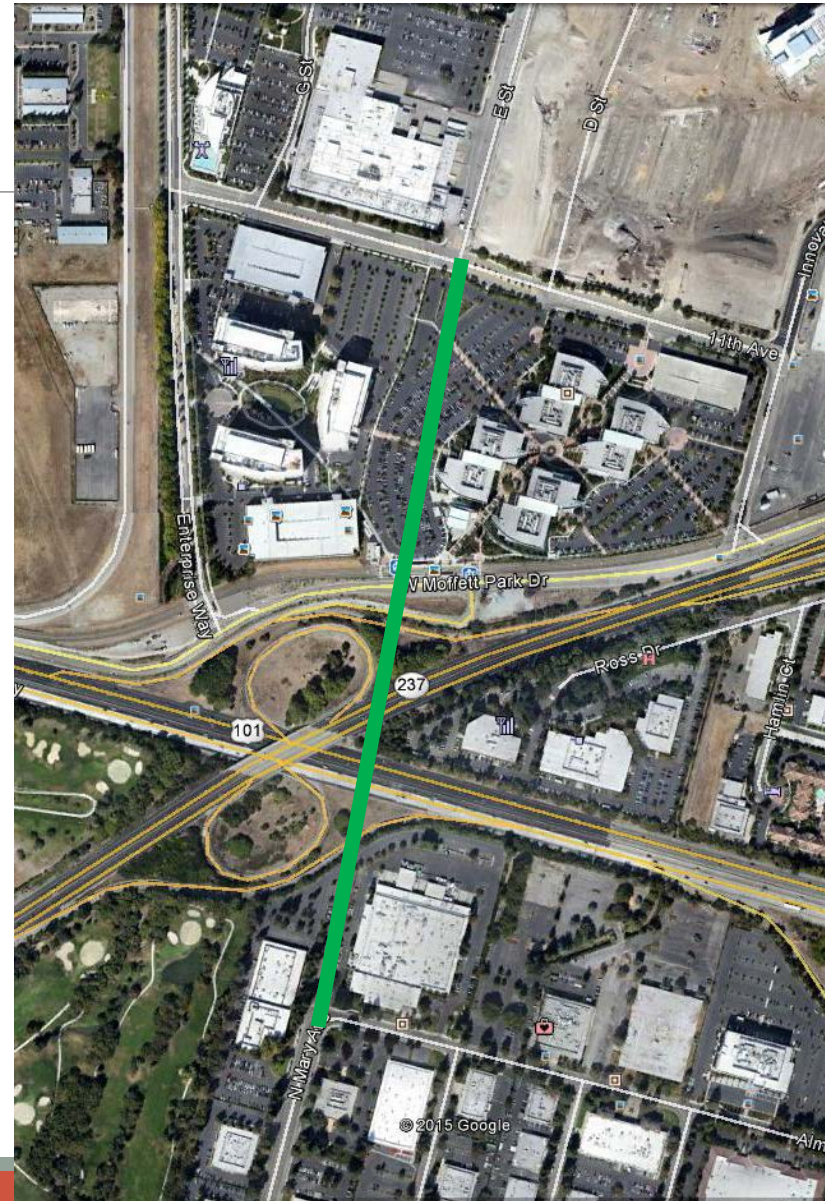




# Priority Projects

## Priority 3 – Mary Avenue

- ❖ Decision on the Mary Avenue Extension
- ❖ Affects Traffic Impact Fee and Future Transportation Network
- ❖ Aligns with Funding Opportunities
- ❖ **Next Step is an EIR** – Start Process in Early 2016 (estimated cost \$750,000)
- ❖ Approximately an 18 Month Process
- ❖ Four Options in the EIR:
  - 4-Lane Mary Avenue
  - 2-Lane Mary Avenue with enhanced bike lanes
  - Bicycle and pedestrian only
  - Remove from General Plan

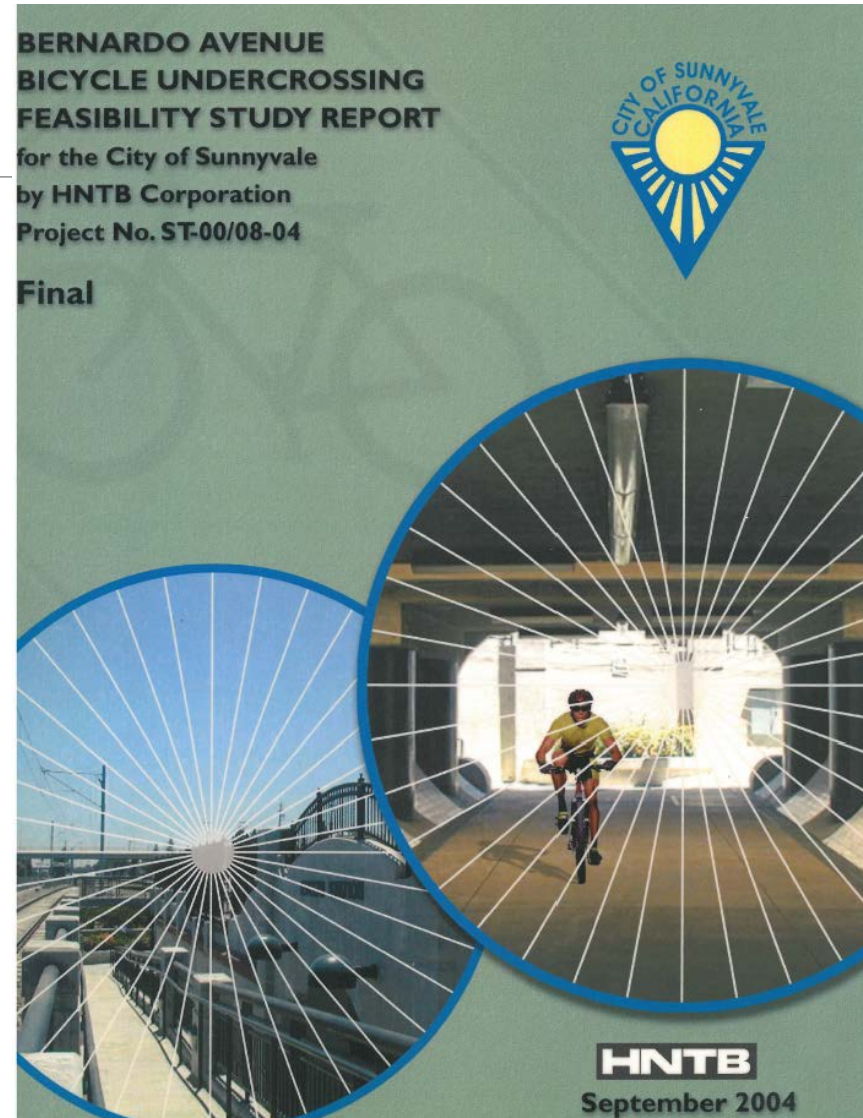




# Priority Projects

## Priority 4 – Bernardo Undercrossing

- ❖ Bicycle and Pedestrian Connectivity
- ❖ Feasibility Report Completed in 2004
- ❖ **Next Step is Environmental and Conceptual Engineering**  
(Approximate Cost \$500,000)
- ❖ Approximately an 12-18 Month Process
- ❖ Align with Funding and Land Use Plans
- ❖ Start Environmental in Early 2017



# Priority Projects

## Considerations

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- ❖ Available TIF Funding is also Limited – Focused on 237/101/Mathilda
- ❖ Limited by Staff Resources
- ❖ Require other Funding Sources
  - Development funds
  - 2016 Anticipated Transportation Measure

# Next Steps/Council Feedback

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- ❖ Continue Work on Transportation Projects
- ❖ Pursue Additional ITS Projects
- ❖ Continue Work on 237/101/Mathilda
- ❖ TIF Update (2016)
- ❖ Mary Avenue EIR Contract (Early 2016)
- ❖ Transportation Measure (November 2016)
- ❖ Bernardo Undercrossing Contract ( Early 2017)
- ❖ Possible Staffing Needs

# Questions & Comments

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