

DRAFT 8/30/16



RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SUNNYVALE ADOPTING THE SUNNYVALE MULTI-
FAMILY RESIDENTIAL TRANSPORTATION DEMAND
MANAGEMENT (TDM) PROGRAM**

WHEREAS, increased numbers of single-occupancy vehicle trips contribute to congestion, transit delays, public health and safety concerns, air pollution, greenhouse gas (GHG) emissions, and noise, which negatively impact the quality of life of residents, workers and visitors in the City of Sunnyvale; and

WHEREAS, the Congestion Management Law, California Government Code Section 65088 et seq., has established that in order to reduce the state's traffic congestion, it is important to build transportation-oriented developments, revitalize the state's cities, and promote all forms of transportation; and

WHEREAS, various policies to reduce GHG emissions have been adopted at the state level that set GHG reduction targets including the California Global Warming Solutions Act of 2006 (Assembly Bill 32), Executive Orders B-30-15, S-3-05 and B-16-12, and the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375); and

WHEREAS, transportation contributes significantly to GHG emissions and, as a result, transportation demand management (TDM) measures designed to reduce vehicle miles traveled are important to meeting GHG emissions reduction targets; and

WHEREAS, the Sunnyvale Climate Action Plan calls for the use of TDM plans to reduce single-occupant vehicle trips for major employers (100 employees or more) located in Sunnyvale; and

WHEREAS, residential development also contributes to GHG emissions as a result of daily commuting and other transportation needs of residents; and

WHEREAS, the City seeks to promote sustainable travel modes by requiring new multi-family residential development projects to incorporate design features, incentives and tools that support transit, ride-sharing, walking and bicycle riding for residents and visitors of those new developments; and

WHEREAS, a noticed public hearing on the Sunnyvale Multi-Family Residential Transportation Demand Management (TDM) Program was held by the City Council on September 13, 2016, at which time public comments were heard and considered.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT:

SECTION 1. The City Council hereby adopts the Sunnyvale Multi-Family Residential Transportation Demand Management (TDM) Program, as shown in Exhibit A, attached hereto and incorporated by reference herein.

SECTION 2. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15061(b)(3), that this action is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a Project which has the potential for causing a significant effect on the environment. In addition, the action is categorically exempt pursuant to California Code of Regulations, Section 15308 because it is an action taken for the protection of the environment.

Adopted by the City Council at a regular meeting held on _____, 2016, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

RECUSAL:

ATTEST:

APPROVED:

City Clerk
(SEAL)

Mayor

APPROVED AS TO FORM:

City Attorney



City of Sunnyvale Multi-Family Residential Transportation Demand Management (TDM) Program

Multi-family Residential TDM Program

All multi-family development projects consisting of 10 or more residential units shall participate in the Multi-family Residential TDM Program.

TDM Points Required

Number of Residential Units	Minimum Number of Points Required
100 or more residential units	10 points from the menu of TDM strategies
Between 10 and 99 residential units	Proportionate Percentage of 10 points (rounded to the nearest half or whole number) from the menu of TDM strategies Ex: 94 units/10 points = 9.4 rounded to 9.5 points 62 units/10 points = 6.2 rounded to 6 points

Menu of TDM Strategies

Transportation Demand Management Strategies		Points Obtained
Proximity to Transit	Less than .5 miles to a major transit route (15-min headway)	1
	Less than .5 miles to a major transit stop (2 routes @ 15-min headway)	5
	Less than .5 miles to Caltrain/Light Rail Station	8
Affordable Housing	20% Affordable Housing Project	1
	40% Affordable Housing Project	2
	60% Affordable Housing Project	3
	80% Affordable Housing Project	4
	100% Affordable Housing Project	5

Proximity to Commercial Uses	Less than .5 miles from: 1. A shopping center consisting of at least three tenant spaces, or 2. Three separate retail/restaurant/service/recreational uses		1
	Less than .25 miles from: 1. A shopping center consisting of at least three tenant spaces, or 2. Three separate retail/restaurant/service/recreational uses		3
Multi-Modal Facilities	Access Improvements	Close Gaps: Bicycle, Pedestrian, and/or transit access improvements (e.g. bike lanes)	3
	Bicycle Facilities	Provide an on-site bicycle repair station and secured bicycle parking	0.5
	Proximity to Bicycle Share	Less than .5 miles from a bicycle share hub with bicycles available to on-site residents	0.5
	Wayfinding Station	On-site kiosk or information center with multi-modal wayfinding information and transit information	0.5
	Proximity to Car Share	Less than .5 miles from a car share hub with cars available to on-site residents	0.5
TDM Coordination and Communication	On-site TDM Coordinator (can be property manager) offering: multi-modal and wayfinding information, rideshare matching, walking/biking group coordination		0.5
	Distribution of transit, wayfinding and other TDM informational materials to new residents as they move in and annually to all residents		0.5
Transit Pass Programs	Provide VTA EcoPass (or a comparable program) membership to all residents for the first ten years following project completion		5
	Provide Caltrain Go Pass (or a comparable program) membership to all residents for the first ten years following project completion		10
	Offer discounted transit passes (VTA or Caltrain) to residents for the first ten years following project completion		2
Bicycle or Car Share Programs	Providing private or public bicycle share memberships to on-site residents		0.5
	Providing private or public car share memberships to on-site residents		0.5

Definitions of TDM Terms Used in the TDM Menu

Affordable Housing Project – a development project consisting of below market rate housing units.

Multi-Family Residential – for the purpose of this program, multi-family residential includes all medium, high and very high density residential developments, including the residential component of a mixed-use project.

Multi-modal Information – may consist of information on transit schedules, transit and bike maps, important service change information, real time transit information, biking or walking group organization, rideshare matching, etc.

Shopping Center – a group of retail, restaurant, commercial service or recreational uses that are planned, constructed and managed as a total entity.

Secured Bicycle Parking - means lockable facilities such as individual lockers or enclosed, locked, limited-access areas for parking of bicycles. Secured bicycle parking may also be known as Class 1 bicycle parking. For residential uses, an enclosed garage assigned to one residential unit meeting the minimum area requirements for a two-car garage is considered one secured bicycle parking space.

Wayfinding Information - provide signage for clear directions and walk/bike time to key destinations such as major transit stops, downtown, shops, and major employers.

Note: Additional information and explanation on the TDM strategies described in this program can be found in the *Sunnyvale Multi-Family Residential TDM Toolkit*.