

## Project Examples for VMT Analysis

### Example 1: Calstone Mixed Use Residential

Approved project containing 741 residential units with 1,500 sf office, 1,500 sf retail, 196 bike parking and 232 vehicle parking spaces on 16.8 acres.

Baseline	Baseline VMT	Threshold	Existing conditions VMT	Existing Conditions with Project VMT	Existing Conditions with Project and TDM	Required Mitigation Measures
Citywide 15% threshold	10.34	8.79	9.73	9.7	8.69	1. Construct off-site sidewalk 2. School carpool program 3. Transit subsidy 4. Unbundled parking with \$100 monthly fee per parking space
Countywide 15% threshold	13.33	11.33	9.73	9.73	9.73	None

Although the Calstone project is located within the Lawrence Station area and would be exempt from VMT analysis under the proposed VMT Policy because it is within the ½ mile transit buffer as defined within SB 743 staff decided to run this project through the VMT Evaluation tool to show how a project's characteristics could also screen the project out of requiring further traffic analysis.

### Example 2: 1 AMD

Approved project containing 1051 residential units with 944 apartments and 107 townhomes. Of the total units there are 45 very low-income apartments and 13 below market rate townhomes.

Baseline	Baseline VMT	Threshold	Existing conditions VMT	Existing Conditions with Project VMT	Existing Conditions with Project and Required Mitigation Measures	Required Mitigation Measures
Citywide 15% threshold	10.34	8.79	11.09	9.49	8.87 (Does not meet threshold with required mitigation measures)	1. Implement bike lanes 2. Construct traffic-calming measures 3. Construct off-site sidewalk 4. School carpool program

						5. Car-share program 6. Transit Subsidy 7. Ride sharing program 8. Unbundled parking with \$100 monthly fee per parking space
Countywide 15% threshold	13.33	11.33	11.09	9.98	9.98	None
Countywide 16.8% threshold (not proposed, requested at Council study session)	13.33	11.09	11.09	9.98	9.98	None
Countywide 25% threshold (not proposed, requested at Council study session)	13.33	10.0	11.09	9.98	9.98	None

The 1 AMD project changes the site from former industrial land uses to residential land use. This change conforms to the city's general plan and provides affordable housing. With the Citywide average baseline, the project does not meet the threshold even with implementing eight mitigation measures, which would require an Environmental Impact Report and a statement of overriding considerations.

At Council's request other thresholds besides the proposed 15% reduction are included in the table above. Using the Countywide average baseline (staff recommendation), the project will meet each of the three threshold levels (15%, 16.8%, and 25%) without requiring any mitigation.

### Example 3: 300 South Mathilda Avenue Office Project

Proposed 6-story building with three levels of parking with 160,449 sf office, 8,732 sf retail, 357 parking spaces and 37 bike spaces

Baseline	Baseline VMT	Threshold	Existing conditions VMT	Existing Conditions with	Existing Conditions with Project	Required Mitigation Measures
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				Project VMT	and Required Mitigation Measures	
Countywide with 15% threshold	16.64	14.14	15.64	14.68	14.04	1. Construct off-site sidewalk 2. Install traffic calming measures 3. Install bike facilities 4. Employee parking cash out (100% of employees) 5. Telecommute and alternative work schedule
Countywide with 16.8% threshold (not proposed, requested at Council study session)	16.64	13.84	15.64	14.68	13.55	1. Construct off-site sidewalk 2. Install traffic calming measures 3. Install bike facilities 4. Subsidized transit passes (25% of employees) 5. Employee parking cash out (25% of employees) 6. Telecommute and alternative work schedule (25% of employees)
Countywide with 25% threshold (not proposed, requested at Council study session)	16.64	12.48	15.64	14.68	12.41	1. Construct off-site sidewalk 2. Install traffic calming measures 3. Install bike facilities 4. Subsidized transit passes (50% of employees) 5. Employee parking cash out (50% of employees) 6. Telecommute and alternative work schedule (50% of employees)

Although this project is located within the transit buffer, and would be exempt from CEQA transportation analysis under the proposed VMT Council Policy, for the purpose of measuring VMT levels, staff assumed it did not meet the criteria for transit supportive projects, and therefore, it would be required to conduct a VMT analysis. This example demonstrates the amount of mitigation needed to meet the 15%, 16.8%, and 25% thresholds. Since the Citywide, Countywide and Regional baselines are very consistent for employment projects, this example focuses on the effects of the different thresholds. For all three thresholds, mitigation is required, and the primary difference is number of required mitigations, which include different levels of Transportation Demand Management (TDM) participation. The VMT analysis calculates reduction based on how many employees are eligible for the TDM measure, and therefore, how many employees would reasonably participate