



# Transportation Analysis Policy

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# VMT Policy Development

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## Workplan

- VTA Coordination
- Public Outreach/Engagement
- Technical Evaluation
- Development of Draft Policy
  - ◆ Selection of Baseline/Threshold
  - ◆ Project Examples
  - ◆ CMP Requirements/LTA
- VMT in other Jurisdictions

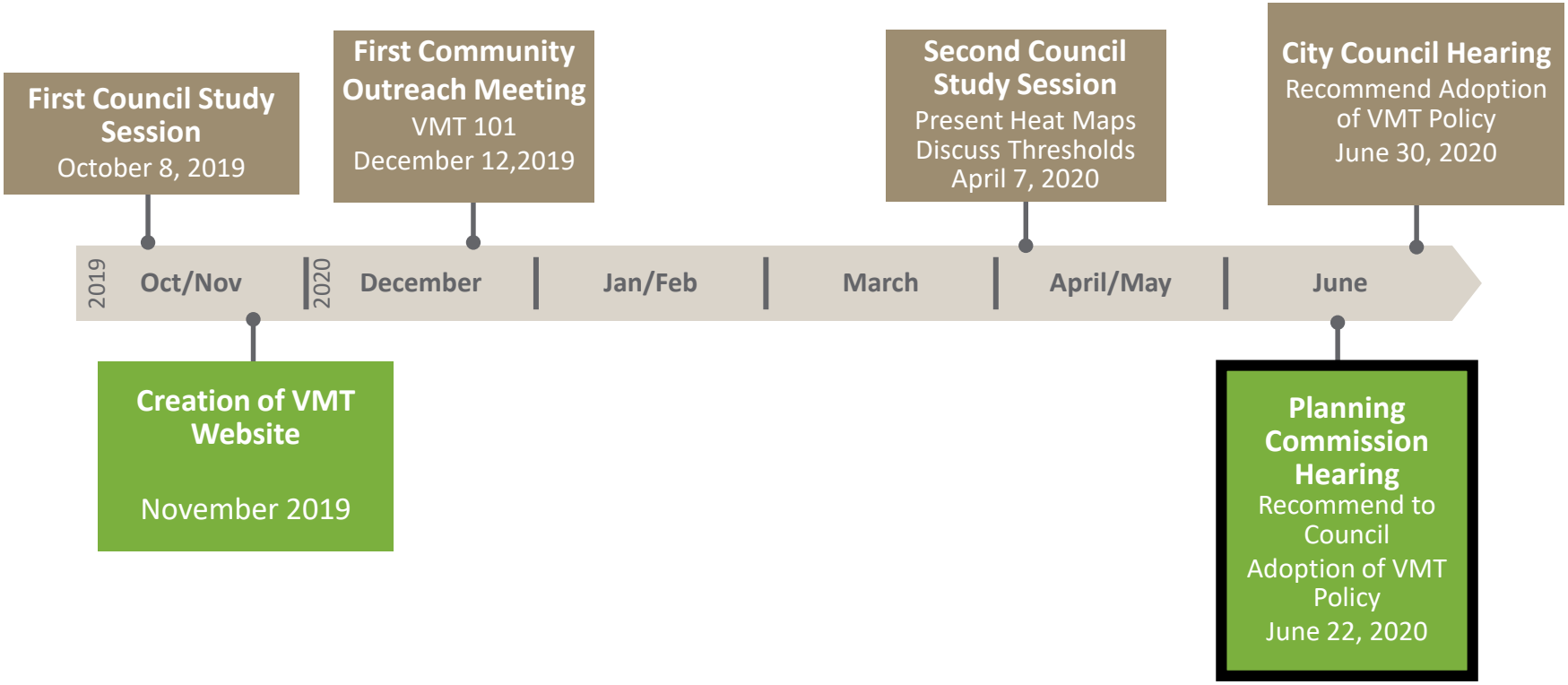
# VTA Coordination

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## Transition to VMT Working Group

- Consistency in Santa Clara County
- Monthly Meetings
- Technical Support:
  - ◆ VMT Technical Information
  - ◆ Updated Travel Demand Model
  - ◆ Countywide Heatmaps
  - ◆ Countywide VMT Evaluation Tool

# Public Outreach/Engagement



# Technical Evaluation

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## Understanding VMT

- Sunnyvale General Plan/Climate Action Playbook
- OPR's Technical Advisory (State Guideline)
- VMT Webinars/Training
- VTA's VMT Working Group
- Research/Policy Development

# Development of Draft Policy

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## Implementing VMT

- Coordination within Sunnyvale
  - ◆ DPW, CDD, OCA, OCM
  - ◆ Example Projects Tested
- Coordination with Other Agencies
  - ◆ VTA, County Roads and Airports, Caltrans, OPR, other Cities
- April City Council Study Session
  - ◆ Policy Discussion and Feedback

# Development of Draft Policy

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## Establishes:

- VMT as CEQA Threshold of Significance
- Selection of Countywide Average (Baseline) and 15% Reduction (Threshold)
- VMT Exemptions (more on next slides)
- Transportation Projects VMT requirements
- Local Transportation Analysis (CMP/LOS)

# VMT Exemptions in Policy

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## Presumption of less than Significant Impact

- Development within ½ mile radius of transit stops (more info on next slide)
- Small infill projects – 110 daily trips
- Local serving retail – 100 ksf or less
- City facilities
- Affordable housing
- Map-based screening (residential and office)



# Transit Corridor VMT Exemptions

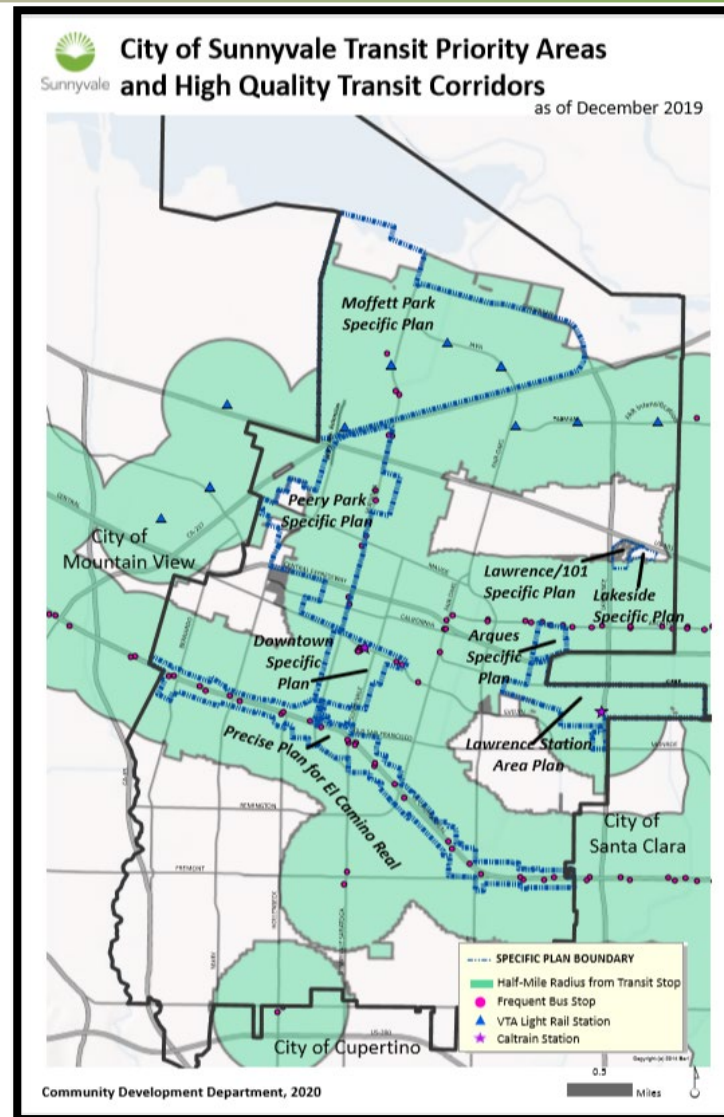
## Transit Supportive Projects

- Developments within ½ mile radius of transit stops that:
- Are at least:
  - ◆ 75% FAR (Office/R&D)
  - ◆ 35 du/acre (Residential)
- Support the multimodal network
- Do not exceed max parking req.
- Are transit oriented in design

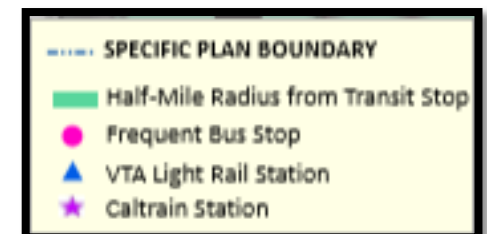


Downtown Sunnyvale

# Sunnyvale General Plan with Transit Priority Areas



Planned growth areas are located within transportation buffers



# Sunnyvale's VMT Policy Summary

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## Proposed VMT policy:

- ✓ Reduces GHG emissions
- ✓ Encourages development near transit
- ✓ Encourages a mix of land uses in proximity to each other
- ✓ Compatible with Sunnyvale's General Plan & CAP
- City will continue to:
  - ◆ Conform to CMP requirements
  - ◆ Utilize LOS to identify operational deficiencies

# Pros and Cons – Residential Projects

## Residential Average VMT Baseline Options

Comparison Parameters	Citywide Average VMT 10.34	Countywide Average VMT 13.33	Regional Average VMT 13.95
VMT Level	Lowest baseline - <b>most difficult</b>	Moderate baseline – <b>less difficult</b>	Highest baseline – <b>easiest</b>
General Plan Alignment	May not allow development as planned in GP	Aligns with GP	Little or no VMT mitigation req.
Multi-model transportation mitigation	More costly for City	Transportation projects plentiful with cost-sharing	Regional transportation costly and may not directly benefit the City
VMT Mitigation	TDM mitigation/development difficult	Land use placement will typically mitigate VMT	Little or no mitigation for projects even those not close to transit

# Pros and Cons – Employment Projects

## Employment Average VMT Baseline Options

Comparison Parameters	Citywide Average VMT 17.85	Countywide Average VMT 16.64	Regional Average VMT 15.33
VMT Levels	Highest baseline - <b>Easiest</b>	Moderate baseline - <b>less difficult</b>	Lowest baseline - <b>most difficult</b>
General Plan Alignment	Little or no mitigation for most projects	Better alignment w/ GP - projects w/ access to transit & other city goals	Projects that align with GP may still require VMT mitigation
Multi-model transportation mitigation	Little or no transportation investment	Great potential for countywide transportation projects and cost-sharing	Regional projects costly and may not directly benefit the City
VMT Mitigation	Little or no VMT mitigation required	Land use placement will typically reduce VMT	Most VMT reduction required, more areas that cannot be mitigated

# VMT Policy

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## Staff Recommendations

### Baseline VMT – Countywide Average

- Promotes housing/mixed-use development
- Consistent with current countywide coordination processes
- Within local control – VTA, Santa Clara County Roads and Airports, local cities

### Threshold – 15% below baseline VMT

- Promotes goals of Climate Action Playbook
- Promotes development potential consistent with the Sunnyvale General Plan
- Conforms to State's recommendation

# Calstone Mixed Use Residential

**Proposed 741 residential units with 1500sf office, 1500sf retail, 196 bike and 232 vehicle spaces**

- Lawrence Station – Project meets transit exemption
- If Project did not meet exemption criteria:

Baseline	Baseline VMT	15% Threshold	Existing VMT	VMT with Project	VMT with Project and mitigation	Required Mitigations
Citywide	10.34	8.79	9.73	9.73	8.69	1. Construct off-site sidewalk 2. School Carpool 3. Transit Subsidy 4. Unbundled parking \$100/month
Countywide	13.33	11.33	9.73	9.73	9.73	None

# 1 AMD

**Proposed 1051 residential units including 944 apts. (45 very low income) and 107 townhomes (13 below market).**

- Project aligns with GP and includes affordable housing
- Project could not meet threshold for Citywide Baseline

Baseline	Baseline VMT	Threshold	Existing VMT	VMT with Project	VMT with Project and Mitigation	Mitigation Measures
Citywide 15%	10.34	8.79	11.09	9.49	8.87 Did not mitigate	1.Bike lanes 2.Traffic Calming 3.Off-site sidewalk 4.School carpool 5.Car-share 6.Transit Subsidy 7.Ride-share 8.Unbundled Parking
Countywide 15%	13.33	11.33	11.09	9.98	9.98	None
Countywide 16.8%	13.33	11.09	11.09	9.98	9.98	None
Countywide 25%	13.33	10.0	11.09	9.98	9.98	None



# 300 South Mathilda Ave. Office Project

**Proposed 160,449sf 6-story Office, 8,732sf retail, 37 bike and 357 parking spaces**

- Downtown Specific Plan - Project meets transit exemption
- If Project did not meet exemption criteria:

Baseline	Baseline VMT	Threshold	Existing VMT	VMT with Project	VMT with Project and Mitigation	Mitigation Measures
Countywide 15%	16.64	14.14	15.64	14.68	14.04	1. Offsite sidewalk 2.Traffic Calming 3. Bike facilities 4. Parking cash-out (25%) 5. Telecommuting (25%)
Countywide 16.8%	16.64	13.84	15.64	14.68	13.55	1.Offsite sidewalk 2.Traffic Calming 3. Bike facilities 4. Parking cash-out (50%) 5. Telecommuting (25%) 6. Subsidized transit (25%)
Countywide 25%	16.64	12.48	15.64	14.68	12.41	1. Offsite sidewalk 2. Traffic Calming 3. Bike facilities 4. Parking cash-out (50%) 5. Telecommuting (50%) 6. Subsidized transit (50%)

# Congestion Management Program (CMP)

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## CMP Conformance

- Multimodal Transportation Improvement Plans (MTIP)
- Intersection improvements
- No longer tied to CEQA

# Local Transportation Analysis (LTA)

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## Ensure safe, efficient transportation for all users

- Intersection Level of Service Analysis
- Transportation Operational Analysis
  - ◆ Project access and circulation
  - ◆ Traffic signal timing and phasing
  - ◆ Left-turn storage
  - ◆ Pedestrian, bicycle and transit
  - ◆ Traffic calming
  - ◆ Technology upgrades

# Other Cities VMT Policies

## Current adopted and proposed Policies

Jurisdiction	Residential Baseline	Residential Threshold	Employment Baseline	Employment Threshold	Continued Use of LOS
San Francisco (adopted)	Regional	15%	Regional	15%	No
Oakland (adopted)	Regional	15%	Regional	15%	Yes
Los Angeles (adopted)	Citywide	(6%-9.4%)	Citywide	(7.6%-15%)	Yes
San Jose (adopted)	Citywide	15%	Regional	15%	Yes
Mountain View (proposed)	Regional	15%	Regional	15%	Yes
Santa Clara (proposed)	Countywide	15%	Countywide	15%	Yes
Los Altos (proposed)	Citywide	15%	Citywide	15%	Yes
Sunnyvale	Countywide	15%	Countywide	15%	Yes

# Staff Recommendation

## Considerations

Recommend that the City Council:

- Est. VMT as the City's Significance Threshold for CEQA & Create a Local Transportation Analysis Policy
- Create a Policy with Modifications
- Do not Adopt Policy and Provide Direction

## Staff Recommendation

- Est. VMT as the City's Significance Threshold for CEQA & Create a Local Transportation Analysis Policy