

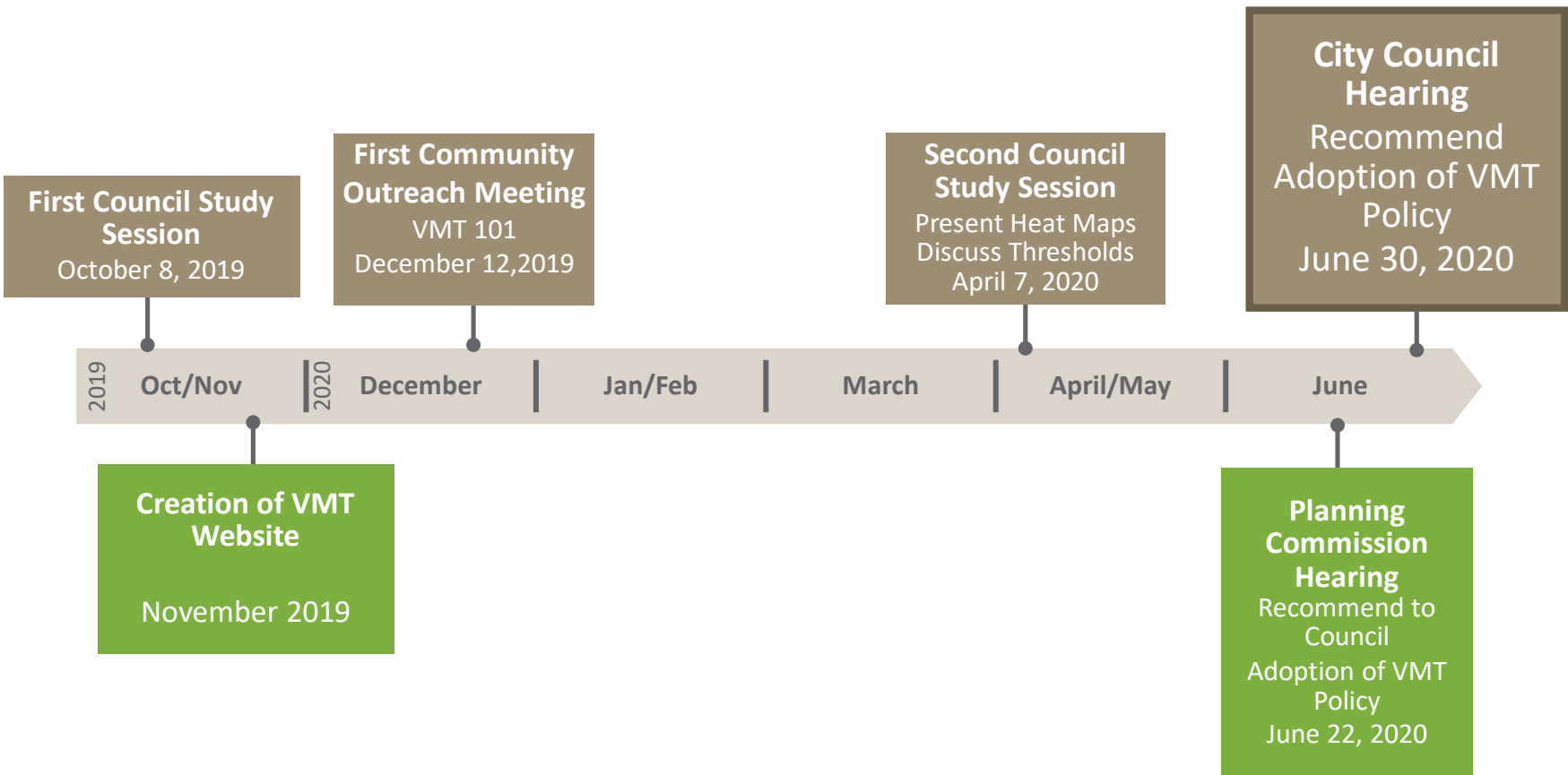


Transportation Policy: Level of Service (LOS) to Vehicles Miles Traveled (VMT)

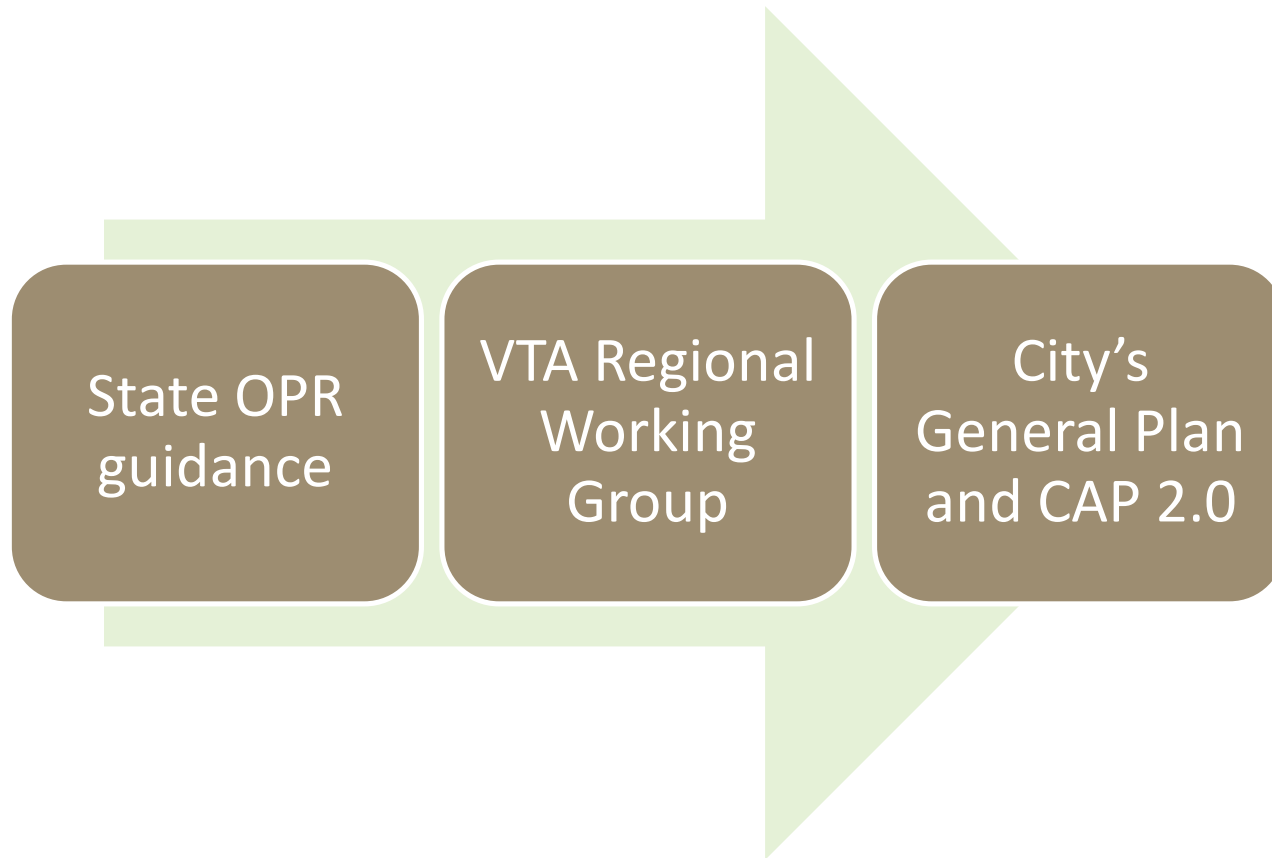
Amber Blizinski & Dennis Ng
City Council Meeting
June 30, 2020



Public Outreach/Engagement



Understanding VMT – Reducing Greenhouse Gas Emissions



VMT Exemptions in Policy



Transit Corridor VMT Exemptions

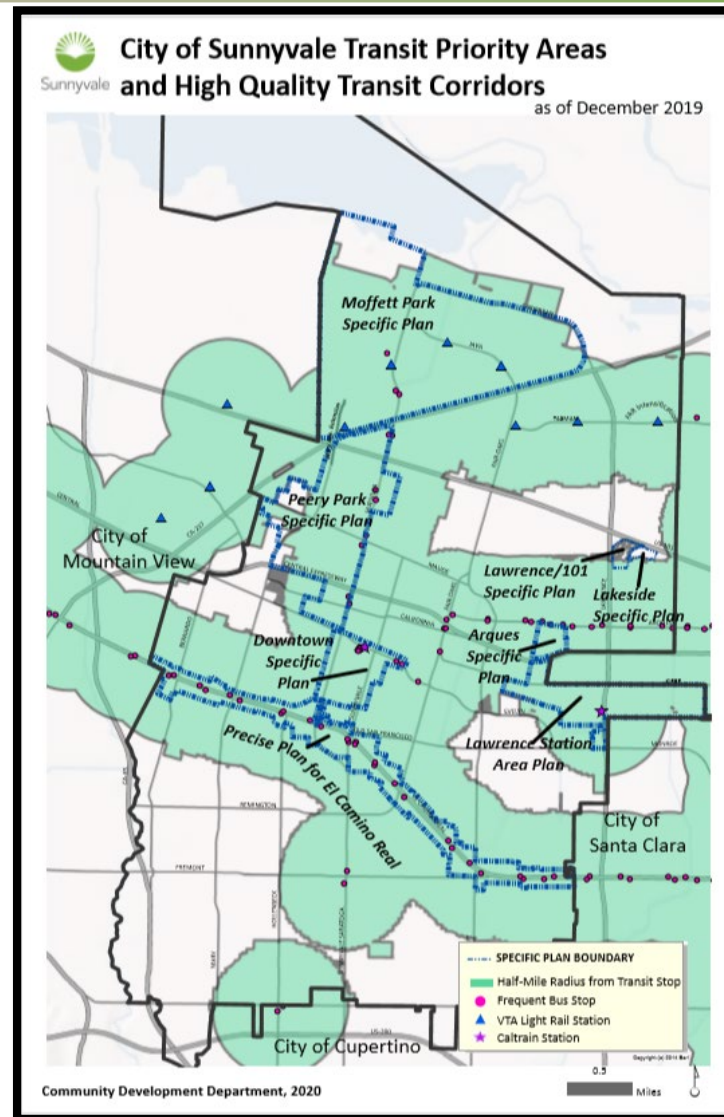
Transit Supportive Projects

- 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 requirements
- 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

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 - most difficult	Moderate baseline – less difficult	Highest baseline – easiest
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, 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 - Easiest	Moderate baseline - less difficult	Lowest baseline - most difficult
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, 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

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

Example: Calstone Mixed Use Residential

Approved 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

Example: 1 AMD

Approved 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

Congestion Management Program (CMP)

CMP Conformance – necessary to receive Gas Tax

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

Local Transportation Analysis (LTA)

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
Sunnyvale	Countywide	15%	Countywide	15%	Yes
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 (adopted)	Countywide	15%	Countywide	15%	Yes
Los Altos (proposed)	Citywide	15%	Citywide	15%	Yes

Staff Recommendation

Considerations

- Establish VMT as the City's Significance Threshold for CEQA (with 15% reduction off Countywide averages for Residential and Employment) & Create a Local Transportation Analysis Policy
- Create a Policy with Modifications
- Do not Adopt Policy and Provide Direction

Staff Recommendation

- Establish VMT as the City's Significance Threshold for CEQA (with 15% reduction off Countywide averages for Residential and Employment) & Create a Local Transportation Analysis Policy

Thank You!

Questions?