

Memorandum

To Marc Asnis (Perkins + Will)
Date May 16, 2023
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From Jason Wang
File reference 4-05
Subject NVCAP VMT Analysis

Introduction

North Ventura Coordinated Area Plan (NVCAP) seeks to strengthen communities and neighborhoods, reduce reliance on automobiles, and sustain the natural environment. The preferred alternative includes removing approximately 286 ksf of commercial floor area while adding 530 residential units in which 15% will be affordable housing units. A detailed summary of the project's existing and future development is in Appendix A.

This document presents the analysis of VMT per Capita projects for the NVCAP area, in accordance with the Palo Alto VMT policy¹. NVCAP is considered to be a mixed-use redevelopment project per the City of Palo Alto's adopted VMT impact policy.

The Palo Alto VMT policy states:

- Projects that are located within a half mile of an existing or planned high-quality transit corridor can be presumed to have a less-than-significant VMT impact.
- Residential projects meeting a level of 15% below existing (baseline) VMT per capita can be presumed to have less-than significant VMT impact.
- Office projects meeting a level of 15% below existing (baseline) regional VMT per worker can be presumed to have less-than significant VMT impact.

¹ Senate Bill 743 Implementation, City of Palo Alto, 2020

- For redevelopment projects, where a project replaces existing VMT-generating land uses, if the VMT replacement leads to a net overall decrease in VMT, the project can be presumed to have a less-than-significant VMT impact.

As advised by the City of Palo Alto, since NVCAP leads to a net decrease of 286 ksf of commercial square footage including office and retail space, there is a decrease in total office VMT in project conditions. Therefore, the office portion of the project is identified to have less-than significant impacts on VMT.

Although the center of the project is located within a half mile of a high-quality transit corridor. NVCAP is presumed to not meet the City's screening criteria since the project is not entirely within the half mile threshold. Therefore, an estimate of residential VMT per capita was completed for the Plan.

The Santa Clara Countywide VMT Evaluation Tool (Version 2) was used to estimate VMT impacts of NVCAP as directed by City of Palo Alto staff.

VMT Tool Inputs

Several inputs/assumptions were used in the VMT tool:

- Per the draft Plan, 15% of new rental residential units shall be affordable, this would result in 12% overall affordable rental units in the Plan area. Of these, it was assumed that:
 - 7% of all units would be low income affordable.
 - 3% of all units would be very low income affordable.
 - 2% of all units would be extremely low income affordable.
- 530 additional residential units in the Plan area, compared to existing conditions, for a total of 672 units.
- Parking supply in NVCAP will follow a market-based approach. Due to uncertainty in parking supply, parking is not included as a basis for adjusting VMT in this analysis.
- There will be significant improvements to access and connectivity with implementation of the Plan.
- Transportation Demand Management (TDM) programs such as bike facilities, car share programs, ride share programs, and behavioral programs outlined in the NVCAP Planning Document Section 7.1 will be implemented.

Findings

The countywide average VMT per capita benchmarks referenced in the Santa Clara Countywide VMT Evaluation Tool (Version 2) is 13.33.

The estimated residential VMT with all of the assumed VMT reductions is 3.50 per capita. A summary of the output is shown in Table 2. A copy of the VMT tool output is provided in Appendix A.

| VMT Metric | Baseline VMT (County Average) | Significance Threshold (15% below Baseline) | “Without Project” VMT | Project VMT with Tier 1-3 Reductions | Project VMT with all Reductions | Assessment |
|---|--------------------------------------|--|------------------------------|---|--|-----------------------|
| Home-based VMT per Capita (Countywide Baseline) | 13.33 | 11.33 | 5.84 | 4.09 | 3.50 | Less than Significant |

Table 2: VMT Analysis Summary

Note: Tier 1-3 reductions reflect residential density, affordable housing, multimodal infrastructure, and parking. All reductions include all other TDM measures.

The residential portion of the project is estimated to have less-than-significant impacts on VMT. Therefore, NVCAP is expected to have a less-than-significant VMT impact.

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Appendix A: VTA VMT Evaluation Tool Output

Project Details

Timestamp of Analysis May 16, 2023, 12:04:32 PM

Project Name North Ventura Coordinated Area Plan (NVCAP)

Project Description NVCAP seeks to build communities and neighborhoods, reduce reliance on automobiles, and sustain the natural environment. The project includes developing 530 residential units, park space, and substantial improvements to the bicycle network.

Project Land Use

Residential:

| | |
|-------------------|------------|
| Single Family DU: | 127 |
| Multifamily DU: | 545 |
| Total DUs: | 672 |

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

| | |
|-----------------------|---------------------|
| Extremely Low Income: | 2 % |
| Very Low Income: | 3 % |
| Low Income: | 7.000000000000001 % |

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Project Location Map

Jurisdiction:

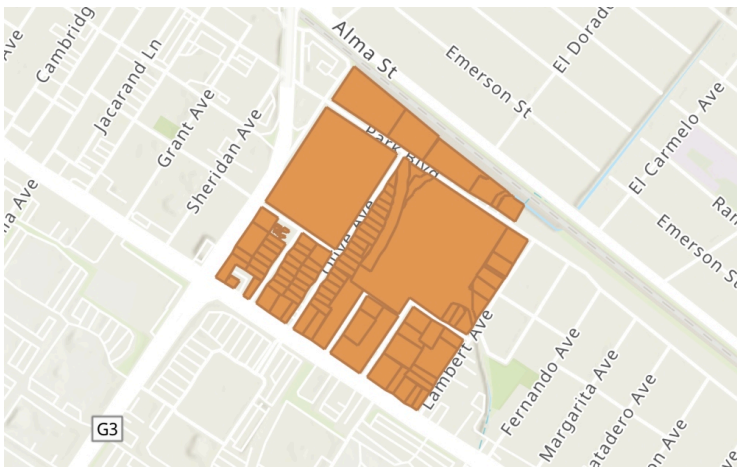
Palo Alto

| APN | TAZ | APN | TAZ | APN | TAZ |
|----------|-----|----------|-----|----------|-----|
| 13237064 | 517 | 13237008 | 517 | 13237067 | 517 |
| 13237071 | 517 | 13237068 | 517 | 13237061 | 517 |
| 13237009 | 517 | 13237063 | 517 | 13232053 | 517 |
| 13237033 | 517 | 13237060 | 517 | 13237003 | 517 |
| 13237069 | 517 | 13232043 | 517 | 13237004 | 517 |
| 13237070 | 517 | 13232047 | 517 | 13237059 | 517 |
| 13237015 | 517 | 13237062 | 517 | 13237041 | 517 |
| 13237005 | 517 | 13237058 | 517 | 13232032 | 517 |
| 13237006 | 517 | 13232054 | 517 | 13232036 | 517 |
| 13237007 | 517 | 13237073 | 517 | 13237029 | 517 |

| APN | TAZ | APN | TAZ | APN | TAZ |
|----------|-----|----------|-----|----------|-----|
| 13237027 | 517 | 13232025 | 517 | 13237040 | 517 |
| 13237047 | 517 | 13232028 | 517 | 13237024 | 517 |
| 13237048 | 517 | 13232029 | 517 | 13232035 | 517 |
| 13226071 | 517 | 13232026 | 517 | 13237035 | 517 |
| 13232033 | 517 | 13232027 | 517 | 13237028 | 517 |
| 13232030 | 517 | 13237038 | 517 | 13232024 | 517 |
| 13237044 | 517 | 13237039 | 517 | 13237042 | 517 |
| 13232031 | 517 | 13237036 | 517 | 13232037 | 517 |
| 13237045 | 517 | 13237037 | 517 | 13226076 | 517 |
| 13237046 | 517 | 13237072 | 517 | 13226079 | 517 |

| APN | TAZ | APN | TAZ | APN | TAZ |
|----------|-----|----------|-----|----------|-----|
| 13238061 | 517 | 13232042 | 517 | 13238070 | 517 |
| 13237026 | 517 | 13238048 | 517 | 13238072 | 517 |
| 13237052 | 517 | 13238060 | 517 | 13238062 | 517 |
| 13237034 | 517 | 13238043 | 517 | 13238041 | 517 |
| 13237049 | 517 | 13238055 | 517 | 13238047 | 517 |
| 13237053 | 517 | 13238058 | 517 | 13238056 | 517 |
| 13237025 | 517 | 13226078 | 517 | 13238068 | 517 |
| 13238069 | 517 | 13238057 | 517 | 13238045 | 517 |
| 13238071 | 517 | 13238042 | 517 | 13238046 | 517 |
| 13232034 | 517 | 13237056 | 517 | 13237055 | 517 |

| APN | TAZ | APN | TAZ |
|----------|-----|----------|-----|
| 13238067 | 517 | 13238019 | 517 |
| 13238011 | 517 | | |
| 13238040 | 517 | | |
| 13238013 | 517 | | |
| 13238020 | 517 | | |
| 13238021 | 517 | | |
| 13238022 | 517 | | |
| 13237030 | 517 | | |
| 13238017 | 517 | | |
| 13238018 | 517 | | |



Analysis Details

| | |
|---------------|------------------------------------|
| Data Version | VTA Countywide Model December 2019 |
| Analysis | TAZ |
| Methodology | |
| Baseline Year | 2018 |

Residential Vehicle Miles Traveled (VMT) Screening Results

| | |
|---|---------------------------|
| Land Use Type 1: | Residential |
| VMT Metric 1: | Home-based VMT per Capita |
| VMT Baseline Description 1: | County Average |
| VMT Baseline Value 1: | 13.33 |
| VMT Threshold Description 1 / Threshold Value 1: | -15% / 11.33 |
| Land Use 1 has been Pre-Screened by the Local Jurisdiction: | N/A |

| | Without Project | With Project & Tier 1-3 VMT Reductions | With Project & All VMT Reductions |
|---|-----------------|--|-----------------------------------|
| Project Generated Vehicle Miles Traveled (VMT) Rate | 5.84 | 4.09 | 3.5 |
| Low VMT Screening Analysis | Yes (Pass) | Yes (Pass) | Yes (Pass) |

Tier 1 Project Characteristics

PC01 Increase Residential Density

| | |
|-----------------------------------|------|
| Existing Residential Density: | 9.9 |
| With Project Residential Density: | 44.9 |

PC02 Increase Residential Diversity

| | |
|---|------|
| Existing Residential Diversity Index: | 0.61 |
| With Project Residential Diversity Index: | 0.59 |

PC03 Affordable Housing

| | |
|-----------------------|---------------------|
| Extremely Low Income: | 2 % |
| Very Low Income: | 3 % |
| Low Income: | 7.000000000000001 % |

Tier 2 Multimodal Infrastructure

MI01 Increase Bike Access

MI02 Improve Connectivity

Tier 3 Parking

PK02 Provide Bike Facilities

Tier 4 TDM Programs

TP02 Bike Share Programs

| | |
|-------------------------------|----|
| Percent Change in Bike Trips: | 6% |
|-------------------------------|----|

TP03 Car Share Programs

| | |
|--|-------|
| Car Share Program Percent of Eligible Residents/Employees: | 100 % |
|--|-------|

TP07 Subsidized Transit Program

| | |
|-----------------------------|------|
| Percent of Transit Subsidy: | 25 % |
|-----------------------------|------|

TP13 Ride-Sharing Programs

| | |
|--|-------|
| Expected Percent of Ride-Sharing Participants: | 100 % |
|--|-------|

TP15 Behavioral Intervention

| | |
|--|-------|
| Percent of Eligible Individuals Participating: | 100 % |
|--|-------|