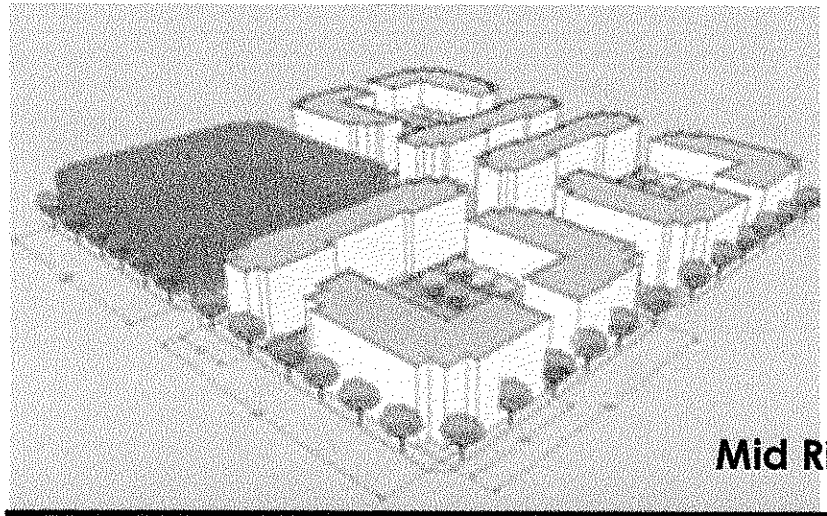
Smart TOD Infill good in theory, but.....

2.2 Parking Spaces per Unit



Mid Rise TOD

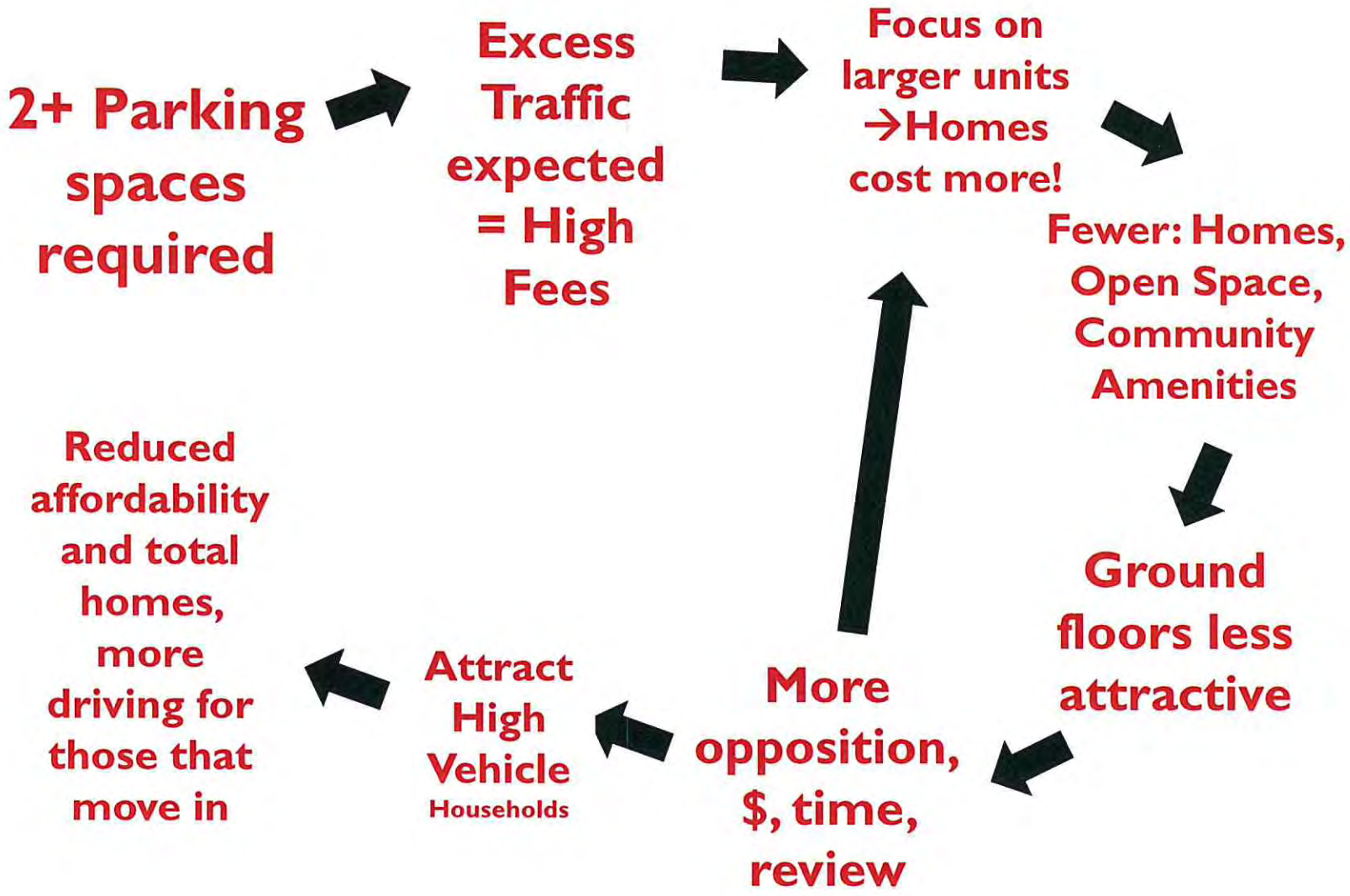
Change	2.2
Acres	8
Units	801
Parking Spaces	1,800
Parking Cost	$33.3 m
New Transit Riders	
New Transit Revenue	

TCRP 128 by Cervero, Arrington

High Parking Creates Negative Feedback Loop

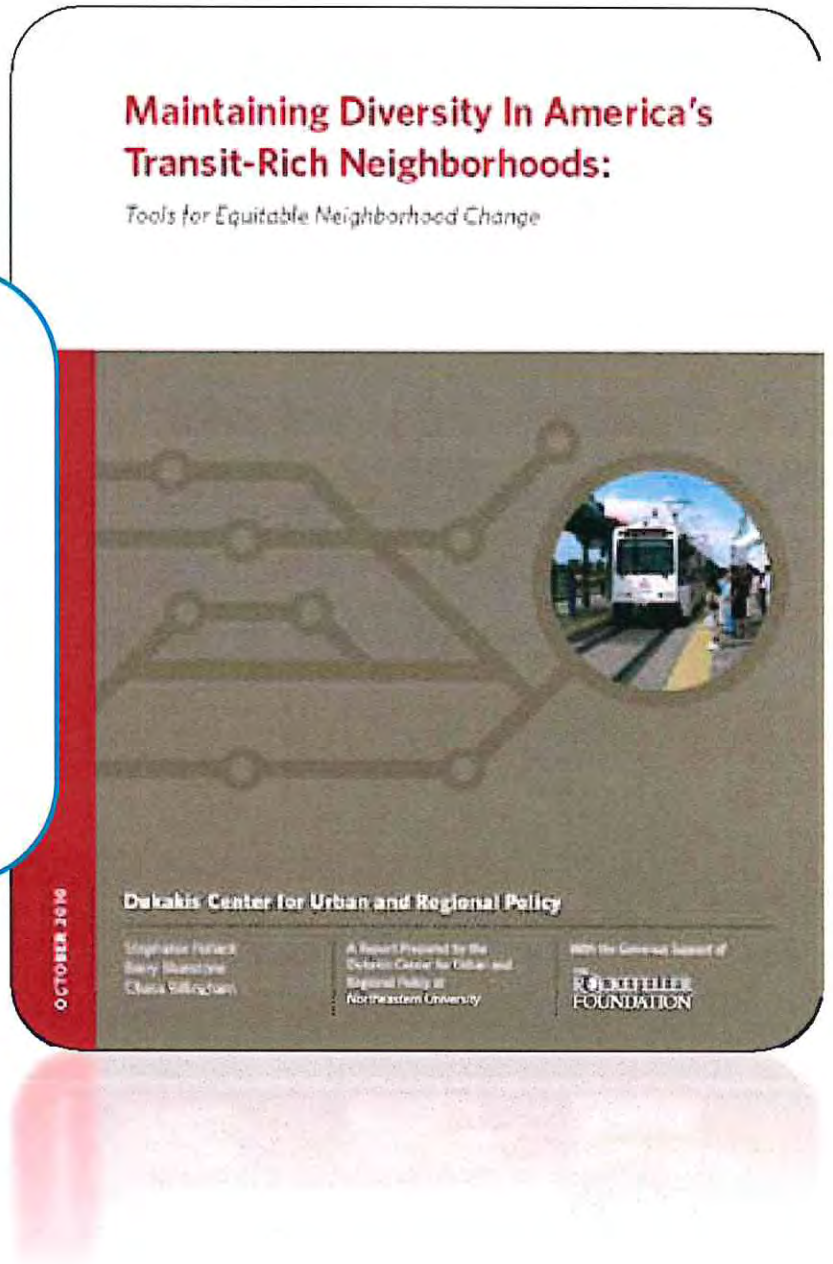
High Parking Creates Negative Feedback Loop

High Parking Creates Negative Feedback Loop



Dukakis Center 2010 Report

TODs are destined to gentrify, bringing higher incomes, declining diversity, resulting in higher vehicle ownership AND ultimately reduced transit ridership!

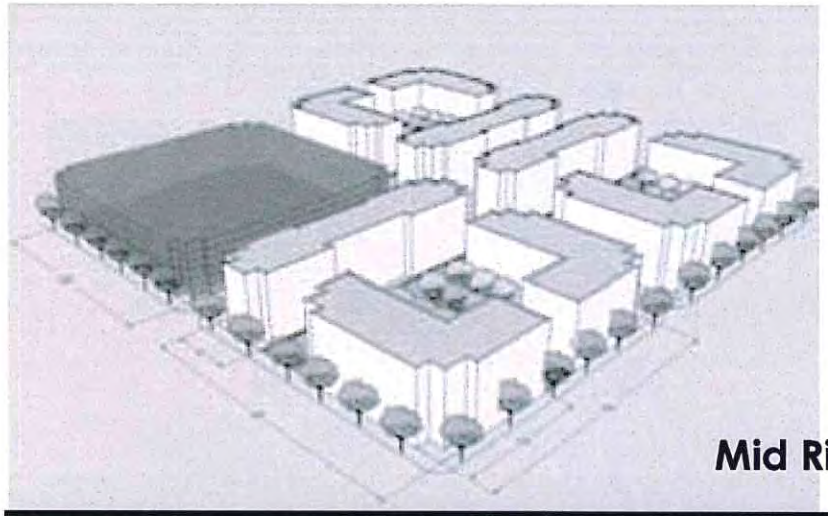


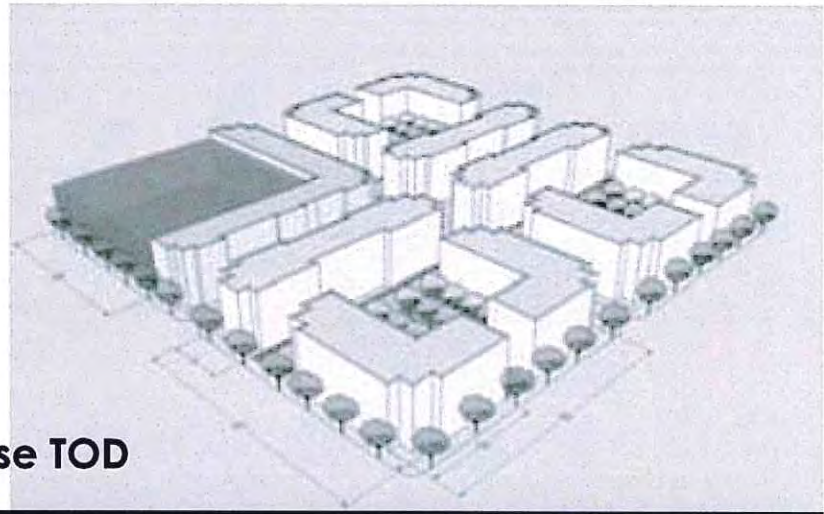
2.2 Parking Spaces per Unit vs. 1.1

Change	2.2
Acres	8
Units	801
Parking Spaces	1,800
Parking Cost	$33.3 m
New Transit Riders	
New Transit Revenue	

TCRP 128 by Cervero, Arrington

2.2 Parking Spaces per Unit vs. 1.1





Mid Rise TOD

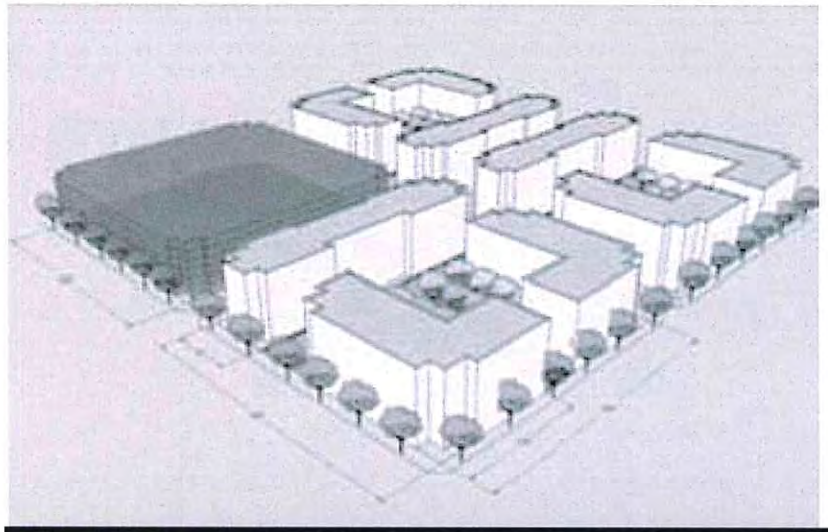
	Change	2.2	1.1
Acres	None	8	8
Units	+162	801	963
Parking Spaces	-648	1,800	1,152
Parking Cost	-$12 m	$33.3 m	$21m
New Transit Riders	+52,650		
New Transit Revenue	+$53,330		

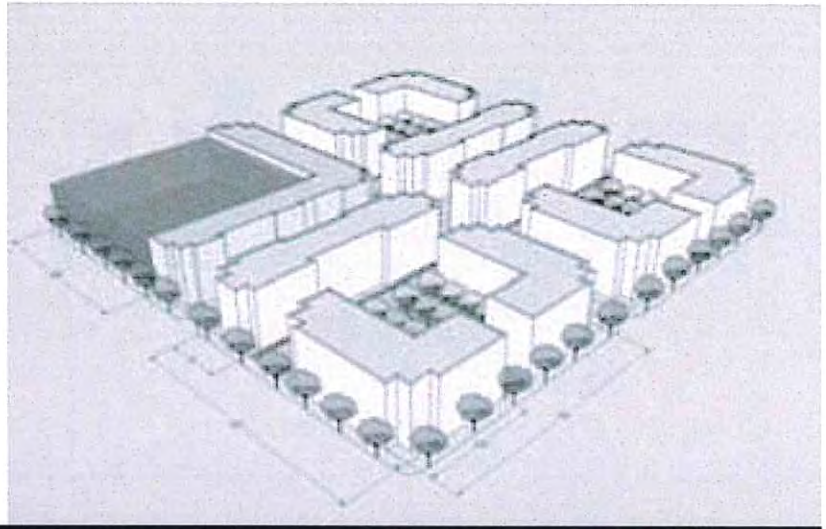
TCRP 128 by Cervero, Arrington

Comment Letter 29

2.2 Parking Spaces per Unit

vs. 0.9



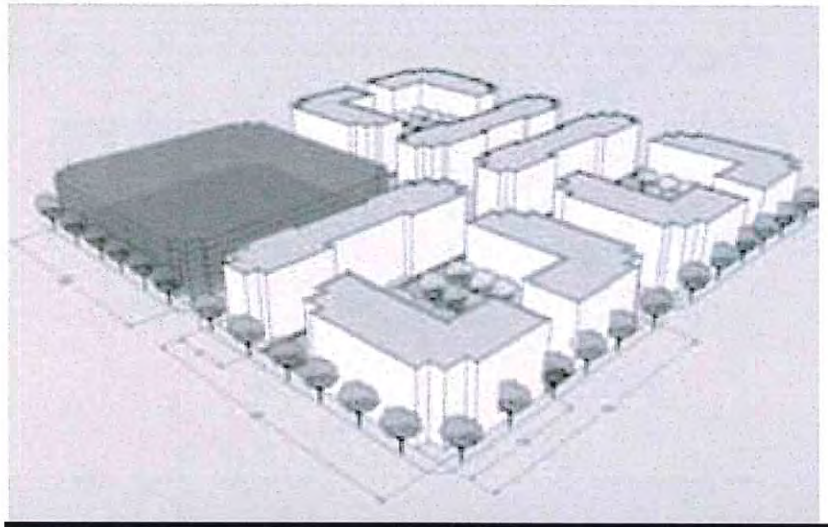


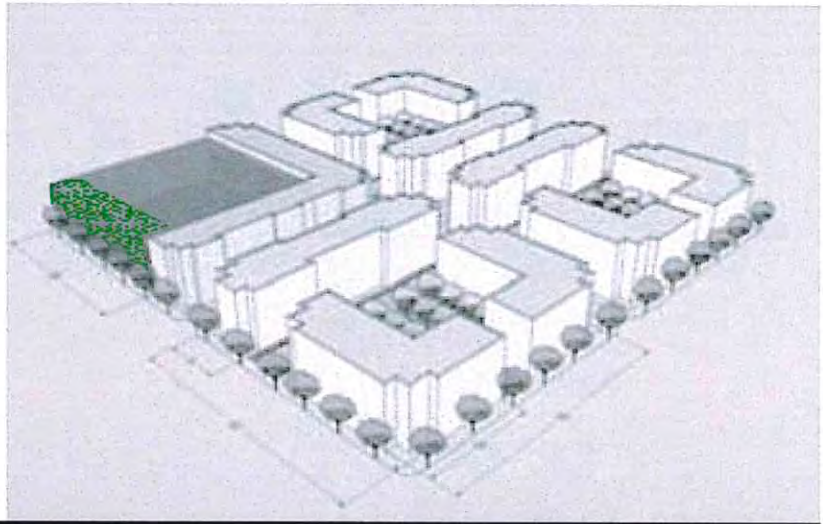
Change	2.2
Acres	8
Units	801
Parking Spaces	1800
Parking Cost	$33.3 m
Traffic Reduction Strategies	

Comment Letter 29

2.2 Parking Spaces per Unit

vs. 0.9

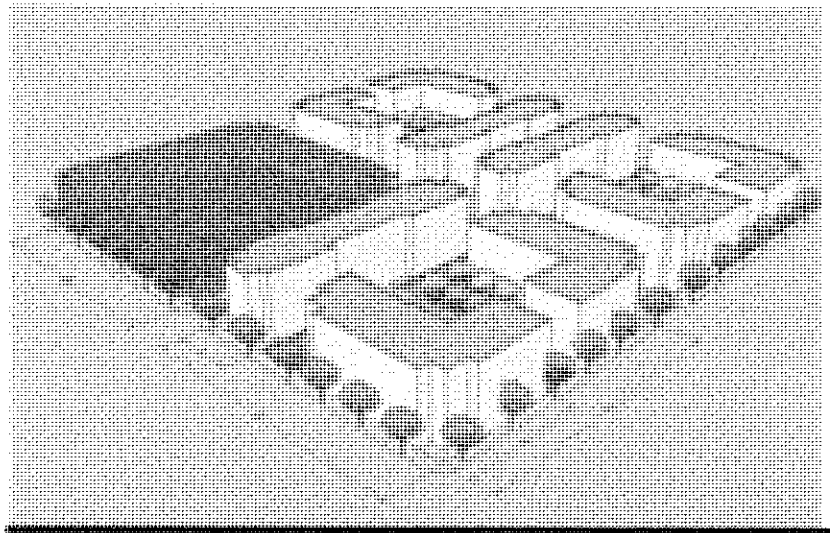


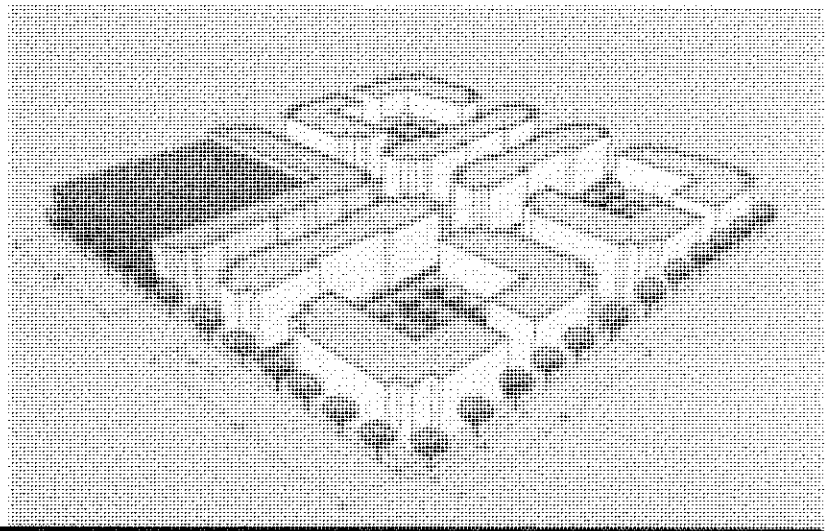


	Change	2.2	0.9
Acres	None	8	8
Units	+200	801	1,001
Parking Spaces	-899	1,800	901
Parking Cost	-$16.6 m	$33.3 m	$16.7m
Traffic Reduction Strategies	+$6 m		1 free pass & 1 free carshare membership per unit

Comment Letter 29

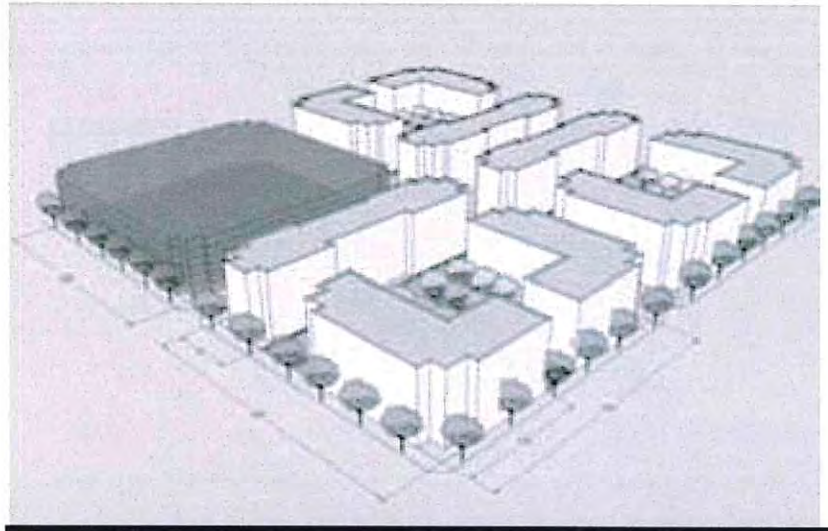
2.2 Parking Spaces per Unit vs. 0.7

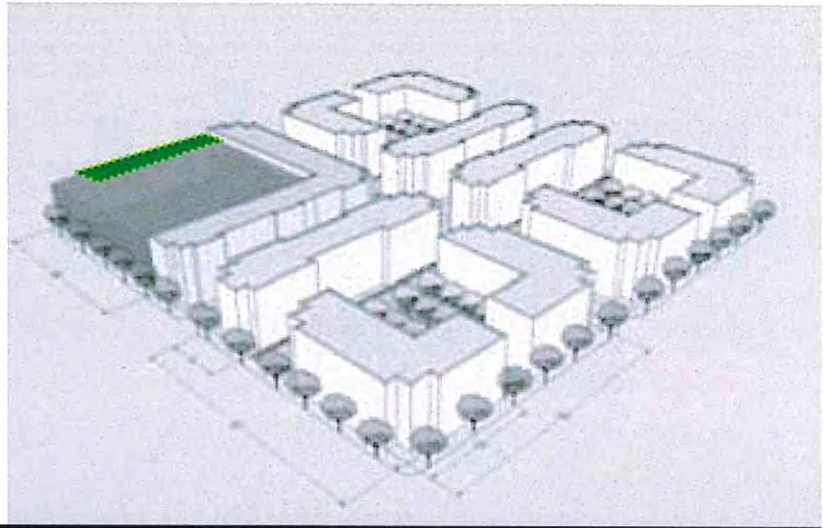




Change	2.2
Acres	8
Units	801
Parking Spcs	1800
Parking Cost	$33.3 m
Traffic Reduction Strategies	

2.2 Parking Spaces per Unit vs. 0.7





	Change	2.2	0.7
Acres	None	8	8
Units	+220	801	1,021
Parking Spaces	-1,086	1,800	714
Parking Cost	-$20.1 m	$33.3 m	$13.2m
Traffic Reduction Strategies	+$6 m		1 free pass & 1 free carshare membership per unit

Comment Letter 29

We are stuck, and change is too slow

- Even when changed = common denominator
- Incomplete, hard to access data
- City staff -- overwhelmed
- Developers – no incentives

Communities Hate Traffic – and don't trust developers or city staff

Certification Standards

- Projected Driving by Residents (Vehicle Miles Traveled per Household)
- Traffic Reduction Strategies
- Appropriate Amount of Parking

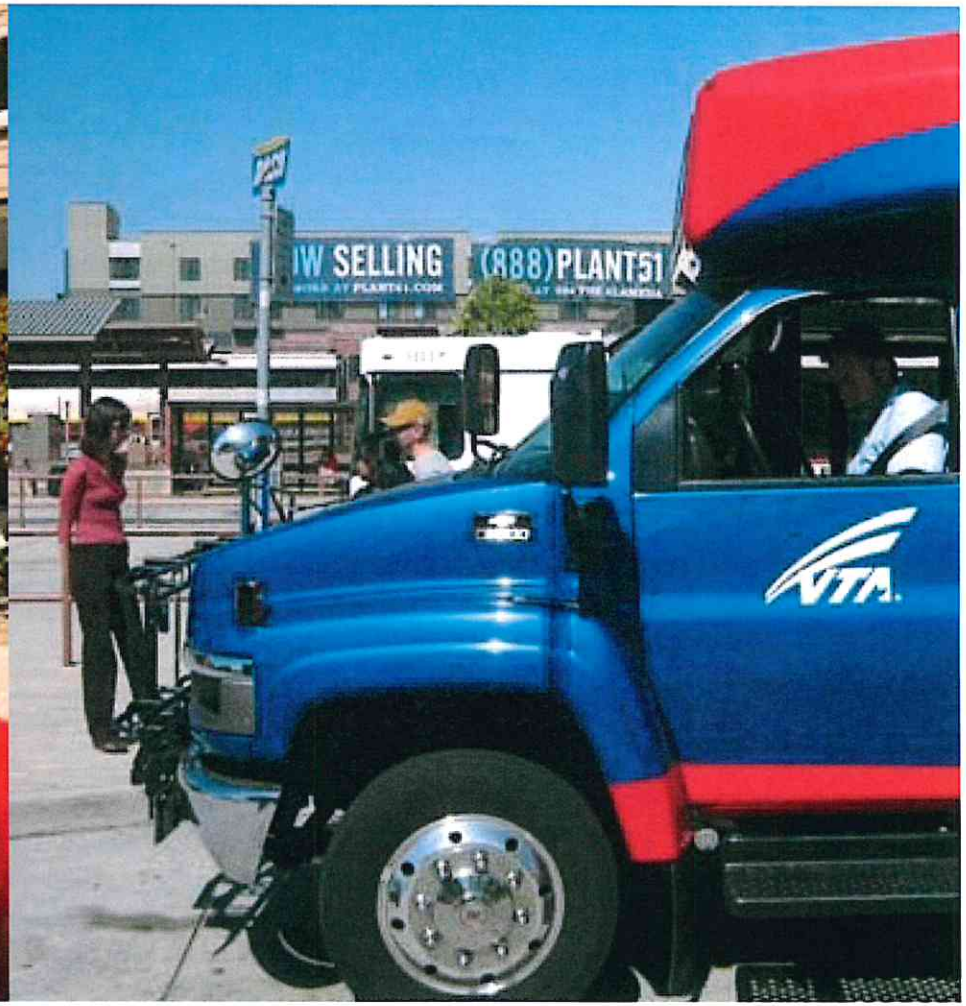
DISCOUNT TRANSIT PASSES

Easy Pass

residential eco pass VTA

R Pass

Caltrain



FREE CARSHARE MEMBERSHIP

UNBUNDLE PARKING

Pay for parking separately from cost of renting or purchase of home.

First Five GreenTRIP Certified Projects

Comment Letter 29

Comment Letter 29

GreenTRIP Standards	Parker Place
Projected Daily Driving by Residents	(Vehicle Miles Traveled per Household per Day)
Less than 25 miles/day	☑ 15 Miles/Day
Bay Area Average Household = 50 miles/household/day	Per Household, based on URBEMIS Projection URBEMIS 2007 v9.2.4
Appropriate Amount of Parking	
Maximum 1 Space/Unit	☑ Less than 1 Space/Unit
Average spaces per home, excluding spaces shared with non-residential uses.	Residential parking spaces: 113 Homes: 155
Traffic Reduction Strategies	
At least 2 of 3 Traffic Reduction Strategies	☑ Unbundled Parking & Transit Passes
The project must have at least two of these three traffic reduction strategies: • Unbundle Parking • Discount Transit Passes • Free Carshare Membership	Unbundled Parking • All parking spaces will be sold or leased separately from the cost of housing AC Transit Easy Passes to be offered: • 1 free annual AC Transit Pass/unit OR • 2 annual AC Transit Passes/unit with deep discounts

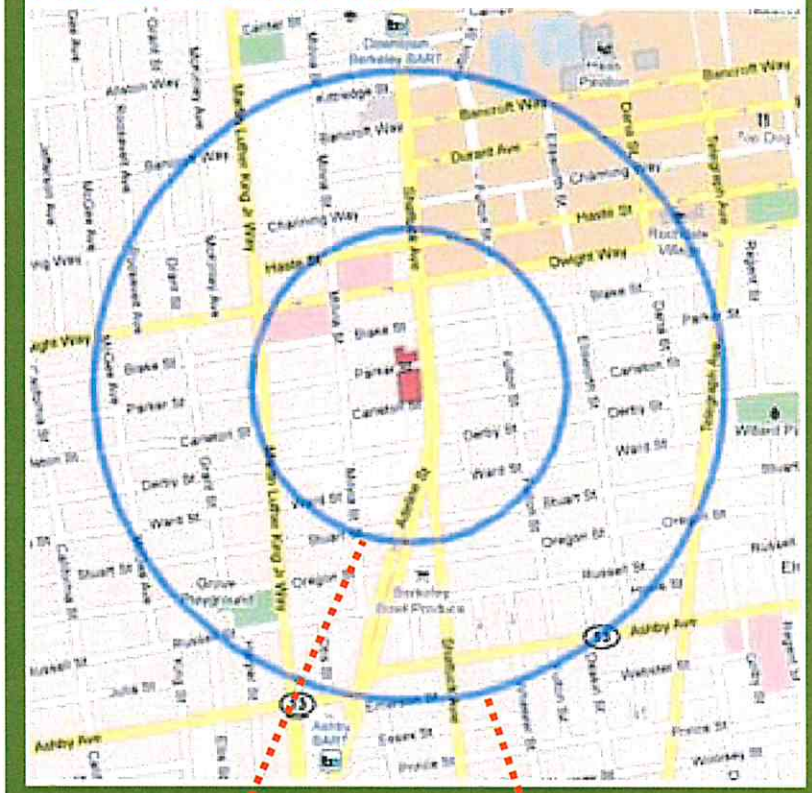
Parker Place

Trip Reduction Credits

The following is an inventory of URBEMIS model inputs. The projected driving is affected by the following trip reduction credits.

Density	
111 Units/Acre Source: City Centric	18% Reduction
Mix of Uses	
5,238 Jobs in 1/2 Mile 7,009 Homes in 1/2 Mile	5% Reduction
Local Retail Present Source: 2000 Census	2% Reduction
Transit Service	
1,417 Weekday Buses in 1/4 Mile 262 Daily Rail in 1/2 Mile Source: AC Transit & BART	13% Reduction
Pedestrian/Bicycle Friendliness	
461 Intersections per Sq. Mile 100% Streets w/ Sidewalks on both sides 94% Arterials/Collectors w/ Bike Lanes or where suitable, direct parallel routes Source: Berkeley Biking and Walking Map	7% Reduction
Affordable Housing	
21% of units are Deed Restricted Below Market Rate Housing Source: City Centric	1% Reduction

Project Context Map



¼ mile: 5 min walk

½ mile: 10 min walk

Comment Letter 29

Green
TRIP
CERTIFIED
The Crossings, San Leandro
By BRIDGE Housing &
Westlake
100 units:100% Affordable
1 deep discounted pass/unit
unbundled parking
Avg 1.1 spaces/unit

GreenTRIP

TRAFFIC REDUCTION + INNOVATIVE PARKING

CERTIFIED

THE CROSSINGS

SAN LEANDRO, CA

20
VEHICLE MILES TRAVELED PER HOUSEHOLD PER DAY

60%
LESS DRIVING THAN THE AVERAGE BAY AREA HOUSEHOLD

670 Tons less CO2 than Avg. Bay Area HH

APPROVED DESIGN OF THE CROSSINGS HAS SUCCESSFULLY MET GREENTRIP CERTIFICATION STANDARDS.

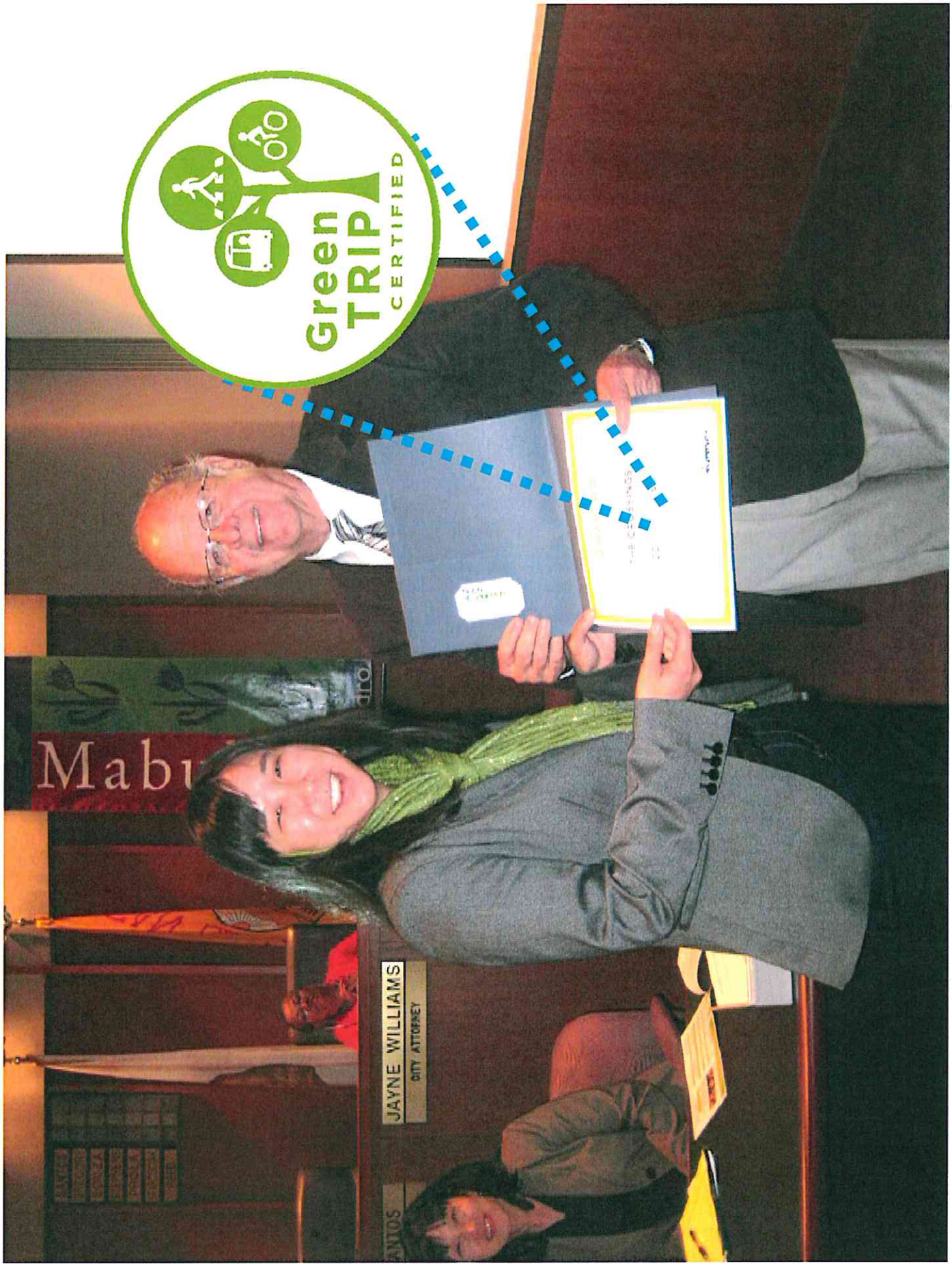
RESIDENTS OF EACH HOME IN THE CROSSINGS ARE PROJECTED TO DRIVE LESS THAN 20 VMT/HH/DAY WHICH IS 60% LESS THAN THE TYPICAL BAY AREA HOUSEHOLD DRIVES. THE CROSSINGS WILL PROVIDE A MAXIMUM OF 1.1 PARKING SPACES PER HOME AND UNBUNDLE ALL PARKING SPACES FOR THE CORNERSTONE PART OF THE CROSSINGS.

WWW.GREENTRIP.ORG

Stuart Cohen

Stuart Cohen, Executive Director
February 26, 2010

TRANSFORM


Green TRIP
CERTIFIED
JAYNE WILLIAMS
CITY ATTORNEY

Results – First five certified projects:

40 year commitment

2,010: FREE Transit Passes

600: FREE Carshare Memberships

355: 100% Unbundled Parking Spaces

Impacts

59,400 Fewer miles daily

2.1 M Fewer Pounds GHG/year

$9.8 M Annual Direct Transportation Savings

Major Challenges for Scaling

1) Moving upstream
2) Proprietary
3) DATA gaps
4) Few models
5) Issues not mainstreamed

GreenTRIP 2.0: Great Access/Deep Affordability

1) Continue GreenTRIP Certification

2) Catalyze research to create needed DATA

3) Web-Based GreenTRIP Database

4) Community Engagement and Education

GreenTRIP 2.0: Great Access/Deep Affordability

1) Continue GreenTRIP Certification

- New Greater Focus on Dedicated Affordable Housing
- Thanks to:

FHLBank San Francisco

GreenTRIP 2.0: Great Access/Deep Affordability

1) Continue GreenTRIP "Classic"

2) Catalyze research to create needed DATA

- Consolidate and analyze existing data
- Conduct site-based research to fill in gaps
- Link with other studies that modify ITE parking and trip generation rates

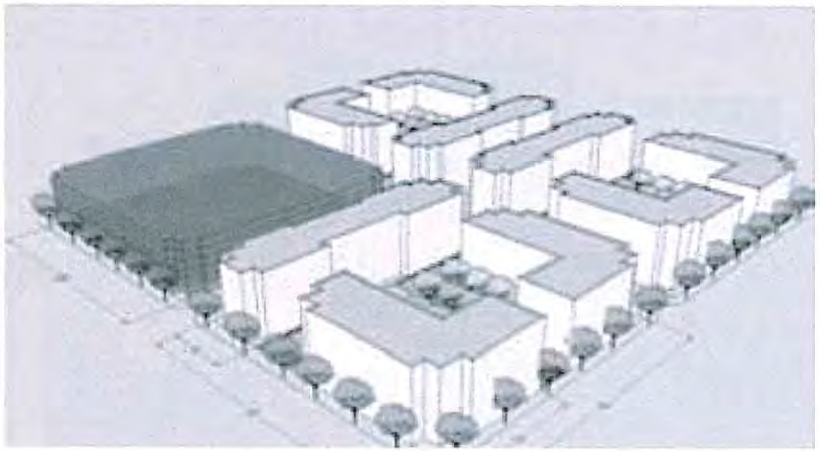
GreenTRIP 2.0: Great Access/Deep Affordability

1) Continue GreenTRIP "Classic"

2) Catalyze research to created needed DATA

3) Web-Based GreenTRIP Database

- All can view, toggle, see data sources
- Constantly updated, including new TDMs
- Ultimately, overlay zones to embed in codes



GreenTRIP 2.0: Great Access/Deep Affordability

1) Continue GreenTRIP "Classic"
2) Catalyze research to created needed DATA
3) Web-Based GreenTRIP Database
4) **Community Engagement & Education**

- Changing specific plans and zoning
- Trainings and workshops
- Engaging health, affordable housing and others
- Bring info to regional scale -- SB 375 implementation

Get Positive Feedback Loop for Transit and TDMs Rolling!

Funded by:

SILICON VALLEY | community foundation
SERVING SAN MATEO AND SANTA CLARA COUNTIES

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

THE ROCKEFELLER FOUNDATION

UnionBank

FHLBank San Francisco

www.GreenTRIP.org

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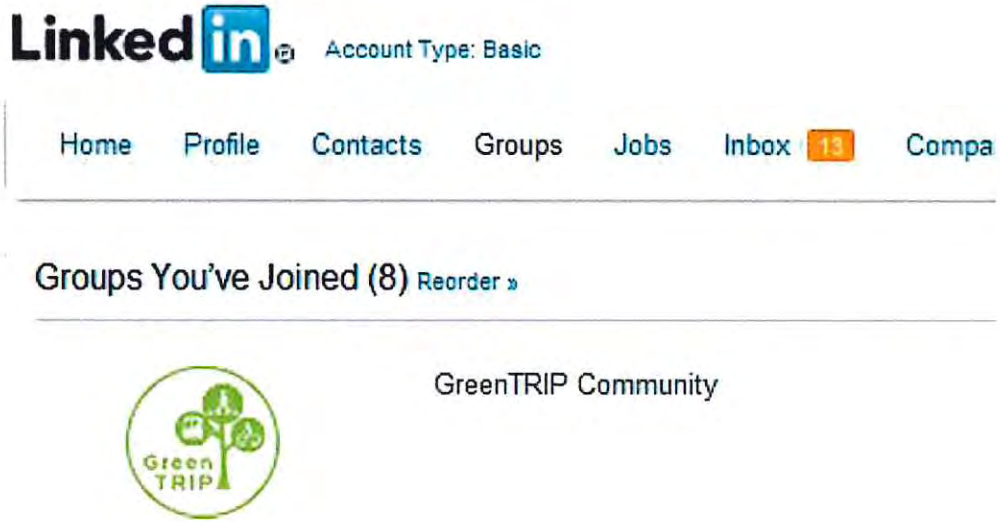
TRANSFORM

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