Transportation Sustainability Program

Photo: Sergio Ruiz
San Francisco 2016

Roads and public transit nearing capacity

Increase in cycling and walking despite less than ideal conditions
San Francisco 2040
100,000+ new households
190,000+ new jobs
A Comprehensive Approach to Growing Sustainably

Public Investment and Strategies for Existing and Future Population Underway

- Transit capital and operational investments (Central Subway, Muni Forward, BRT, DTX, etc.)
- Bicycle infrastructure (protected lanes, parking, etc.)
- Pedestrian safety (Vision Zero, Walk First, etc.)
- Demand Management (bike sharing, shuttles, citywide TDM, etc.)

New Development Contribution

Transportation Sustainability Program:
Assess development’s transportation impacts in a more meaningful way and require developers to reduce their impacts and pay their fair share for those impacts.
TRANSPORTATION SUSTAINABILITY PROGRAM

Keeping people moving as our city grows

align

MODERNIZE ENVIRONMENTAL REVIEW

More meaningful transportation analysis that better captures environmental effects

shift

ENCOURAGE SUSTAINABLE TRAVEL

On-site transportation amenities that reduce reliance on driving

invest

ENHANCE TRANSPORTATION TO SUPPORT GROWTH

Development fee to help fund transit and safer streets
ENCOURAGE SUSTAINABLE TRAVEL
TDM Ordinance – Goals and Benefits

Goal = Keep People Moving as Our City Grows by Reducing Single Occupancy Vehicle Trips and Vehicle Miles Traveled

Additional Benefits

Better Environmental Outcomes

Improved Public Health

Improved Planning Process
TDM Ordinance Basics

Targets

Aimed at reducing Single Occupancy Vehicle Trips and VMT

Menu of Options

Project sponsor chooses the best fit for each project to reach targets

Implementation Strategy

Measure and enforce progress to ensure targets are achieved
TDM Ordinance Targets

Based on # off-street vehicular parking spaces

Residential and Office Projects
• 0 to 20 spaces = 13 points
• Every additional 10 spaces = 1 point

Retail
• 0 to 4 spaces = 9 points
• Every additional 2 spaces = 1 point

Other Land Uses
• To be determined, but similar in concept

Proposed Exemptions*
Residential:
• 100% Affordable Housing
• < 10 dwelling units
Non-Residential:
• <10,000 sf

Grandfathering
No building permit sign-off from Planning = subject to Ordinance

*Only if the projects do not exceed required or allowable amount of off-street vehicular parking.
TDM Ordinance Basics

**Targets**
Aimed at reducing Single Occupancy Vehicle Trips and Vehicle Miles Traveled (VMT)

**Menu of Options**
*Project sponsor chooses the best fit for each project to reach targets*

**Implementation Strategy**
Measure and enforce progress to ensure targets are achieved
TDM Tool

Menu of 30 Measures:
Under the control of the developer or tenant
All reduce single occupancy vehicle trips and vehicle miles traveled (VMT)

- Active Transportation Related (10)
- High Occupancy Vehicle (5)
- Parking (4)
- Design (3)
- Car-Share (3)
- Family (2)
- Land Use (2)
- Management (1)

Range of Effectiveness

<table>
<thead>
<tr>
<th>Low: 1 point</th>
<th>Medium: 3 points</th>
<th>High: 10+ points</th>
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<tbody>
<tr>
<td>Wayfinding</td>
<td>Showers and Lockers</td>
<td>Bicycle Beyond Code</td>
</tr>
<tr>
<td>Signage</td>
<td></td>
<td>Public Transit Subsidy</td>
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<tr>
<td></td>
<td></td>
<td>Reduced Parking Supply</td>
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## Example Project – Market-Octavia Neighborhood

<table>
<thead>
<tr>
<th>Dwellings Units</th>
<th>49</th>
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<tbody>
<tr>
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<td><strong>Target</strong></td>
<td>13 Points</td>
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<tr>
<td>Code Compliance/Location</td>
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<tr>
<td>Parking Supply</td>
<td>- Neighborhood Parking Rate 0.33 per unit</td>
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<tr>
<td>Management</td>
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### Code Compliance/Location
- Bicycle Parking (2 points)
- Parking Unbundling (3 points)
- Bicycle Parking (2 points)
- Parking Unbundling (3 points)

### Parking Supply Management
- Neighborhood Parking Rate 0.33 per unit
- Project Parking Rate 0.17 per unit (6 points)
- Neighborhood Parking Rate 0.33 per unit
- Project Parking Rate 0.50 per unit (0 points)

### Additional Measures
- Bike Share Membership (2 points)
- Car-share Parking beyond Planning Code (2 points)
- Car-share membership (5 points)
- Family TDM – amenities (2 points)
TDM Ordinance Basics

Targets
Aimed at reducing Single Occupancy Vehicle Trips and Vehicle Miles Traveled (VMT)

Menu of Options
Project sponsor chooses the best fit for each project to reach targets

Implementation Strategy
Measure and enforce progress to ensure targets are achieved
How will this work?

1. Sponsor goes online, selects measures, submits measures with application.

2. City staff reviews; recommends measures as conditions of approval.

3. Planning Commission approves; building permits issued.

4. Pre-occupancy compliance; on-going compliance documentation.
Next Steps and Feedback

Next Steps
- Further Outreach
- Introduction at Board of Supervisors – early Spring
- Planning Commission hearing – 30+ days after Introduction
- Adoption – 2 to 3 months after Introduction

Feedback
- Overall Framework
- Applicability
- Exemptions
- Grandfathering
THANK YOU

TRANSPORTATION SUSTAINABILITY PROGRAM

Keeping people moving as our city grows

Website: http://tsp.sfplanning.org
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