Appendix F – Vehicle Miles Traveled Evaluation Tool Results
# CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

## PROJECT:

<table>
<thead>
<tr>
<th>Name</th>
<th>Former City Hall Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tool Version</td>
<td>2/29/2019</td>
</tr>
<tr>
<td>Location</td>
<td>801 North First Street, San Jose, CA 95110</td>
</tr>
<tr>
<td>Parcel</td>
<td>25904023</td>
</tr>
<tr>
<td>Parcel Type</td>
<td>Urban Low Transit</td>
</tr>
<tr>
<td>Proposed Parking Spaces</td>
<td>Vehicles: 0</td>
</tr>
<tr>
<td></td>
<td>Bicycles: 0</td>
</tr>
</tbody>
</table>

## LAND USE:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Percent of All Residential Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>Single Family</td>
<td>0 DU</td>
</tr>
<tr>
<td>Multi Family</td>
<td>0 DU</td>
</tr>
<tr>
<td>Subtotal</td>
<td>0 DU</td>
</tr>
<tr>
<td>Office</td>
<td>113.4 KSF</td>
</tr>
<tr>
<td>Retail</td>
<td>0 KSF</td>
</tr>
<tr>
<td>Industrial</td>
<td>0 KSF</td>
</tr>
</tbody>
</table>

## VMT REDUCTION STRATEGIES

### Tier 1 - Project Characteristics

- **Increase Residential Density**
  - Existing Density (DU/Residential Acres in half-mile buffer) 9
  - With Project Density (DU/Residential Acres in half-mile buffer) 9

- **Increase Development Diversity**
  - Existing Activity Mix Index 0.83
  - With Project Activity Mix Index 0.83

- **Integrate Affordable and Below Market Rate**
  - Extremely Low Income BMR units 0%
  - Very Low Income BMR units 0%
  - Low Income BMR units 0%

- **Increase Employment Density**
  - Existing Density (Jobs/Commercial Acres in half-mile buffer) 40
  - With Project Density (Jobs/Commercial Acres in half-mile buffer) 42

### Tier 2 - Multimodal Infrastructure

### Tier 3 - Parking

### Tier 4 - TDM Programs

- **Subsidized or Discounted Transit Program**
  - Percent of Transit Subsidy 100%
EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold and per industrial worker VMT below the City's threshold.
PROJECT:
Name: Former City Hall Project
Location: 801 North First Street, San Jose, CA 95110
Parcel: 25904023
Parcel Type: Urban Low Transit
Proposed Parking Spaces: Vehicles: 0, Bicycles: 0
Tool Version: 2/29/2019
Date: 9/18/2020

LAND USE:
Residential:
- Single Family: 0 DU
- Multi Family: 108 DU
Subtotal: 108 DU
Office: 23 KSF
Retail: 0 KSF
Industrial: 0 KSF

Percent of All Residential Units
- Extremely Low Income (≤ 30% MFI): 0 % Affordable
- Very Low Income (> 30% MFI, ≤ 50% MFI): 0 % Affordable
- Low Income (> 50% MFI, ≤ 80% MFI): 0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer): 9
- With Project Density (DU/Residential Acres in half-mile buffer): 9

Increase Development Diversity
- Existing Activity Mix Index: 0.83
- With Project Activity Mix Index: 0.83

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units: 0 %
- Very Low Income BMR units: 0 %
- Low Income BMR units: 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer): 40
- With Project Density (Jobs/Commercial Acres in half-mile buffer): 41

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

Subsidized or Discounted Transit Program
- Percent of Transit Subsidy: 100 %
RESIDENTIAL ONLY
The tool estimates that the project would generate per capita VMT below the City's threshold.

![Graph showing VMT per capita for different scenarios.]

- Area VMT: 9.63
- Project VMT: 9.37
- Project + TDM VMT: 9.08

Est. Max Reduction Possible: 5.78
Residential Threshold: 10.12

EMPLOYMENT ONLY
The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold and per industrial worker VMT below the City's threshold.

![Graph showing VMT per worker for different scenarios.]

- Area VMT: 12.88
- Project VMT: 12.88
- Project + TDM VMT: 12.48

Est. Max Reduction Possible: 7.73
Office Threshold: 12.22
## LAND USE:

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<tbody>
<tr>
<td>Single Family</td>
<td>0 DU Extremely Low Income (≤ 30% MFI) 27% Affordable</td>
</tr>
<tr>
<td>Multi Family</td>
<td>100 DU Very Low Income (&gt; 30% MFI, ≤ 50% MFI) 27% Affordable</td>
</tr>
<tr>
<td>Subtotal</td>
<td>100 DU Low Income (&gt; 50% MFI, ≤ 80% MFI) 46% Affordable</td>
</tr>
<tr>
<td>Office</td>
<td>113.4 KSF</td>
</tr>
<tr>
<td>Retail</td>
<td>0 KSF</td>
</tr>
<tr>
<td>Industrial</td>
<td>0 KSF</td>
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## VMT REDUCTION STRATEGIES

### Tier 1 - Project Characteristics

**Increase Residential Density**
- Existing Density (DU/Residential Acres in half-mile buffer) .......................................................... 9
- With Project Density (DU/Residential Acres in half-mile buffer) ......................................................... 9

**Increase Development Diversity**
- Existing Activity Mix Index .................................................................................................................... 0.83
- With Project Activity Mix Index ................................................................................................................. 0.83

**Integrate Affordable and Below Market Rate**
- Extremely Low Income BMR units ................................................................. 27%
- Very Low Income BMR units ......................................................................................... 27%
- Low Income BMR units .............................................................................................. 46%

**Increase Employment Density**
- Existing Density (Jobs/Commercial Acres in half-mile buffer) ................................................. 40
- With Project Density (Jobs/Commercial Acres in half-mile buffer) ................................ 42

### Tier 2 - Multimodal Infrastructure

### Tier 3 - Parking

### Tier 4 - TDM Programs

**Subsidized or Discounted Transit Program**
- Percent of Transit Subsidy ......................................................................................................................... 100%
RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.

![Graph showing residential VMT comparison]

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold and per industrial worker VMT below the City's threshold.

![Graph showing employment VMT comparison]