



GreenTRIP recognizes that in places with lots of transit and a mix of uses close together, people are not likely to drive everywhere.

By providing the “right-sized” amount of parking, resources spent on land and constructing the spaces can be redirected to strategies scored by GreenTRIP.

### Place Types

Bay Area neighborhoods come in a variety of forms. The GreenTRIP scoring system recognizes this with different certification thresholds for different kinds of neighborhoods.

GreenTRIP uses the Place Types developed for the Metropolitan Transportation Commission’s (MTC) Station Area Planning Manual.

Refer to the “Place Type Identification Table” at the end of this brochure for more information.

### THRESHOLDS FOR CERTIFICATION

Place Type	MAX Parking Ratio*	REQUIRED Traffic Reduction Strategies	MAX VMT/HH**
Regional Center	0.75	3 of 3	25
Urban Center	1.00	2 of 3	25
Urban Neighborhood	1.00	2 of 3	25
Sub-Regional Center	1.25	2 of 3	30
Town Center	1.50	1 of 3	35
Transit Neighborhood	1.50	1 of 3	35

\*Parking Ratio: Average Parking Spaces Per Home

\*\*Maximum average VMT per HH, per day.

VMT: Vehicle Miles Traveled

HH: Household



Downtown San Jose. Walking distance from jobs, VTA’s light rail, markets and a variety of shops, restaurants and services.



### RIGHT-SIZED PARKING

The amount of parking provided and how use of the spaces is managed has significant impact on the amount of driving. It also deeply impacts the cost of development and in many cases can cause development to be infeasible.

### CERTIFICATION THRESHOLD

The Maximum Parking Ratio is calculated by dividing the total residential parking spaces by the total number units, regardless of size.

Only parking that is dedicated to residential use will be counted. Residential spaces that are shared with commercial or non-residential uses will not be counted.



Unused parking is a waste of land and resources. Typical structured garage parking costs \$30,000 per space. Just 10 empty spaces is a loss of \$300,000

### STANDARDS FOR TRAFFIC REDUCTION STRATEGIES

Developers choose from three Traffic Reduction Strategies to meet certification. The number of strategies required depends on the Place Type surrounding the proposed project.



### UNBUNDLE PARKING

The cost of parking is one of the strongest factors effecting driving behavior. When the cost of parking is separated from rent or purchase price people get to carefully consider the need for more parking space.

Unbundled parking is a flexible system for families needing more parking to pay more and for those who need fewer spaces to pay less.



### DISCOUNT TRANSIT PASSES

In most cases, these are less expensive than providing an additional parking space per unit. With the average monthly bus pass ranging from \$40-80 a month, a 50% subsidy would be \$20-40/month.

As of July 2009, AC Transit, VTA and SamTrans offer deep-discount (up to 90% off) monthly passes when purchased in bulk.



### FREE CARSHARE MEMBERSHIP

With a carshare membership, families with two cars can consider selling one car, saving them the cost of ownership without giving up access to a car when needed.

The Bay Area has two carshare providers: City CarShare and Zipcar, both with excellent networks of pods for urban residents.

### CERTIFICATION THRESHOLDS - Traffic Reduction Strategies

- Provide evidence that all parking spaces will be sold or leased separately from the cost of housing. [1]

[1] This requirement may be waived for affordable housing, with a 1.0 parking ratio, if federal financing rules prohibit unbundled parking.

- Provide **at least a 50% discount** off the retail price of a monthly pass.
- Provide **at least one pass per unit**.
- Provide Passes for **40** years.
- Projects served by AC Transit, VTA or SamTrans, must provide two passes per unit.

- Provide free carshare membership to all eligible residents, (with a current driver's license and eligible age).
- Identify an existing carshare pod within a 1/2 mile of the project or provide one on-site.



### MAXIMUM VMT/HH

GreenTRIP uses the Urban Emissions Model, URBEMIS, developed by the California Air Resources Board, to estimate a project's Vehicle Miles Traveled (VMT) per Household (HH). You do not need to know your project's VMT/HH when you apply.

You only need to meet the Minimum Criteria for Participation to be eligible for the pilot.



Transit is becoming more convenient as multiple agencies coordinate fares with a single card. Translink now works for BART, AC Transit, Muni, Golden Gate Transit, and Caltrain with more transit agencies coming soon.

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### URBEMIS TRAFFIC REDUCTION CREDITS

This summary of reduction credits, created by Nelson/Nygaard, shows the impact of various project attributes on the VMT/HH score. If the initial VMT/HH score does not meet the GreenTRIP certification threshold, we will suggest ways to improve the score, using this table as a guide.

	Residential (1)	Non-Residential
<b>Physical Measures</b>		
Net Residential Density	Up to 55%	N/A
Mix of Uses	Up to 9%	Up to 9%
Local-Serving Retail	2%	2%
Transit Service	Up to 15%	Up to 15%
Pedestrian/Bicycle Friendliness	Up to 9%	Up to 9%
Physical Measures subtotal	Up to 90%	Up to 35%
<b>Demand Management and Similar Measures</b>		
Affordable Housing	Up to 4%	N/A
Parking Supply (2)	N/A	No limit
Parking Pricing/Cash Out	N/A	Up to 25%
Free Transit Passes	25% * reduction for transit service	25% * reduction for transit service
Telecommuting (3)	N/A	No limit
Other TDM Programs	N/A	Up to 2%, plus 10% of the credit for transit and ped/bike friendliness
Demand Management subtotal (4)	Up to 7.75%	Up to 31.65%

Notes:

- (1) For residential uses, the percentage reductions shown apply to the ITE average trip generation rate for single-family detached housing. For other residential land use types, some level of these mitigation measures is implicit in ITE average trip generation rates, and the percentage reduction will be lower.
- (2) Only if greater than sum of other trip reduction measures.
- (3) Not additive with other trip reduction measures.
- (4) Excluding credits for parking supply and telecommuting, which have no limit.



### GreenTRIP PLACE TYPE IDENTIFICATION TABLE

	Regional Center	Urban Center	Urban Neighborhood	Sub-Regional Center	Town Center	Transit Neighborhood
<b>What are the characteristics of the Station Area?</b> [1]	Primary center of economics and cultural activity.	Significant center of economics and cultural activity with regional-scale destinations.	Predominantly residential district with good access to Regional and Sub-Regional Centers.	Significant center of economics and cultural activity with regional-scale destinations.	Local center of economic and community activity.	Predominantly residential district organized around transit station
<b>What is the primary transit mode the Station Area?</b> [2]	BART, LRT/Streetcar, Bus	BART, LRT/Streetcar, Bus	BART, LRT/Streetcar, BRT, Commuter Rail, Bus	BART, Commuter Rail, LRT/Streetcar, Bus	Commuter Rail, Local/Regional Bus Hub, Ferry, Potentially BART, Bus	LRT/Streetcar, BRT, Commuter Rail, Potentially Ferry, Bus
<b>What is the land use mix and density in the Station Area?</b>	High-density mix of residential, commercial, employment, and civic/cultural uses.	Moderate- to high-density mix of residential, commercial, employment, and civic/cultural uses.	Moderate- to high-density, predominantly residential uses with supporting commercial and employment uses.	Moderate- to high-density mix of residential, commercial, employment, and civic/cultural uses.	Moderate-density mix of residential, commercial, employment, and civic/cultural uses.	Low- to moderate-density, predominantly residential uses with supporting commercial and employment uses.
<b>What are the characteristics of retail in the Station Area?</b>	Regional-serving destination retail opportunity; need for local-serving retail.	Regional-serving destination retail opportunity; need for local-serving and community local-serving retail.	Primarily local-serving retail opportunity; need for some community-serving retail.	Regional-serving destination retail opportunity; need for local-serving and community local-serving retail.	Community-serving and destination retail opportunity for local-serving retail.	Primarily local-serving retail opportunity.
<b>What are the major planning and development challenges?</b>	Integrating dense mix of housing and employment into built-out context.	Integrating high-density housing into existing mix of housing and employment to support local-serving retail.	Expanding local-serving retail opportunities and increasing high-density housing opportunities.	Introducing housing into predominantly employment uses and improving connections/access to transit.	Increasing densities while retaining scale and improving transit access.	Integrating moderate density housing and supporting local-serving retail.
<b>Examples</b> [3]	Downtown San Francisco, Oakland & San Jose	Downtown Hayward, Berkeley & Santa Rosa	Fruitvale	Pleasant Hill BART, Dublin/Pleasanton BART	Downtown San Mateo, Downtown Petaluma	Whisman Station (Mountain View), Hercules

#### GreenTRIP Certification Thresholds

Scoring Thresholds	0.75	1.00	1.00	1.25	1.50	1.50
Maximum Parking Ratio [4]	0.75	1.00	1.00	1.25	1.50	1.50
Required Traffic Reduction Strategies	3 of 3	2 of 3	2 of 3	2 of 3	1 of 3	1 of 3
MAX VMT/HH [5]	25	25	25	30	35	35

[1] Station Area typically refers to half mile radius around station, or roughly 500 acres.

[2] LRT: light rail transit; BRT: bus rapid transit

[3] Station Areas are typically a mix of characteristics of several Place Types. These examples are meant to be illustrative of the qualities only.

[4] Parking Ratio: Average Parking Spaces Per Home

Adapted from the Metropolitan Transportation Commission's (MTC) Station Area Planning Manual, 2007. [www.mtc.ca.gov/planning/smart\\_growth/Station\\_Area\\_Planning\\_Manual.pdf](http://www.mtc.ca.gov/planning/smart_growth/Station_Area_Planning_Manual.pdf)