

# YOUTH COMMISSION

October 25, 2021  
6:30 PM to 8:30 PM

**I. CALL TO ORDER & ORDERS OF THE  
DAY**

**A. ROLL CALL**

**B. LAND ACKNOWLEDGEMENT**

## II. PUBLIC RECORD

**III. OPEN FORUM**  
**(2 MINUTES OF SPEAKING TIME IS**  
**AVAILABLE)**

## **IV. CONSENT CALENDAR**

**A. APPROVE SEPTEMBER 27<sup>TH</sup>, 2021 MEETING  
MINUTES**

**B. APPROVE SEPTEMBER 27<sup>TH</sup>, 2021 ATTENDANCE  
RECORD**

**C. APPROVE DISTRICT SPECIFIC YOUTH ADVISORY  
COUNCIL (YAC) WORK PLANS**

# V. DISCUSSION/ACTION ITEMS

**A. HELD FROM SEPTEMBER 27<sup>TH</sup>, 2021  
ITEM NO. 5D:**

**DISCUSS AND APPROVE DISTRICT 4  
POLICY PROPOSAL REGARDING  
VEHICLES (A. UYTINGCO)**

Policy Team: *Climate Change*

Discussion Area: Policy

Team Leader: *Britney Sun* (District 4)

Team Members: *Rachel Chen, Ashley Pandya, Medha Mahanta, Jalen Wong*

I. Recommendation

To support the effort to reduce carbon emissions, the San Jose Youth Advisory Council recommends that the city should replace all gasoline based vehicles in its jurisdiction (delivery vehicles, mail carrier trucks, etc.) with electric ones.

II. Background

As of 2020, records have been broken across the globe. Not in the olympics—which had to be delayed due to the pandemic—but in blazing hot temperatures, which have been accompanied by destructive hurricanes and raging wildfires. San Jose is no exception to the overwhelming chaos. The education of thousands of students are put at risk by poor air quality and businesses damaged by destructive flames during the California fires. These phenomena are symptoms of climate change, where excess carbon emissions in the air, specifically greenhouse gases, intensify global warming and its effects. Since vehicles are the second leading contributor of carbon emissions, it is crucial to shift to vehicles that are run on renewable sources of energy, such as electricity.

III. Research

Climate change is a long-term change in the average weather patterns that have come to define Earth's local, regional and global climates. Fluctuations observed in Earth's climate are primarily driven by fossil fuel burning, which increases heat-trapping greenhouse gas levels in Earth's atmosphere and raises Earth's average surface temperature. These human-produced temperatures, commonly referred to as global warming, manifest into irregular weather patterns and extreme natural disasters. San Jose is no stranger to the effects of climate change. According to Cal Fire, "nearly 10,000 fires had burned over 4.2 million acres" come December, making 2020 the largest wildfire season recorded in California's modern history. When combined with distance learning circumstances due to COVID-19, widespread power outages prevented thousands of students in San Jose school districts from receiving access to education. Since the transportation sector is "the country's second-largest source of carbon pollution" ([nrdc.org](https://www.nrdc.org)), switching to electric vehicles will lower the amount of heat-trapping greenhouse gases in Earth's atmosphere and protect residents from extreme weather conditions such as wildfires.



Compared to the traditional vehicle, electric vehicles outperform in both emissions and cost. The Union of Concerned Scientists found that “battery electric cars generate half the emissions of the average comparable gasoline car, even when pollution from battery manufacturing is accounted for.” Since electric cars have zero direct waste, no pollutants are emitted when driving. In addition to dramatically reducing carbon emissions, electric vehicles also have significantly cheaper maintenance costs. Over the anticipated 15-year life span of a vehicle, the electricity required to run a battery-powered electric car can be as much as \$14,480 cheaper than fueling up an internal combustion vehicle. In 2019, the city spent between \$204 and \$386 maintaining each of its electric cars, compared to more than \$1,600 for the average gasoline-powered car.

#### IV. Advantages

Prior to the pandemic, the United States was experiencing the longest economic expansion in United States history. However, in spring 2020, as a result of the pandemic, the United States economy suddenly plunged into a recession, which lasted until summer 2020. After a very difficult 2020, the economy is anticipated to continue rebounding in 2021, even with the continued public health restrictions. The emergence of the electric cars industry will further elevate the technological sector in the near-term future, as electric cars are heavily technology dependent mostly in the form of software. Therefore, the much-needed software for these cars will continue to be in great demand and help support the economy. In terms of the city-wide budget, switching to electric vehicles will also be more affordable in the long term. With lower maintenance costs and a longer lifespan, electric vehicles rank higher than conventional gas vehicles financially.

Additionally, as the City Council prioritizes climate conscious attitudes, residents will be encouraged to consider sustainability in their lifestyles as well. Cities are the leadership on climate change and can create a ripple effect that benefits the generations to come.

#### V. Solvency

Sunnyvale has implemented a similar climate change initiative. Drive Electric Sunnyvale is an action in the City’s Climate Action Playbook that strives to help the community reach zero-emission vehicle targets. By 2030, it is anticipated that 20% of all road vehicles will be zero-emission. By 2050, it will be 75%.

In October, Amazon released the first of its planned custom electric delivery vehicles. The company plans to have 10,000 on the road by 2022, and 100,000 by 2030. In support of The Climate Pledge, Amazon is committed to achieving carbon neutral operations by 2040 and plans to achieve this goal with innovations in its transportation network.

Amazon is not the only company exploring new technologies and alternative fuels. Many Electric vehicle manufacturing companies have pledged to build vehicles from 100% sustainable sources. The BMW Group has contractually agreed with its cell manufacturers — CATL, Samsung SDI and Northvolt — that only green energy will be used to produce fifth-generation battery cells from the autumn of 2020. Announced by Markus Shafer, a member of the Board Management of Daimler AG, the production of Mercedes-Benz plants in Germany will operate CO2-neutral from 2022 by abstaining from electrical energy by only using renewable sources. By 2050, Volkswagen plans to operate completely CO2 neutral.

VI. Potential Setbacks

The initial process of manufacturing electric vehicles produces more pollution and requires more money compared to conventional gas vehicles. However, the amount of pollution and costs are insignificant when compared over the life-span of the vehicle.

VII. Closing Statements

The Youth Commission sincerely hopes that the Honorable Mayor and Council will adopt this policy as it reaffirms our City's commitment to environmental sustainability and the fight against climate change while ensuring that our economy and our community can continue to thrive.

VIII. Sources

- <https://www.bmwgroup.com/en/company/bmw-group-news/artikel/co2-emissionen.html#:~:text=Reduction%20of%20about%2020%20percent%20in%20fleet%20CO2%20emissions&text=The%20course%20was%20set%20years,in%202020%20compared%20with%202019.>
- <https://www.aboutamazon.com/news/transportation/amazons-custom-electric-delivery-vehicles-are-starting-to-hit-the-road>
- <https://www.ucsusa.org/resources/state-charge>
- [https://www.google.com/url?q=https://sunnyvale.ca.gov/people/sustainability/driveelectric.htm&sa=D&source=editors&ust=1616376894367000&usg=AOvVawI7LTV322y\\_TJPEfGxxVu5X](https://www.google.com/url?q=https://sunnyvale.ca.gov/people/sustainability/driveelectric.htm&sa=D&source=editors&ust=1616376894367000&usg=AOvVawI7LTV322y_TJPEfGxxVu5X)

IX. Collaborated with:

*District 4 Youth Advisory Council*

**B. DISCUSS AND APPROVE THE DISTRICT  
3 POLICY PROPOSAL REGARDING  
PARKING REQUIREMENTS (N. HOANG)**

## **I. Recommendation**

The City of San Jose should require all parking lots built from 2025 and onwards to have at least 30% of the parking space built purposed for electric vehicles.

## **II. Background**

The District 3 Youth Advisory Council addressed the topic of designated parking spaces for electric vehicles in their meeting on October 6, 2021, and began drafting this policy proposal. This policy would also help San Jose's 2050 climate plan by encouraging ownership of electric vehicles.

## **III. Research**

### **A. Joint Venture Silicon Valley, "Silicon Valley sets pace for electric vehicle adoption" (hyperlinked)**

#### **a. Statistics**

- i. Santa Clara has been leading the transition to electric vehicles (EVs) in California by making up 13.1% of the share with 28.4 vehicles owned per 1,000 people in 2018.
- ii. By 2019, Silicon Valley vehicle owners accounted for a 19.4% share of all EVs in California, and out of the 83,440 light-duty electric vehicles, 63% were battery electric and the other 37% plug-in hybrid.

#### **b. Quotes**

- i. "Consumers have lots of choices when it comes to EVs these days, and that's playing into the accelerated adoption we're seeing locally," says Institute for Regional Studies President for JVSJ, Russell Hancock.
- ii. "We have an environmentally-minded population [in Silicon Valley]. Plus, so much of the R&D [research and development] is happening right here within the region. Our residents have a stake in the technology proliferation," says Rachel Massaro, Vice President and Senior Research Associate for JVSJ.

#### **c. What does this mean?**

- i. Based on consumer trends and the culture around environmental concerns and resources in the Bay Area, the percentage of EV ownership in San José will continue to increase, correlatively creating higher demand for charging stations.

### **B. CNN Business, "Biden's electric vehicle sales goal won't be too hard to reach by 2030" (2021)**

#### **a. Summary**



- i. Biden announced an agreement aiming to push the U.S. auto industry to sell more EVs with an aspiration that 40-50% of vehicles sold will be electric, plug-in hybrids, or hydrogen-powered.
- ii. In response, motor companies have been setting goals to adjust to this potential government mandate and changing consumer taste.

**b. What does this mean?**

- i. As San José is headfirst achieving this goal, followed by what will be a larger market for EVs, preparing supplemental resources would smoothen the transition.

**C. City of San José, “Electric Vehicles and Infrastructure”**

**a. Accessibility**

- i. 53 EV charging stations are in operation in downtown public parking garages, on lots, and on streets.
- ii. The rate to charge is \$1.25 per session and \$0.25 per kWh during the day and \$0.20 per kWh off-peak (9:30 P.M. to 8:30 A.M.), which are designed to simply cover the city’s cost to operate the chargers.

**b. Purpose**

- i. San José is planning to accelerate the adoption of clean air vehicles.

**c. What does this mean?**

- i. The notion for promoting EVs are in line with the city’s current goals.

**D. U.S. Department of Energy, “Hybrid and Plug-In Electric Vehicles”**

**a. Hybrid Electric Vehicles (HEV)**

- i. HEVs are powered by an internal combustion engine and an electric motor that uses energy stored in a battery; the vehicle is fueled with gasoline to operate the internal combustion energy, and the battery is charged through regenerative braking.

**b. Plug-In Hybrid Electric Vehicles (PHEV)**

- i. PHEVs are also powered by an internal combustion engine and an electric motor that uses energy stored in a battery but can operate in all-electric, charge-depleting mode. Hence, they have a larger battery that can be plugged into an electrical source.

**c. All-Electric Vehicles (EV)**

- i. EVs have a battery that is charged by plugging the vehicle into charging equipment and operates in all-electric mode.

**E. ChargePoint, “Fifth Anniversary of the City’s First EV Charging Station” (2013)**

**a. About ChargePoint (up to date)**

- i. The company is recognized as the worldwide leader in EV charging infrastructure with a wide network of independently-owned stations around the world in more than 100,000 locations. ChargePoint facilitates

station delivery and has an integrated hardware system connected to a cloud-based software, allowing station owners to optimize operations. As of today, by initiating 98 million charging sessions, ChargePoint consumers have saved 117.6 million gallons of gasoline and avoided approximately 1.8 billion pounds of CO2 emissions.

**b. Relationship with San José**

- i. San José has been partnered with ChargePoint since 2008, being the company's first customer.

**c. What does this mean?**

- i. Although other reputable, more affordable services may now exist, the city's strong relationship with ChargePoint may come into play for filling out the 30% of parking spots intended for EV stations.

**F. PlugShare, "EV Charging Stations in San Jose"**

**a. Statistics/Accessibility**

- i. In March 2020, the city had approximately 605 charging stations, but as of October 6, 2021, there are currently a total of 940 charging stations in San José. The top charging networks in order are:
  1. ChargePoint (306 stations)
  2. Supercharger (148 stations)
  3. Tesla Destination (46 stations)
  4. Webasto (38 stations)

**b. What does this mean?**

- i. As evident by the increasing number of charging stations, the demand is heightening also.

**G. Energy Save, "Pros and Cons of Electric Cars"**

**a. Pros**

- i. EVs are energy efficient as batteries convert 59-62% of energy into vehicle movement, while gas-powered vehicles only convert 17-21%.
- ii. EVs reduce emissions because they rely on a rechargeable battery and do not have tailpipe emissions, which are a major source of pollution.
- iii. EVs are cost-efficient in the long run. In addition to grants and tax reliefs, the distance traveled for a fuel cost of \$1—averaged to the U.S.—is nearly four farther with an EV.

**b. Cons**

- i. EVs have a shorter range, the average vehicle traveling between 60-120 miles per charge. Gas powered vehicles, however, average around 300 miles per full tank. Hence, EVs are less suitable for long distance travel.
- ii. EVs take longer to "refuel" or charge, taking up to 8 hours, only fast charging stations taking 30 minutes for 80% capacity.

- iii. Generally, EVs themselves are more expensive to purchase and replace battery packs. However, fuel savings, tax credits, and state incentives—which California offers—can offset this cost.

#### **IV. Advantages**

The Silicon Valley, and more specifically, San Jose, has been at the forefront in the transition to EVs. However, allocating 30% of all parking lots to EVs in addition to the decreasing prices can further increase both the rising demand for EVs and the rate at which we reach our nationwide goals (50-60% EVs) As San Jose shift its focus to EVs, doing so will incentivize many to invest in EVs.

While a stigma around the price of EVs still exists, we must not only consider the short-term but long-term benefits, which prove EVs to be the more sustainable choice. In the long run, fuel savings, tax credits, and state incentives, which California currently offers, can offset the cost of purchasing the actual EVs and servicing fees.

Environmentally, as of 2019, transportation in the United States is the significant contributor to greenhouse gasses in the U.S, at 29%. As climate change exacerbates during the 21st century, the permanent shift to EVs nationwide can hinder this process. However, since San Jose already has a head start, continuing to build upon this, not only is beneficial to the average consumer, but to our future as well.

#### **V. Solvency**

By requiring 30% of parking lots to be proposed to serve electric vehicles, we are increasing accessibility for electric vehicle owners. We are also increasing accessibility for electric vehicles in general so that the City of San Jose can address the argument that electric vehicles are inaccessible due to the lack of electric charging stations.

#### **VI. Potential Setbacks**

The determination of the pricing policy in parking lots that charge fees are something that would need to be made. There will need to be a fair pricing policy set.

Additionally, there may be a situation where electric sections of parking lots are empty due to fewer people owning electric vehicles in comparison to gas-powered vehicles, leading to the parking lots seeming ineffective.

**VII. Closing Statement**

The San Jose Youth Commission strongly supports this policy proposal in order to increase accessibility for electric vehicles.

**VIII. Collaborated With**

The District 3 Youth Advisory Council



## Works Cited

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*An Economic Penalty Scheme for Optimal Parking Lot Utilization with EV Charging Requirements*  
<https://www.mdpi.com/1996-1073/13/22/6155/pdf>

# VI. REPORTS AND INFORMATION ONLY

A. PARKS, RECREATION, AND NEIGHBORHOOD SERVICES  
REPORT: FEE STUDY

B. COUNCIL LIAISON REPORT

C. SAN JOSÉ LIBRARY REPORT

D. COMMISSION CHAIR REPORT

E. COMMISSIONERS' REPORTS PER CITY DISTRICT  
*2 MINUTES EACH*

SAN JOSE  
**PARKS, RECREATION &  
NEIGHBORHOOD SERVICES**



Building Community Through Fun

A photograph of a park fountain with several water jets spraying upwards. In the background, there are palm trees, purple flowers, and a building with a blue dome. A semi-transparent purple banner is overlaid on the image, containing the title text.

# Parkland Dedication and Park Impact Ordinances Program Overview and Fee Study

**Youth Commission**

**October 25, 2021**

Presented by

**Planner IV - Rebekah Ross: [Rebekah.ross@sanjoseca.gov](mailto:Rebekah.ross@sanjoseca.gov)**



# Purpose of the Presentation

Inform the Youth Citizen Commission of the Parkland Dedication and Park Impact Ordinances Program and an upcoming Fee Study



Lake Cunningham Skate Park

# Agenda

- What are the Parkland Dedication and Park Impact Ordinances?
- Why are these ordinances important?
- Steps forward for the program.
- How can the Senior Commission be involved.



Arena Green – Guadalupe River Park



# Parkland Dedication & Park Impact Ordinances



- SJMC Chapters 19.38 (Parkland Dedication) and 14.25 (Park Impact)
- Current Fee Schedule – Resolution 78474 (adopted December 19, 2017)
- Residential Development Complies with Ordinances by:
  - Land Dedication
  - Delivery of Constructed Park with Land Dedication (Turnkey)
  - Other public recreational improvements
  - Payment of Fees

# Park Trust Fund (PTF)

## Park Trust Fund

- One of PRNS' top source of funding
- Supports development or improvement of facilities to serve the project and community where the fees are collected
- Cannot be spent on maintenance and operations.

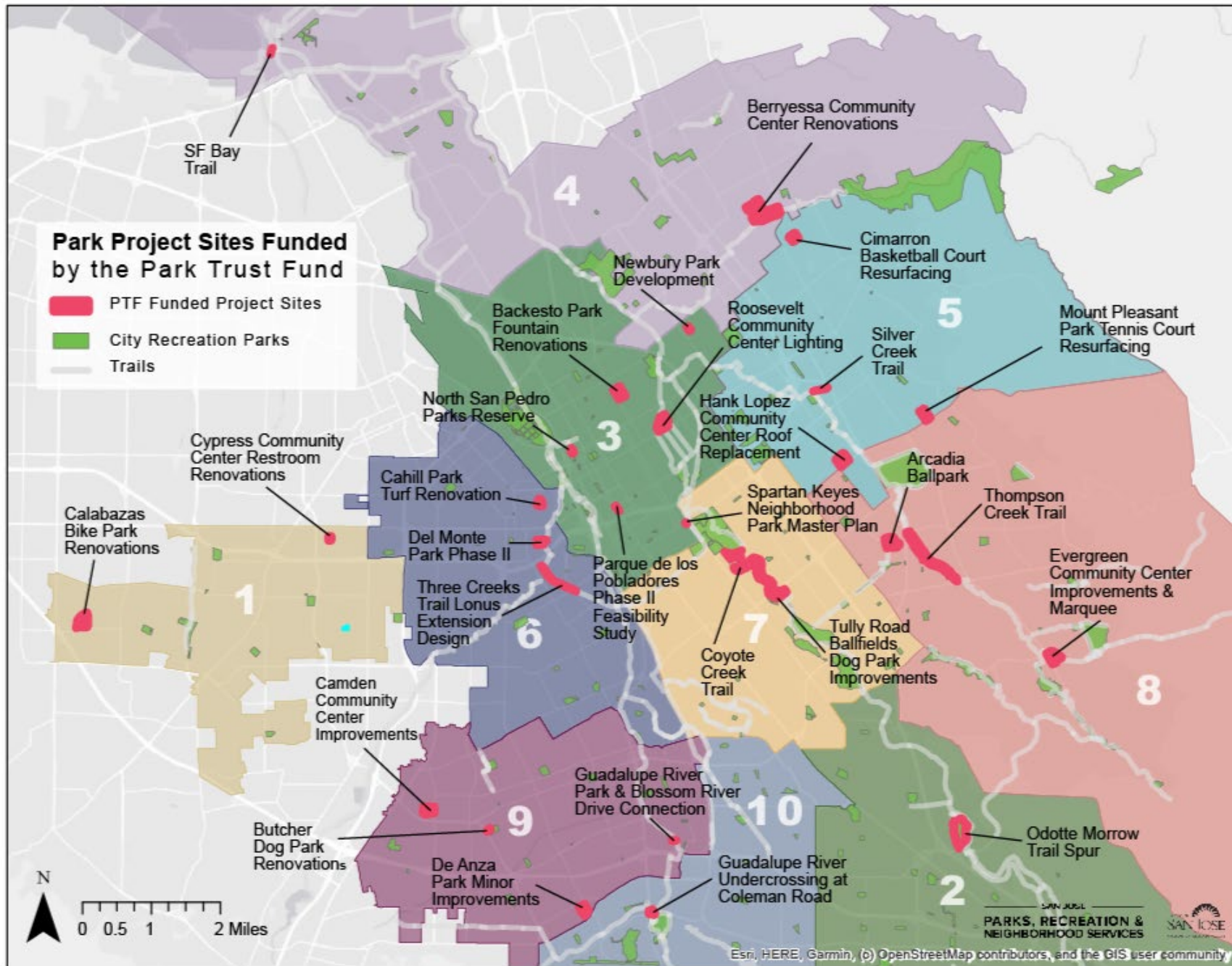
## Park Trust Fund Monies Received 2017 - 2021

- 2021 - \$11.6 million
- 2020 - \$5.5 million
- 2019 - \$15.6 million
- 2018 - \$24.8 million
- 2017 - \$13.4 million

## Approximate Amounts to Fund Projects

- market rate land value
- \$6 million an acre for new infrastructure
- \$3 million a mile for a trail segment
- \$50+ new community center
- Improvements to existing facilities varies





### Partial List of PDO/PIO Parks

- William Manly
- Rincon Park
- Commodore Park
- Golden Oak
- Newhall Park
- Payne Avenue Park
- Moitozo Park
- Vista Montana Neighborhood Park
- River Oaks Park
- Baypointe Park
- Iris Chang Park
- Arcadia Ballpark
- Cahill Park
- Del Monte Park
- Guadalupe River Trail



# Fee Study

The methods to determine:

- Appropriate land dedication acreage
- Fee calculations
- Land Values
- Geographic spending nexuses, and
- Credits

have not been comprehensively analyzed since the ordinances were adopted in 1988 (PDO) and 1992 (PIO).



We hired **DTA and Associates** to prepare a Fee Study.

# Intent of the Fee Study

- Transparency and Clarity in Calculating Park Impact In-Lieu Fees
- Evaluate Geographic Boundaries Where In-Lieu Fees can be Spent
- Align with the Development Fee Framework
- Modernize Credit Programs
- Consider Commercial Impact Fee
- Align with the General Plan and ActivateSJ



Orchard Park

# Public Engagement Schedule

Activity	Timeframe
Task Force Meetings	Monthly, every 3 <sup>rd</sup> Thursday (no December meeting)
Presentation at Commissions <ul style="list-style-type: none"> <li>Youth</li> <li>Senior</li> <li>Neighborhood</li> </ul>	Fall 2021 - Winter 2022
Presentation at Leadership Meetings and reports to the Parks and Recreation Commission	About every two – three months
Developers Roundtable	On-Going
Public Community Meetings	Winter, Spring, Fall 2022
Draft Report to Task Force	Summer/Early Fall 2022
Draft report to Parks and Recreation Commission	Fall 2022
Consideration by the City Council	Winter 2022

# Contact the Team

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**Visit our website at:**

<https://bit.ly/PRNS-PDOPIO>

## Thank You!



# VI. REPORTS AND INFORMATION ONLY

A. PARKS, RECREATION, AND NEIGHBORHOOD SERVICES  
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D. COMMISSION CHAIR REPORT

E. COMMISSIONERS' REPORTS PER CITY DISTRICT  
*2 MINUTES EACH*

**VII. ITEMS FOR FUTURE COMMISSION  
MEETING AGENDAS**

## VII. ADJOURNMENT

THE NEXT REGULAR MEETING OF THE  
YOUTH COMMISSION WILL BE  
MONDAY NOVEMBER 22<sup>ND</sup>, 2021  
VIA ZOOM WEBINAR AT 6:30 P.M.