

# 200 Linden Avenue

## Transportation Demand Management (TDM) Action Plan



Hisense

Development Team

August 1, 2017 (Rev.4)

**TRAFFIC  
PATTERNS**



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# TRAFFIC PATTERNS



July 31, 2017 (Rev.V3)

Ryan Wassum  
City of South San Francisco  
315 Maple Avenue  
South San Francisco, CA 94083

Subject: Transportation Demand Management (TDM) Action Plan  
200 Linden Avenue – South San Francisco, CA

Dear Mr. Wassum,

Traffic Patterns has completed the attached TDM Action Plan for the subject mixed-use project located at 200 Linden Avenue. The TDM Action Plan provides a concise description of TDM Measures that can be implemented by the project to comply with the City of South San Francisco – Downtown Area Specific Plan goals to “provide for a balanced mix of travel modes – including pedestrians, bicyclists, transit and automobiles” (Guiding Principle 28).

The Hisense development Team anticipates providing seed funding for many of the recommended TDM Strategies to help in their implementation and to encourage behavior change towards non-automobile trips by incoming residents and tenants during occupancy of the project. A one-time monitoring report is recommended after the first year of full occupancy so that the TDM Action Plan can be adjusted based on resident input.

The TDM Action Plan will serve as a model for future development within the Downtown Area to promote Active Travel Mode options within the South San Francisco. Innovative TDM Measures recommended within this plan include:

- Caltrain GoPasses for Building Residents and Tenants
- Free Use Resident e-Bike Electric Bicycle Share
- Real-Time Parking Occupancy for Retail Parking

Traffic Patterns is available to provide any clarification and enhance the TDM Action Plan. If you have any questions, please do not hesitate to contact Jaime Rodriguez at (408) 916-8141.





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The Hisense Development Team is proposing a 97-unit mixed-use project with 6,168 SF of ground floor retail use at 200 Linden Avenue located on the northeast corner of Linden Avenue & Baden Avenue. The project is located within the City of South San Francisco – Downtown Specific Plan limits. Development of this Transportation Demand Management (TDM) Action Plan is being provided to help mitigate parking space deficiencies per the requirements of the Specific Plan.

The goal of the TDM Action Plan is to identify and implement both incentives and infrastructure improvements into the project design and ultimate operation of the project that are geared at reducing the amount of Single Occupant Vehicle (SOV) trips generated by the project. The TDM Actions should ultimately reduce the demand of on-site parking through the promotion of alternative travel modes. This TDM Action Plan includes strategies that can be implemented during the planning and operations phases of the project but it should be noted that a successful TDM Action Plan is a “Living Document” that must be maintained and updated regularly to take advantage of new strategies that may be appropriate for future implementation.

TDM measures should be not confused with design certification measures, although there are measures that can support both programs. For example, the installation of Electric Vehicle Charging Stations on a project does not reduce SOV Trips so it would not be considered a TDM measure. The installation of electric vehicle charging stations though does support design certification programs. An example infrastructure feature that does support both a TDM Action Plan and design certifications includes the parking accommodations for programs such as Carshare vehicles, including cloud-based programs such as ZipCar or parking preferences for carpools, vanpools, etc. This TDM Action Plan does not identify design certifications being pursued as part of this project.

This TDM Action Plan provides suggested TDM Measures to help serve as a discussion tool between policy makers, city staff, and development team staff. The TDM Measures are identified by Active Travel Mode including:

- Automobile
- Transit
- Bicycle
- Pedestrian
- Parking and Trip Management
- Programmatic and Technology Solutions

Traffic Patterns estimates that a total of 258 trip credits may be applied to the project based on the City/County Association of Governments (C/CAG) of San Mateo County TDM Trip Credit Methodology. This reduces the projects Daily Trip Estimate from 926 (total Residential and Retail) to 668 daily trips, a 28% trip reduction.

### *South San Francisco Downtown Specific Plan*

The South San Francisco Downtown Specific Plan (DSP) encourages smart development activity that integrates with public transit opportunities within the community and promotes active lifestyles through promotion of pedestrian and bicycle-focused programs. Although each project within the Specific Plan Area will develop its own TDM Action Plan, over time the collective impact of all projects taking proactive measures to reduce SOV Trips within the DSP area should result in substantial trip reduction for the greater South San Francisco Community and region.

The following Guiding Principles of the Specific Plan are in line with the goals of this TDM Action Plan:

- Guiding Principle 28: Provide for a balanced mix of travel modes – including pedestrians, bicyclists, transit, and automobiles
- Guiding Principal 29: Improve access to transit, especially the Caltrain Station
- Policy-9, Car Sharing: “...encourage car sharing and ride sharing...”

The 200 Linden Avenue project is located within one-quarter mile of the South San Francisco Caltrain Station located on E. Grand Avenue making TDM measures that promote Caltrain use ideal and a centerpiece of this plan.

### *San Francisco Bay Area Regional Commuter Benefit – Senate Bill 1339*

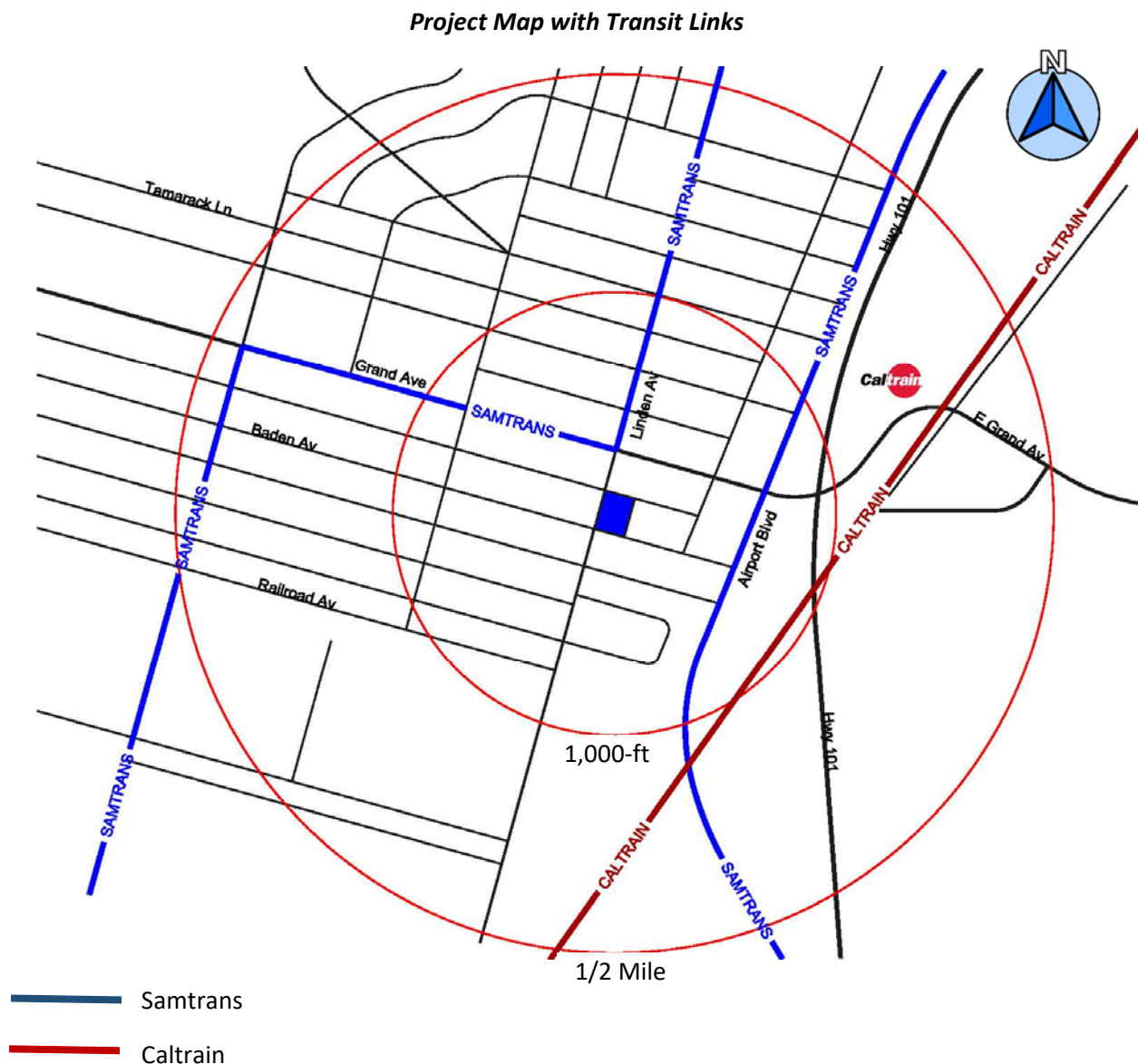
Adopted in 2012, Senate Bill (SB) 1339 the Regional Commuter Benefit Bill authorized the Metropolitan Transportation Commission (MTC) to require employers with 50 or more full-time employees to offer incentives to encourage a reduction of SOV trips. Employers have flexibility in how they can demonstrate compliance with use of one or more the following options:

- The option to pay for employee transit, vanpooling, or bicycling expenses with pre-tax dollars, up to the federal limits of \$245 per month
- Offering of a transit or vanpool subsidy of at least \$75 per month per employee
- Providing a free shuttle or vanpool operated by the employer
- Providing an alternative program that provides similar benefits in reducing SOV trips

The proposed project will be compliant with Senate Bill 1339 through the initiatives outlined in this TDM Action Plan.

The proposed 200 Linden Avenue project is ideally situated amongst existing transit services allowing for the use of TDM Measures that incentivize future tenants to choose Transit as their preferred commute choice. The figure below highlights the project location in relation to existing transit services.

The Caltrain commuter rail service is the most attractive Transit mode choice available to both employees and future residents. Robust public bus service is available through the San Mateo Transit Agency – SamTrans. Several private sector commuter buses including Genentech's GeneBus program operate with stops at the South San Francisco Caltrain Station making the 200 Linden Avenue an attractive site for residents looking to take advantage of transit options and to reduce automobile dependency while improving their quality of life.





### TDM Measure 1 – Caltrain Go Pass Participation

The 200 Linden Avenue project is located less than a quarter-mile from the South San Francisco Caltrain Station and Caltrain can be a popular commuter source for future site residents and tenants.

Caltrain offers an annual pass program similar to regional rail and transit programs that allow unrestricted ridership on an annual basis. The Caltrain annual commuter program is called the “GoPass” Program.



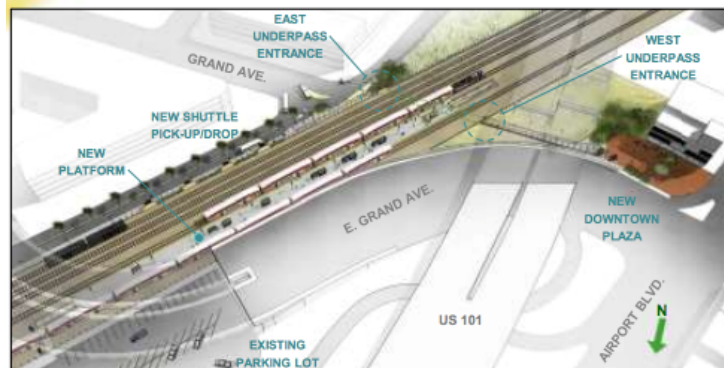
GoPass offers participants unlimited Caltrain ridership between the different Caltrain zones at any time. GoPass is sponsored by either an employer for its employees or can be purchased as a business entity on behalf of residents within a residential community. In order for the program to be implemented for 200 Linden Avenue, Caltrain must review an application to determine whether it can be purchased for just the residential component or both the residential and retail components of the project.

The GoPass program is \$190 per eligible rider or \$15,960 per year, whichever is greater. Participation by the building into the Caltrain Program is recommended for the first year after occupancy as it is the best opportunity for residents and retail tenants to rely on public transit from San Francisco to the South Bay to access the site using an alternative travel mode. The cost of the program can be shared between both the residential HOA and Retail operations for as little as \$20/month.

After one year of occupancy, a TDM survey of the building should be completed to gauge the level of Caltrain ridership by building residents and tenants. If regular Caltrain Ridership is found to be significantly high (more than 50%) the program should be considered for long-term retention by the project.



### Proposed Improvement Overview



### TDM Measure 2 – Samtrans Way2Go Program

SamTrans, operates public transit services within San Mateo County. SamTrans offers multiple transit pass options ranging from day, month, discount tokens, to annual passes through the Way2Go Program.



The Way2Go Program offers annual unlimited-ride passes to eligible employees or residents. It is recommended that the building monitor transit use long-term to determine if participation in the Way2Go program is appropriate for the site. The cost of the program (\$125 per eligible employee/resident per year or \$12,500 per year, whichever is greater) can be subsidized for residents through lease terms of the retail operations.

The exact type of retail operations that will be in place at the site are not known yet but retail staff from restaurant or local shops will typically rely on public transit options. Future participation in Way2Go will require the residential HOA and retail operations to coordinate cost sharing if future participation is selected.

### TDM Measure 3 – Retail Commuter Benefits

The Clipper Card is a reloadable fare payment card used as a common transaction source between various transit agencies in the Bay Area including Caltrain and Samtrans. BART is currently experimenting with the use of Clipper Card but it is not adopted program wide at this time.

For TDM practices, the Clipper Card can be used to track transit expenditures by employees that are reimbursed by employers. As retail tenants occupy space within the building, they should be required to document for the City their commuter benefits as part of their tenant improvement applications so that the City can better understand and plan for future TDM measures as the Specific Plan continues to build-out.



A sample Commuter Benefits application is provided in Exhibit A that can be provided by the building owner to prospective retail tenants for completion and submittal to the City. The Clipper Card will be a likely method used by employers to help reimburse employees for their commuter expenditures.



The DSP builds on the Bicycle Master Plan completed in 2011 by the City. The DSP identifies specific corridors that will link the Downtown with employment centers and transit facilities, including the Caltrain Station. The 200 Linden Avenue project will encourage use of the City's growing bicycle infrastructure by promoting bicycling as an accessible commute option and leisure activity through the following TDM measures.

### **TDM Measure 4 – Electric Bicycle Share Program**

To help encourage the use of bicycling as a preferred travel mode choice for site residents and tenants, Traffic Patterns recommends the implementation of an e-Bike Bicycle Share Program that is available to building occupants at no cost. Bike Share programs are available under many different shapes and sizes. A Regional Bay Area Bike Share Program for example is sponsored by the Metropolitan Transportation Commission and includes Bike Share Stations through the San Francisco Bay Area; no stations are currently provided within the City of South Francisco Limits. Regional Bike Share Program users can procure daily, 3-day, or annual memberships to use a bicycle on a 30-minute time-limit allocation before additional fees are incurred.

Given the location of the proposed project and its proximity to many local and regional destinations that promote bicycle use as a preferred travel mode, Traffic Patterns recommends the implementation of a e-Bike Bicycle Share Program. The program should be at no cost to ensure resident use and the bicycles secured within the building's planned bicycle cage.

The e-Bikes can be used by residents to travel to the Caltrain Station and continue onto their employment city to complete any last-mile link to their employment center. New eShare bike rental programs allow for reservation programs and locking or power kill mechanisms to allow for the security and recovery of e-Bikes as needed. A 3- to 5- e-Bike Station is recommended for the site and should be available prior to full occupancy of the building.

**TDM Measure 5 – Secured Bicycle Parking and Maintenance**

The 200 Linden Avenue project currently proposes the installation of 42 bicycle parking spaces for both retail and resident use. 16 spaces are considered short-term on-site in unsecured areas and another 25 long-term spaces in a secured bicycle cage will be provided.



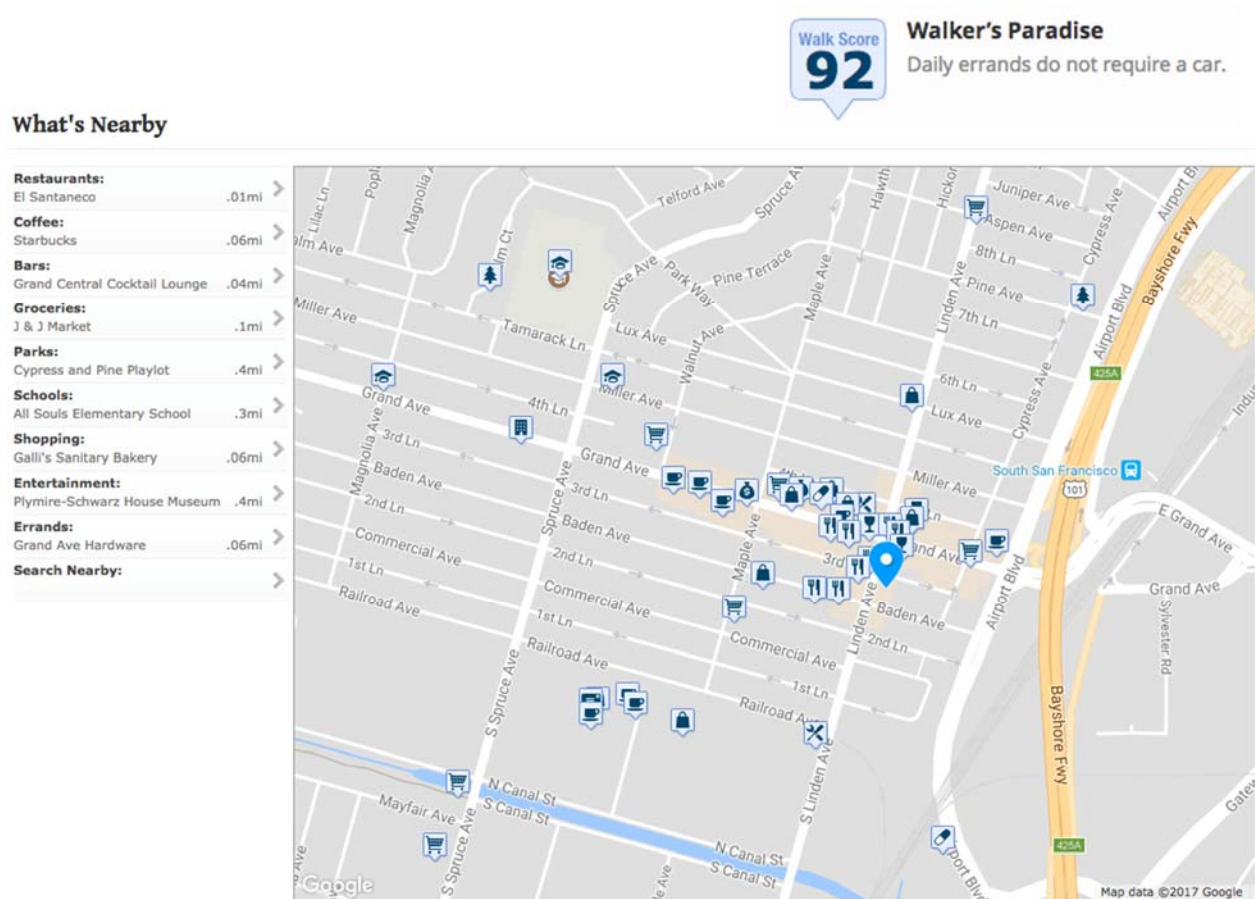
Traffic Patterns recommends the use of colored pavement to highlight the bike rack facilities within ground floor parking garage areas and high-visibility signage around the building perimeter to highlight bicycle parking locations. Within the secured parking cage (or room) of the building, maintenance stations with pumps and tools should be provided to allow bicyclists to check and maintain their bicycles.

The secured bicycle parking area should have sufficient power outlets to support both the recommended e-Bike Bicycle Share and personal e-Bikes owned by residents and stored on-site.

TDM Measures that support Pedestrian travel modes can be difficult to quantify in that pedestrian activity relies heavily on the surrounding public space to provide for safe and walkable environment. The 200 Linden Avenue project will help the DSP area meet its goals by improving the immediate project frontage areas with wider and well-lit sidewalk facilities and the new ground floor retail space will help to provide walkable destinations for the community.

The project site already enjoys many amenities from retail to transit that encourage walking and the site is considered a “Walker’s Paradise” according to WalkScore.com.

### 200 Linden Avenue – WalkScore.com Results



The following TDM Measures are recommended to help encourage Pedestrian activity by future site residents and tenants at 200 Linden Avenue.

**TDM Measure 6 – Building Commuter Website**

Traffic Patterns recommends that the project develop a building website, or include a webpage on its future retail website, that includes commuter information for residents and tenants. The website can include materials on available TDM Elements, such as the e-Bike Bicycle Share Program and transit pass distribution, as well as future TDM measures that may come on-line.

Additional material that can be included on the project website can include:

- Public Transit Travel Information
- 511.org
- Community and Regional Bicycle Network Maps
- Downtown Specific Plan Build-Out Update
- Etc.

Upon occupancy of the retail space of the building, the web-site can serve as a digital kiosk resource to tenants and their employees regarding their commitments to regional Commuter Benefits Program requirements.

## 6

# TDM Measures – Parking and Trip Management

TDM Action Plan – 200 Linden Avenue – South San Francisco, CA

Although TDM Action Plans are geared at reducing the demand for parking at a site, management of parking supply is one of the most effective ways to measure success of a program. The project will have two separate garage entries. Ground floor parking for the retail operations, guest parking, and public parking will be provided on the Baden Avenue frontage. Dedicated resident access will be provided to a secured parking garage via 3<sup>rd</sup> Lane.

To help ensure that information on parking space availability is provided to the public for the ground floor parking, the project will implement the following TDM measures.

### **TDM Measure 7 – Parking Priority for Carpools and Vanpools**

Traffic Patterns recommends that a minimum of one parking space on the ground floor retail be reserved for Car Pool or Van Pool use for the future Retail operations. The parking space can also serve as priority parking for any residents that participate in CarPool or VanPool operations that require the resident to park a Carpool vehicle on-site during evenings and weekends.

Priority parking for carpool/vanpool spaces should be clearly signed and striped. If upon occupancy the carpool/vanpool parking space is identified as underutilized it can be reassigned back into the public use space for the community.

### **TDM Measure 8 – Time Limit Retail Parking**

Traffic Patterns recommends that ground floor retail parking be time-limited upon occupancy of the ground floor retail space. Regulating the time-limit for parking will encourage retail employees to park off-site at public parking space areas and ensure that parking on-site is available for retail patrons, helping to reduce parking hunting on public streets that can lead to congestion and pollution in the Downtown. Traffic Patterns recommends 90-minute or 2-hour parking space limits (to start) on the ground floor parking areas but use should be monitored and surveyed to determine future adjustments if needed.

# 6

## TDM Measures – Parking and Trip Management

TDM Action Plan – 200 Linden Avenue – South San Francisco, CA

### TDM Measure 9 – Parking & Trip Generation Technology

Traffic Patterns recommends that a Parking & Trip Generation Technology be included within the project and a User Interface (UI) account for the City of South San Francisco Planning or Transportation staff be provided to allow the City to periodically check in on the project actual trip generation versus estimates developed during the planning phase of the project.

Various cost-effective technologies are now coming online in the marketplace that will allow the project to monitor both site access points. The ground floor retail parking available through Baden Avenue should also include dynamic parking space availability information to help avoid entry if no parking spaces are available.

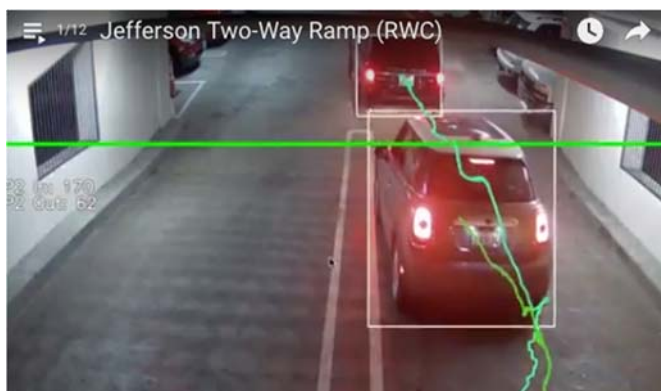
A summary of trip generation should be included in the first annual monitoring report of the project.



Sample TDM Utility Infrastructure – Los Gatos, CA

#### Sample Parking Space Monitoring Equipment

City of Redwood City, CA



#### Sample Garage Parking Space Information

City of Redwood City, CA





The following TDM Measures are considered programmatic and are aimed at educating building tenants regarding TDM benefits of residing within the 200 Linden Avenue building.

### **TDM Measure 10 – P/T TDM Coordinator and TDM Reporting**

Traffic Patterns recommends that a part-time TDM Coordinator be provided during the occupancy phase of the project to assist in-coming residential and retail space tenants in learning about the TDM benefits available to building occupants. The part-time TDM Coordinator can assist in the development of educational materials that can be used during the sale of residential units, to help future residents plan their commute trips using regional transit options, and to help the retail property managers establish web tools for employees.

Traffic Patterns recommends that the part-time TDM Coordinator prepare a one-time annual monitoring report of the site one-year after completion of occupancy of the site. The TDM Monitoring report should include a resident and retail tenant survey that solicits travel pattern information and use of TDM measures provided by the site to determine adjustments to this TDM Plan. The report should be provided to the City of South San Francisco Planning Department.

This TDM Action Plan includes a variety of TDM Measures that will assist the proposed mixed-use project at 200 Linden Avenue reduce its SOV Trip count through both traditional and innovative strategies. The menu of suggested TDM Measures are listed below. A one-time TDM Monitoring Report should be prepared one-year after completion of occupancy to evaluate and adjust the TDM Plan.

TDM Measure	TDM Measure Description
1	<b><i>Caltrain GoPass Program</i></b> Annual pass for unrestricted Caltrain ridership for both residents and retail tenants.
2	<b><i>SamTrans Way2Go Pass Program</i></b> SamTrans Way2Go Pass offers unrestricted bus transit ridership. A future survey should be conducted to determine if future participation is appropriate.
3	<b><i>Retail Commuter Benefits</i></b> Retail tenants to complete a Commuter Benefits Program checklist upon site occupancy.
4	<b><i>e-Bike Electric Bicycle Share Program</i></b> To provide Free use e-Bike Bicycle Share program to all Residents to encourage Caltrain use.
5	<b><i>Secured Bicycle Parking and Maintenance</i></b> To encourage bicycling by employees and offering secured parking with service station
6	<b><i>Building Commuter Website</i></b> Education tools available during site occupancy to educate potential building occupants about TDM benefits of the site.
7	<b><i>Parking Priority for Carpools and Vanpools</i></b> Allocate one parking space for carpool or vanpool use in first year of occupancy. Monitor to determine on-going retention.
8	<b><i>Time Limit Retail Parking</i></b> Provide time-limit parking on ground floor retail parking spaces to limit employees use and to ensure parking availability for retail guests and building visitors.
9	<b><i>Parking &amp; Trip Generation Technology</i></b> Provide parking occupancy and trip generation equipment and display boards for building visitors.
10	<b><i>P/T TDM Monitor and Annual Report</i></b> Provide Part-Time TDM Staff person to assist with educating residents and tenants during occupancy regarding TDM Program and provide one-time annual monitoring report.

TDM Trip Credit Calculation  
200 Linden Avenue - South San Francisco, CA

No.	TDM Measure / Description	Applicable?	Project Application	Project Trip Credit
1	<u>Secure Bicycle Parking</u> One peak hour trip will be credited for every 3 new bicycle lockers/racks installed and maintained. Lockers/Racks must be installed within 100 feet of the building.	Yes	42 bike parking spaces total installed on-site. 16 spaces will be short-term racks only and 25 will be long-term secured spaces in a bike cage/locker room in the building.	14
2	<u>Showers and Changing Rooms</u> Ten peak hour trips will be credited for each new combination shower and changing room installed. An additional 5 peak hour trips will be credited when installed in combination with at least 5 bike lockers.	No	Employee showers and changing rooms are being provided in project basemenet level. Only four equivalent bike lockers are being provided so the additional credit is not being applied.	0
3	<u>Dedicated Shuttle Service</u> One peak hour trip will be credited for each peak-hour round trip seat on the shuttle. Increases to two trips if Guaranteed Ride Home Program is als in place.	No	Not Applicable	0
4	<u>Charging Employees for Parking</u> Two peak hour trips will be credited for each parking spot charged out at \$20 per month for one year. Money shall also be used for TDM measure such as shuttles or subsidized transit tickets.	No	Not Applicable	0
5	<u>Subsidizing Transit Tickets for Employees</u> One peak hour trip will be credited for each transit pass that is subsidized at least \$20 per month for one year. One additional trip will be credited if the subsidy is increased to \$75 for parents using transit to take a child to childcare enroute to work.	Yes	Project will participate in the Caltrain GoPass Program offering unrestricted Caltrain Transit access to all building residents. Calculation includes one pass per residential unit.	97
6	<u>Subsidizing Pedestrians/Bicyclists Commute</u> One peak hour trip will be credited for each employee that is subsidizing at least \$20 per month for one year.	Yes	Project will over free e-Bike Electric Bike Share for building residents. 5 e-Bikes will be provided.	5
7	<u>Creation of Preferential Parking for Carpools</u> Seven peak hour trips will be credited for each parking spot reserved.	Yes	One preferential Carpool/Vanpool will be provide on-site within the ground floor retail space area of the building.	7
8	<u>Creation of Preferential Parking for Vanpools</u> Seven peak hour trips will be credited for each parking spot reserved.	Yes	One preferential Carpool/Vanpool will be provide on-site within the ground floor retail space area of the building.	7
9	<u>Implementation of a Vanpool Program</u> Seven peak hour trips will be credit for each vanpool arranged by a specific program operated at the site for the development. Increases to ten trips if a Guaranteed Ride Home Program is also in place.	No	Not Applicable	0
10	<u>Commute Assistance Center</u> One peak hour trip will be credited for each feature added to the information center; and an additional peak hour trip will be credited for each hour the center is staffed with a live person, up to 20 trips per each 200 tenants. Possible features may include: - Transit Information Brochure Rack - Computer Kiosk Connected to the Internet - Telephone Commuter Line - On-Site Transit Ticket Sales - Flexible Work Hour Schedule - Quarterly Educational Programs to Support commute alternatives	Yes	Project proposes a part-time TDM Coordinator to assist the residential and retail operations manage to help develop education materials and to educate tenants on transit options available as an occupant of the building. TDM Coordinator will also be responsible for helping to develop an online kiosk for the building that will be utilized after full occupancy. Calculation assumes one TDM trip credit per residential unit (97) and one TDM trip credit per retail suite (5 assumed).	102
11	<u>Survey Employees</u> Three peak hour trips will be credited for a survey developed to be administered twice yearly.	Yes	The project assumes one TDM Report that will include one survey after one year of full occupancy of the building	3

TDM Trip Credit Calculation  
200 Linden Avenue - South San Francisco, CA

No.	TDM Measure / Description	Applicable?	Project Application	Project Trip Credit
12	<u>Parking Cash Out</u> One peak hour trip will be credited for each parking spot where the employee is offered a cash payment in return for not using parking at the employment site.	No	Not Applicable	0
13	<u>Ramp Metering</u> Three hundred peak hour trips will be credited if the local jurisdiction in cooperation with Caltrans installs and turns onramp metering lights during the peak hours at the highway entrance ramp closest to the development.	No	Not Applicable	0
14	<u>Internet for Telecommuting</u> One peak hour trip will be credited for every three connections installed. This measure is not available as credit for a residential development.	No	Not Applicable	0
15	<u>Video Conference Centers</u> Five peak hour trips will be credited for a center installed at the facility.	No	Not Applicable	0
16	<u>Compressed Work Week Program</u> One peak hour trip will be credited for every 5 employees that are offered the opportunity to work four compressed days per week.	No	Not Applicable	0
17	<u>FlexTime - Alt Hours Work Week Program</u> One peak hour trip will be credited for each employee that is offered the opportunity work staggered work hours. Those hours can be a set shift set by the employer or can be individually determined by the employee.	No	Not Applicable	0
18	<u>Provisional Assistance to Employees</u> If an employer develops and offers a program to help employees find acceptable residences within five miles of the employment site, a credit of one trip will be given for each slot in the program.	No	Not Applicable	0
19	<u>Local Hiring Preference</u> One peak hour trip will be credited for each employment opportunity reserved for employees recruited and hired from within five miles of the employment site.	No	Not Applicable	0
20	<u>On-Site Amenities</u> Five peak hour trips will be credited for each feature added to the job site. Possible features may include: - Banking - Grocery Shopping - Exercise Facilities - Child Care Center	Yes	The project includes ground-floor retail but the exact retail use has not been identified. 5 trip credit is being provided due to the retail space allocation on the site.	5
21	<u>Commute Vehicle Use</u> Five peak hour trips will be credited for each vehicle provided for personal use while on-site.	No	Not Applicable	0
22	<u>Bicycle Share for Employee Use</u> One peak hour trip will be credited for every four bicycles provided	Yes	Project is providing 5 e-Bike facilities on site. Employees may use the bicyclists as a commute alternative for a Guaranteed Ride Home Program if needed.	1
23	<u>Child Care Services</u> One trip will be credited for every two child care slots at the job site. This amount increases to one trip for each slot if the child care service accepts multiple age groups (infants = 0-2 years, preschool = 3&4 years, school ages = 5 to 13 years)	No	Not Applicable	0

# C/CAG TDM Trip Credit Calculations

TDM Action Plan – 200 Linden Avenue – South San Francisco, CA

TDM Trip Credit Calculation  
200 Linden Avenue - South San Francisco, CA

No.	TDM Measure / Description	Applicable?	Project Application	Project Trip Credit
24	<u>Child Car Expansion</u> One trip will be credited for each new child care center slot created either directly by an employer group, by the development/property owner, or by an outside provider if an agreement has been developed with the developer/property owner that makes the child care accessible to the workers at the development.	No	Not Applicable	0
25	<u>Alliance's Guaranteed Ride Home</u> Two peak hour trips will be credited for every 2 slots purchased in the program.	No	Not Applicable	0
26	<u>Combination of TDM Elements</u> Five peak hour trips will be credited for any ten TDM elements offered at the job site.	Yes	The project TDM Action Plan will offer ten multiple TDM elements	5
27	<u>Alliance TDM Action Plan</u> Ten peak hour trips will be credited for working with the Alliance to develop/implement a Transportation Action Plan.	Yes	A TDM Action Plan is provided for the site	10
28	<u>Cash Legacy</u> Developer can provide a cash legacy after the development is complete and designate an entity to implement any (or more than one) of the previous measures before day one of occupancy. Peak hour trip reduction credits will accrue as if the developer was directly implementing the items.	No	Not Applicable	0
29	<u>InFill Development</u> Two percent of all peak hour trips will be credited for each infill development.	Yes	This project qualifies as an In Fill redevelopment site. Using the project TIA, 46 AM and 68 PM peak hour trips as estimated in the TA. 2 Trips Credits are assumed using a 2% of the total peak hour trips.	2
30	<u>TMA</u> Five peak hour trips will be credited for participating in, creating, or sponsoring a Transportation Management Association.	No	Not Applicable	0
31	<u>TDM Coordination</u> Five peak hour trips will be credited for coordinating in a TDM program with existing developments/employers.	No	Not Applicable	0
32	<u>Multiple Job Sites</u> One peak hour trip will be credited for each opportunity created. For employers with multiple job sites, institute a proximate commute program that allows employees at one location to transfer/trade with employees in another location that is closer to their home.	No	Not Applicable	0
33	<u>Pay for Parking at Transit Stations</u> One peak hour trip will be credited for each spot purchased. Pay for parking at park and ride lots or transit stations.	No	Not Applicable	0
Total Project Trip Credits from TDM Action Plan Development:				258

## TDM Plan – Tenant Commitment Checklist

200 Linden Avenue, South San Francisco, CA

200 Linden Avenue commercial tenants must complete and return this form to the Building Owner to document their Transportation Demand Management (TDM) commitments to the site and to assist in complying with the Bay Area Commute Benefits Program. This TDM Checklist must also be provided to the City of South San Francisco – Planning Division as part of Use Permits for Tenant Occupancy of leased space.

Forms should be submitted to **NAME LAST** by email at: **namelast@email.com**.

### COMPANY CONTACT INFORMATION:

Company: \_\_\_\_\_

Primary Contact: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### 1. COMMUTER BENEFIT PROGRAM

Please check which of the following Commuter Benefit Program Options that your company will be offering to your employees. Your TDM Commitments will become part of your lease agreement with the property owner and become Conditions of Approval for your Use Permit Applications with the City of Palo Alto. The following TDM options comply with the Bay Area Air Quality Management District Commuter Benefits Program:

- ☐ Tax Free Commuter Benefits  
We offer Tax Free commuter benefits for our employees in the amount of:  
\_\_\_\_\_ Per Month
- ☐ Commuter Subsidy Benefits  
We offer employees the following amount to help offset the cost of commuting to our employees on top of their normal salary:  
\_\_\_\_\_ Per Month
- ☐ If all employee commuter costs, regardless of cost to the company are covered, please check here
- ☐ Employer Travel Network  
We offer our own employer-funded shuttle program for our employees
- ☐ Commuter Innovation Plan  
We offer our own Employee Commuter Program for our company with additional TDM Elements above those listed above. (Please provide a copy of your TDM Plan to **NAME LAST** from **Property Management Company** with this form).

Additional TDM Measures are provided on the next page. Please check those TDM Elements that apply to your companies TDM Program.



## TDM Plan – Tenant Commitment Checklist

200 Linden Avenue, South San Francisco, CA

### 2. TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES:

Additional TDM measures aimed at further encouraging alternative transportation use as a preferred commuter alternative to 200 Linden Avenue are encouraged by the property owner. The following are examples of TDM Measures. Please note those items your company plans to implement and commit to supporting during your lease period:

#### **Public Transit**

We offer our employees the following elements to encourage transit use:

- ☐ Caltrain GoPass Program
- ☒ Caltrain Monthly Pass Program
- ☐ SamTrans Way2Go Program  
(Included in Lease Agreement)

#### **Car/Van Pool**

We provide shared Car/Van Pools to our employees and cover all vehicle costs for the employees to pool together to work:

- ☐ Car
- ☐ Van
- ☐ Number of Current Users: \_\_\_\_\_
- ☐ Vehicle is also available to employees for Emergency Ride Home Use

#### **Bicycle Share**

We provide our own Bike Share network to our employees.

- ☒ Building e-Bike Bicycle Share Program  
(Included in Lease Agreement)

Name of Bike Share Manufacturer: \_\_\_\_\_

- ☐ No Additional TDM Measures
- ☐ Our company is offering our employees the Commuter Benefits identified in Section 1

### 3. TDM Program Reporting:

Tenants at 200 Linden Avenue will be required to participate in a building-owner based Commuter Surveys as requested by the City of South San Francisco. The findings of the Commuter Survey will be shared with all building tenants upon completion.

#### **ADDITIONAL NOTES:**