

SOUTHLINE

Transportation Demand Management Plan

May 2022



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Rendering of Southline amenities building and adjacent pedestrian environment

1. INTRODUCTION

This report presents a Transportation Demand Management (“TDM”) Plan for the Southline Specific Plan project (also referred to herein as the “Project”), a transit-oriented commercial campus located in the City of South San Francisco (“City”), California, further described in Part 2 below.

The Project would incorporate a TDM plan pursuant to the City’s Municipal Code Chapter 20.400, Transportation Demand Management, (“TDM Ordinance”) which contains the City’s TDM requirements, as well as City/County Association of Government of San Mateo (“C/CAG”) Land Use Guide Policy. The TDM requirements apply to all non-residential development expected to generate 100 or more average daily trips.

The City of South San Francisco TDM Ordinance strives to accomplish the following goals:

- Reduce the amount of traffic generated by new nonresidential development.
- Ensure that expected increases in traffic resulting from growth in employment opportunities in the City of South San Francisco will be adequately mitigated.
- Reduce drive-alone commute trips during peak traffic periods by using a combination of services, incentives, and facilities.

- Promote the more efficient utilization of existing transportation facilities and ensure that new developments are designed in ways to maximize the potential for alternative transportation usage.
- Establish an ongoing monitoring and enforcement program to ensure that the desired alternative mode use percentages are achieved.

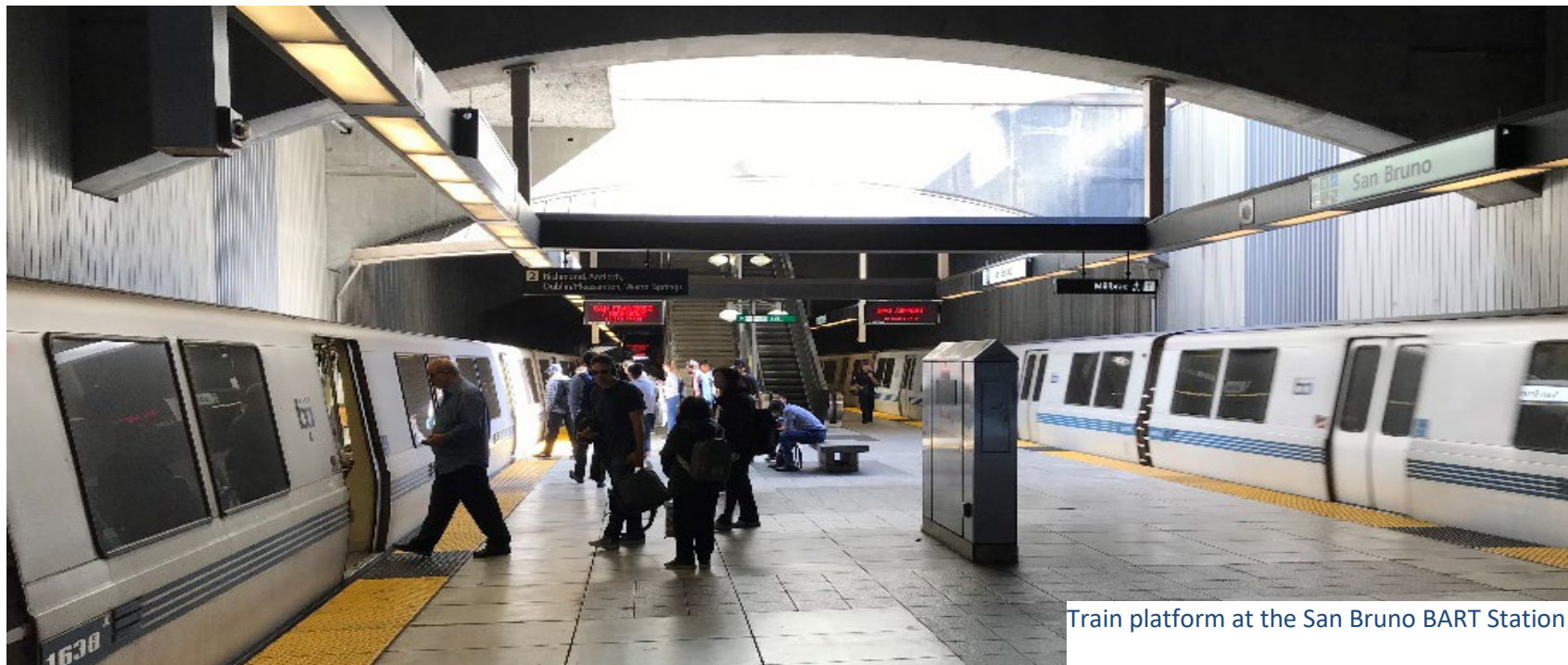
This Southline TDM Plan identifies TDM measures that will achieve a 45 percent alternative mode use as specified by the City of South San Francisco’s TDM Ordinance, as required for comparable projects requesting a floor area ratio up to 2.5. Given the Project’s optimal access to public transit options and the robust TDM program proposed, it is anticipated that the Project will meet this TDM goal.

As further described in Section 4, this Southline TDM Plan is intended to serve as the TDM Plan for the Phase 1 development as set forth under the Phase 1 Precise Plan, the first Precise Plan to be processed under the Southline Specific Plan. This Southline TDM Plan also includes conceptual TDM measures anticipated to be utilized for the buildout of the Southline Specific Plan area. For both Phase 1 and any future phases of development within the Southline Specific Plan area, the list of TDM measures included in this Southline TDM Plan will be further refined and finalized in

connection with the building permit process as further described in Part 4 below.

This Southline TDM Plan identifies a set of strategies, measures, and incentives to encourage future Southline campus employees and visitors to walk, bicycle, ride transit, or carpool when commuting to and from work. In order to accomplish this goal, this plan presents a range of proven strategies and measures used across the Bay Area under a flexible implementation plan that can meet the needs of the future Southline tenants and visitors.

This Southline TDM Plan also satisfies TDM guidelines by the City/County Association of Governments of San Mateo County (“C/CAG”), the Congestion Management Agency for San Mateo County. C/CAG guidelines require developments that generate 100 or more peak hour trips to implement feasible mitigation for the new peak hour trips generated by the project by selecting one or more of the options listed in the attached C/CAG TDM checklist appendix.



Train platform at the San Bruno BART Station

2. PROJECT DESCRIPTION

The Southline project, as set forth in the Southline Specific Plan, is a proposed transit-oriented office/R&D development (“TOD”) located on approximately 28.5 acres located in South San Francisco adjacent to the San Bruno BART Station. The Southline Specific Plan allows for development of up to 2.8 million square feet (approximately 2.4 FAR), and would include development of various commercial office/R&D buildings and one amenity building featuring ground-floor amenity uses accessible to the public, in addition to tenant-only amenity facilities such as a fitness center and meeting rooms, all of which contribute towards creating an integrated TOD commercial campus. The Southline project is anticipated to be developed in phases over time. Development within the Southline Specific Plan area will be implemented through review and approval of Precise Plans.

2.1 Southline Mobility and Circulation Improvements

The Project proposes several improvements in the surrounding transportation network to accommodate increased development capacity of the Project site, create improved connectivity and circulation for the surrounding community, improve access to public transportation and pedestrian and bicyclist safety, and to carry out transportation and circulation policies under the South San Francisco General Plan. These proposed improvements include new streets

connection and circulation improvements; modifications to pedestrian and bicycle facilities, as well as SamTrans bus circulation to improve BART station access; neighborhood traffic calming; and compatibility with a future grade separation of Caltrain. Notably, a major circulation feature to be implemented within the Southline Specific Plan area is development of a new roadway (provisionally named Southline Avenue for the purpose of the Southline Specific Plan) that is envisioned to be constructed west to east through the Specific Plan area between Huntington and South Linden Avenues. A full description of the proposed on-site and off-site mobility and circulation improvements is provided in the Southline Specific Plan. It is anticipated that these improvements would complement the TDM plan implemented for the Project and would further contribute to alternative mode usage.

Due to the Project’s proximity to BART and Caltrain and based on the robust TDM measures proposed in this plan, the Project proposes a parking supply of up to approximately 4,305 total parking spaces for a parking ratio range of up to 1.65 striped spaces per 1,000 square feet of commercial use, with an option to incorporate valet parking programs permitted up to 2.0 spaces per 1,000 square feet of commercial use within that range upon staff review and approval, based on type of use and employee density as set forth in the Southline Specific Plan. These on-site parking ratios represent a reduction of over 35 percent from the on-site parking requirements

under the South San Francisco Municipal Code for comparable projects. Vehicle access to the campus is provided via driveways on Southline Avenue, South Maple Avenue, South Linden Avenue, and Dollar Avenue.

The Project is consistent with the City’s policies of promoting alternatives to automobile transportation to further the City’s transportation objectives by emphasizing linkages, TDM, and bicycle and pedestrian access and ease of movement between buildings, and providing connection to transit.

2.2 Phase 1 Precise Plan

Phase 1, the first Precise Plan to be processed under the Southline Specific Plan, includes construction of the new Southline Avenue east–west connection road and the following development, generally located south of the new road: two new office buildings (Buildings 1 and 7 as shown on **Figure 1** below), with a total building area of up to 615,000 square feet; the three-story, 69,710-square foot amenities

building (Building 2); approximately 1,095 parking spaces in a combination of structured parking in Parking Structure D (PsD), above-grade parking located within the Amenities Building, and surface parking within the Phase 1 area; and landscaping and open space amenities. Phase 1 also includes most of the proposed on-site and off-site infrastructure, roadway, and pedestrian improvements within the off-site improvement areas.

Table 1: Southline Project Description

Land Use(s)	Phase 1 Building Area (Square Feet)	Total Buildout Building Area (Square Feet)
Office/R&D	615,000	2,730,290
Amenities	69,710	69,710
Total	684,710	2,800,000

NOTE: The Specific Plan allows for development of the commercial campus with a range of office and R&D uses; however, to provide for a conservative analysis, this Preliminary TDM Plan assumes 100% office build-out scenario given that this use generates a higher development intensity and resulting higher employee density as compared to an R&D buildout scenario.



Figure 1: Conceptual Southline Site Plan (Office Buildout)

NOTE: Areas shown outside of the Specific Plan area may be subject to separate review by other agencies.

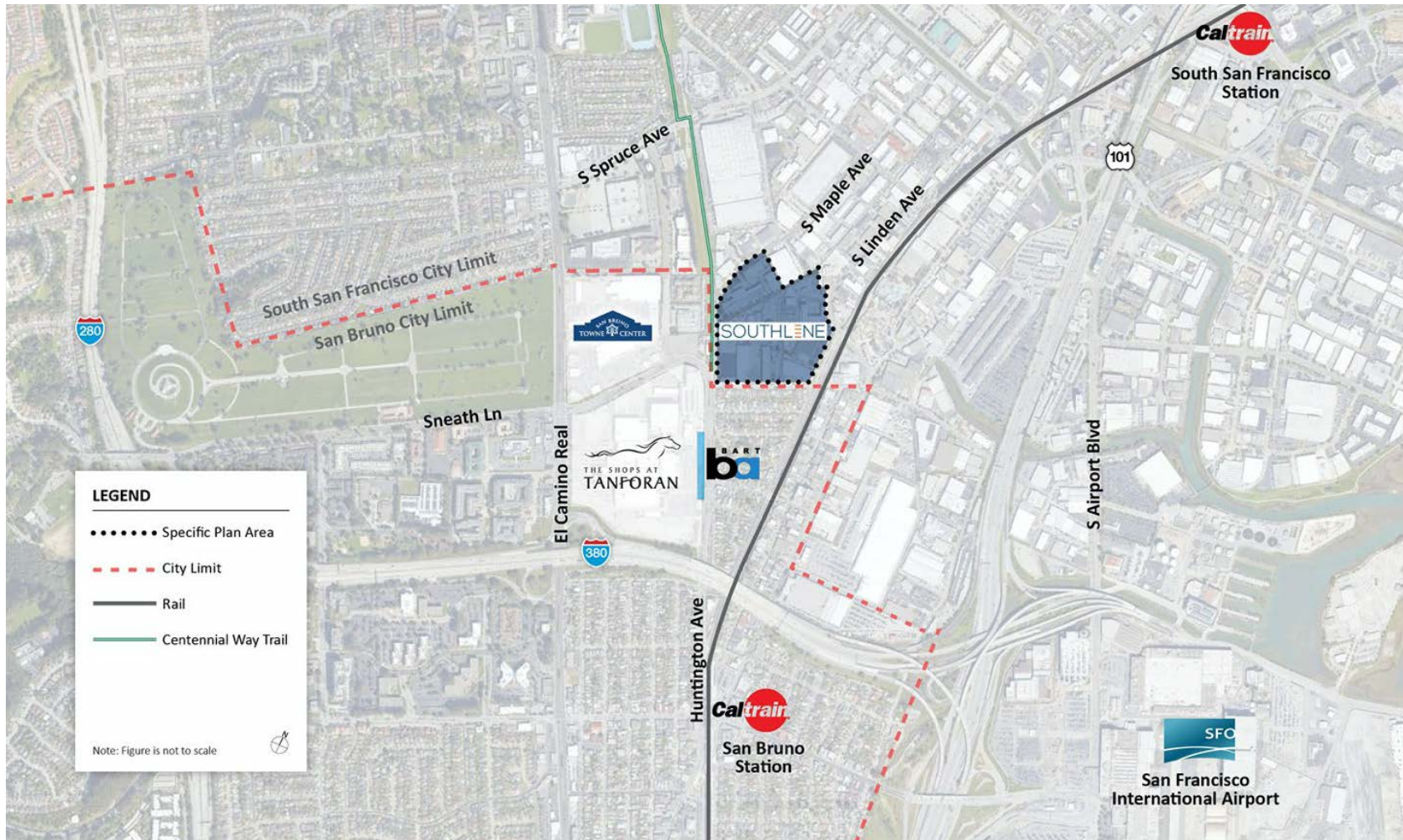


Figure 2: Southline and Surrounding Context, Including Nearby BART and Caltrain Stations and Freeways, and Land Uses

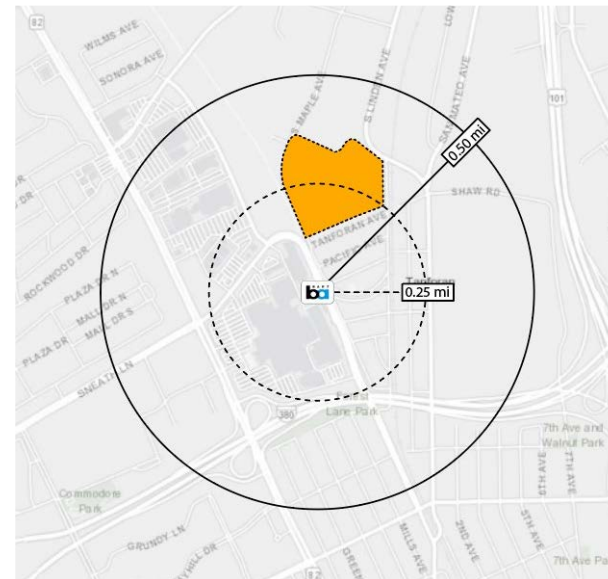
3. PROJECT SETTING

Southline is located in South San Francisco’s Lindenville district near the City’s border with San Bruno. The campus is directly served by commuter rail and bus service, a Class I multi-use trail, and three freeways. San Francisco International Airport is approximately two miles from the campus.

3.1 Existing Transit Connections

Southline is located across Huntington Avenue from the San Bruno BART Station. BART’s Red and Yellow Lines connect the station with San Francisco, Millbrae, San Francisco Airport (SFO), and the East Bay, while five SamTrans bus lines serve destinations in San Mateo County. During peak periods, before disruption caused by the novel coronavirus (COVID-19) pandemic, the station was served by eight BART trains per hour, per direction and 12 SamTrans buses per hour, per direction. On a typical weekday, approximately 3,700 BART passengers and 900 SamTrans passengers use the San Bruno BART Station as well as SamTrans bus stops along Sneath Lane near Huntington Avenue. Additional transit connection information is summarized in **Table 2**. It should be noted that **Table 2** includes peak period frequency based on typical schedules in effect prior to the reduced scheduled triggered by COVID-19.

Southline is also located approximately ¼ mile from the San Bruno Caltrain Station and one mile from the South San Francisco Caltrain Station. Caltrain connects San Francisco, the Peninsula, and the South Bay. Combined, the South San Francisco and San Bruno Caltrain stations serve about 1,200 passengers on a typical weekday. Both stations are expected to see increased service by 2024 upon completion of the Peninsula Corridor Electrification Project, which will increase Caltrain service to six trains per hour per direction during the peak periods.



The San Bruno BART Station is within 0.25 miles of a significant portion of the Southline Specific Plan area and within 0.5 miles of the entire Southline Specific Plan area.

Table 2: Southline Transit Connections

Transit Line	Destinations	Peak Period Frequency ¹
BART Red Line	Richmond to Millbrae	15 Minutes
BART Yellow Line	Antioch to SFO International Airport	15 Minutes
Caltrain	San Francisco to San Jose/Gilroy via South San Francisco and/or San Bruno Stations	Varies by station and direction
SamTrans ECR Bus	Palo Alto Transit Center to Daly City BART via El Camino Real	12 minutes
SamTrans ECR Rapid Bus	Redwood City Transit Center to Daly City BART via El Camino Real	20 minutes
SamTrans 140 Bus	West Manor/Palmetto to SFO International Airport via San Bruno BART	60 Minutes
SamTrans 141 Bus	Shelter Creek to Downtown SSF via San Bruno BART	30 minutes
SamTrans 398 Bus	Redwood City Transit Center to San Francisco via US Highway 101	60 minutes

¹Frequency based on pre-COVID schedule

Table 3: Sample Travel Times to San Bruno BART Station

BART Station	Travel Time
24 th Street Mission	19 Minutes
Montgomery	26 Minutes
19 th Street Oakland	41 Minutes



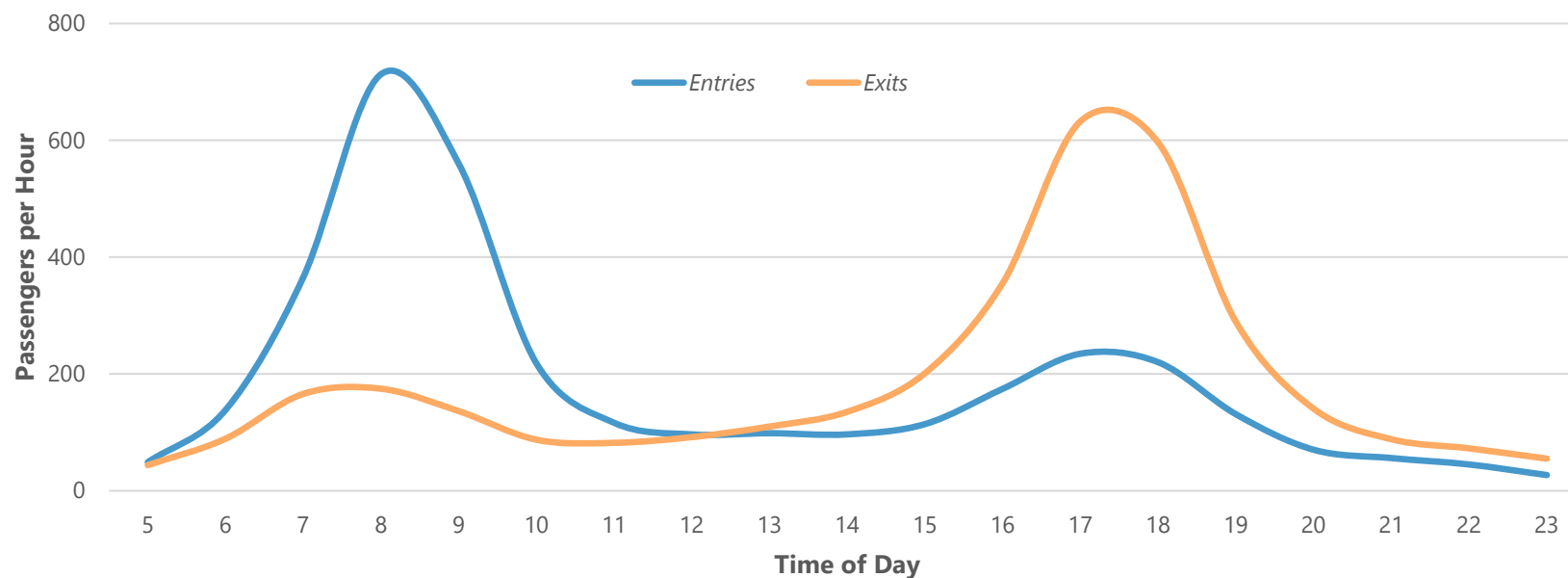
Caltrain’s modernization is expected to increase service levels at South San Francisco and San Bruno Stations. Southline would include shuttle service connecting to Caltrain.



Increasing BART Ridership at San Bruno Station

Southline’s proximity to the San Bruno BART Station presents an opportunity to increase reverse-commute ridership along the Peninsula, as well as fulfill BART’s Transit Oriented Development (TOD) policy by emphasizing increasing ridership at locations where the system has capacity to grow including San Bruno Station. In 2019, a total of 3.5 million (over 75%) of Peninsula BART trips traveled northbound to San Francisco and other locations during the morning commute period, while a total of 1.1 million (25%) traveled in the southbound direction. During the evening the reverse distribution is observed with a total of 3.5 million (70%) of Peninsula BART trips traveling in the southbound direction and a total of 1.5 million (30%) in the northbound direction. As shown in **Figure 3**, San Bruno Station experiences a similar trend whereby 77% trips are entering the station in the mornings and 70% trips are exiting the station in the evenings. Compared with other BART stations, San Bruno has an approximate average daily ridership of 3,700 which is less than the average systemwide station ridership of 8,800.

Figure 3: BART Entries and Exits at San Bruno Station (2019)



3.2 Existing Bicycle and Pedestrian Connections

Southline is located along the Centennial Way Trail, a two-mile multi-use path in South San Francisco. The cities of Colma and San Bruno are studying extensions of the Centennial Way Trail to connect to Daly City to the north and downtown San Bruno to the south, respectively. Bike lanes along Sneath Lane intersect with Southline and provide access to San Bruno to the west.

Pedestrian activity near Southline is concentrated along the Centennial Way Trail and around the San Bruno BART Station. The Tanforan Mall and San Bruno Towne Center offer a range of dining, entertainment, and retail activities within a five-minute walk of Southline.

Pedestrian and bicycle access around the San Bruno BART Station exhibits room for improvement; as described in Section 2 above, the Southline Specific Plan proposes such access improvements. The San Bruno BART Station is currently surrounded by an auto-oriented environment characterized by narrow sidewalks, missing crosswalks, high-speed auto traffic, and gaps in bicycle facilities. The Centennial Way Trail does not directly connect to the station; bicyclists typically ride along the sidewalk.



The Centennial Way Trail runs above the BART tunnel in South San Francisco, but does not presently connect to San Bruno Station.



3.3 Existing Auto Connections

Southline is situated near the US-101, I-280, and I-380 freeways, as well as El Camino Real (State Route 82). The Southline Specific Plan area is served by six freeway interchanges within 1.5 miles of the Project site, including: I-380/El Camino Real, US-101/Grand Avenue, US-101/Produce Avenue/South Airport Boulevard, US-101/San Bruno Avenue, I-280/Sneath Lane, and I-280/San Bruno Avenue. Existing site access is provided via Sneath Lane, Huntington Avenue, Maple Avenue, Dollar Avenue, and South Linden Avenue.

There are three major auto infrastructure projects planned near the Southline Specific Plan area that are unrelated to the Southline Specific Plan:

- The US-101 Express Lanes project will add high occupancy toll lanes (carpool lanes with an option for single occupancy vehicles to pay a toll) along US-101 between Redwood City and I-380. Extensions are planned into San Francisco and Santa Clara Counties.
- The US-101/Produce Avenue Interchange Project would extend Utah Avenue across US-101 and reconfigure southbound ramps at Produce Avenue.
- The South Linden Grade Separation Project would replace the existing at-grade rail crossing of Caltrain with grade separated crossing

While there is presently no street connection between the Southline Specific Plan area and Sneath Lane, the South San Francisco General Plan identifies a street extension through the site to South Linden Avenue, connecting to the extension of Utah Avenue, as shown in **Figure 4**. As discussed in Part 2 above, the Southline Specific Plan proposes development of Southline Avenue, which would establish this west-east connection as contemplated under the South San Francisco General Plan.

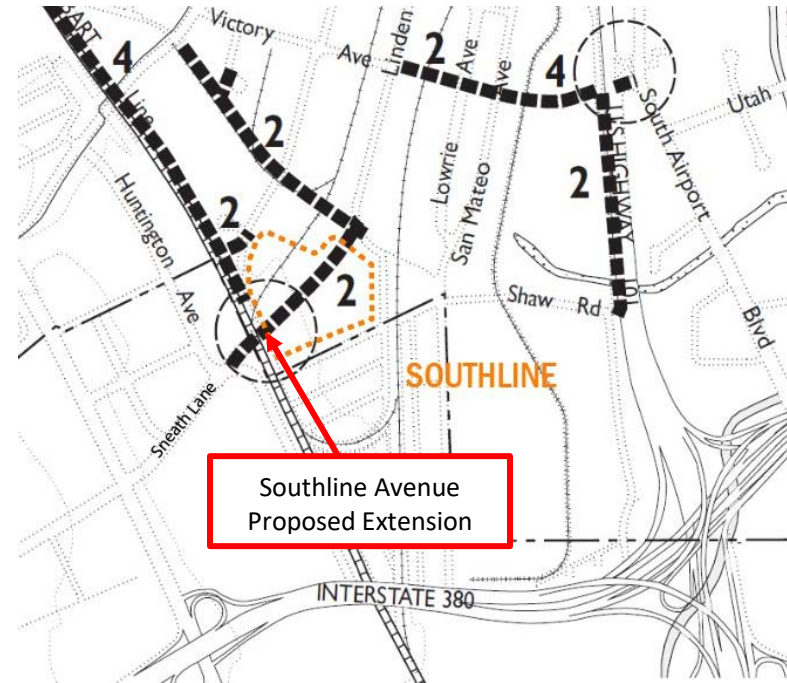


Figure 4: Excerpt of SSF General Plan Figure 4-2 Street Improvement showing Southline Avenue Proposed Extension

Employee Commute Mode Shares near Transit

Figure 5 illustrates average employee commute mode share for San Mateo County and the cities of South San Francisco and San Bruno. As shown, approximately 70% of employees commute by single occupant automobile. However, Southline is expected to have a lower number of employees driving alone due to its proximity to transit and robust TDM plan. This assumption is based on mode share for downtown areas such as Redwood City, Palo Alto, and Berkeley, which have comparable employment centers close to transit. In these areas, approximately 45-55% of employees drive alone, which are lower than the number of employees that drive alone in South San Francisco and San Bruno. Data showing that employment centers in close proximity to transit generate reduced rates of single-occupancy vehicle trips is also supported by studies from the California Air Pollution Control Officers Association, UC Davis, the Environmental Protection Agency, and the Federal Transit Administration.

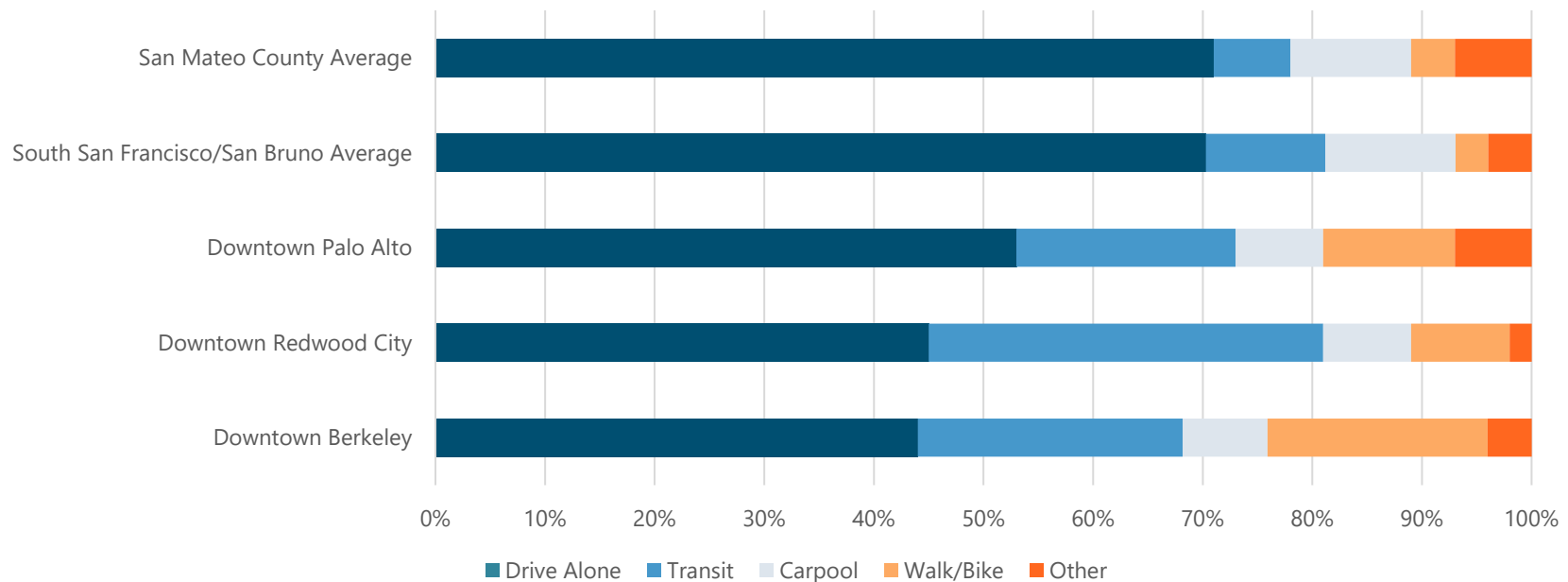


Figure 5: Employee Commute Mode Shares near Transit

Citations:

Redwood City Moves Plan, 2018; Palo Alto TMA Annual Report, City of Palo Alto, 2019; US Census Transportation Planning Products, 2012-2016 American Community Survey; Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010; Traffic Generated by Mixed-Use Developments – A Six-Region Study Using Consistent Built Environmental Measures, Ewing et al., ASCE Journal of Urban Planning and Development, 2011; Smart Growth Trip Generation Rates Study, Handy et. al., 2013, University of California, Davis for the California Department of Transportation.; TCRP Report 128 - Effects of TOD on Housing, Parking, and Travel, Cervero et. al., 2008, Transportation Research Board.

4. TRANSPORTATION DEMAND MANAGEMENT PROGRAM

This Southline TDM Plan includes a combination of new on-site services and programming, mobility and circulation infrastructure improvements, and related on-site amenities to highlight and build upon the Project site's proximity to transit, active transportation, and carpooling facilities. This Southline TDM program includes all required measures as set forth under the City's TDM Ordinance, as well as additional measures. The Project applicant will submit a Draft TDM Plan as part of the Precise Plan package for each phase of development within the Specific Plan Area, and a Final TDM plan during the building permit process accordance with the City's TDM Ordinance. The TDM plans for phases of development will be consistent with the guidelines established in this TDM program for the Southline Specific Plan Area, and will include project-specific trip reduction measures that are appropriate to the development being proposed. As described in Section 4.2, this document will serve as the Draft TDM Plan for Phase 1; a Final TDM plan will be submitted during the building permit process for that phase.

¹ *Southline Transportation Impact Analysis*, Fehr & Peers, dated June 2021 and updated February 2022; and *Southline Traffic Operation Analysis* Technical Memorandum, Fehr & Peers, dated December 2020 and updated February 2022

4.1 Project Trip Generation

In connection with preparation of the Southline Specific Plan and related approvals, the City prepared the Southline Specific Plan Environmental Impact Report ("Southline EIR") (State Clearinghouse #2020050452), which analyzes the potential environmental impacts of the development as described in the Specific Plan. Preparation of the Southline EIR included completion of traffic studies¹, which evaluated the potential transportation and circulation impacts of the Project. **Table 4** and **Table 5** present the daily person trip and vehicle trips from these traffic studies, respectively.

It should be noted that values presented in **Table 4 & 5** are estimates used to help determine preliminary TDM program measures and are based on the preliminary traffic studies prepared in connection with the Southline EIR. Since preparation of those studies, the Southline Specific Plan parking ratio was decreased from 2.2 per 1,000 square feet to 1.65 striped spaces per 1,000 square feet of commercial uses (with allowance for additional valet spaces up to a maximum of 2.0 per 1,000 square feet, upon City review and approval, based on type of use and employee density). Additionally, the values presented in **Table 4 & 5** reflect a prior iteration of the Phase 1 Precise Plan

proposal; the current Phase 1 Precise Plan includes a 2,300 square foot increase in office space, and 18,490 square footage decrease in the total Amenity Building area. As a result, these changes result in a net decrease in trip generation under Phase 1 and Buildout conditions compared to the values shown in **Table 4 & 5**. Accordingly, **Table 4 & 5** represent conservative trip generation data and likely overestimate the actual trip generation associated with Phase 1 and Buildout conditions. These estimates remain useful for establishing preliminary TDM program measures and are provided here for informational purposes. See *Southline Transportation Impact Analysis*, Fehr & Peers, dated June 2021, updated February 2022, for additional information.

The Southline Specific Plan allows for development of the commercial campus with a range of office and R&D uses; however, to provide for a conservative analysis, this Southline TDM Plan assumes a 100% office build-out scenario given that this use generates a higher development intensity and resulting higher employee density as compared to an R&D buildout scenario. As shown in **Table 4**, the project will generate 7,930 daily person trips and 28,461 daily trips for Phase 1 and Specific Plan buildout, respectively. **Table 5** presents the vehicle trips for Phase 1 and Specific Plan buildout after accounting for trips made by other modes as shown in **Table 4**. During the AM peak hour, it is estimated that the Project would generate 656 vehicle trips in Phase 1 and 2,321 vehicle trips for Specific Plan buildout, respectively. During the PM peak hour, it is estimated that the Project would generate 605 vehicle

trips in Phase 1 and 2,102 vehicle trips for Specific Plan buildout. As further explained in the Southline EIR, vehicle trip generation rates were based on trip generation surveys from downtown Redwood City developments near the Redwood City Caltrain Station and not Institute of Engineering (ITE) rates due to the unique nature and characteristics of this development.

As further described in Section 5 below, since there will be variability in the number of person or vehicle trips, TDM compliance with the 45 percent mode-shift requirements will be based on actual employee data.

Table 4: Person Trip Generation

Mode	Mode Share	Phase 1	Full Build-Out
Drive Alone	55%	3,837	15,984
Carpool	8%	550	2,317
BART	23%	1,281	5,394
Caltrain ¹	10%	557	2,345
SamTrans	2%	111	469
Bike ²	2%	111	469
Total Person Trips	100%	6,448	26,978
Public Amenity Visitors	-	1,482	1,483
Total Person Trips	-	7,930	28,461

Source: *Southline Transportation Impact Analysis*, Fehr & Peers, 2020

Table 5: Vehicle Trip Generation

Land Use	Phase 1		Full Build-Out	
	AM Peak	PM Peak	AM Peak	PM Peak
Office	499	445	2,208	1,969
Private Amenities	16	15	16	15
Public Amenities	159	156	159	156
Internal Capture	-18	-11	-62	-38
Total Vehicle Trips	656	605	2,321	2,102

Source: *Southline Transportation Impact Analysis*, Fehr & Peers, 2020

4.2 List of Southline TDM Measures

As noted above, this document is intended to serve as the TDM Plan for the Phase 1 development as set forth under the Phase 1 Precise Plan. This Southline TDM Plan also includes conceptual TDM measures anticipated to be utilized for the buildout of the Southline Specific Plan area.

Table 6 summarizes both the proposed TDM measures for Phase 1 development, and also indicates the conceptual TDM program for Specific Plan buildout. The TDM measures set forth in **Table 6** would achieve the 45 percent mode-shift requirement as well as provide additional trip reduction measures as described in South San Francisco Municipal Code Section 20.400.004.

The list of Phase 1 TDM measures included in **Table 6** will be further refined and finalized in connection with preparation of a Final TDM

Plan prior to issuance of building permits for Phase 1 development consistent with South San Francisco Municipal Code Section 20.400.006. The conceptual TDM measures indicated for future phase(s) of the Specific Plan buildout will be further refined during subsequent Precise Plan submittals for development within the Specific Plan area to achieve the 45 percent mode-shift requirement. The Project applicant will submit subsequent Draft TDM Plan(s) as part of the Precise Plan package for each phase of development within the Specific Plan Area, and Final TDM Plan(s) as part of the building permit process for each phase of development within the Specific Plan area in accordance with the City’s TDM Ordinance.

Certain TDM measures proposed in **Table 6** may impact property located within the jurisdiction(s) of other agencies (e.g., proposed pedestrian-transit connections to the San Bruno BART station), and as such, could be subject to separate review and approval by those agencies prior to implementation.

Over time, the design and programming of specific TDM measures that are implemented within the Southline campus may change as new services and technologies emerge, as new commuter patterns and preferences arise, and depending on tenant needs and market conditions at the time of implementation. Therefore, this TDM Plan should be utilized as a “living document” that can be revised as needed

to refine the specific TDM measures proposed to achieve the required 45 percent mode-shift requirement per the City's requirements.

4.3 Potential Additional Measures

Additional TDM program measures may be implemented as needed to achieve the goal of 45 percent alternative mode shift for the Southline campus. These measures may include TDM amenities such as carshare or bikeshare programs, app-based commute monitoring system, flex-time and telecommuting or employer-sponsored mode shift incentives and/or subsidies.

4.4 Estimated C/CAG Trip Credit Calculations

As part of C/CAG requirements, TDM programs must have the capacity to fully reduce the demand for new peak hour trips. This capacity is determined by giving "trip credits" for acceptable programs elements listed in the C/CAG Land Use Guide Policy; the total number of trip credits should be equal or greater than the new peak hour trips generated by the project. **Table 7**, located in the Appendix, provides an approximate calculation of the C/CAG trip credit based on this Southline TDM Plan, and assumes a 100% office buildout of the Southline Specific Plan. It is anticipated that specific trip credits may be adjusted during the Final TDM Plan approval process for each phase of development within the Southline Specific Plan area.

Table 6: Preliminary Southline TDM Program Measures, Phase 1 and Future Phases/Specific Plan Buildout

Category	TDM Measure	Description	Phase 1	Future Phases/Specific Plan Buildout
Active Transportation	Bicycle and Pedestrian Connections	The project will provide direct, high quality pedestrian and bicycle connections between building entrances, the Centennial Way Trail, Sneath Lane, and San Bruno BART Station. See Southline Specific Plan for a complete discussion of the proposed bicycle and pedestrian connections.	✓	✓
	Bicycle Parking	Project buildout will provide short-term and long-term bicycle parking spaces distributed in several locations across the Project site at a ratio of 1 bicycle space per 3,000 SF as set forth in the Southline Specific Plan. Approximately 90% of bicycle spaces will be provided for long-term use and the remaining 10% will be for short-term use. The specific allocation and location of short-term and long-term spaces will be established under each Precise Plan.	Approximately 191 long-term; 27 short-term	Approximately 598 long-term (789 total at buildout); 66 short-term (93 total at buildout)
	Bicycle Repair Station	Amenities Building (Building 2) to incorporate bicycle repair station.	✓	✓
Carpooling & Vanpooling Services	Carpool/Vanpool Matching Services	The TDM coordinator will provide ride-matching services for carpools and vanpools users thorough 511.org and/or other programs.	✓	✓
	Carpool/Vanpool Parking	Approximately ten percent of vehicle spaces will be reserved for carpools or vanpools and will be provided in premium and convenient locations on the Project site.	✓	✓
Transit Services	Caltrain Shuttle Service	Shuttle service connections may be provided between the Project site and the South San Francisco and/or the San Bruno Caltrain Stations.	Potential stop at Bldg. 7; to be confirmed during Phase 1 Precise Plan review and approval.	Potential stops at Bldg. 7 & Parking Garage C.

Table 6: Preliminary Southline TDM Program Measures (continued)

Category	TDM Measure	Description	Phase 1	Future Phases/Specific Plan Buildout
Transit Services	Transit Connections & Direct Path to Transit	The project is located within ¼ mile of the San Bruno BART Station, which includes two BART lines and five SamTrans lines. The Project proposes improvements to pedestrian access to BART station and bus stops through features such as an improved crosswalks and a lighting plan. See Southline Specific Plan for a complete discussion of the proposed bicycle and pedestrian connections.	✓	✓
Transit Services	Transit Signal Priority	The Project proposes certain improvements to transit signal priority at the new intersection of Huntington Avenue/Sneath Lane in order to maintain or improve bus and shuttle operations.	✓	✓
Mode Shift Incentives	Semiannual Employee Commute Survey	Employee commute survey will be administered twice a year to evaluate current mode choice use and best practices	✓	✓
	Reduced Parking	The project will supply on-site parking at a range up to 1.65 striped spaces per 1,000 square feet of commercial uses (with allowance for up to 2.0 spaces per 1,000 square feet with valet parking program(s)), upon City approval based on type of use and employee density as set forth in the Southline Specific Plan. Parking ratios represent a reduction of approximately 35 percent or greater from the typical city on-site parking requirements for comparable developments.	Up to approximately 1,095 parking stalls	Up to approximately 4,305 parking stalls
TDM Amenities	Guaranteed Ride Home Program	Carpool, vanpool, transit, and active transportation users will be provided with free guaranteed rides home in emergency situations by taxis or transportation network companies.	✓	✓
	Information Boards and Kiosks	Building lobbies will include a display of transportation options available for all employees.	✓	✓

Table 6: Preliminary Southline TDM Program Measures (continued)

Category	TDM Measure	Description	Phase 1	Future Phases/Specific Plan Buildout
TDM Amenities	Onsite Amenities	The project will include onsite amenities including a restaurant, retail, gym, and conference facility. Ground-floor amenities located within the proposed amenities building (Building 2) will be accessible for the public. Fitness, conference, and/or cafeteria space located in upper floors of the proposed amenities building will be accessible to tenants only.	✓	✓
	Mobility Hub(s)	One or more mobility hubs will be located throughout the Project Site. These mobility hubs will provide area for shuttle and other passenger loading.	Potential locations at Bldgs. 2 and 7 and Parking Structure D; to be confirmed during Phase 1 Precise Plan review and approval.	Potential locations at Bldgs. 2, 7 & Parking Structure C and adjacent to Southline Commons Open Space area
	Passenger Loading Zones	As feasible, passenger loading zone will be provided near the entrance of each building. Loading zone will be for shuttle or ride-share.	✓	✓
	Showers and Changing Rooms	Shower facilities and lockers will be provided on-site to encourage active transportation use.	✓	✓
	TDM Coordinator	The tenants of the building will designate a TDM coordinator(s) to promote transportation alternatives available to employees.	✓	✓

5. MONITORING AND ENFORCEMENT

The efficacy of Southline’s Final TDM Plans will be monitored based on the requirements in the South San Francisco TDM Ordinance. Alternative mode share will be monitored annually with statistically valid employee surveys, beginning one year after tenant occupancy. The TDM Coordinator(s) may use information from the employee surveys to work with the City to adjust existing or implement new TDM program measures. The TDM Coordinator(s) will submit a summary report presenting the findings of the annual survey to the City’s Planning Division.

The TDM Coordinator(s) will also work with the City’s Planning Division to document the effectiveness of the TDM program through triennial reporting. Independent consultants, retained by the city and paid for by the tenants, will measure, through observation, the commute mode use at Southline every three years, beginning three years after tenant occupancy for each phase. If the alternative mode use goals are not achieved, the TDM Coordinator(s) will provide an explanation of how and why the goal has not been reached and a detailed description of

additional measures that will be adopted to attain the required mode use. The independent consultants will submit the findings of the triennial survey to the City’s Planning Division. The triennial report will be submitted to the City every three years on the anniversary date of the granting of the certificate of occupancy for the Project or another date agreed to by the City.

Leases for all tenants within the Southline Campus will include provisions regarding the mandatory TDM measures required of all tenants. Leases will also include the specific appointment of a TDM Coordinator(s) and the requirement for ongoing communications and cooperation between property managers and the TDM Coordinator(s). It is anticipated that multiple tenants may share one TDM Coordinator. Leases will also identify the City’s potential penalties for noncompliance of the TDM program through failure to submit reports or inability to achieve the 45 percent alternative mode use. It will be the tenants’ responsibility to make sure these requirements are met and to communicate proactively with property managers and the TDM Coordinator(s).

APPENDIX: C/CAG CHECKLIST

Table 7: Compliance with C/CAG Guidelines and TDM Program Effectiveness

TDM Measure	City of South San Francisco Municipal Code	Amount ¹	C/CAG Credit Rate ²	C/CAG Trip Credits ³
Preliminary/Required Measures				
Carpool and Vanpool Ride Matching Service	20.400.004 (A.1)	TBD	7	TBD
Additional Credit for Guarantee Ride Home Program	20.400.004 (A.4)	TBD	3	TBD
Designated Employer Contact	20.400.004 (A.2)	1	5	5
Semiannual Employee Commute Survey	20.400.004 (A.2)	1	3	3
Transit Connection & Direct Path to Transit	20.400.004 (A.3)	1	n/a	n/a
Guaranteed Ride Home Program	20.400.004 (A.4)	TBD	2	TBD
Information Boards/Kiosks	20.400.004 (A.5)	7	5	35
Passenger Loading Zones	20.400.004 (A.6)	6	n/a	n/a
Improve Bicycle and Pedestrian Connections	20.400.004 (A.7, B.2)	4	5	20
New Employee Orientation Packets	20.400.004 (A.8)	1	n/a	n/a
Commute Alternatives Brochure Rack (Maps and Schedules)	20.400.004 (A.8)	1	n/a	n/a
Transportation Options for Visitors (Maps and Schedules)	20.400.004 (A.8)	1	n/a	n/a
Showers/Clothes Lockers	20.400.004 (A.9)	10	10	100
Additional Credit for Combination with Bicycle Lockers	20.400.004 (A.9, A.12)	1	5	5
Caltrain Shuttle ⁴	20.400.004 (A.10)	383	1	383
Additional Caltrain Shuttle Credit for Guaranteed Ride Home Program	20.400.004 (A.10, A.4)	383	1	383

TDM Measure	City of South San Francisco Municipal Code	Amount¹	C/CAG Credit Rate²	C/CAG Trip Credits³
Participate in Transportation Management Association (TMA)	20.400.004 (A.11)	1	10	10
Total Secure Bicycle Storage	20.400.004 (A.12, A.13)	615	0.33	203
Preferential Carpool and Vanpool Parking ⁵	20.400.004 (A.14)	577	2	1,154
Onsite Amenities (Restaurant, Gym, and Conference Facility)	20.400.004 (B.6)	3	5	15
SamTrans Bus Stops	20.400.004 (B.5)	1	n/a	n/a
Transit Signal Priority	20.400.004 (B.10)	1	n/a	n/a
Additional Credit for Providing Ten or More TDM Program Measures	N/A	1	5	5
Subtotal of Required Measures				2,321

Source: *City/County Association of Governments of San Mateo County*, 2020 and City of South San Francisco, 2019.

NOTE: As indicated above, the list of TDM measures included in the Preliminary TDM Plan will be further refined and finalized prior to approval of Final TDM Plan(s); C/CAG credit estimations provided in Table 6 are provided for informational purposes only.

¹ Number of units for each TDM Measure (e.g. number of employees, bicycle space, loading zone, etc.) that is eligible for trip credit

² Number of trip credit that could be given per unit for each TDM measure

³ Trip Credit that could be assumed for each TDM measure

⁴ Project Build Out AM Caltrain person trip assumed in Southline Specific Plan Traffic Impact Analysis

⁵ Assumed 10% of standard parking spaces are dedicated as preferential carpool and vanpool parking