180 El Camino Real Mixed Use Project

Transportation Demand Management Plan

South San Francisco, California

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INTRODUCTION

Transportation Demand Management (TDM) refers to strategies that result in a more efficient use of transportation resources to help relieve traffic congestion, parking demand, and air pollution problems. Typically, TDM combines different services, facilities, and actions that result in a reduction of single-occupant vehicle trips. A TDM Plan is developed to guide efficient use of an existing transportation system and to ensure new developments are designed to maximize sustainable transportation usage. This plan is prepared for the proposed 180 El Camino Real mixed use project in South San Francisco, California. Currently the site is vacant. The project will consist of 770,356 square feet (sf) of R&D offices, 8,600 sf of retail, and 183 multi-family dwelling units. There are 1,723 parking stalls provided for the office, residential and retail uses, primarily located in an eight-level parking garage and a residential garage. To propose effective and appropriate TDM measures, this plan is based on the project's size, location, and land uses.

TDM ORDINANCE

The City of South San Francisco TDM Ordinance (Municipal Code Chapter 20.400.004) requires the preparation and implementation of TDM programs for all nonresidential development expected to generate 100 or more average daily trips. The specific purpose of the TDM ordinance is to:

- Reduce the amount of traffic generated by new nonresidential development, and the expansion of existing nonresidential development.
- Ensure that expected increases in traffic resulting from 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.

The desired alternative mode use percentage, as defined by the TDM ordinance for nonresidential projects exceeding 100 average daily trips (and not requesting an FAR bonus) is 40 percent. The TDM ordinance describes typical measures to reduce "home-to-work" vehicle trips during peak travel periods, including ridesharing programs, transit incentives, bicycle and pedestrian amenities, telecommuting and compressed work weeks.

REPORT ORGANIZATION

The remaining sections of this report describe transportation facilities and services provided in the project vicinity discussion of the TDM Measures, and the Annual Survey.

PROJECT DESCRIPTION

The project site is located at 180 El Camino Real, in South San Francisco, California. The project is bordered by El Camino Real, Spruce Avenue, Huntington Avenue and Noor Avenue. Per the South San Francisco General Plan, the project is within the El Camino Real Mixed-Use Zoning Designation. The project site location and vicinity are shown in **Figure 1** and the site plan is shown in **Figure 2.**

The proposed project will construct 770,356 square feet of office R&D, 8,600 square feet of complementary retail uses (amenities) and 183 multifamily dwelling units.

Project Trip Generation

An evaluation of the project's net trip generation was conducted for the daily, weekday a.m. peak hour, and weekday p.m. peak hour. The site is currently vacant, so no anticipated trip reduction is anticipated for existing uses.

TJKM determined that the project would add 8,461 net daily trips, 775 net a.m. peak hour trips and 751 net p.m. peak hour trips to the existing roadway network. The project's trip generation is presented in **Table 1**.

Table 1: Trip Generation for 180 El Camino Real

Land Use	*Size*	*Daily*		*A.M. Peak*					*P.M. Peak*				
		Rate	*Trips*	*Rate*	*In:Out*	*In*	*Out*	*Total*	*Rate*	*In:Out*	*In*	*Out*	*Total*
Research & Development (ITE 760)	770.356 ksf	11.08	8,536	1.03	82:18	651	143	794	0.98	16:84	121	634	755
Transit Reduction		-10%	-854	*-10%*		*-65*	*-14*	*-79*	*-10%*		*-12*	*-63*	*-75*
Subtotal			7,682			*586*	*129*	*715*			*109*	*521*	*680*
Strip Retail Plaza (ITE 822)	8.60 ksf	54.45	457	2.36	60:40	12	8	20	6.59	50:50	28	28	56
Internal Trip Reduction		-75%	-343	*-75%*		*-9*	*-6*	*-15*	*-75%*		*-21*	*-21*	*-42*
Subtotal			114			*3*	*2*	*5*			*7*	*7*	*14*
Multi-Family Housing (Mid-Rise) (ITE 221)	183 du	4.54	831	0.37	23:77	16	52	68	0.39	61:39	43	28	71
Internal Trip Reduction		-10%	-83	*-10%*		*-2*	*-5*	*-7*	*-10%*		*-4*	*-3*	*-7*
Transit Reduction		-10%	-83	*-10%*		*-1*	*-5*	*-6*	*-10%*		*-4*	*-3*	*-7*
Subtotal			665			*13*	*42*	*55*			*35*	*22*	*57*
Total Net Trips			***8,461***			***602***	***173***	***775***			***151***	***600***	***751***

Notes: Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition
ksf = 1,000 square feet
du = dwelling units

Project Parking

The South San Francisco Municipal Codes, 20.330.004 for vehicles and 20.330.008 for bicycles, has set requirements by land use. The proposed project parking requirements are listed in **Table 2.**

Table 2: Parking Requirements

Parking Requirement	Number of Parking Spaces required	Project Parking Spaces Provided
Office and Commercial Use Retail	1,433	1,433
Multi-family Residential	290	290
Short Term Bicycle Parking: 10% of the required automobile Parking spaces	201	201
Long Term Bicycle Parking: One space per 25 vehicle spaces	248	248

Source: South San Francisco Municipal Code, Table 20.330.004

Figure 1: Vicinity Map

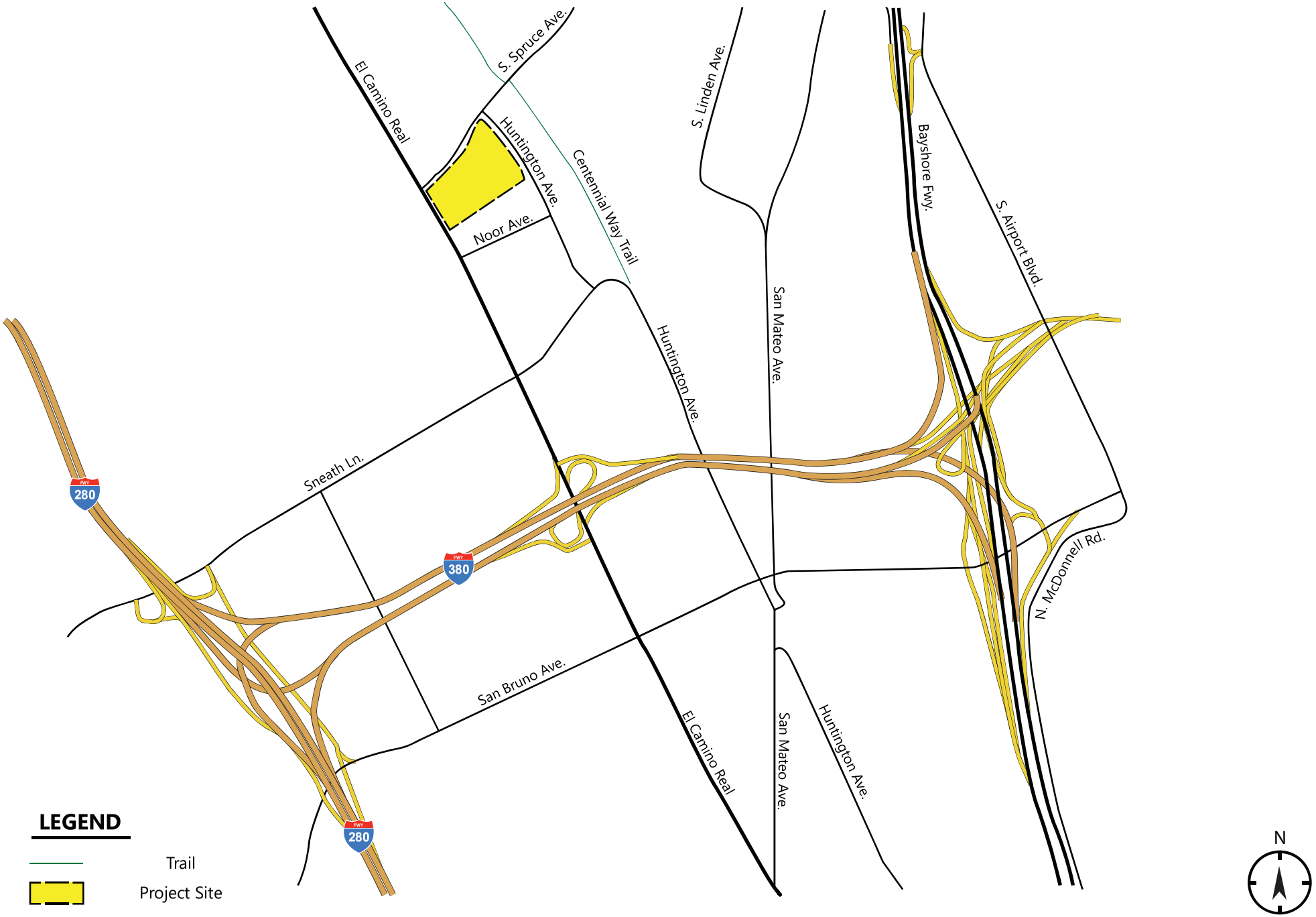


Figure 2: Project Site Plan

EXISTING TRANSPORTATION FACILITIES AND SERVICES

Transportation facilities and services that support sustainable transportation include light rail, buses, shuttles, bicycle and pedestrian facilities. This section describes the existing facilities and services near the project site that will support the TDM measures from this Plan.

Transit Facilities

Under transit facilities, BART, Caltrain buses and shuttles in the surrounding area are documented.

BART

Bay Area Rapid Transit (BART) provides commuter rail services throughout the San Francisco Bay Area. With end-line stations in Daly City, Dublin/Pleasanton, Fremont, Millbrae, Pittsburg/Bay Point, and Richmond, BART served over 400,000 weekday riders on average during Fiscal Year 2016.

The closest BART Station is the San Bruno station located 0.5 miles from the project site. This would approximately be a three-minute car ride, five-minute bike ride, or an 11-minute walk.

The characteristics of the South San Francisco BART station is as follows:

- BART operates at headways of 15 minutes or less between 4 a.m. and midnight on weekdays, from 6 a.m. to midnight on Saturdays, and from 8 a.m. to midnight on Sundays.
- Parking: Monthly Reserved Permit, Daily Fee ($*), Single Day Reserved Permit and Extended Weekend vehicle parking
- Bicycle services: Bicycle racks, no bike station, 30 keyed bike lockers
- There is a bus transfer station that services SamTrans Transit bus service

Caltrain

Caltrain is a heavy rail service providing service between San Francisco and Gilroy. The South San Francisco Caltrain station is located 1.9 miles from the project site and has headways of 25 minutes to 45 minutes during the weekday. To walk to and from the Caltrain station would take approximately 35 minutes and by bike, 15 minutes.

Bus and Shuttle Routes

SamTrans is the managed by the San Mateo County Transit District and provides local service throughout the County. Fares range from daily local and express fares, monthly passes and Clipper Card (Bay Area Transit card that is reloadable and serves most of Bay Area Transit agencies' services). A majority of the SamTrans transit lines are located west US 101. These facilities feed into the South San Francisco Caltrain and BART Stations.

There are existing SamTrans bus stops located on El Camino Real and Brentwood Drive, El Camino Real and Spruce Avenue, and Huntington Avenue and Spruce Avenue**.** These facilities feed into the South San Francisco Caltrain and BART Stations.

- ECR: Express Bus that travels between the Palo Alto Transit Center that has 30-minute headways
- 141: Regular route that travels between Shelter Creek and Airport/Airport Linden with 30-minute headways.

The San Mateo County's Transportation Demand Agency, Commute.org, operates shuttles to the business park area as part of funding from regional agencies as well as partners with employers in the business park. Most of these shuttles serve business parks east of 101 where there is limited transit service. The closest free shuttle service is located north of the project near the intersection of Orange and El Camino Real.

Transit facilities, in relation to the project, is shown in **Figure 3**

Bicycle and Pedestrian Facilities

Bicycle facilities are described as the following:

> Class I Bikeway. Typically called a "bike path," a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.
>
> Class II Bike Lanes: A portion of the roadway designated for the exclusive use of bicyclists through striping, signage, and pavement markings.
>
> Class III Bike Routes: Streets with low motorized traffic volumes and speeds designated and designed to give bicycle travel priority through signs, pavement markings, and speed.

There is adequate bicycle connectivity at the project site with Bike Routes along El Camino Real, Spruce Avenue and Huntington. Just east of Huntington is a north south Bike Path on Centennial Way. The bicycle routes connect to neighborhoods, transit stations, schools and business parks.

There are existing sidewalks at the project site and the general vicinity. Pedestrian & bicycle facilities are shown in **Figure 4.**

Transportation Network Companies

Transportation network companies (TNC) are prearranged rides or car rentals for a fee utilizing an online app, such as Uber or Lyft. This use is a mainstream use but has limited studies on the ability to reduce Vehicle Miles Traveled (VMT). There is potential to utilize TNCs as a measure to reduce the need for parking. For the purpose of this TDM, it is not included as a measure, but a statement that this type of travel mode is an option.

Figure 3: Transit Map

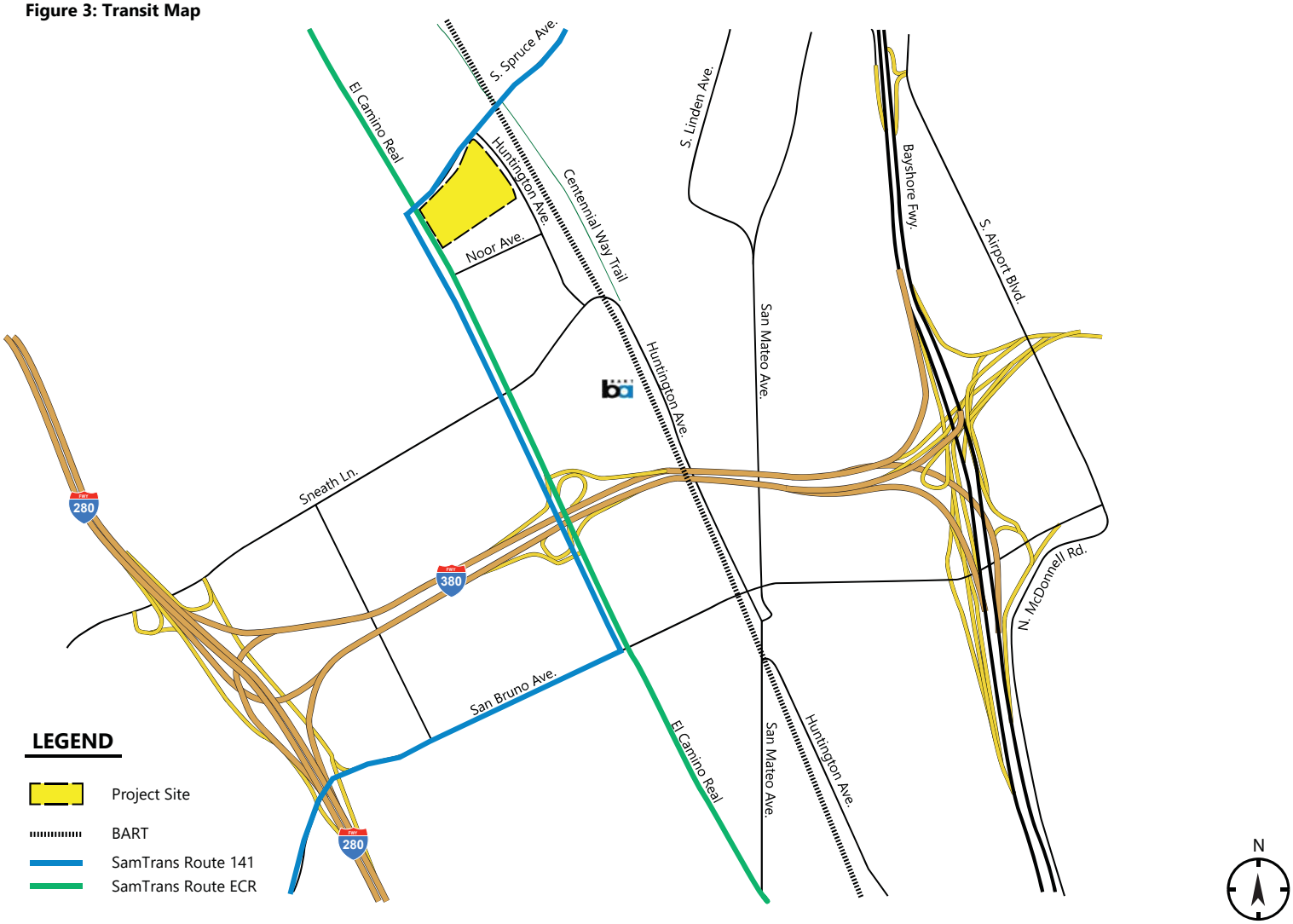
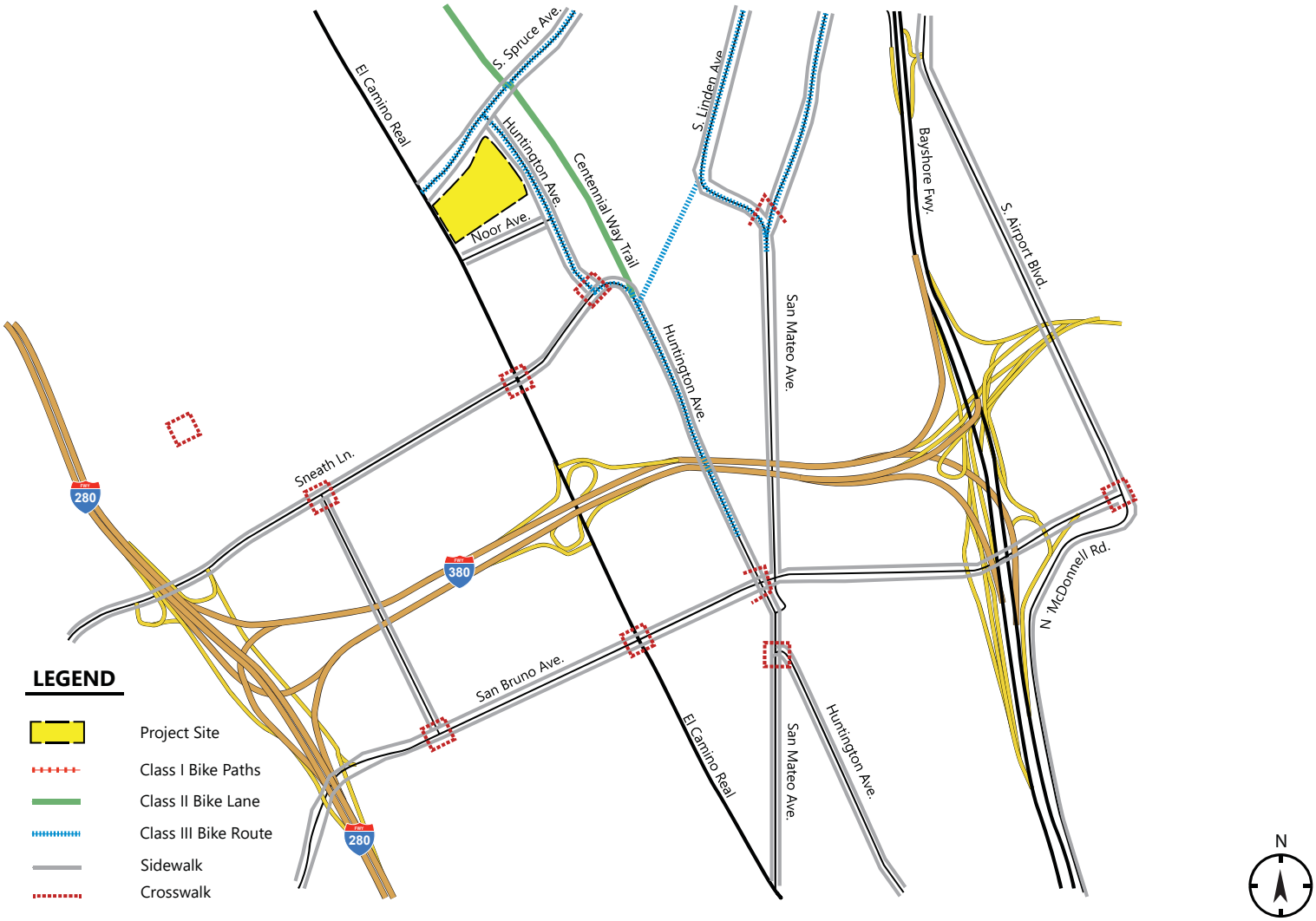


Figure 4: Bicycle and Pedestrian Map



TDM MEASURES

Standard TDM Measures

The City of South San Francisco TDM ordinance states that the following measures are required "as deemed appropriate by the Chief Planner". The 14 required measures as described in City Municipal Code Section 200.400.004-A are discussed below.

To note, the proposed project is a mixed use – office, retail and residential -- that will be leased to multiple tenants, however the applicant – Steel wave -- will implement these TDM measures for the site, and future tenants for the retail and residential areas will be provided these TDM measures to implement as part of their lease or sale agreements.

1. Carpool and Vanpool Ridematching Services

The project will designate an on-site employer contact that will be provide the resources for ride matching services. This contact will coordinate with the leasing tenants of the office and retail spaces to provide this information to their employees.

The 511 Regional Rideshare Program (RRP) offers a variety of incentives to those who try carpooling and vanpooling. Most of the programs reward people who form or try carpooling or vanpooling, and provide an award or subsidy after the first three or six months of participation.

Vanpool Formation Incentive – The 511 RRP provides up to $500 in gas to new vanpools that meet specific eligibility requirements and complete three to six months of operation. Gas cards are awarded on a first-come-first-serve basis until funds are depleted.

Vanpool Seat Subsidy – The 511 RRP subsidizes vanpool seats in the form of gas cards. The subsidy provides $100 per month, with a three-month limit per van during the program year, to help cover the fare of a lost participant. The gas cards are offered to eligible vans on first-come-first-serve basis until funds are depleted.

The project will designate carpool drop off/pick up throughout the center.

2. Designated Employer Contact

An on-site employer contact will provide information to tenants on alternative modes of transportation and will be the official contact for the administration of the annual survey and triennial report. The TDM contact person will be from the project and will coordinate with the tenants and will provide:

- Information and resources on transportation choices available to employees.
- Transportation information packets to employees.
- A current welcome packet with commute alternatives, transit maps, schedules, events and promotions.

New retail tenants will be provided transportation information packets that include information about transit routes and schedules (BART, Caltrain, SamTrans), bus stop locations, bike maps, ride matching services, transit planning resources, and on-site bicycle parking and amenities.

The welcome packet will provide a brief summary highlighting the most important features of the TDM program, which allows employees to be familiar with it and understand how to access additional information. It will also include hard-copy information pertaining to alternative transportation options and current transit maps and schedules.

The TDM Contact person will provide their information to the City of South San Francisco. Any changes in staffing will immediately be furnished to the City as well.

3. Direct Route to Transit

The closest transit stops are directly adjacent to the project site near the intersections of Huntington Avenue and Spruce Avenue and El Camino Real and Spruce/El Camino Real and Brentwood Drive. The South City Shuttle is located one half mile from the project site near the intersection of Orange Avenue and El Camino Real.

4. Guaranteed Ride Home (GRH)

Carpool, vanpool and transit riders will be provided with guaranteed rides home in emergency situations. Rides shall be provided either by a transportation service provider (taxi, rental car or TNC) or an informal policy using company vehicles/and or designated employees.

By supporting use of alternative modes, GRH helps achieve all TDM objectives. Benefits include increased commuters' security, flexibility and participation in Commute Trip Reduction programs

The TDM Coordinator will provide the employees with resources to sign up for the GRH program through the TMA Commute.org program. GRH will be evaluated with employers to determine if it is practically feasible

5. Information Boards/Kiosks

The designated employer contact will display the following information in a prominent location: transit routes and schedules; carpooling and vanpooling information; bicycle lanes, routes and paths and facility information; and alternative commute subsidy information. Information will be provided to the tenants to post in their employees-only designated areas.

6. Passenger Loading Zones

Since the nature of the project is primary office uses passenger loading zones will be present near entrances of the businesses. Additionally, the carpool drop off can provide a designated pick up and drop off location for passenger loading as well as Transportation Network Companies (TNCs), Uber or Lyft type services.

7. Pedestrian Connections

Continuous sidewalks are already provided on the project street. Enhanced pedestrian connections between the property and the public streets as well as internally will improve the walking conditions from transit to the project and between the businesses. Improved walking and cycling conditions increases non-motorized travel and can reduce automobile travel, particularly if implemented with land use mix,

transit improvements, and incentives to reduce driving. Pedestrian locations are provided throughout the project site.

8. Promotional Programs

New tenant and employee orientation packets on transportation alternatives will encourage employees to try new options.

Information on "Spare the Air", Rideshare week, Bike to Work Day, trip planning assistance-routes and maps will help the commuters

The following promotional programs will be promoted and organized by the designated employer contact: new tenant and employee orientation packets on transportation alternatives; flyers, posters, brochures, and emails on commute alternatives; transportation fairs; Bike to Work Day (May), Spare the Air (June — October); Rideshare Week (October); trip planning assistance-routes and maps.

9. Showers/Clothes Lockers

Each office building will provide staff break rooms with lockers.

10. Shuttle Program

New tenant and employee orientation packets on transportation alternatives will include information from Commute.org, the regional rideshare program that offers shuttle programs throughout the City of South San Francisco and cities within San Mateo County. Currently, the closest free South City Shuttle is located less than a mile north of the project site.

11. Transportation Management Association (TMA)

The project shall participate in the San Mateo County's Transportation Demand Management Agency, Commute.org, or similar organization approved by the Chief Planner, to receive ongoing support for alternative commute programs. The TMA can offer commute incentives, support for Guaranteed Ride Home, transit passes and resources for businesses within San Mateo County.

12. Bicycle Parking, Long-Term

Long-term bicycle parking is defined as a facility that is sheltered and secure, such as lockers, rooms, or stations where the intent is for longer periods, more than two hours. Examples of long term are bicycle lockers, which have a security system, often seen at transit stations, unattended bicycle parking such as storage areas or rooms near transit stations or adjacent to high-density housing, or attended bicycle facilities, where staff is on hand to provide valet services.

The proposed project will provide 66 long term bicycle storage units on site. They will be located in the parking garage or building storage areas. The parking is shown on the project site plan, **Figure 2**.

13. Bicycle Parking, Short-Term

Short-term bicycle parking is defined as unsheltered, unenclosed bike racks with an intended parking duration of less than two hours. The majority of public bike racks are considered short-term. These are often seen at shopping centers, parks, and other public facilities.

The project will accommodate the required 165 short-term bike racks by providing bike racks throughout the project site, with bicycle racks provided near each building entrance.

14. Free Parking for Carpools and Vanpools

The proposed project provides free parking. The project will provide the required Clean Air/Van Pool/ Electric Vehicle (EV) charging spaces.

15. Onsite Amenities

This is proposed to be a key feature of the proposed project. Up to 30,000 square feet of amenities are anticipated. These includes restaurants, cafes, coffee shops, shops and other facilities primarily intended to serve the on-site employees. This will eliminate the need for employees to leave the site to utilize these services.

16. Changed Work Attendance and Hours

The Covid – 19 pandemic has resulted in changed operations at many offices. These include full and part-time telecommuting, compressed work weeks, and flexible working hours. These factors are likely to significantly reduce the amount of traditional commute peak hour and even daily travel by employees in this project.

Additional Measures

At this time, some of the 10 *Additional Measures* as described in City Municipal Code Section 200.400.004-B have been included as part of this TDM Plan. Of the ten additional measures listed below, the following four are addressed in the TDM Plan above: Compressed Work Week, Flextime, Onsite Amenities and Telecommuting.

1. Alternative Commute Subsidies/Parking Cash Out
2. Bicycle Connections
3. Compressed Work Week
4. Flextime
5. Land Dedication for Transit/Bus Shelter
6. Onsite Amenities
7. Paid Parking at Prevalent Market Rates
8. Reduced Parking
9. Telecommuting
10. Other Measures

ANNUAL SURVEY

An annual survey will be prepared and administered by the designated employee contact. A sample TDM Survey is in the **Appendix.** The survey will be administered to on-site employees. Participants will be asked to describe their typical mode of travel to and from the site. The intent of the survey will be determine the percentage of employee "home-to-work" trips that are made by automobile and alternative modes.

Surveys will be conducted annually, once fully occupied. Surveys shall not coincide with a special event or promotion geared at increasing alternative modes of transportation (e.g., Bike to Work Day, etc.). The on-site employee coordinator will provide a window of time to perform and collect surveys to be reviewed, summarized and complied by site.

A minimum of 65 percent must respond to the survey each year. In order to achieve the 65 percent response rate, the developer will develop incentives / prizes to encourage response. Examples of incentives include raffles for gift certificates, transit passes, and electronic accessories.

Reporting

The TDM Coordinator will be responsible for summarizing the survey information received into a single TDM Annual Report. A copy of this TDM Annual Report will be submitted to the City for review and comments. Copies will also be sent to the employers and residents.

The first report documenting TDM program participation will be provided within one year of the issuance of the first occupancy permit for the first building constructed on-site. The first report shall document the establishment of a TDM Coordinator for the site, the implementation of recommended TDM measures, and a survey of participation.

In the second year and in all subsequent years, a complete TDM report shall be submitted to the City. The TDM Annual Report will be in a similar format as the first TDM Report, and will include the following information:

- Results of the employer surveys, including number of employees
- Additional or alternate TDM measures that the site will implement during the following year to achieve the VTR goals set forth in the TDM Plan.

Appendix

Sample TDM Survey