

Burlingame Point

Transportation Demand Management Plan Update

July 29, 2020

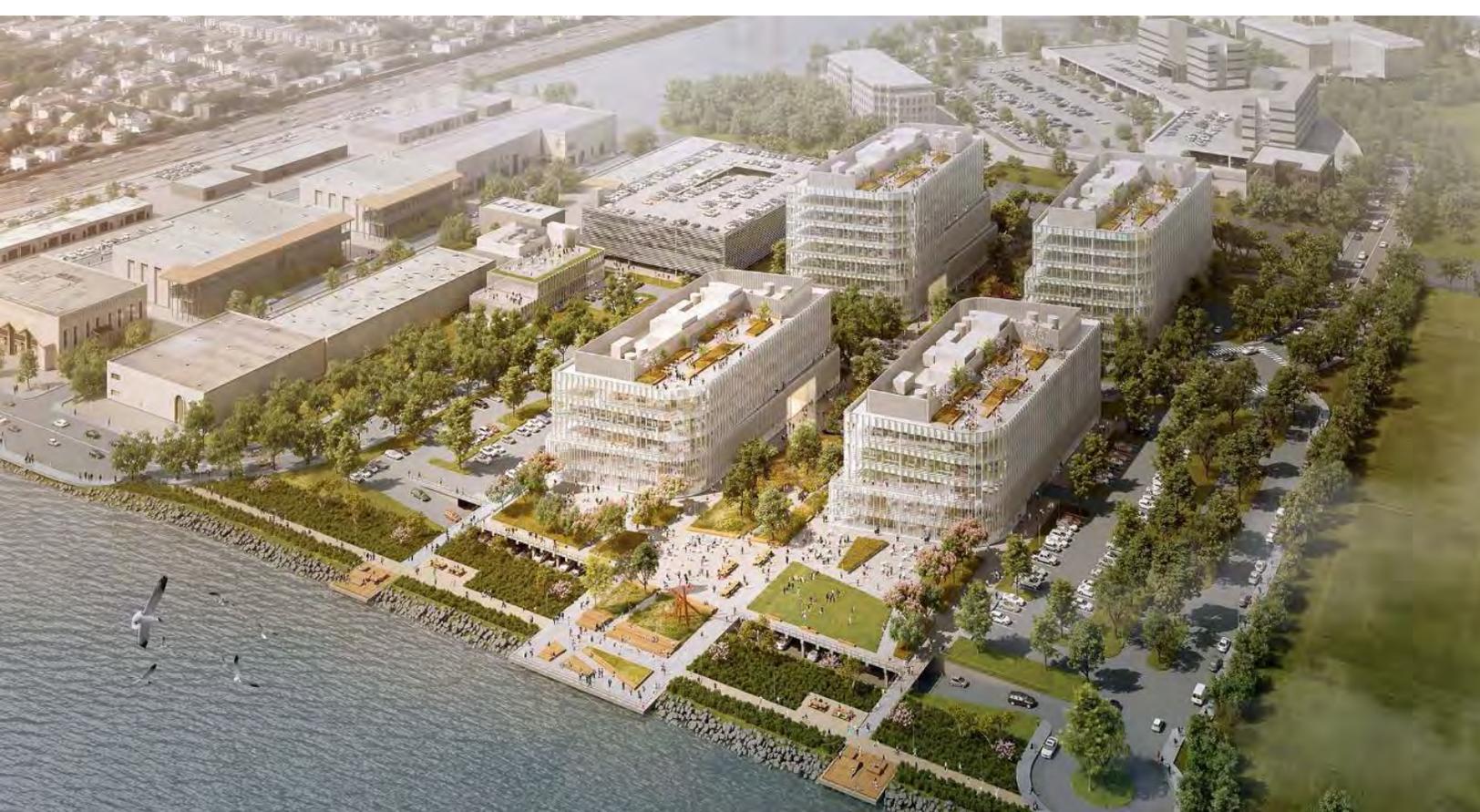


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1 Introduction

This report presents the Transportation Demand Management (TDM) program for the proposed Burlingame Point Office campus development located at 300-333 Airport Boulevard in Burlingame, California. The office will be occupied by single tenant, Facebook. This report identifies TDM measures designed to provide a reduction in peak hour trips of at least 10 percent over comparable office campuses in San Mateo County. This trip reduction is consistent with the site's reduced parking supply that is 10 percent below city code requirements, from 2,547 required stalls to 2,292 stalls.

The TDM Program satisfies the City/County Association of Governments of San Mateo County (C/CAG) requirement to mitigate all new peak-hour trips based on the C/CAG trip credit guidelines.¹ Peak period includes 6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM, and peak hour is defined as the hour in which the heaviest daily traffic volume occurs, generally during morning and afternoon commute times. C/CAG guidelines require developments projected to generate 100 or more net new peak hour trips to implement TDM measures that have the capacity to mitigate all new peak hour trips based on C/CAG programmatic trip credits. The project would generate an estimated 965 AM peak hour trips and 945 PM peak hour trips.² The C/CAG guidelines provide a list of acceptable TDM measures and the equivalent number of trips that will be credited for each measure. The TDM program, described in this report, follows and expands upon the framework of these guidelines.

This TDM Program provides a set of strategies, measures, and incentives to encourage future employees of Burlingame Point to walk, bicycle, ride public transportation, carpool, or use any other alternatives instead of driving alone when traveling to and from work. In order to support that 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 tenants of Burlingame Point. This report represents an update of the TDM plan created in 2011 for the project site and builds upon the conditions of approval from August 28, 2018.



¹ City/County Association of Governments of San Mateo County, Guidelines for Implementing the Land Use Component of the Congestion Management Program, 2004.

² See **Appendix B** for proposed project trip generation estimates.

1.1 Project Description

The project site is located at 300-333 Airport Boulevard in the city of Burlingame, California, as shown in **Figure 1**. The site is situated in the Anza area of Burlingame, which is in the northeast portion of the City north of US-101. Existing land uses in the surrounding area are primarily offices, hotels, airport parking, and parks. The project site is accessible via the following existing transportation facilities and services:

- Motor vehicle access through nearby interchanges of US-101 at Anza Avenue, Broadway, and Peninsula Avenue.
- Transit access through nearby rail transit stations: the site is approximately two miles from the Burlingame Caltrain Station, 1.8 miles from the Broadway Station (which currently lacks weekday service), and 3.3 miles from the Millbrae Intermodal Transit Center (with both BART and Caltrain stations). Shuttles are available to carry employees between the Millbrae Station and an existing transit stop located about 0.2 miles west of the project site.
- Bicycle access through designated bicycle routes and lanes, including Airport Boulevard, Peninsula Avenue, Broadway, and the San Francisco Bay Trail.

The proposed project consists a total of 767,000 square feet containing two 5-story office buildings, one 7-story office building, one 8-story office building and one 2-story amenities building. Parking will be provided in a five-story parking structure, in podium level parking areas below the four office buildings, and in smaller surface parking lots scattered throughout the site. Overall, the project will provide 2,293 parking spaces. The existing Airport Boulevard alignment will be rerouted



Figure 2. Illustrative Site Plan

through the center of the campus. No buildings will be constructed within the 100' shoreline band; these areas, including the new Bay Trail segment, will be restored and provide public access and a rehabilitated shoreline protection structure. The Bay Trail, providing dedicated pedestrian and bicycle access, will run along the east and west side of the project site. Airport Boulevard through the campus will be a bicycle route. An illustrative site plan of the proposed project is shown in **Figure 2**. The project will be constructed in phases.

The project will also feature enhancements to the transportation services and infrastructure available on site. These enhancements are detailed in this TDM Program.



LEGEND

-  City Boundary
-  Caltrain Station

 Project Site

Figure 1

Project Site Location

2 Transportation Context

This chapter describes the existing non-automotive transportation system in the project vicinity, including the transit services and facilities, bicycle facilities, and pedestrian facilities.

2.1 Transit Service

The existing transit facilities and services near the project site are shown in **Figure 3** and described in detail below.

Rail Service

Caltrain and BART provide rail passenger services to regional destinations such as San Francisco, Oakland, and San Jose.



Caltrain currently runs up to five trains per hour in each direction during peak commute periods (approximately 6:00 to 9:00 AM and 4:00 to 7:00 PM). Beginning in 2022, Caltrain will increase service to six trains per hour in each direction upon electrifying service. During off-peak periods, service is less frequent as trains only run about once an hour. The project site is approximately two miles to the north of the Burlingame Station, which is located at Howard Avenue and California Drive. Only some trains provide service at Burlingame: during peak commute periods, two trains per hour stop at the station. Additionally, Broadway Station is located approximately 1.8 miles to the west of the project site and the Millbrae Station (within the Millbrae Intermodal Transit Center) is 3.3 miles to the northwest. Broadway Station only has service on the weekend, whereas Millbrae Station is served by both limited stop and express trains during peak commute hours. As Caltrain implements service improvements in 2022 and onwards, weekday service will be reinstated at Broadway Station and all three stations are expected to see increased service.

Commuters at the Millbrae Station may use the Burlingame Bayside Area Shuttle to access the Project site (discussed further below). This shuttle provides service during weekday commute hours between Millbrae Station and a transit stop located approximately 0.2 miles from the north side of the project site. There are no shuttles connecting Burlingame Station to the project site.



Caltrain will operate an electrified fleet beginning in 2022, enabling faster and more frequent service.



Burlingame employees may also utilize Bay Area Rapid Transit (BART), a regional, rail rapid transit service connecting the Peninsula with San Francisco and the East Bay. The nearest BART station is located at Millbrae. During the AM and PM commute periods (6:00 to 9:00 AM, 4:00 to 7:00 PM) as well as during off-peak periods, BART operates four trains per hour through Millbrae Station. As noted, the Burlingame Bayside Area Shuttle is available to connect employees from Millbrae station and to the project site during commute hours.

Bus Service



San Mateo Transit District, or SamTrans, provides local and regional bus service throughout San Mateo County as well as portions of San Francisco and Palo Alto. SamTrans does not provide direct service to the project site. The closest SamTrans stop to the project site is located at Peninsula Avenue and Delaware Street, about a 1.5 mile walk from the project site across US-101. This stop is served by Route 292, which connects the Hillsdale Shopping Center in San Mateo to the Transbay Terminal in

downtown San Francisco and runs along California Drive in Burlingame. Buses run approximately every 30 minutes.

Shuttle Service

The Burlingame Bayside Area Shuttle, managed by the Peninsula Traffic Congestion Relief Alliance (also known as Commute.org), provides service between the Millbrae Station and office buildings in the Burlingame Bayside area during morning and evening commute hours. Shuttles operate approximately once every 20 minutes between 7:00 to 9:30 AM and 4:00 to 6:30 PM. The closest shuttle stop is currently located at the intersection of Airport Boulevard and Bay View Place, approximately 0.2 miles from the northern edge of the project site. This shuttle service is free to riders.



The Burlingame Bayside Area Shuttle provides connections between Millbrae Station and the Burlingame Bayside Area.



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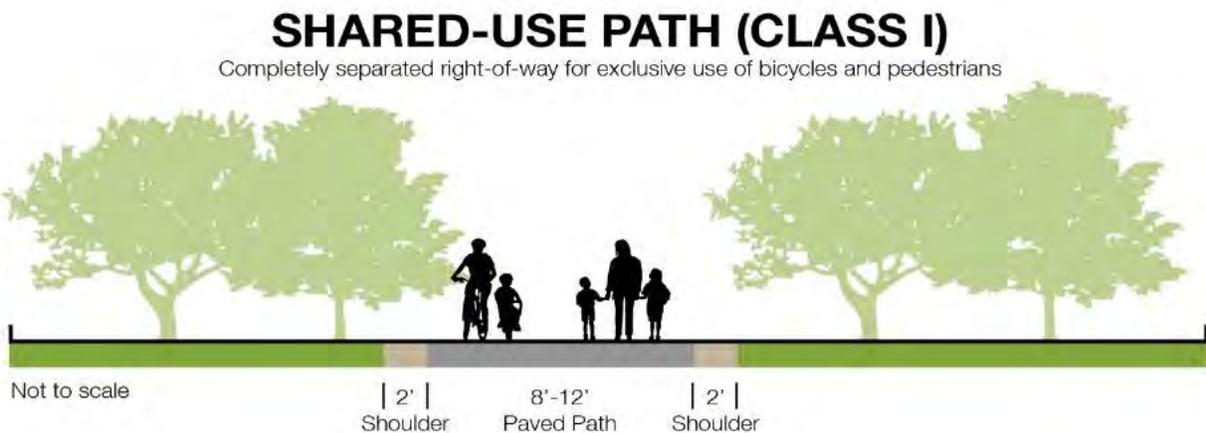
-  Caltrain Station
-  BART Station
-  SamTrans Bus Stop
-  Burlingame Bayside Area Shuttle Stop
-  Project Site

Figure 3
Existing Transit Network

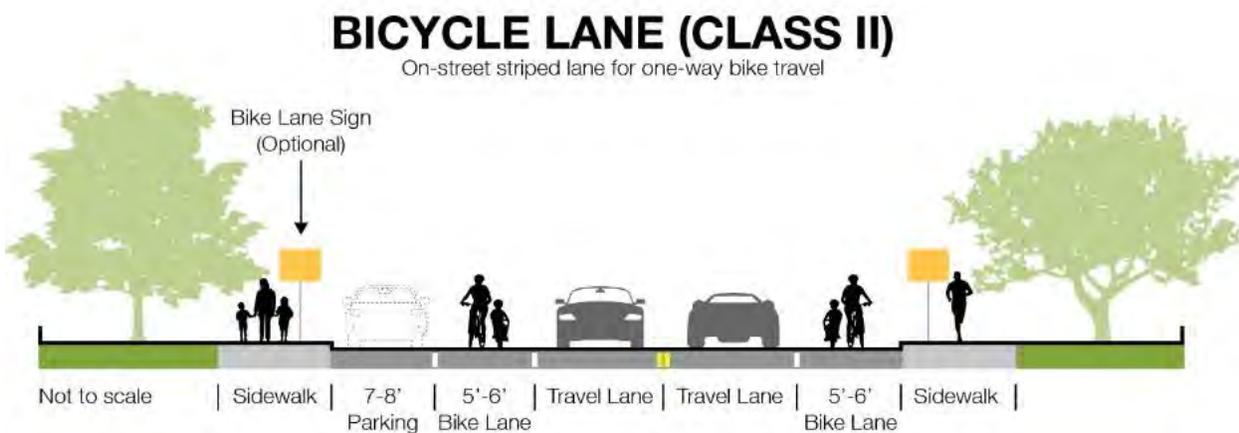
2.2 Bicycle Facilities

The existing bicycle facilities are shown in **Figure 4** below. As described below, bicycle routes are classified as Class I, Class II, Class III, or Class IV.

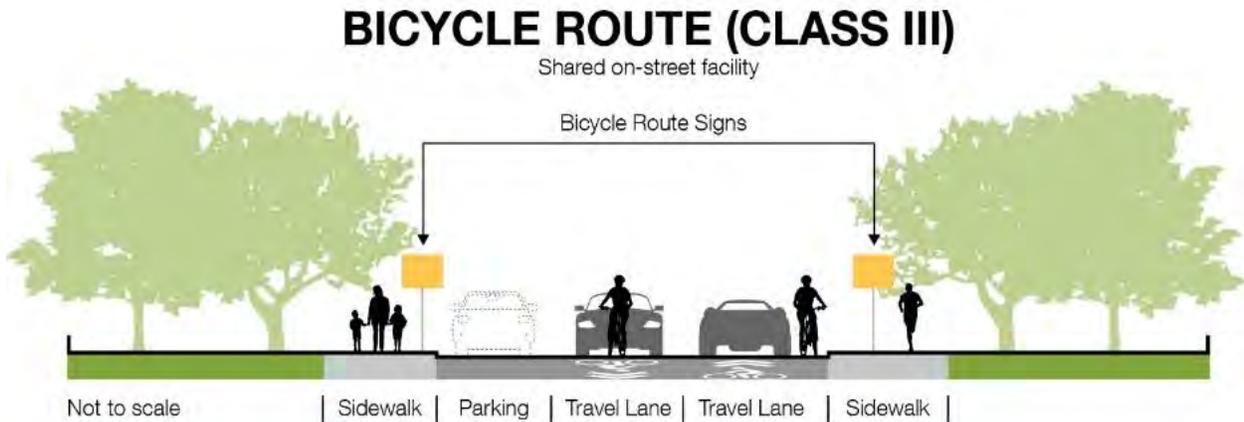
- Shared-Use Path (Class I Bikeway) – Bike paths provide a completely separate right of way that is designated for the exclusive use of people riding bicycles and walking with minimal cross-flow traffic. Such paths are often located along creeks, canals, and rail lines. Class I Bikeways can also offer opportunities not provided by the road system by serving as both recreational areas and desirable commuter routes.



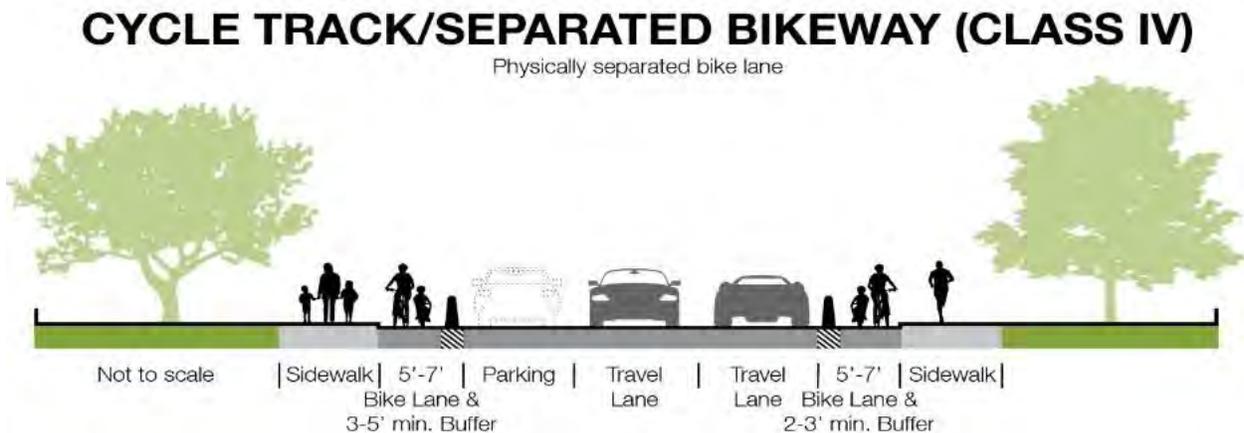
- Bike Lane (Class II Bikeway) – Using special lane markings, pavement legends, and signage, bike lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes.



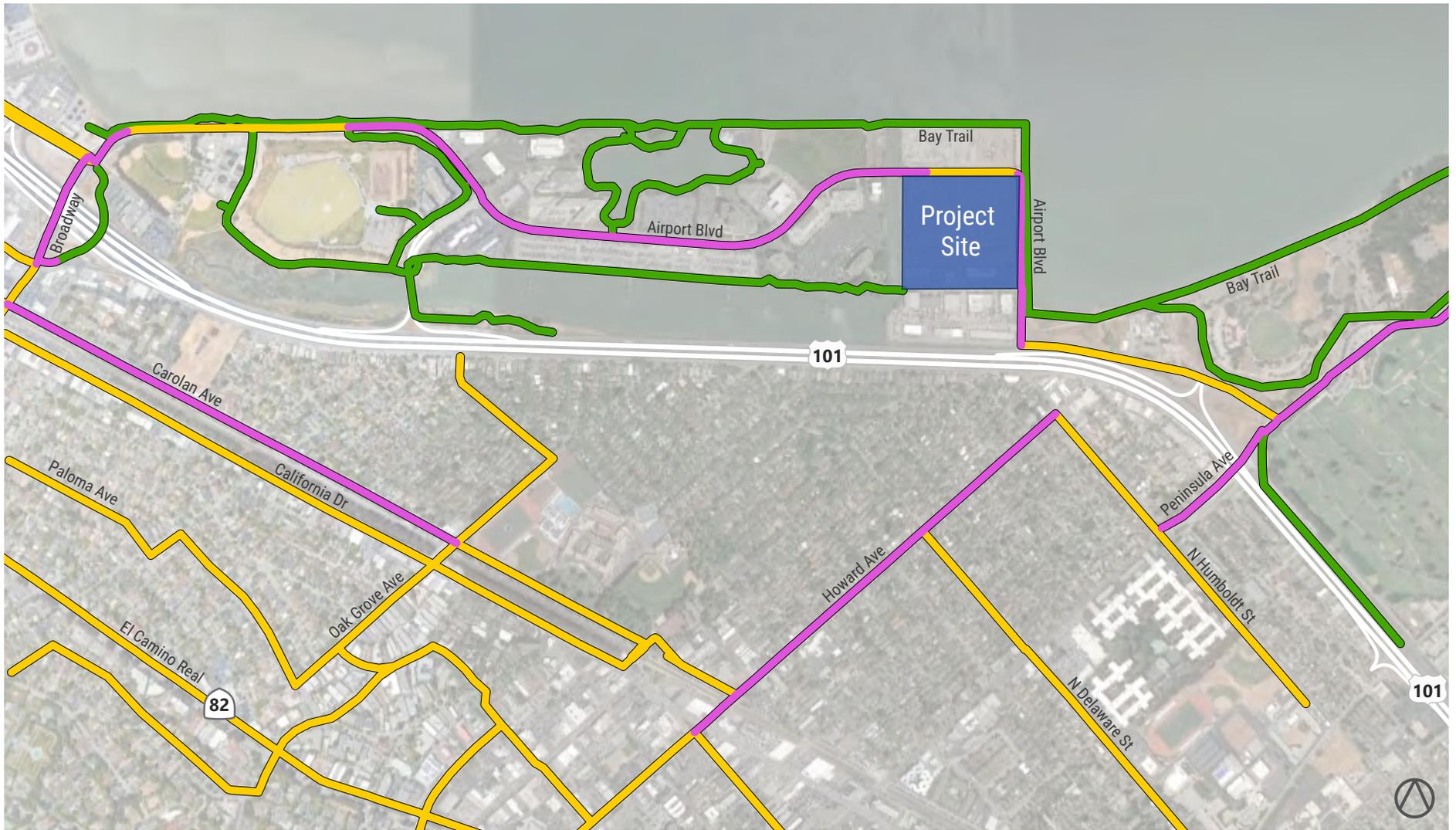
- Bike Route (Class III Bikeway) – Bike routes provide enhanced mixed-traffic conditions for bicyclists through signage, sharrow striping, and/or traffic calming treatments, and provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets.



- Protected Bikeway (Class IV Bikeway) – Cycle tracks or separated bikeways are set aside for the exclusive use of bicycles and physically separated from vehicle traffic. Separated Bikeways were adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.



Bicycles may access the project site via Airport Boulevard, which alternates between a Class II lane and a Class III bicycle routes. To the east of the project site, Airport Boulevard connects to a Class II bicycle lane on Peninsula Avenue, which provides further connections to the bicycle network within the City of Burlingame south of US-101. To the west, Airport Boulevard connects to Class II bicycle lanes on Broadway. Bicyclists may also cross the US-101 via a bicycle bridge adjacent to Broadway. Additionally, the San Francisco Bay Trail, a planned 400-mile system of trails encircling the San Francisco Bay, provides Class I bicycle facilities to the north, east, and west of the project site.



LEGEND

- Class I Bicycle Route
- Class II Bicycle Route
- Class III Bicycle Route
- Project Site

Figure 4

Existing Bicycle Facilities

2.3 Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, trails, and pedestrian signals and warning devices. Paved sidewalks are located on both sides of Airport Boulevard to the west of the project site, whereas there are no paved sidewalks on Airport Boulevard to the east. The intersections near the project site along Airport Boulevard lack crosswalks. Pedestrian access between the Anza area to areas west of the US-101 is limited. Pedestrians may cross the US-101 at freeway overpasses located on Broadway to the west and Peninsula Avenue to the east.



Pedestrian facilities on Airport Boulevard near the project site.

3 Transportation Demand Management Program

The Burlingame Point TDM Program includes shuttle service to provide first/last mile connections to BART and Caltrain, transit subsidies, on-site amenities such as food services, secure bicycle parking, and other incentives and programs to promote alternatives to driving alone and to reduce the number of off-site trips in single occupancy vehicles. **Table 1** summarizes the TDM measures, which are described in detail below. Measures 1 to 11 are TDM measures identified by C/CAG, whereas Measures 12 to 18 provide additional support for travel by alternative modes. **Appendix A** presents a summary of the proposed general locations for the site design features affiliated with the TDM program. Final locations for TDM measures will be determined with City staff in coordination with the Developer and office tenant.

Table 1. Burlingame Point TDM Program Measures

| # | TDM Measure | Description | Measure Type |
|---|--|--|--------------|
| 1 | Secure bicycle storage | Each of the five project buildings will provide standard wall racks and bicycle lockers; additionally, the four office buildings will provide racks for e-bikes. In total, the site will provide 228 bicycle racks, including 34 e-bike capable racks. | C/CAG |
| 2 | Showers and changing rooms | Each of the four office buildings will provide showers and changing rooms available to all employees. In total, the site will provide 21 showers. | C/CAG |
| 3 | Shuttle and commuter bus service ¹ | The tenant will participate in the Commute.org shuttle program and will provide supplemental shuttle service between Millbrae Station and the project site. This shuttle will serve as a first/last mile solution for Caltrain, BART, and SamTrans riders. A shuttle stop will be provided onsite for both services. | C/CAG |
| 4 | Subsidizing transit fares for employees | The tenant will provide employees who commute by public transit with a pre-tax subsidy of up to \$260 per month. | C/CAG |
| 5 | Preferential parking for vanpoolers | The tenant will provide preferential parking stalls for vanpool. | C/CAG |
| 6 | Implementation of a vanpool program | The tenant will organize a vanpool program that will cover all travel expenses, including fuel and tolls. | C/CAG |
| 7 | Operation of a commute assistance center | The tenant will provide a staffed transportation help desk to provide transit information and brochures as well as assist employees with trip planning. | C/CAG |
| 8 | Survey employees to examine use and best practices | Two surveys will be developed and administered every year to examine TDM program participation and commute mode share. Alternative mode use changes will be tracked with the employee survey and compared to prior years' results. | C/CAG |
| 9 | Installation of video conferencing centers | At least four video conferencing centers will be installed at each office building for use by the tenants of the facility. | C/CAG |

| # | TDM Measure | Description | Measure Type |
|----|-------------------------------|--|--------------|
| 10 | Provision of onsite amenities | The tenant will provide amenities including banking, retail, a coffee shop, dry cleaning, delivery pharmacy, and on-site food service for employees. Additionally, the tenant will include two bicycle repair stations and a full-service bicycle repair shop. | C/CAG |
| 11 | Guaranteed Ride Home Program | The tenant will participate in Commute.org's Guaranteed Ride Home Program. Commute.org provides up to 4 reimbursed rides per calendar year for people who walk, bike, take transit, ride a shuttle, carpool, or vanpool to work within San Mateo County. | C/CAG |
| 12 | TDM Coordinator | The tenant will designate a TDM Coordinator for the site. The TDM Coordinator will promote the TDM Program, activities, and features to all employees and develop the transportation help desk and provide assistance on site (i.e. Measure #7). Additionally, the TDM Coordinator will provide information via new employee orientation packets, flyers, posters, email, and/or educational programs, actively market alternative mode use, and provide rideshare matching assistance. The TDM Coordinator will conduct biannual employee commute surveys to identify the need for mode specific promotional material and educational programs (i.e. Measure #8). | Additional |
| 13 | Direct route to transit | Well-lit paths will be provided using the most direct route to the nearest shuttle stop from the different buildings. These paths are shown on Appendix A . | Additional |
| 14 | Passenger loading zones | A convenient passenger loading zone for carpool and vanpool drop-off and pickup will be provided for all buildings. | Additional |
| 15 | Pedestrian connections | On-site pedestrian facilities will be provided, including sidewalks and lighted paths between the buildings, parking areas, and Airport Boulevard. Pedestrian safety enhancements to facilitate Airport Boulevard crossings will also be provided. These connections are shown on Appendix A . | Additional |
| 16 | Information boards and kiosks | Information kiosk/boards will be located in employee break rooms or other common gathering areas (e.g. the building lobby) to supplement the commute assistance center (Measure #7). The kiosk will contain information on on-site amenities, shuttles, SamTrans, Caltrain, BART, vanpool organizations, bicycle routes, and other transportation options information. The TDM Coordinator will be in charge of updating information. | Additional |

| # | TDM Measure | Description | Measure Type |
|----|--|---|--------------|
| 17 | Promotional programs | <p>Promotional programs include new employee orientation packets outlining alternative transportation options and an orientation program, which will explain the importance and benefits of using alternative transportation modes.</p> <p>Packets will include (but not be limited to) information on carpool/vanpool options, shuttle services, on-site amenities, and bicycle options. Other annual or quarterly events could include commute fairs where various transit organizations set up marketing booths during lunch and events like “Bike to Work Day.”</p> | Additional |
| 18 | Transportation Options for Visitors (Maps and Schedules); On-site Assistance | Visitors to Burlingame Point will also be able to use the on-site transportation amenities. Maps and schedules will be available online and at the commute assistance center. | Additional |

Note:

- To reduce traffic in residential neighborhoods, shuttle buses from the project would be restricted from routing through the North Shoreview neighborhood, including North Shoreview Boulevard (see **Appendix C**).



Existing Conditions - Bicyclist on Airport Boulevard (left); Commuters waiting for a shuttle on Airport Boulevard (right)

4 Compliance with Guidelines and Trip Reduction Evaluation

This section documents the proposed TDM Program’s compliance and trip reduction evaluation with respect to:

1. C/CAG requirement to mitigate all new peak-hour trips based on the C/CAG trip credit guidelines
2. Ten percent reduction in peak-hour trips required to justify the reduced parking ratio

4.1 C/CAG Requirements

C/CAG Guidelines require the Burlingame Point TDM Program to have the capacity to reduce the demand for new peak hour trips. According to C/CAG Guidelines, the amount of “new” peak hour trips³ is calculated based on standard rates developed by the Institute of Transportation Engineers (ITE).⁴ Applying ITE rates, the proposed project is estimated to generate 965 new AM peak hour trips and 945 new PM peak hour trips.⁵ The AM peak hour would occur between 7 AM and 9 AM and the PM peak hour would occur between 4 PM and 6 PM.

Measures 1 through 11 are applicable for C/CAG trip credits. According to C/CAG trip credits, the Burlingame Point TDM Program will have the capacity to reduce the demand for peak hour trips by 1,469 trips, as shown in **Table 2**. This exceeds the maximum number of AM or PM peak hour trips calculated using ITE estimates (965 and 945 trips, respectively). The Burlingame Point TDM Program therefore exceeds C/CAG requirements.

Table 2. C/CAG Credit Analysis for TDM Measures

| # | TDM Measure | # of Trips Credited ¹ | Assumptions | C/CAG Trip Credits ² |
|---|----------------------------|--|--|---------------------------------|
| 1 | Secure bicycle storage | One peak-hour trip will be credited for every 3 new bike lockers/racks installed and maintained. | Assumes the site will provide 228 bicycle racks, including 34 e-bike capable racks. | 51 |
| 2 | Showers and changing rooms | 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. | Assume 21 showers with changing rooms across all project buildings. Assume installed in combination with bike lockers. | 315 |

³ “New” is defined as in excess of existing land use trip generation.

⁴ *Trip Generation Handbook*, 9th Edition, Institute of Transportation Engineers, 2012.

⁵ See **Appendix B** for project trip generation. There will be some trip reductions due to internalization and pass-by for the uses in the amenities building. The internalization reductions are accounted for in the TDM reduction.

| # | TDM Measure | # of Trips Credited ¹ | Assumptions | C/CAG Trip Credits ² |
|---|--|--|---|---------------------------------|
| 3 | Operation of a dedicated shuttle service during the peak period to a rail station or an urban residential area | <p>One peak-hour trip will be credited for each peak-hour trip seat on the shuttle. Increases to two trips if a Guaranteed Ride Home Program is also in place.</p> <p>Five additional trips will be credited if the shuttle stops at a childcare facility en route to/from the worksite.</p> | <p>Assume 40 seat employee shuttles, running every 10 min (e.g. 6 stops for peak hour), totaling to 240 peak hour trip seats.</p> <p>Assumes guaranteed ride home for transit riders.</p> | 480 |
| 4 | Subsidizing transit tickets for employees | <p>One peak hour trip will be credited for each transit pass that is subsidized at least \$20 per month for one year.</p> <p>One additional trip will be credited if the subsidy is increased to \$75 for parents using transit to take a child to childcare en route to work.</p> | Assume pre-tax transit subsidy of \$260. Assumes 8 percent ³ of employees receive a subsidized transit pass. | 185 |
| 5 | Preferential parking for vanpoolers | Seven peak hour trips will be credited for each parking spot reserved. | Assume 2 spots at each office building, totaling to 8 spots. | 56 |
| 6 | Implementation of a vanpool program | Seven peak hour trips will be credited for each vanpool arranged by a specific program operated at the site of the development. Increases to ten trips if a Guaranteed Ride Home Program is also in place. | Assume 8 vanpools will be arranged at the project site. Assumes guaranteed ride home for vanpool users. | 80 |
| 7 | Operation of a commute assistance center | One peak hour trip will be credited for each feature added to the information center; and an additional one 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. | Assume 7 features will be implemented. Assume the center is open 12 hours a month | 19 |
| 8 | Survey employees to examine use and best practices | Three peak hour trips will be credited for a survey developed to be administered twice yearly. | Assume 2 surveys to be developed and administered every year. | 3 |

| # | TDM Measure | # of Trips Credited ¹ | Assumptions | C/CAG Trip Credits ² |
|----|--|--|---|---------------------------------|
| 9 | Installation of video conferencing centers | Five peak hour trips will be credited for a center installed at the facility. | Assume four video conferencing centers per office building | 80 |
| 10 | Provision of onsite amenities | Five peak hour trips will be credited for each feature added to the job site. | Assume 9 distinct amenities: Banking, retail, exercise facilities, coffee shop, on-site dry cleaning, delivery pharmacy, on-site food service for employees, and bicycle repair shops | 45 |
| 11 | Guaranteed Ride Home Program | Two peak hour trips will be credited for every 2 slots purchased in the program. | Assume purchasing 150 slots (30% of the estimated number of non-SOV drivers) | 150 |
| 12 | Combination of Ten TDM Strategies | Five peak hour trips will be credited. | Assume implementation of more than 10 different strategies listed above. | 5 |
| | | | C/CAG Trip Credits | 1,469 |
| | | | Peak Hour Trips | 965 |

Note:

1. Revised C/CAG Guidelines, September 21, 2004.
2. C/CAG trip credits in peak hour trips.
3. This mode share is 10 percent above the San Mateo County average of 7 percent.

Source: City/County Association of Governments San Mateo County 2004, and Fehr & Peers, 2019.

4.2 Trip Reduction Evaluation

The project's TDM target is a ten percent reduction in peak-hour trips. This target stems from the project's 10 percent reduction in the minimum parking requirement (from 2,547 required stalls to 2,292 stalls). Based on the analysis described below, the project exceeds that goal, reaching a 31 percent reduction in peak-hour trips.

Trip reduction effects were estimated using methods from the *Quantifying Greenhouse Gas Mitigation Measures*,⁶ a report released by the California Air Pollution Control Officers Association (CAPCOA). The CAPCOA report provides methods for quantifying vehicle miles traveled (VMT) and vehicle trip (VT) reduction for a list of mitigation measures. The CAPCOA measures were screened on the basis of the feasibility of quantifying the reductions, the availability of robust and meaningful data upon which to base the quantification, and whether the measures would result in appreciable reductions. The report represents the

⁶ Quantifying Greenhouse Gas Mitigation Measures – A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association. August, 2010.

state of practice in quantifying effectiveness of TDM strategies. It has been adopted into CalEEMod, a statewide land use emissions model developed in collaboration with the air districts of California, and is recommended for use in California Environmental Quality Act (CEQA) documentation by the Bay Area Air Quality Management District.

Table 3. Trip Reduction Estimates for TDM Measures

| # | TDM Measure | % Trip Reduction | Calculation Summary ¹ |
|---|--|------------------|--|
| 1 | Secure bicycle storage | - | Literature suggests end-of-trip facilities would have minimal impacts when implemented alone and thus is not quantified. |
| 2 | Showers and changing rooms | - | Literature suggests end-of-trip facilities would have minimal impacts when implemented alone and thus is not quantified. |
| 3 | Operation of a dedicated shuttle service during the peak period to a rail station or an urban residential area | 7% | CAPCOA calculations for employee-sponsored shuttle (measure TRT-11). Assumed low implementation with large employer size. % Reduction in commute VT = % shift in shuttle mode share of commute trips * % employees eligible * adjustment from shuttle mode share to commute VT = 10% * 100% * 0.67 |
| 4 | Subsidizing transit tickets for employees | 20% | CAPCOA calculations for subsidized or discounted transit program (TRT-4). Assumed suburban center as location type. % Reduction in commute VT = 20% * % employees eligible = 20% * 100% |
| 5 | Preferential parking for vanpoolers | - | Literature suggests preferential parking should be treated as complementary strategy and is likely to have negligible impacts when implemented alone; trip reduction not quantifiable by CAPCOA. |
| 6 | Implementation of a vanpool program | 1% | CAPCOA calculations for employee-sponsored vanpool (TRT-11). Assumed 2% of employees utilize. % Reduction in commute VT = % vanpool mode share * % employees eligible * 0.67 = 2% * 100% * 0.67 |
| 7 | Operation of a commute assistance center | 2% | CAPCOA calculations for commute trip reduction marketing (TRT-7). Assumed estimated 50% of employees utilize. % Reduction in commute VT = % reduction in commute vehicle trips * % employees eligible = 4% * 50% |
| 8 | Survey employees to examine use and best practices | - | Research found no literature quantifying impacts of strategy. |
| 9 | Installation of video conferencing centers | - | Research found no literature quantifying impacts of strategy. |

| # | TDM Measure | % Trip Reduction | Calculation Summary ¹ |
|----|-------------------------------|------------------|---|
| 10 | Provision of onsite amenities | 4% | CAPCOA calculations for diversity of development (measure LUT-3). % Reduction in VT = % increase in land use index * elasticity of VMT w.r.t. land use index = 43% * 0.09 |
| 11 | Guaranteed Ride Home Program | - | Per CAPCOA, effectiveness is already wrapped into other commute strategies. |
| | | 31% | Total Potential Trip Reduction² |
| | | 10% | Target |

Note:

1. The CAPCOA Report uses a 1 to 1 conversion from VMT to vehicle trips. The report assumes that all vehicle trips will average out to typical trip length. Thus, the report assumes that a percentage reduction in vehicle trips will equal the same percentage reduction in vehicle miles traveled. This assumption was utilized in this table's calculations to report final % vehicle trip reduction.
2. As described in the CAPCOA report (p.57), the effectiveness of each TDM strategy combined should be multiplied (not added) to reduce the risk of double counting. Overall trip reduction = $1 - (1 - 0.07) * (1 - 0.2) * (1 - 0.01) * (1 - 0.02) * (1 - 0.04)$

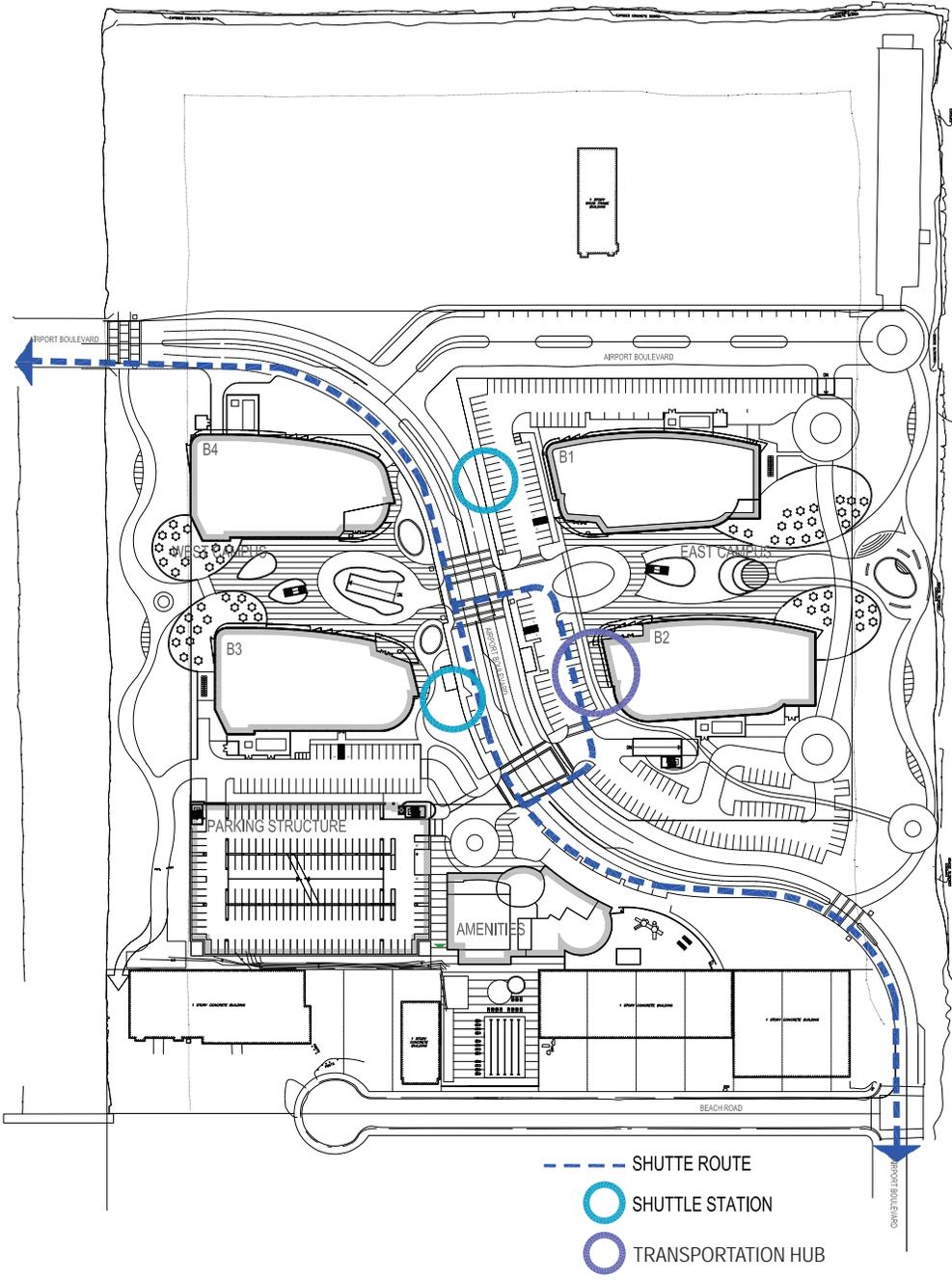
Source: Fehr & Peers, 2019.

4.3 Conclusion

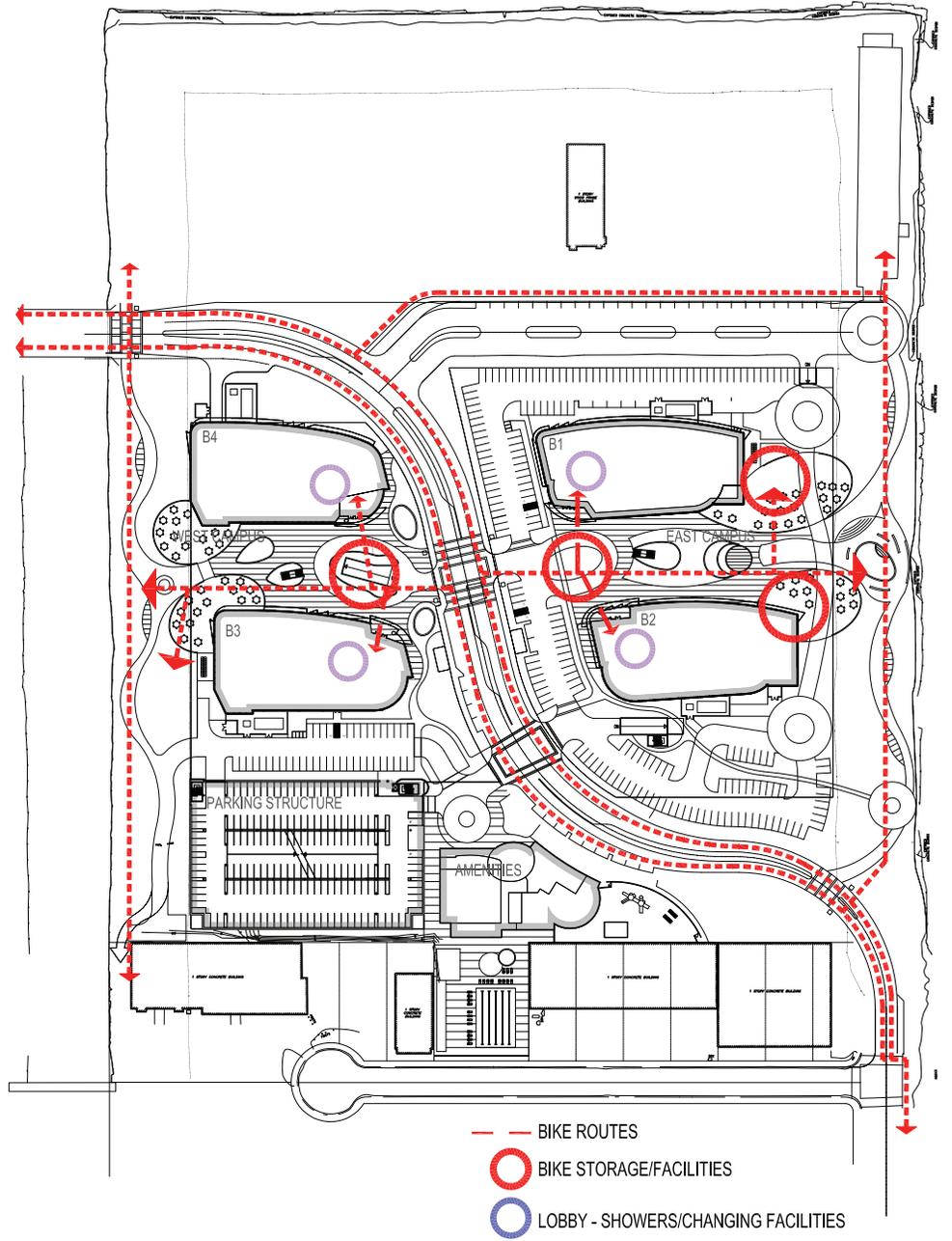
The project's TDM Program is expected to meet requirements by C/CAG and the City of Burlingame. The project receives 1,469 C/CAG trip credits, exceeding the required 965 credits. Additionally, the TDM measures could reach a drive alone reduction of 31 percent, greater than the 10 percent target reduction required to obtain a parking minimum reduction.

The project will engage in ongoing monitoring to ensure it meets its goal. As a part of the TDM program, two surveys will be developed and administered every year to examine TDM program participation and commute mode share. Alternative mode use changes will be tracked with the employee survey and compared to prior years' results. If results of the survey reveal that the project is not meeting its drive alone target, TDM strategies can be adjusted over time to ensure it meets this goal. Results from each survey will be provided to the Community Development Department at the City of Burlingame for its records.

Appendix A TDM Diagrams Provided by DES Architects + Engineers and Facebook

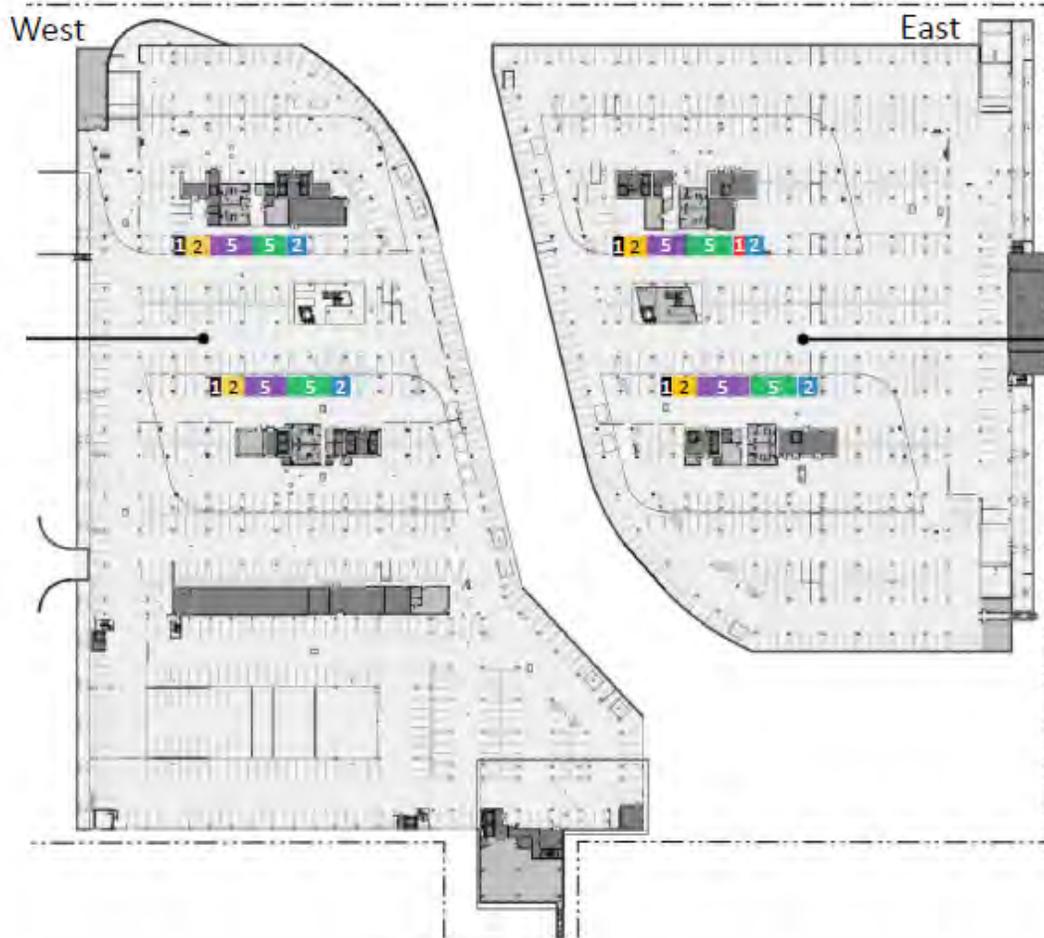


SHUTTLE AND COMMUTE ASSISTANCE



BIKE ROUTES, STORAGE AND SHOWER/CHANGING ROOMS (PODIUM LEVEL)





Signage:



Appendix B Project Trip Generation Estimates

Table B-1. Project Trip Generation Estimates

| Land Use | Size | Unit | ITE | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
|---------------------------|-------|------|-----|--------------------|------------|------------|--------------------|------------|------------|
| | | | | In | Out | Total | In | Out | Total |
| Office | 711.9 | ksf | 710 | 802 | 110 | 920 | 149 | 727 | 876 |
| Health Club | 7.4 | ksf | 492 | 5 | 5 | 10 | 15 | 11 | 26 |
| <i>Internal Reduction</i> | | | | -17 | -15 | -32 | -15 | -17 | -32 |
| Retail | 6.6 | ksf | 820 | 4 | 2 | 6 | 12 | 13 | 25 |
| <i>Internal Reduction</i> | | | | -2 | -1 | -3 | -6 | -6 | -12 |
| Restaurant | 35.6 | Ksf | 932 | 211 | 173 | 384 | 210 | 140 | 350 |
| <i>Internal Reduction</i> | | | | -106 | -87 | -192 | -105 | -70 | -175 |
| <i>TDM Reduction</i> | | | | -105 | -14 | -120 | -19 | -94 | -114 |
| Total | | | | 792 | 173 | 965 | 241 | 704 | 945 |

Source: Hexagon Transportation Consultants, 2016

Appendix C Project Shuttle Routing

