



TRANSPORTATION DEMAND MANAGEMENT

851 WEEKS STREET APARTMENTS

The project team contacted the Transportation Demand Management (TDM) Department, which provided a checklist with different strategies and options for implementing and complying with the Transportation Demand Management Program Guidelines for Multi-Family Residential Development in the City of East Palo Alto, CA.

Project Details:

Project Name:	851 Weeks Street
Address:	851 Weeks Street, East Palo Alto, CA 94030
APN:	063-221-240
Type of Development:	Affordable Housing
Project Size:	69,355 sq. ft.
Exemption Request	N/A

In addition to the TDM measures that the project will implement, the project is also pursuing the reduction of the use of cars. The following table calculates the parking spaces provided:

Based on the 79 units the project will provide, the project needs to select achieve the equivalent of 8 TDM points. We confirmed and agreed with the TDM department at a minimum, the project will provide the following TDM Measures:

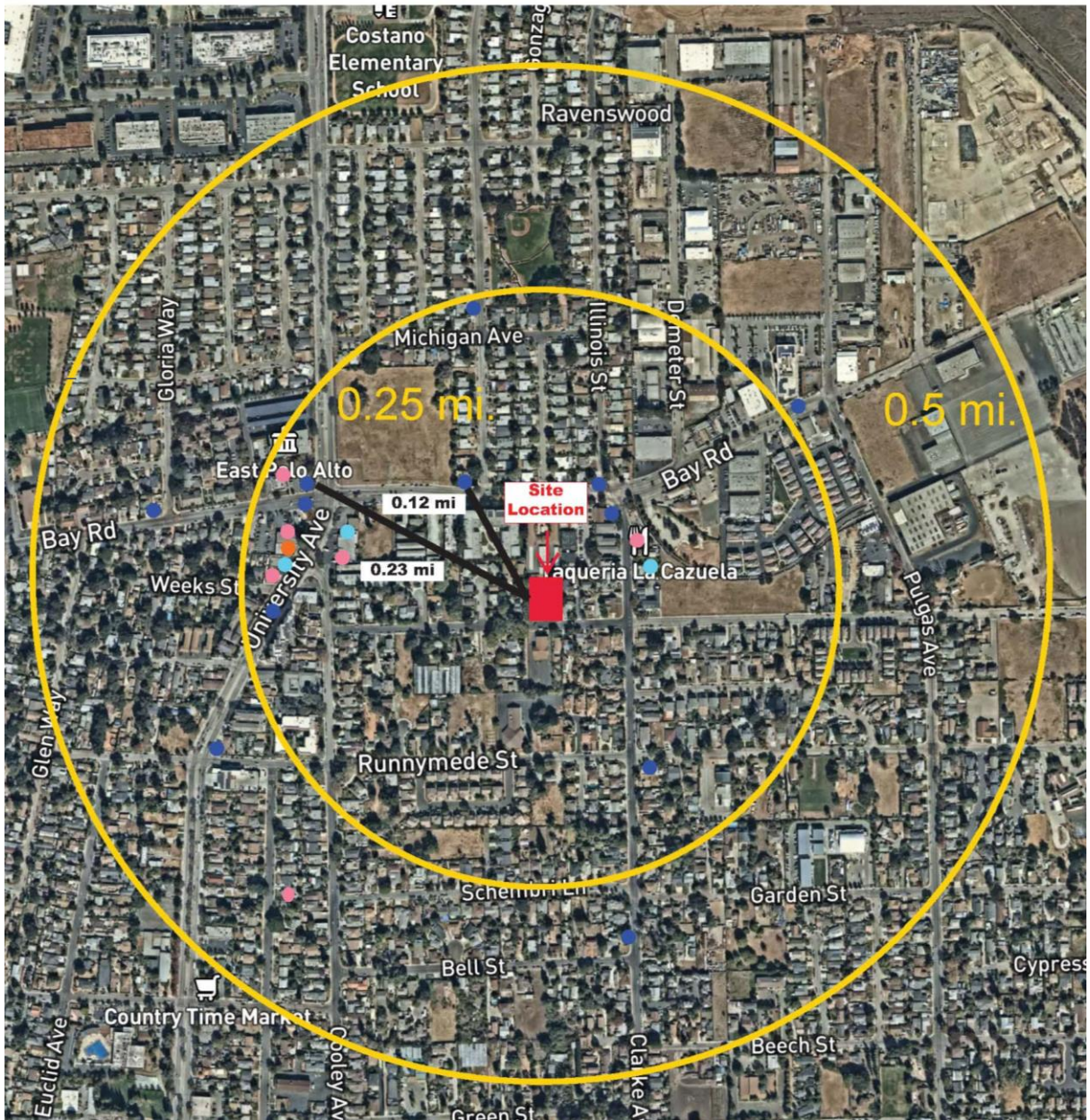
- A. 100% Affordable Housing for Seniors: The project will be 100% affordable housing for seniors. (5 points)
- B. TDM Communication: The developer will provide orientation, education, or materials distribution on transit, wayfinding, and other TDM information and programs to new residents as they move in and annually to all residents. (0.25 points)
- C. TDM Coordinator: The development will have a designated TDM coordinator or contact person throughout the life of the project. (0.25 points)
- D. Proximity to Transit: The development is located within 0.5 miles of a transit route with a 20-minute headway. (See attached map in Appendix.) (0.5 points)
- E. Proximity to Commercial Uses: The development is located within 0.25 miles of three separate retail/restaurant/service/recreational uses. (See attached map in Appendix.) (1 points)
- F. Bicycle Facilities:
 - 1. The development will provide bicycle facilities in accordance with the California Green Building Standards Code minimum bicycle parking requirements. (See Sheet SD-1 for Bicycle Facilities.) (0.25 points)
 - 2. The development will provide a bicycle repair station. (See Sheet SD-1 for Bicycle Repair Station.) (0.25 points)
- G. Delivery Amenities: The development will offer delivery-supportive amenities, such as an area for receipt of deliveries, clothes lockers for laundry or dry cleaning, storage for





package deliveries, or temporary refrigeration for grocery deliveries. Delivery-supportive amenities can help reduce the need for individual vehicle ownership and vehicle trips by consolidating multiple trips at one central location. (See Sheet SD-1 for Delivery Amenities.) (0.5 points)

- Transit route (bus stops)
- Groceries Store
- Retail
- Restaurant





Appendix A: Requested TDM Points

the site will be found in non-compliance, and the owner shall modify the TDM Compliance Plan in order to reflect improved efforts to reach the compliance goal.

IX. TDM Agreement

The developer or owner shall enter into a TDM Agreement with the City in a form approved by the City Attorney and executed by the City Manager (or designee) prior to the issuance of any building permits.

The TDM Agreement will set forth the project's TDM obligations and will require the owner to present the approved TDM Compliance Plan to any potential lessee or potential owner in consideration of occupying or purchasing the property. If an owner of a project subject to the TDM Ordinance executes a lease with a tenant or sells the project to a new owner, the owner shall provide the City with confirmation that the TDM Agreement was presented to the new owner.

The TDM Agreement shall be recorded against the entire property.

X. Fees, Penalties, and TDM Membership Dues

Implementation of Chapter 10.32 involves the establishment and management of fees to accomplish the following goals and objectives:

- Mitigate the cost of monitoring and administering the TDM Ordinance;
- Influence a real change in transit behavior; and
- Engage project owners in a long-term solution.

The City has established the following fees to support the City's TDM efforts:

1. TDM Review Fee: All projects subject to Chapter 10.32 may be required to pay application fees per the Master Fee Schedule for the review of the proposed TDM Compliance Plan.
2. Transportation Management Association (TMA):

The City endeavors to establish a TMA to better coordinate transportation efforts among various property owners, the City, and other stakeholders. If the City chooses a third-party to administer the TMA, the expectation is that the TMA program will be supported through a dedicated annual fee to support the TMA.

XI. Multiple-family TDM Points

Residential project owners can demonstrate compliance with the TDM Ordinance by selecting and incorporating selected TDM strategies to meet a minimum number of points. Table 1- Required TDM Points indicates the minimum number of points, which would be dependent upon the size of the project. The following Table 2 - TDM Program Strategies, provides a list of strategies and associated points. The project owner can first determine the minimum number of points to achieve compliance with Table 1. After identifying the minimum number of points, the project owner can select the strategies listed in Table 2 that would result in the minimum number of points.

Table 1 – Required TDM Points

Number of Residential Units	Minimum Number of Points Required
100 or more residential units	10 points from the measures of TDM program.



Between 10 and 99 residential units	Proportionate Percentage of 10 points (rounded to the nearest half or whole number) from the menu of TDM Required points Ex: 94 units/10 points = 9.4 rounded to 9.5 points 62 units/10 points = 6.2 rounded to 6 points.
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Table 2 - TDM Program Strategies

Transportation Demand Management Strategies		Point Value
Affordable Housing	40% Affordable Housing Project	2
	60% Affordable Housing Project	3
	80% Affordable Housing Project	4
	100% Affordable Housing Project	5
TDM Communication	Orientation, education or materials distribution of transit, wayfinding and other TDM information and programs to new residents as they move in and annually to all residents.	0.25
TDM Coordinator	Designate a TDM coordinator or contact person throughout the life of the project. This may be an individual who is an employee of or at the development project; or may be contracted through a third-party provider.	0.25
Proximity to Transit	Less than 0.5 miles to a transit route (20-min headway).	0.5
	Less than 0.5 miles to a Caltrain/Light Rail/Rapid Transit/Ferry station ¹ .	2.5
Proximity to Commercial Uses	Less than 0.5 miles from: 1) A shopping center consisting of at least three tenant spaces, or 2) Three separate retail/restaurant/service/recreational uses.	0.5
	Less than 0.25 miles from: 1) A shopping center consisting of at least three tenant spaces, or 2) Three separate retail/restaurant/service/recreational types of uses.	1
	Include active, pedestrian-oriented commercial uses on the ground floor to create more walkable and inviting areas. Provide on-site amenities, such as cafés, gym, retail stores, or banks.	1

¹ Currently, East Palo Alto has no such major transit stations. The measure is listed here in order to a) reserve for future station and b) encourage the developer to work with the City to plan for such station in appropriate locations.



Participation in Commute. Org, or Transportation Management Association (TMA)	Certified participation in Commute.org, or equivalent program such as a TMA.	1
	Commute assistance and ride-matching.	0.25
	Shuttle Program/Shuttle Consortium/Fund Transit Service.	2.5
Transit Pass/ Subsidy Programs	<p>Provide free transit passes or carpool/vanpool subsidies to tenants equivalent to 30% of the value of their monthly fare or at least \$50 monthly. Transit passes and subsidies provided must be valid for public transportation options, including but not limited to BART, Caltrain, SamTrans, and ridesharing platforms and vanpool subscription (or costs).</p> <p>*Points of this measure are allowed to be prorated if Developer will provide this program to a portion of the residents. The prorated points shall be calculated by using the same percentage number of participated residents that Developer will agree to provide.</p> <p>EX: 20% of the residents will be provided this program. The points value shall be $2.5 \times 20\% = 0.5$</p>	2.5
Bicycle Facilities	Bicycle facilities in conformance with CALGreen minimum bicycle parking requirements.	0.25
	Bicycle repair station.	0.25
Access Improvements	Design street or roadways that provide multimodal travel choices and give people the option to avoid vehicular traffic congestion.	0.25
	Bus Pullout Space.	0.25
	Bus Shelter.	0.25
	Visual/Electrical Improvements (i.e., Lighting, Signage).	0.25
	Other (i.e., Micromobility Parking Zone, TNC Loading Zone).	0.25
	Establish new, or enhance the quality of, pedestrian and bicycle facilities or infrastructures to facilitate active transportation from a project site to existing trails, bikeways, or adjacent streets. Pedestrian improvements should be within 0.5 miles of project site (approx. 10-15 minute walk); bicycling improvements within 2 miles of site (approx. 15-min ride at 10mph).	2
Car Share Program	Provide private or public car share memberships to on-site residents.	0.5
Proximity to Car Share	Less than 0.5 miles from a car share hub with cars available to on-site residents.	0.25



Designated Car Share Parking Spaces	Provide curbside carpool/vanpool/rideshare loading zones.	0.5
Bicycle/Scooter Share Program	Provide private or public bicycle/scooter share memberships to on-site residents	0.25
Proximity to Bicycle Share	Site is less than 0.5 miles from a bicycle share hub with bicycles available to on-site residents.	0.25
Delivery Amenities	Offer delivery-supportive amenities, such as an area for receipt of deliveries, clothes lockers for laundry or dry cleaning, storage for package deliveries or temporary refrigeration for grocery deliveries. Delivery-supportive amenities can help reduce the need for individual vehicle ownership and vehicle trips by consolidating multiple trips at one central location.	0.5
Family-supportive Amenities	To address challenges that families face in making trips without a private vehicle, the property owner shall provide family-supportive amenities, such as on-site secure storage of personal car seats, strollers, cargo bicycles, or other large bicycles. Property owners can also provide shared building equipment, such as shopping carts or cargo bicycles for check out by residents.	1
Paid Parking at Market Rate	Motorists pay directly for using parking facilities. Parking rates should be at the market rate and not subsidized by property owners or employers.	6.25
Developer TDM Fee/TDM Fund	Impact fees can be collected from developers, generally on a per-unit or square footage basis, to fund the implementation of TDM programs. These TDM fees can be put in an escrow account for the developer or subsequent property manager to spend to implement programmatic elements of the TDM plan. NOTE: "Double dipping" with the already required "TMA Participation" measure (above) is not allowed. This measure cannot be given credit for TDM fund payment or developer fees already required by the fee nexus ordinance by the governing jurisdiction. Credit here may only be given for voluntary TDM fund payment or developer fee negotiated separately with the governing jurisdiction.	1

*Other proposed measures may apply if developer can justify the trip reduction impact upon the approval by the City.