

**RESOLUTION NO. 73 – 2021**

**A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF EAST PALO ALTO**

**ADOPTING TRANSPORTATION DEMAND MANAGEMENT GUIDELINES**

**WHEREAS**, on June 1, 2021 the City Council adopted Ordinance No. 03-2021, Transportation Demand Management Ordinance (“Ordinance”), repealing and enacting Chapter 10.32 to the East Palo Alto Municipal Code; and

**WHEREAS**, the Ordinance requires a 40% reduction based on weekday average daily trips to both non-residential and residential developments; and

**WHEREAS**, Section 10.32.050(B) of the East Palo Alto Municipal Code provides for TDM Program Guidelines (Guidelines) that contain requirements for implementation and administration of the Ordinance.

**NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO HEREBY:**

1. Authorizes the City Manager to adopt the TDM Program Guidelines, provided as **Exhibit A and B** to this Resolution and incorporated by reference to Chapter 10.32 of the East Palo Alto Municipal Code; and
2. Authorizes the City Manager to make substantive updates to the Guidelines as needed.

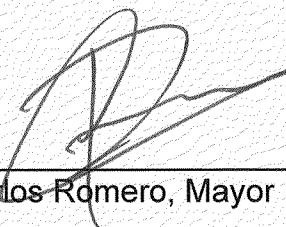
**PASSED AND ADOPTED** this 1<sup>st</sup> day of June 2021, by the following vote:

**AYES:** Abrica, Gauthier, López, Wallace-Jones, and Romero

**NOES:**

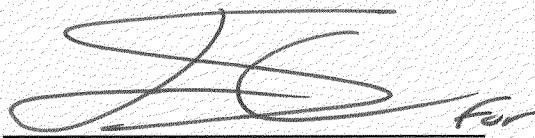
**ABSENT:**


**ABSTAIN:**

  
\_\_\_\_\_  
Carlos Romero, Mayor

**ATTEST:**

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Walfred Solorzano, City Clerk

  
\_\_\_\_\_  
Rafael E. Alvarado Jr., City Attorney

**CITY OF EAST PALO ALTO**  
**Transportation Demand Management (TDM) Program Guidelines**  
**Non-Residential Development**

**I. Introduction**

On June 1, 2021, the East Palo Alto City Council adopted Ordinance No. 03-2021 (TDM Ordinance), amending Chapter 10.32 of the Municipal Code, titled "Transportation Demand Management Program." The purpose of the TDM Ordinance is to help address the transportation-related impacts of new and existing development by requiring property owners to establish strategies that decrease the number of daily vehicle trips to and from a given property, thus reducing the number of cars impacting the East Palo Alto community. The East Palo Alto City Council established a 40% TDM requirement for developments that are subject to Chapter 10.32.

**II. Purpose of the TDM Program Guidelines**

The purpose of the TDM Ordinance Program Guidelines (TDM Guidelines) is to provide developers and project owners with a clear understanding of Chapter 10.32 compliance expectations. The TDM Guidelines are intended to provide greater detail of the City's procedural considerations with regards to implementing the TDM Ordinance.

The TDM Guidelines elaborate upon, and are intended to be used in conjunction with, the TDM Ordinance and should be read together with Chapter 10.32. If there is an express conflict between Chapter 10.32 and the TDM Guidelines, Chapter 10.32 will prevail.

**III. Definitions**

The following definitions apply to words and phrases used in these Guidelines:

**"Alternative modes"** means any mode of transportation other than single-occupancy vehicle trips, including transit, walking, biking, ridesharing and others.

**"Alternative work hours"** means any work schedule for employees which starts and ends the work day outside of peak period as defined, and may include staggered work hours, flexible work hours, compressed work week, or other unconventional work schedules.

**"Average daily trips (ADT)"** is the average total number of motor vehicle trips to and from a location, within a 24-hour weekday period, generated by a particular use or development.

**"Baseline conditions"** are based on the most recent Institute of Transportation Engineers (ITE) trip rates based on building area or as defined by the TDM Program Guidelines.

**"Carpool"** means a motor vehicle occupied by two or more persons commuting together.

**"City TDM Program Administrator"** means the person authorized by the city manager to administer the TDM program.

**"Commute"** means a trip from home to work or from work to home.

**"Commute alternatives"** means and includes any alternative to commuting in a single occupancy vehicle and includes, but is not limited to, carpools, vanpools, bicycles, transit, compressed work week, telecommuting and walking.

**"Compressed work week"** means a regular weekly work schedule of approximately forty (40) hours completed in fewer than five days during a week, such as four ten-hour work days.

**"Developer TDM Plan"** means an enforceable plan from a regulated developer to commit future employers to comply with TDM requirements as applicable.

**"Employee"** means any person hired by an employer to perform work at the worksite, including part-time and seasonal employees working twenty (20) or more hours per week, but excluding independent contractors.

**"Employer"** means any public or private employer, including the City, with a permanent place of business in the city. A large employer is an employer with 100 or more employees. A small employer is an employer with less than 100 employees.

**"Employer TDM Plan"** means a written report from a regulated employer in a format to be determined by the City TDM program administrator, designating a Worksite TDM Coordinator, providing for training of the TDM coordinator, describing the overall approach for achieve program requirements and documenting monitoring and reporting procedures.

**"Flexible work hours"** means a flexible work schedule in which an employee is permitted discretion, within certain fixed parameters, as to the hours for starting and completing the work day.

**"Parking management"** means expanding, restricting or pricing the supply of parking in order to support TDM objectives and may include provision to employees of transit passes, cash subsidies in place of free parking, or imposition of parking charges.

**"Single-occupancy vehicle"** means a motor vehicle occupied by one person of driving age, excluding motorcycles or other two-wheeled vehicles.

**"Vehicle trip"** means a commute-related trip by an employee using a private automobile to or from a worksite. For residential projects, this means any trip by private automobile to and from a residence.

**"Worksite"** means the usual and customary place of employment, base of operations or predominant location of an employee.

**"Worksite TDM Coordinator"** means a person designated by an employer to implement a TDM program required pursuant to the provisions of this chapter.

#### **IV. Applicability**

1. Any new development equal to or greater than 10,000 sq.ft. and which generates more than 110 weekday daily vehicle trips.
2. Employer with 100 or more employees shall be subject to Chapter 10.32.

#### **V. Exemptions**

Public schools.

#### **VI. TDM Requirements**

1. 40% TDM Obligation: Properties subject to the TDM Ordinance are required to reduce the expected total number of daily trips to and from a property by 40% of the expected total number of the baseline weekday average daily trips.
2. Phased Development: If an approved project includes multiple buildings, each building is subject to the requirements of the TDM Ordinance on a pro-rata basis.
3. TDM Monitoring: All projects subject to the TDM Ordinance are subject to annual monitoring requirements as further described below. Monitoring of a given property shall commence when a building initially reaches 50% occupancy following entitlement.
4. TDM Coordinator: All projects subject to the TDM Ordinance shall be required to identify a TDM Coordinator as the key individual responsible for implementing the TDM Plan for a given project. The TDM Coordinator shall be the primary contact with the City. The project owner is responsible for notifying the City if the TDM Coordinator changes.

Multiple project owners may utilize the same TDM Coordinator. Documentation must be submitted to the City establishing that the selected individual may represent the project owner with regards to TDM activities.

#### **VII. TDM Approval Process – TDM Compliance Plan**

For new developments subject to Chapter 10.32, developers shall be required to submit a TDM Compliance Plan to the Planning Department as part of their application for First Approval. No application for a First Approval shall be deemed complete until the TDM Compliance Plan is accepted by the Planning Division, and no First Approval shall be granted until the TDM Compliance Plan is approved by the Planning Commission or City Council.

The TDM Compliance Plan provides basic information about the project and outlines how the developer will comply with the TDM Ordinance. At a minimum, the TDM Compliance Plan includes the following:

- Project name, address, and APN;
- Type of development (non-residential or mixed-use);
- Project size in square feet;
- Eventual use of the property if approved (Office, Industrial, R & D etc.);
- Exemptions Request (if applicable); and
- Supporting documents to demonstrate that the project will comply with the TDM Ordinance and these Guidelines.

The TDM Compliance Plan Application may be obtained from the City's TDM Program Administrator or the Community and Economic Development Department.

### **VIII. Approved TDM Plans**

The Planning Commission and/or the City Council will consider the TDM Compliance Plans for all projects subject to the TDM Ordinance as part of the project approval process. When a project is approved, the final TDM Compliance Plan will be documented as part of the approval process and this document will serve as the final TDM Compliance Plan for the project.

The owner shall be in possession of a current, approved TDM Compliance Plan at all times. If it is determined that the maximum allowable trips exceed the limits identified in the TDM Compliance Plan, 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.

## 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 owners shall provide the City with confirmation that the TDM Agreement was presented to the new owner/tenant.

The TDM Agreement shall be recorded against the entire property.

### IX. Fees, Penalties, and TDM Membership Dues

Implementation of Chapter 10.32 involves the establishment and management of fees and/or penalties 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 and penalties to support the City's TDM efforts:

1. Annual TDM Fee: All projects subject to Chapter 10.32 shall be required to pay an annual fee, which will be used to fund the annual review of project-related trip information. The purpose of the annual review is to determine if the project owner has complied with all terms and obligations. This annual compliance review may be conducted by a consultant on behalf of the City.

The Annual TDM Fee, beginning in Fiscal year 2021-2022, will be \$5,527 and will be updated periodically.

2. Non-Compliance Penalty: Non-compliance penalties will be determined by the level of deficiency or non-compliance for each project. Compliance determination will be based on the weekday Average Daily Trips (ADT).

Penalty schedule:

Non-Compliance Penalty	
Trip Reduction % Achieved	Per Trip Penalty
0% - 25%	\$3,500
25.1% - 29.9%	\$2,500
30% - 34.9%	\$2,000
35% - 40%	\$500

Attachment A provides an illustrative example of how the Non-Compliance Penalty would be calculated.

The City will deposit all TDM non-compliance penalties into an established City account. TDM non-compliance penalties may only be used for the following uses:

- Initiatives intended to lower Single Occupancy Vehicle (SOV) trips in the City; or
- Services provided by a Transit Management Association (TMA), if applicable, described further below.

### 3. Transit 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.

## **X. Annual Monitoring Procedures**

For new development projects, monitoring of a given property shall commence when a site reaches 50% occupancy. The TDM Coordinator who has been engaged for each property shall notify the City once the property has achieved a 50% occupancy standard.

Every year prior to January 30, each project owner with one hundred (100) or more employees shall prepare and submit to the City TDM Program Administrator, an Employer TDM Plan that demonstrates how the worksite will achieve a forty percent (40%) reduction from baseline conditions in average daily trips.

Annually, the City will review compliance for all developments that are deemed to be subject to the TDM Ordinance. In advance of the monitoring cycle, the City will invoice project owners for the Annual TDM Fee, which will pay for costs incurred associated with driveway counts and associated staff time to review compliance.

The City will conduct the driveway counts, review for compliance, calculate any non-compliance penalties that may be identified, and then invoice the project owner for any non-compliance penalties. Project owners are required to pay within 45-days of the invoice date.

Projects not subject to any non-compliance penalties will receive documentation from the City designating the project as "in good standing" with the TDM Ordinance.

## Illustrative Example of Non-compliance Penalty Calculation

ASSUMED TRIPS TO/FROM BUILDING	
	Average Daily Trips
A. Anticipated Trips Per ADT (103,000 sf office building)	1000
B. 40% Trip Reduction Per City TDM Ordinance	400
<b>C. Final Allowable Trips (Assumed 40% Reduction)</b>	<b>600</b>
ACTUAL TRIPS TO/FROM BUILDING	
	Average Daily Trips
D. Actual Trips Per Annual "Driveway Count"	675
E. Actual Reduction (A - D)	325
F. Actual Reduction as % (E / A)	32.50%
G. Fee Per Trip Over Allowable Based on Actual Reduction % (F)	
	0-25% = \$350
	25.1-29.9% = \$250
	30-34.9% = \$200
	35-39.9% = \$50
H. Actual Trips Over Allowable Trips (D - C)	75
I. Penalty Calculation (H * G)	\$15,000
<b>TOTAL PENALTY</b>	
	<b>\$15,000.00</b>



# CITY OF EAST PALO ALTO

## Transportation Demand Management TDM Program Guidelines Multi-Family Residential Development

### I. Introduction

On June 1, 2021, the East Palo Alto City Council adopted Ordinance No. 03-2021 (TDM Ordinance), amending Chapter 10.32 of the Municipal Code, titled "Transportation Demand Management Program." The purpose of the TDM Ordinance is to help address the transportation-related impacts of new and existing development by requiring property owners to establish strategies that decrease the number of daily vehicle trips to and from a given property, thus reducing the number of cars impacting the East Palo Alto community. The East Palo Alto City Council established a 40% TDM requirement for developments that are subject to the TDM Ordinance.

All multiple-family development projects consisting of ten or more residential units proposed after September 1, 2021 shall be subject to these Multiple-family Residential TDM Program Guidelines.

### II. Purpose of the TDM Program Guidelines

The purpose of the TDM Ordinance Program Guidelines (TDM Guidelines) is to provide developers and project owners with a clear understanding of Chapter 10.32 compliance expectations. The TDM Guidelines are intended to provide greater detail of the City's procedural considerations with regard to implementing the TDM Ordinance.

The TDM Guidelines elaborate upon, and are intended to be used in conjunction with, the TDM Ordinance and should be read together with Chapter 10.32. If there is an express conflict between the TDM Ordinance and the TDM Guidelines, Chapter 10.32 will prevail.

### III. Definitions

The following definitions apply to words and phrases used in these Guidelines:

**"Alternative modes"** means any mode of transportation other than single-occupancy vehicle trips, including transit, walking, biking, ridesharing and others.

**"Average daily trips (ADT)"** is the average total number of motor vehicle trips to and from a location, within a 24-hour weekday period, generated by a particular use or development.

**"Baseline conditions"** are based on Institute of Transportation Engineers (ITE) rates based on building area or as defined by the TDM program guidelines.

**"Carpool"** means a motor vehicle occupied by two or more persons traveling together.

**"City TDM Program Administrator"** means the person authorized by the city manager to administer the TDM program.

**"Commute"** means a trip from home to work or from work to home.

**"Developer TDM Plan"** means an enforceable plan from a regulated developer to commit future employers to comply with TDM requirements as applicable.

**"Parking management"** means expanding, restricting or pricing the supply of parking in order to support TDM objectives and may include provision to employees of transit passes, cash subsidies in place of free parking, or imposition of parking charges.

**"Residential TDM Coordinator"** means a person designated by the property owner or manager to implement a TDM program required pursuant to the provisions of this chapter.

**"Single-occupancy vehicle"** means a motor vehicle occupied by one person of driving age, excluding motorcycles or other two-wheeled vehicles.

**"Travel alternatives"** means and includes any alternative to traveling in a single occupancy vehicle and includes, but is not limited to, carpools, vanpools, bicycles, transit, alternative work hours, telecommuting and walking.

**"Vehicle trip"** means any trip by private automobile to and from a residence.

#### **IV. Applicability**

1. Any development proposal that has not received entitlement approvals by January 1, 2022 is subject to the requirements of Chapter 10.32, as applicable. Developments in an area subject to a specific plan shall comply with any additional or different TDM requirements imposed by that specific plan.
2. All new residential development of ten units or more
3. Project owners are required to notify any potential lessee or potential owner in consideration of occupying or purchasing the project of the requirements of Chapter 10.32. 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/tenant.
4. Mixed use projects with nonresidential components are subject to the non-residential TDM Program Guidelines.

#### **V. Exemptions**

If a residential project developer believes there are circumstances that create an unreasonable hardship in meeting the TDM requirements, the developer may apply for an exemption in the development application. The burden is on the developer to show there is significant hardship. A significant hardship is defined as practical infeasibility or an end result inconsistent with the purposes of Chapter 10.32. Hardship exemptions shall be granted in unusual circumstances based upon a showing that the public interest is not served by enforcing compliance or other compelling circumstances.

The formal request for an exemption shall be submitted before a public hearing is scheduled for the entitlement process. The developer shall provide evidence of significant hardship as defined above and in the TDM Ordinance Chapter 10.32 of the Municipal Code. The exemption request shall be decided by the approval authority for the development permit.

## **VI. TDM Requirements**

1. 40% TDM Obligation: Properties subject to the TDM Ordinance are required to reduce the expected total number of daily trips to and from a property by 40% of the expected total number of baseline daily trips. Project owners can demonstrate compliance with the 40% reduction by providing a TDM plan that will incorporate strategies per Section XI, Multiple Family TDM Points, of these Guidelines. Alternatively, project owners can instead provide a project specific TDM Plan that is designed to achieve a daily trip reduction of 40% of the baseline trips.
2. Phased Development: If an approved project includes multiple buildings, each building is subject to the requirements of the TDM Ordinance on a pro-rata basis.
3. TDM Coordinator: All projects subject to the TDM Ordinance shall be required to identify a TDM Coordinator as the key individual responsible for implementing the TDM Plan for a given project. The TDM Coordinator shall be the primary contact with the City. The project owner is responsible for notifying the City if the TDM Coordinator changes.

Multiple project owners may utilize the same TDM Coordinator. Documentation must be submitted to the City establishing that the selected individual may represent the project owner with regard to TDM activities.

## **VII. TDM Approval Process – TDM Compliance Plan**

For new developments that are subject to Chapter 10.32, developers shall be required to submit a TDM Compliance Plan to the Planning Department as part of their application for First Approval. No application for a First Approval shall be deemed complete until the TDM Compliance Plan is accepted by the Planning Department, and no First Approval shall be granted until the TDM Compliance Plan is approved by the Planning Commission or City Council.

The TDM Compliance Plan provides basic information about the project and outlines how the developer will comply with the TDM Ordinance. At a minimum, the TDM Compliance Plan includes the following:

- Project name, address, and APN;
- Type of development (residential or mixed-use);
- Project size in square feet;
- Exemptions Request (if applicable); and
- Supporting documents to demonstrating that the project will comply with the TDM Ordinance and these Guidelines.

The TDM Compliance Plan Application may be obtained from the City's TDM Program Administrator or the Community and Economic Development Department.

## **VIII. Approved TDM Plans**

The Planning Commission and/or the City Council will consider the TDM Compliance Plans for all projects subject to the TDM Ordinance as part of the project approval process. When a project is approved, the final TDM Compliance Plan will be documented as part of the approval process and this document will serve as the final TDM Compliance Plan for the project.

The owner shall be in possession of a current, approved TDM Compliance Plan at all times. If it is determined that the maximum allowable trips exceed the limits identified in the TDM Compliance Plan,

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**

<b>Number of Residential Units</b>	<b>Minimum Number of Points Required</b>
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.
-------------------------------------	---

**Table 2 - TDM Program Strategies**

<b>Transportation Demand Management Strategies</b>		<b>Point Value</b>
<b>Affordable Housing</b>	40% Affordable Housing Project	2
	60% Affordable Housing Project	3
	80% Affordable Housing Project	4
	100% Affordable Housing Project	5
<b>TDM Communication</b>	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
<b>TDM Coordinator</b>	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
<b>Proximity to Transit</b>	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 <sup>1</sup> .	2.5
<b>Proximity to Commercial Uses</b>	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

<sup>1</sup> 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.

<b>Participation in Commute.Org, or Transportation Management Association (TMA)</b>	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
<b>Transit Pass/ Subsidy Programs</b>	<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 <math>2.5 \times 20\% = 0.5</math></p>	2.5
<b>Bicycle Facilities</b>	Bicycle facilities in conformance with CALGreen minimum bicycle parking requirements.	0.25
	Bicycle repair station.	0.25
<b>Access Improvements</b>	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
<b>Car Share Program</b>	Provide private or public car share memberships to on-site residents.	0.5
<b>Proximity to Car Share</b>	Less than 0.5 miles from a car share hub with cars available to on-site residents.	0.25

<b>Designated Car Share Parking Spaces</b>	Provide curbside carpool/vanpool/rideshare loading zones.	0.5
<b>Bicycle/Scooter Share Program</b>	Provide private or public bicycle/scooter share memberships to on-site residents	0.25
<b>Proximity to Bicycle Share</b>	Site is less than 0.5 miles from a bicycle share hub with bicycles available to on-site residents.	0.25
<b>Delivery Amenities</b>	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
<b>Family-supportive Amenities</b>	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
<b>Paid Parking at Market Rate</b>	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
<b>Developer TDM Fee/TDM Fund</b>	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.