

# Nazareth Vista TDM Plan

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# 1 Introduction

## Project Description

The project site is located on the corner of S. B Street enclosed by 7<sup>th</sup> Avenue, Laurel Avenue, and 6<sup>th</sup> Avenue. The site currently includes two separate commercial structures, which the project proposes demolishing and building a new 5-story mixed-use building. The project includes:

- 35 one-bedroom, 12 two-bedroom, and 1 three-bedroom units (48 units total)
- 9,199 sq./ft. commercial retail space
- 53 residential and 19 retail car parking spaces
- 8 short-term and 54 long-term bike parking spaces

Table 1. Proposed Project Attributes

	Current	Proposed
Description	2 separate single story commercial retail buildings	One 5-story mixed-use building
Sq. Footage	N/A	85,496 sq.ft.
Zoning designation	C1-3/R5 – Neighborhood Commercial/Residential Overlay	C1-3/R5 - Neighborhood Commercial/Residential Overlay

## Zoning

The site is zoned C1-3/R5 (Neighborhood Commercial/Residential Overlay – Mixed Use) and is shown in Figure 1.





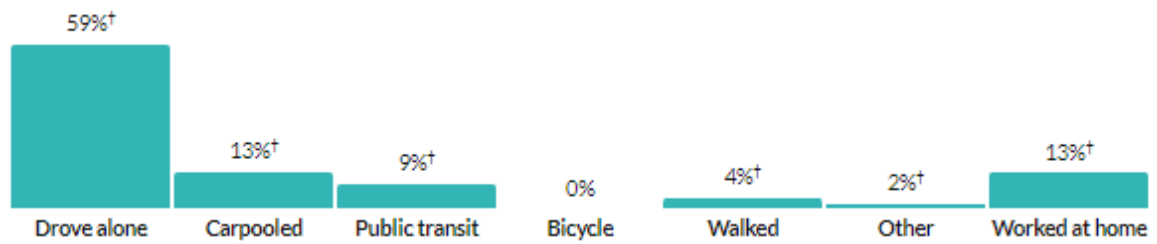
**Table 2. Census Tract 6063 Demographic Characteristics**

Category	Characteristics	Amount
<b>Age</b>	Under 18	20%
	18 to 64	53%
	Over 65	28%
<b>Education</b>	Bachelor's degree or higher	55.9%
<b>Households</b>	Renter-occupied housing units	49%
	Number of households	1,772
	Median household income	\$101,500
<b>Race</b>	White alone	42%
	Asian alone	22%
	Hispanic or Latino	25%
	Black or African American	3%
	Native	0%
	Islander	0%
	Mixed	7%
	Other	0%
<b>Languages Spoken</b>	Speaks English only	43%
	Speaks a language other than English: Spanish	42%
	Speaks a language other than English: Indo-European Languages	8%
	Speaks a language other than English: Asian and Pacific Island Languages	7%

Source: Census Reporter

**Travel Trends**

Census Reporter data from 2021 indicates that the majority (59%) of people that live within Census Tract 6063 drive alone to work. The data also reports that 26% of the population use sustainable modes of transportation such as public transit, carpooling, and walking to commute to work, while 13% of the population work from home (see Figure 2). Of those that commute to work, the mean travel time is 23.4 minutes. Commuting patterns have been impacted by the pandemic and may be in flux as businesses continue to define their “new normal” and implement hybrid and flexible working habits.

**Figure 2. Commute Mode Split**

Source: ACS 2021 5-Year, census.gov

As shown in Table 3, a notable share of commuters (15%) from this census tract commute to work locations within the city of San Mateo. San Francisco also receives a sizable portion (11.8%) of commuters from this Census Tract. Residents in Census Tract 6063 commute to a variety of locations, with the majority (50.5%) commuting to somewhere other than the ten most popular locations shown in Table 3.

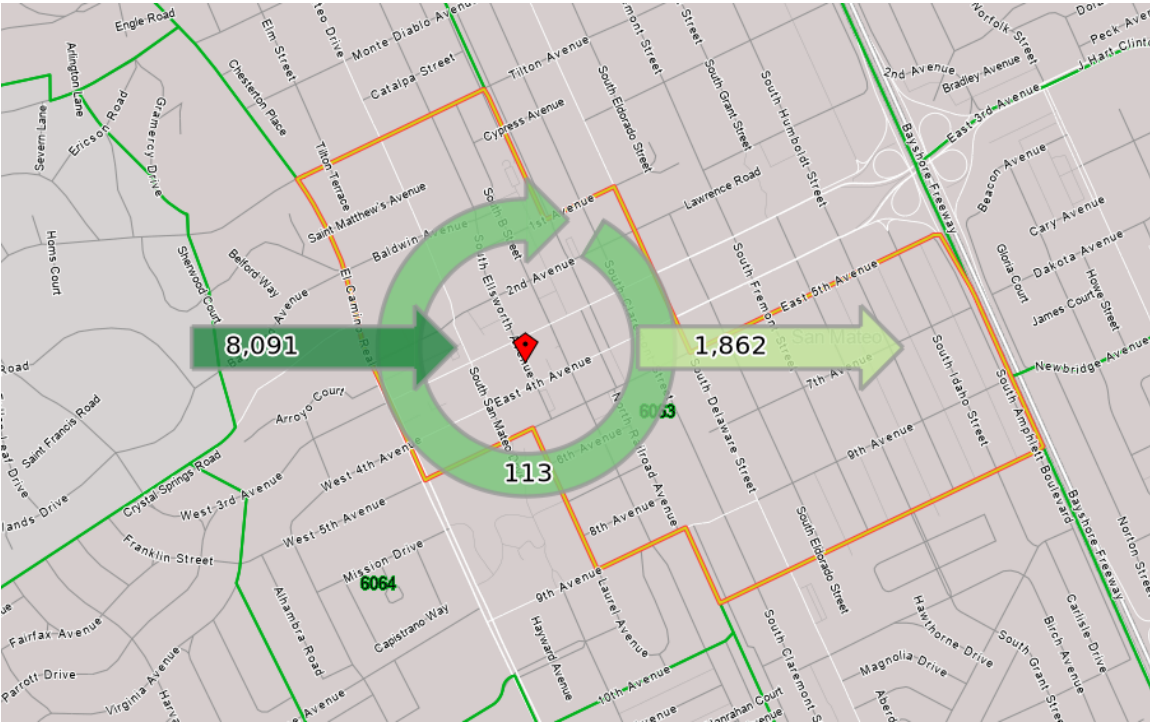
**Table 3. Job Locations**

Job Locations	Count	Share
San Mateo, CA	1,227	15%
San Francisco, CA	972	11.8%
San Jose, CA	407	5.0%
Redwood City, CA	282	3.4%
Daly City, CA	238	2.9%
South San Francisco, CA	225	2.7%
Hayward, CA	193	2.4%
Burlingame, CA	191	2.3%
San Bruno, CA	171	2.1%
Foster City, CA	153	1.9%
All other locations	4,145	50.5%
<b>All Places (Cities, CDPs, etc.)</b>	<b>8,204</b>	<b>100%</b>

Source: Census 2019 OnTheMap Analysis

Inflow/Outflow analysis of the census tract, as shown in Figure 3, depicts that 1,862 individuals commute out of the area and 8,091 people commute into the area for work on a daily basis. A total of 113 individuals both live and work inside the census tract.

Figure 3. Inflow and Outflow Patterns



Source: Census 2019 OnTheMap Analysis

## 2 Site Assessment

A site assessment was conducted as part of the TDM Plan development process. The site assessment included a description of the site's geography and road network, pedestrian and bicycle infrastructure, transit services, nearby attractions, and existing TDM services. Appendix C provides more details on the site assessment.

### Site Geography and Road Network

The project site is located approximately 0.4 miles south of the Downtown San Mateo Caltrain Station and is adjacent to the railroad tracks. It is surrounded by the following road network (see Figure 4):

- Arterial roads are located towards the west (El Camino Real) and east (Delaware Street) of the project site.
- Along the project site, S. B Street is classified as a Collector.
- 9<sup>th</sup> Avenue offers connections to El Camino Real and U.S. Highway 101.

S. B Street offers connections to U.S. Highway 92 to the south, and to the east lies Highway 101. Both highways connect north to San Francisco and south to San Jose. 6<sup>th</sup> Avenue offers limited connections; however, it is adjacent to 5<sup>th</sup> Avenue, an arterial road that connects to El Camino Real.

The nearest intersection to the project site that was included in the San Mateo Existing Conditions Circulation Report is B Street and 5<sup>th</sup> Avenue. It maintains a level of service (LOS) "B" in the AM and PM hours (see Table 4).

**Figure 4. Surrounding Street Network**



Source: City of San Mateo Public Works

**Table 4. Level of Service for 5<sup>th</sup> Avenue and S. Delaware Street**

	Signalized Intersection Peak-Hour Levels of Service			
	Year 2018 Conditions			
	AM Peak Hour		PM Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS
5 <sup>th</sup> Avenue and S. Delaware Street	10.8	B	11.2	B

Source: City of San Mateo Existing Conditions Report, 2018

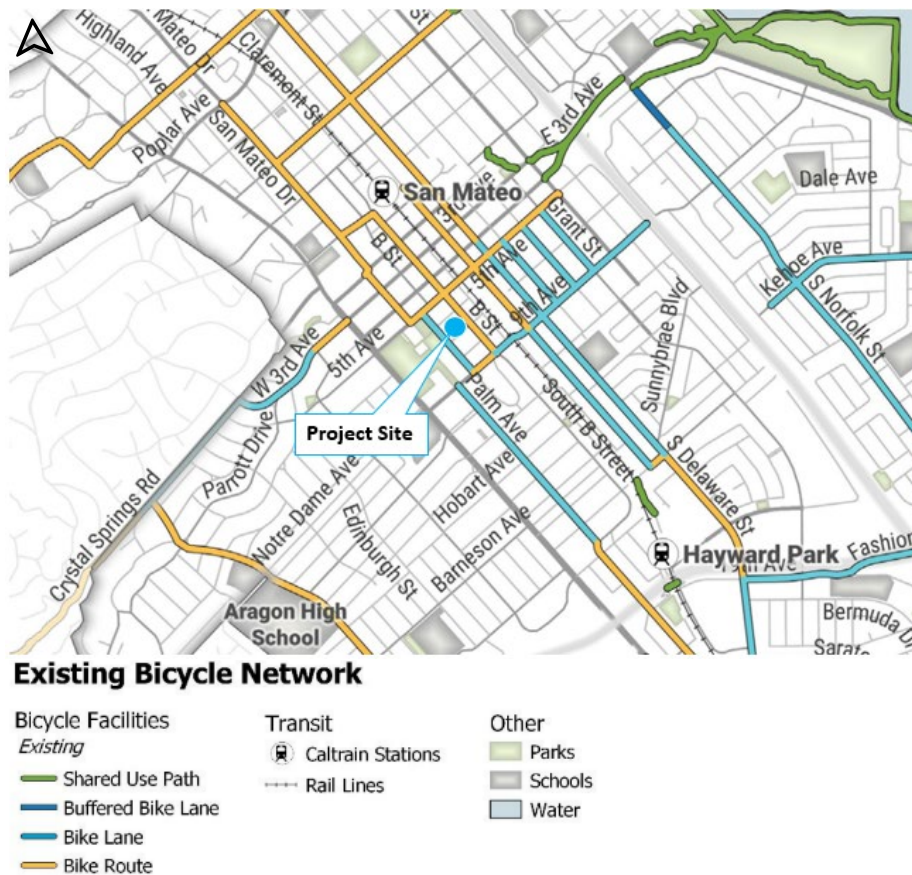
## Pedestrian and Bicycle Infrastructure

The site's topography to the east, north, and south make this an area that is conducive to walking and cycling. The walkability website Walkscore.com gives the project location a 98/100 score for walking, which is classified as "Walker's Paradise – Daily errands do not require a car."

### Current bike conditions

In terms of existing bicycle infrastructure, the project site is immediately adjacent to three bicycle facilities (see Figure 5).

- **Laurel Street Bike Lane** is a Class II bicycle route which extends from 5<sup>th</sup> Avenue to 9<sup>th</sup> Avenue
- **5<sup>th</sup> Avenue Bicycle Boulevard** is a Class III bicycle route that extends from Delaware Street to Amphlett Boulevard.
- **S. B Street Bicycle Boulevard** is a Class III bicycle route that extends from 9<sup>th</sup> Avenue to Transit Center Way/Baldwin Avenue. It connects to the San Mateo Caltrain station.

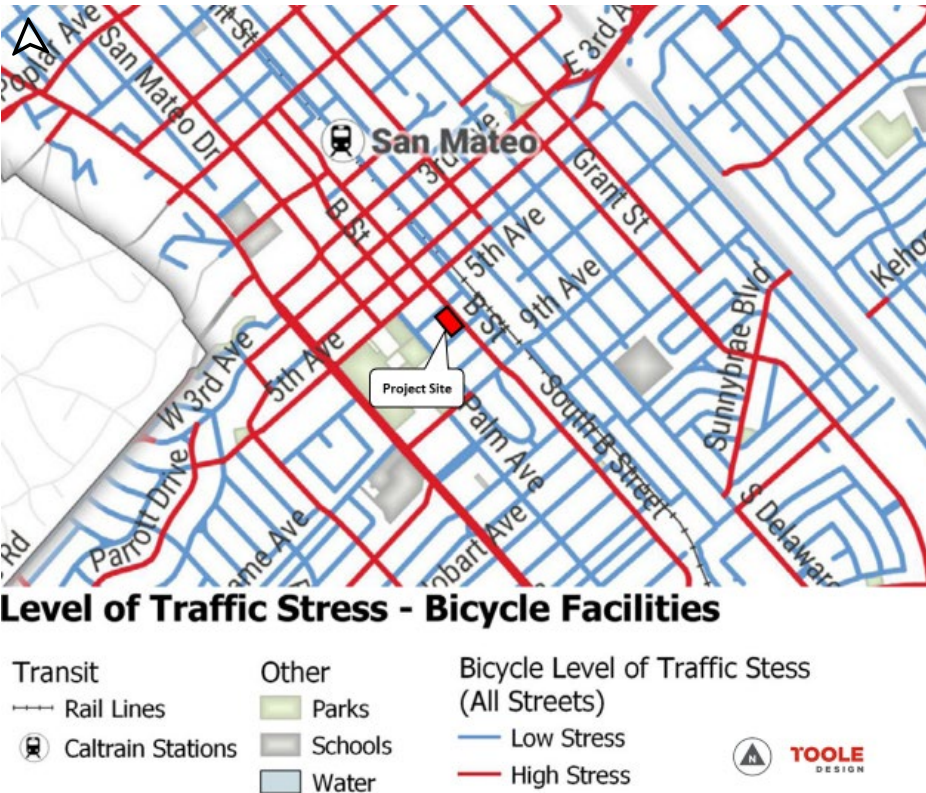
**Figure 5. Existing Bicycle Network**

Source: San Mateo Bicycle Master Plan

Adjacent to the project site there are two high stress streets: 5<sup>th</sup> Avenue and S. B Street. However, 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup> Avenues are currently classified as low stress streets by the San Mateo Bicycle Master Plan (see Figure 6). The low stress streets offer connections to other low stress bicycle streets, making the project site an area that is conducive to cycling. Per the San Mateo Bicycle Master Plan, a Level of Stress (LTS) analysis “provides a rating for on- and off-street bikeways and roadways that do not have a designated bicycle facility to indicate the vehicular traffic stress experienced by the ‘interested but concerned’ cyclist” (p. 25).



Figure 6. Cycling Level of Stress



Source: San Mateo Bicycle Master Plan (2020)

In terms of nearby bicycle amenities, BikeLink operates multiple on-demand bike lockers located at nearby Caltrain Stations. BikeLink allows bicyclists to securely store their bikes in lockers using a stored-value card that can be purchased online or at nearby vendors. There are sixteen lockers with capacity for twenty-four bikes at the Downtown San Mateo Caltrain Station. Additionally, two free-to-use public bike repair stations are located within two miles of the project site. These stations are located at the San Mateo Main Library and the Downtown San Mateo Caltrain Station.

Planned Bicycle Projects

The 2020 Bicycle Master Plan was adopted by City Council on April 6, 2020 and serves as a blueprint for expanding and improving the San Mateo bicycle and mobility network in the coming years. As part of the proposed network, there are several bicycle facilities that have been completed and others that are currently in progress. Near the project site (0.3-mile distance), S. Claremont Street from State Street to 9<sup>th</sup> Avenue currently offers a bike route with plans to become a bike boulevard in the future<sup>1</sup>. Within a half mile from the project site, two more bike projects have been completed, including West 5<sup>th</sup> Avenue between Virginia

<sup>1</sup> City of San Mateo (2020). Bicycle Master Plan. Retrieved from <https://www.cityofsanmateo.org/3944/Bicycle-Master-Plan-2020>

Avenue and El Camino Real, and East 5<sup>th</sup> Avenue between Delaware Street and Amphlett Boulevard.

Table 5 lists planned bicycle facility improvements that are within 1.5 miles of the project site and are currently in progress (as of November 2022).

**Table 5. Planned Bicycle Facility Improvements in San Mateo Bicycle Master Plan 2020**

Bicycle Facility	Distance to Project Site
Delaware Street Class IV Separated Bike Lane and Bike Boulevard – 19 <sup>th</sup> Avenue to Pacific Boulevard	1.3 miles
Sunnybrae Boulevard Bicycle Boulevard – South Delaware Street to South Amphlett Boulevard	0.8 miles
5 <sup>th</sup> Avenue Bicycle Boulevard – South B Street to Railroad Avenue	0.3 miles

Source: City of San Mateo Bicycle Master Plan 2020

## Transit Services

The project site is located within a 0.4 mile walk to the San Mateo Caltrain Station and a 0.9 mile walk to the Hayward Park Caltrain Stations. The project site is also served by two San Mateo County Transit District (SamTrans) routes (route 292 and 250) that share one bus stop.





Caltrain connects the project site to San Francisco to the north as well as San Jose and Gilroy to the south. The project site is near the San Mateo Caltrain Station.

**Table 6. San Mateo Caltrain Station Service**steer

## SamTrans

There is one stop within a 5-minute walk, serviced by two SamTrans routes, 59 and 250. Each SamTrans bus is equipped with a bus bike rack that holds up to three bikes and each trip costs \$2.25 in cash or via mobile app or \$2.05 if a Clipper card is being used.

**Table 7. SamTrans Service**

SamTrans Route #	Hours of Operation	Frequency	Closest Stop	Distance to Stop	Route Details
59	School Day Service Schedule	1 morning bus, 2 afternoon busses	E. 4th Avenue and S. Ellsworth Avenue	0.2 miles	<i>Eastbound:</i> Aragon High School terminal <i>Westbound:</i> Hillsdale/Norfolk
250	Weekday – 6:20am to 10:20 pm Weekend – 7:02am to 8:40pm	Weekday – 30 minutes Weekend – hourly service	E. 4th Avenue and S. Ellsworth Avenue	0.2 miles	<i>Eastbound:</i> San Mateo Station <i>Westbound:</i> College of San Mateo
292	Weekday Service: 3:55AM - 2:42AM	Every 30 minutes	S. Delaware Street and 10 <sup>th</sup> Avenue	0.4 miles	<i>Northbound:</i> San Francisco <i>Southbound:</i> Hillsdale Mall
ECR	Weekday Service: 4:06AM – 1:35AM  Weekend Service: 4:47AM – 2:23AM	Weekdays: every 20 minutes  Weekends: every 30 minutes	El Camino Real & 9 <sup>th</sup> Avenue	0.4 miles	<i>Northbound:</i> Daly City BART <i>Southbound:</i> Palo Alto Transit Center

## Nearby Destinations

### Shopping

The project site is located in Downtown, close to a variety of retail and shopping options. There are eight shopping centers located within two miles of the project site, with access to reliable transportation options and a host of other shopping options close to the project site (see Table 8).

- **Downtown San Mateo Shopping Area** is an approximate 6-minute walk from the project site. It has a variety of food and financial establishments, grocery stores, and smaller boutique stores.
- **Monaco Plaza** is located at 1200 S. El Camino Real and is approximately 0.7 miles from the project site (a 14-minute walk) and contains restaurants, a barber shop, a hair salon, spa, and a piano store. It can be easily accessed by walking and public transit (SamTrans ECR).

- **Safeway Grocery store** is located on El Camino Real and 17<sup>th</sup> Avenue is 0.9 miles from the project site and can be accessed by walking and public transit (SamTrans ECR).
- **Shoreview Shopping Center** is located on S. Norfolk Street and is 1.1 miles from the project site. It has eating and dining options and can be easily accessed by walking and public transit (SamTrans 250).
- **Borel Square Center** is 1.2 miles from the project site. It has a pharmacy, gym, and additional fast-casual food options. There are also several fast-casual dining and stand-alone shopping options along El Camino Real and 20<sup>th</sup> Avenue. It can be easily accessed by walking and public transit (SamTrans ECR).
- **Hayward Park Shopping Area** is 1.3 miles from the project site and is located on Concar Drive. It contains a number of retail establishments, a convenience store, and a grocery store. It can be easily accessed by public transit (SamTrans 292).
- **Fiesta Gardens Shopping Center** is 1.5 miles from the project site and located on the corner of Ginnever Street and Bermuda Drive. It houses a bakery, nail and hair salons, and other small shops. It can be easily accessed by public transit (SamTrans 250).
- **Woodlake Shopping Center** is located on N. Delaware Street (1.5 miles from the project site) and contains a supermarket, pharmacy, pet store, and casual eateries. It can be easily accessed by public transit (SamTrans 292 and ECR).

Table 8. Shopping Attractions Within 2 miles of Project

Shopping Centre	Distance	Walk	Bike	Transit	Drive
Downtown San Mateo Shopping Area	0.3 miles	6 minutes	2 minutes	-	2 minutes
Monaco Plaza	0.7 miles	14 minutes	5 minutes	10 minutes	3 minutes
Safeway	0.9 miles	19 minutes	4 minutes	15 minutes	4 minutes
Shoreview Shopping Centre	1.1 miles	23 minutes	7 minutes	11 minutes	6 minutes
Borel Square Shopping Centre	1.2 miles	24 minutes	7 minutes	14 minutes	5 minutes
Hayward Park Shopping Area	1.3 miles	26 minutes	8 minutes	16 minutes	6 minutes
Fiesta Gardens Shopping Centre	1.5 miles	30 minutes	9 minutes	20 minutes	7 minutes
Woodlake Shopping Centre	1.5 miles	31 minutes	9 minutes	15 mins	8 mins

## Available TDM Services

### Commute.org Incentives

Commute.org is San Mateo County's Transportation Demand Management Agency. Their resources are available to all residents and employees in the County. As such, the residents and employees of the project site will be able to take advantage of TDM resources curated for those commuting within the County and in the surrounding areas. The Commute.org website serves as a regional clearinghouse for all transportation and commuting-related information. They also provide the following services:

- **Try Transit Incentives:** Commute.org provides a 'try transit' program that allows individuals to request free tickets for the transit option that works best for them.
- **Vanpool Incentives:** Drivers of a new vanpool can earn a \$500 reward, and vanpool riders can be reimbursed \$100/month of their costs for up to three months.
- **Bike Education:** Free bike safety workshops and bike marketing materials are available to residents and commuters. These are scheduled upon request and are available to employers and other sites, including residential properties, within San Mateo County.
- **Bike Incentives:** Commute.org currently provides commuters who live or work in San Mateo County with incentives worth between \$25 to \$100 for biking to work. To participate in the program, bike commuters must track their work commutes using the Strava app. The rides are then recorded in the STAR platform, Commute.org's incentive delivery platform, where commuters can access their incentives.

## 3 Project TDM Measures

This chapter lists the TDM strategies for the project that have been selected for implementation based on the project's size, location, and land use. Each TDM measure is accompanied by guidance on implementation, cost estimates, expected timelines, and the anticipated responsible party. It is expected that the property management team will be the 'responsible party' for most TDM measures outlined below.

### Regulatory Context

Projects located within the City of San Mateo may be subject to C/CAG TDM requirements, or both the City of San Mateo TDM requirements and C/CAG's, depending on the project's location (City) and whether it is anticipated to generate a significant number of VMT (vehicle miles travelled)(City) or average daily trips (C/CAG). Thus the project scale and context inform: which requirements are applicable; which TDM measures are selected to meet the requirements; and how the TDM measures are counted towards meeting the requirements. This section describes the requirements applicable to this project.

#### C/CAG TDM Policy

As of January 1, 2022, the C/CAG TDM Policy requires that local jurisdictions in San Mateo County notify C/CAG of any new development within their purview that is estimated to generate at least 100 average daily trips (ADT). Applicants are required to submit a TDM Checklist alongside their development application acknowledging that their projects will achieve a specified target trip reduction based on the planned land use and project scale.

C/CAG's checklists contain TDM strategies that are each weighted by an estimated percentage reduction. The TDM strategies are organized by a set of "Required Strategies" that apply to any project, and which add up to a certain percentage of trip reduction, and then by a longer set of "Additional Recommended Strategies." The applicant chooses which "Additional Recommended Strategies" to commit to such that the total percentage reduction of all the TDM strategies (Required plus Additional) meets or exceeds the specified target trip reduction.

Based on the C/CAG guidelines, the Nazareth Vista project would exceed the threshold of 100 ADT and is required to demonstrate a 25% trip reduction through TDM measures. According to the C/CAG TDM Policy Implementation Guide, to determine which TDM checklist should be used, mixed use projects should defer to the land use type that generates the majority of ADT.<sup>2</sup> According to the project's trip generation analysis, the residential component generates the majority of the ADT.

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<sup>2</sup> City/County Association of Governments of San Mateo County. (2022). Transportation Demand Management Policy Implementation Guide. Retrieved from [https://ccagtdm.org/wp-content/uploads/2022/04/CCAG\\_TDM-Policy-Update\\_Implementation-Guide\\_FINAL\\_4-19-2022\\_v11\\_CLEAN.pdf](https://ccagtdm.org/wp-content/uploads/2022/04/CCAG_TDM-Policy-Update_Implementation-Guide_FINAL_4-19-2022_v11_CLEAN.pdf)


## Project TDM Measures Summary

Table 9 summarizes the measures the project is utilizing to meet its 25% trip C/CAG reduction requirement, while Figure 8 provides the completed C/CAG TDM checklist worksheet.

**Table 9. Project TDM Measures**

Measure	How Included	C/CAG Trip reduction (%)
TDM Coordinator/Contact Person	TDM Plan	0.5%
Transit or Ridesharing Passes/Subsidies	TDM Plan	10%
Orientation, Education, Promotional Programs and/or Materials	TDM Plan	1%
Actively Participate in Commute.org or TMA Equivalent	TDM Plan	4%
Active Transportation Subsidies	TDM Plan	2%
Carpool/Vanpool Program	TDM Plan	2%
Delivery Amenities	TDM Plan	1%
Secure Bicycle Storage	Site Plan - Secure bicycle storage is required per City of San Mateo Zoning code section 27.64.262 and is included in the applicant's Project Plans. <b>As such, it is not factored into the TDM ROI calculations for this TDM Plan.</b>	1%
Design Streets to Encourage Bike/Ped Access	Site Plan - Supporting active transportation improvements is required by San Mateo General Plan Policies: C 4.5 (Pedestrian Enhancements with New Development), C 4.9 (Pedestrian and Bicycle Connections), UD 2.9 (Pedestrian Oriented Design), and is addressed through the applicant's Site Plan. <b>As such, it is not factored into the TDM ROI calculations for this TDM Plan.</b>	1%
Pedestrian Oriented Uses & Amenities on Ground Floor	Site Plan details the availability of retail floor area on ground floor, benches along B Street and large public seating area on the corner of B Street and 6 <sup>th</sup> Avenue. <b>As such, it is not factored into the TDM ROI calculations for this TDM Plan.</b>	3%

Figure 8. Estimated C/CAG trip reduction


**TDM Checklist**  
[ccagtdm.org](http://ccagtdm.org)

**Residential (Multi-Family) Land Use: Small Project**  
 100-499 ADT; ~20-49 Units

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**About this Form**

Any new development project anticipated to generate at least 100 average daily trips is subject to the C/CAG TDM Policy and must complete a TDM Checklist and implement associated measures to mitigate traffic impacts. [Read more at ccagtdm.org](http://ccagtdm.org)

**Questions?**  
[support@ccagtdm.org](mailto:support@ccagtdm.org)

**A Applicant Information**

Project Address 606-616 South B Street, San Mateo 94401		Contact First and Last Name Mounir Kardosh
Parcel Number 034-194-030	Application Date 1 2 0 5 2 0 2 3	Contact Phone Address 650-347-9500 ext. 101
Project Jurisdiction San Mateo		Contact Email Address mounir@nazarethenterprises.com

**B Required Measures** You must select all measures [Click on each measure's title for more information](#)

Measure	Percentage	Yes
1 <b>M2 - Orientation, Education, Promotional Programs and/or Materials</b> Offer new residents an orientation or education program or materials.	1%	<input checked="" type="checkbox"/>
2 <b>M3 - TDM Coordinator/Contact Person</b> Provide TDM coordinator/liaison for tenants. May be contracted through 3rd party provider, such as Commute.org.	0.5%	<input checked="" type="checkbox"/>
3 <b>M6 - Transit or Ridesharing Passes/Subsidies</b> Offer tenants passes or subsidies for monthly public transit or ridesharing costs incurred, equivalent to 30% of value or \$50 - whichever is lower.	10%	<input checked="" type="checkbox"/>
4 <b>M8 - Secure Bicycle Storage</b> Comply with CalGREEN minimum bicycle parking requirements.	1%	<input checked="" type="checkbox"/>
5 <b>M9 - Design Streets to Encourage Bike/Ped Access</b> Design adjacent streets or roadways to facilitate multimodal travel.	1%	<input checked="" type="checkbox"/>
6	<b>Total from Required Measures</b> Sum percentages from each selected measure from rows 1-5 <div>13.5%</div>	

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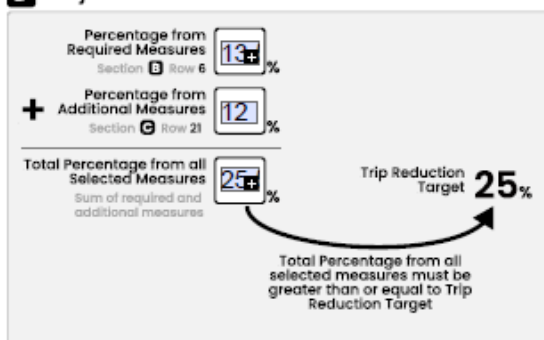


	<b>TDM Checklist</b> <small>cagtdm.org</small>	<b>Residential (Multi-Family) Land Use: Small Project</b> 100-499 ADT; ~20-49 Units	Page 2 of 2
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**C Additional Recommended** Select enough to meet the 25% trip reduction target Click on each measure's title for more information

Measure	Percentage	Yes
7 <b>M4 - Actively Participate in Commute.org or TMA Equivalent: Certified participation in Commute.org/or TMA</b> Obtain certification from Commute.org or establish or join a Transportation Management Association (TMA) or equivalent.	4%	<input checked="" type="checkbox"/>
8 <b>M5 - Carpool or Vanpool Program</b> Establish carpool/vanpool program for tenants and register program with Commute.org.	2%	<input checked="" type="checkbox"/>
9 <b>M10 - Delivery Amenities</b> Offer delivery amenities, including dedicated receipt and storage areas, to reduce need for multiple trips to conduct similar business.	1%	<input checked="" type="checkbox"/>
10 <b>M11 - Family-supportive Amenities</b> 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.	3%	<input type="checkbox"/>
11 <b>M14 - Paid Parking at Market Rate</b> Offer hourly/daily parking rates proportional to monthly rate or equivalent to cost of transit fare.	25%	<input type="checkbox"/>
12 <b>M15 - Reduced Parking</b> Provide off-street parking at least 10% below locally-required minimums, or else below the locally-permitted parking maximums. Consideration may be required of potential spillover parking into surrounding areas.	10%	<input type="checkbox"/>
13 <b>M17 - Developer TDM Fee/TDM Fund</b> Voluntary impact fee payment on a per unit or square footage basis, to fund the implementation of TDM programs.	4%	<input type="checkbox"/>
14 <b>M18 - Car Share On-Site</b> Provide on-site car share or vehicle fleets.	1%	<input type="checkbox"/>
15 <b>M19 - Land Dedication or Capital Improvements for Transit</b> Contribute space on, or adjacent to, the project site for transit improvements. Select one or more		<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">           Bus Pullout Space <input type="checkbox"/> 1%            Bus Shelter <input type="checkbox"/> 1%            Visual/Electrical Improvements (i.e., Lighting, Signage) <input type="checkbox"/> 1%            Other (i.e., Micromobility Parking Zone, TNC Loading Zone) <input type="checkbox"/> 1%         </div> <div style="border: 1px solid black; padding: 5px; text-align: center;">           Total percentages selected         </div> </div>
16 <b>M21 - Bike/Scooter Share On-Site</b> Allocate space for bike/scooter share parking.	1%	<input type="checkbox"/>
17 <b>M22 - Active Transportation Subsidies</b> Offer biking/walking incentives to tenants, such as gift card/product raffles.	2%	<input checked="" type="checkbox"/>
18 <b>M23 - Gap Closure</b> Construct or enhance quality of biking and walking facilities to/from site to existing trails, bikeways, and/or adjacent streets.	7%	<input type="checkbox"/>
19 <b>M24 - Bike Repair Station</b> Offer on-site bike repair space/tools in visible, secure area.	0.5%	<input type="checkbox"/>
20 <b>M26 - Pedestrian Oriented Uses &amp; Amenities on Ground Floor</b> Provide on-site, visible amenities to tenants and guests, such as cafes, gyms, childcare, retail.	3%	<input checked="" type="checkbox"/>
21	<b>Total from Additional Measures</b> Sum percentages from each selected measure from rows 7 - 20	

**D Project Totals**



**E Submit Checklist**

See [cagtdm.org/submission](https://cagtdm.org/submission) for how to submit this form.

**Questions?**

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## Project TDM Measures—C/CAG “Required” Measures

The following sections describe the measures included in the TDM Plan for Nazareth Vista. For each measure, the Plan provides implementation guidance as well as the estimated daily VMT reduction and vehicle trip reduction, per calculations utilizing the TDM ROI Calculator (refer to Chapter 4). Of note, these estimates often differ from the projected trip reduction estimates from the C/CAG checklist. The combination of strategies designated as “required” below account for 13.5% of estimated trip reduction, according to C/CAG estimates. The “additional recommended” measures in the following section are also required to account for the remaining trip reduction necessary to meet the total 25% trip reduction required by C/CAG.

### TDM Coordinator/Contact Person (C/CAG “Required” Strategy M3)

An on-site TDM coordinator would act as a liaison between the developer, City, employees, and the residents. The TDM coordinator would help develop, implement, and report on the various TDM strategies. This person would be responsible for coordinating and marketing the selected TDM strategies as well as maintaining working relationships with the City and nearby developments.

#### *Implementation Guidelines:*

Assign the role of TDM Coordinator to an individual on the property management team to plan and implement the TDM program. Allocate approximately 5 hours per month for the TDM Coordinator to spend on the following activities:

- **Annual Monitoring:** Survey the residents and employees and compile a monitoring report for submission to the City of San Mateo annually.
- **Communications:** A communication plan outlines transportation information for the site and for upcoming projects. This can include creating printed communications, social media, email, and newsletters.
- **Commute Assistance:** Provide route planning and transit itineraries for employees and residents who wish to explore their transportation options.
- **TDM Program Coordination and Outreach:** Organize and promote sustainable travel options through building communications such as emails, bulletin boards, and social media. Specific tasks include:
  - Organize and promote the trip reduction and air quality strategies detailed in the following sections.
  - Organize and promote campaigns and challenges that encourage trip reduction
  - Promote the sustainable transportation options available to the residents and employees.

<b>Estimated time frame</b>	<b>Ongoing</b>
<b>Estimated cost</b>	\$2,000 per year
<b>Responsible party</b>	Property Management
<b>Estimated daily VMT reduced (ROI Calculator)</b>	20-40
<b>Estimated C/CAG trip reduction percentage</b>	1%

**Transit Subsidies (GOPass and Way2GO Pass Provision) (C/CAG “Required” Strategy M6)**

Providing subsidized transit passes can help reduce single occupancy trips and increase transit ridership. It also provides increased flexibility for those who might still opt to drive occasionally.

*Implementation Guidelines*

Partner with Caltrain and SamTrans to provide free or discounted transit options to residents and employees of ground floor retail through the GO Pass and Way2Go Pass programs.

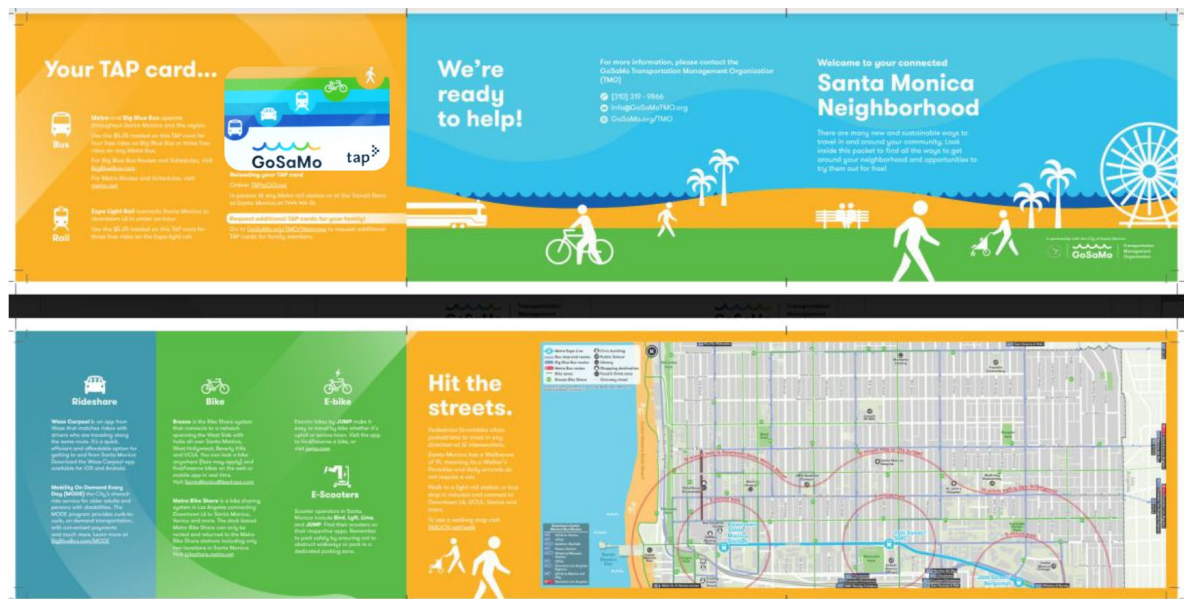
<b>Estimated time frame</b>	Pre-occupancy (during the drafting of lease agreements), and ongoing.
<b>Estimated cost</b>	GO Pass: Approximately \$342 per employee (working 20 at least 20 hours per week) /resident (5 years or older). Way2GO Pass: \$75 per employee/resident  Based on an estimate of 30 employees and 104 residents, the cost estimate is \$55, 878 annually
<b>Responsible party</b>	Property Management
<b>Estimated daily VMT reduced (ROI Calculator)</b>	227-272
<b>Estimated C/CAG trip reduction percentage</b>	10%

**Orientation, Education, Promotional Programs and/or Material (New Resident Packets) (C/CAG “Required” Strategy M2)**

Individuals are most likely to make a change in their transportation behavior alongside other life changes. This means that providing new residents with a packet that offers them information about all their transportation options can increase the likelihood for them to choose options other than driving alone.

New residents would be provided with welcome packets that include their subsidized transit pass, customized transportation information about nearby transit routes, bus stops, bike maps, amenities, and routes, and other TDM initiatives undertaken by the property. The welcome packets should also include the contact information of the property’s TDM Coordinator. Figure 9 offers an example of a welcome packet distributed to new residents in Santa Monica, CA.

Figure 9. A New Resident Packet Example



#### Implementation Guidelines:

Design a New Resident Packet for the property that provides information on all transportation modes available as well as services that may make choosing sustainable travel easier. The TDM Coordinator can work directly with Commute.org, who can assist the property in purchasing Clipper Cards and provide supportive materials, commuter incentives and advice. The packet should include:

- A Way2Go/GoPass with stored value
- A map depicting a 10- and 20-minute walk and bicycle radius
- Information about the transit options available (SamTrans, Caltrain, and BART) and how to connect to them, including Park and Ride options
- Information about all the transportation related amenities offered by the property
- Information about Commute.org services and resources
- Information about Guaranteed Ride Home and how to register
- Information about bike routes and amenities in the City of San Mateo Parking ([www.cityofsanmateo.org/Parking](http://www.cityofsanmateo.org/Parking)) and Transportation webpages ([www.cityofsanmateo.org/4626/Transportation](http://www.cityofsanmateo.org/4626/Transportation)).

Estimated time frame	Pre-occupancy and ongoing
Estimated cost	\$3,000 to develop packet, then up to \$3 per packet to print and distribute
Responsible party	Property Management
Estimated daily VMT reduced (ROI Calculator)	178-789
Estimated C/CAG trip reduction percentage	1%

### Secure Bicycle Storage (C/CAG “Required” Strategy M8)

Bike parking is a crucial element in promoting biking among tenants and employees. Providing long-term and short-term accessible and secure bike parking facilities in well-lit, visible, and pedestrian accessible locations, ideally with protection from weather elements, can incentivize cycling.

#### *Implementation*

Through the Site Plan - Secure bicycle storage is required per City of San Mateo Zoning code section 27.64.262 and is included in the applicant’s Project Plans.

### Design Streets to Encourage Bike/Ped Access (C/CAG “Required” Strategy M9)

The design of streets and roadways adjacent to the property can influence travel choices, thus designing complete streets that give people the option to bike safely and walk can contribute to reducing vehicle trips as well as reduce traffic congestion.

#### *Implementation*

Through the Site Plan - Supporting active transportation improvements is required by San Mateo General Plan Policies: C 4.5 (Pedestrian Enhancements with New Development), C 4.9 (Pedestrian and Bicycle Connections), UD 2.9 (Pedestrian Oriented Design), and is addressed through the applicant’s Site Plan.

## Project TDM Measures—C/CAG “Additional Recommended” Measures

The measures in this section have been selected from amongst the longer list of measures in the C/CAG checklist based on the project characteristics and context. Despite the naming of these TDM measures by C/CAG as “Additional Recommended” measures, they are required to be implemented to meet the 25% total trip reduction threshold set by C/CAG.

### Actively Participate in Commute.org or Equivalent (C/CAG “Additional” Strategy M4)

C/CAG suggests that the Nazareth Vista project actively participate in Commute.org or a TMA equivalent.

Commute.org’s Certified Development Program provides developers with projects in San Mateo County with a formal certification of their active participation in Commute.org programs and services. The goal of the program is to give developers access to a set of TDM programs and services that can be integrated into other TDM strategies at their new developments in San Mateo County.

<b>Estimated time frame</b>	<b>Annual</b>
<b>Estimated cost</b>	\$0
<b>Responsible party</b>	Property Management
<b>Estimated daily VMT reduced (ROI Calculator)</b>	7-30
<b>Estimated C/CAG trip reduction percentage</b>	4%

### Active Transportation Subsidies (C/CAG “Additional” Strategy M22)

Incentives for active transportation choices can be used as a strategy to provide awareness about transportation options available to residents and retail employees. This can be administered in the form of short-term or long-term commute challenges and events that encourage the use of walking/cycling and reward those who chose active modes to get to work.

#### *Implementation Guidelines*

Promote monthly or quarterly commute challenges that encourage individuals to try new modes of sustainable transportation other than transit (i.e., cycling and walking), promotion can be done via the TDM communication’s webpage, information boards and TDM coordinator. As incentives, include prizes in the form of gift cards to local bike shops for cyclists, or a simple cash/gift card distribution or product raffle.

<b>Estimated time frame</b>	<b>Monthly/Quarterly</b>
<b>Estimated cost</b>	Variable, subsidies can be distributed for each sustainable trip or create a logging system to reward sustained change
<b>Responsible party</b>	Property Management
<b>Estimated daily VMT reduced (ROI Calculator)</b>	259-288
<b>Estimated C/CAG trip reduction percentage</b>	2%

### Carpool and Vanpool Program (C/CAG “Additional” Strategy M5)

Reserving space for carpool and vanpools encourages shared travel by ensuring those riders can find guaranteed parking easily. If signed in a manner that stands out, it may also generate interest in carpooling and vanpooling from solo drivers.

#### *Implementation Guidelines*

Designate at least ten on-site spaces for employees who carpool and vanpool to their worksites. The spaces should be located close to an entrance, and demarcated spaces with signage and/or paint, in line with other signage within the parking facility. Tenants can find potential carpool partners through the TDM Platform or Ride-match portal such as Commute.org. While it is not required that property management undertake strong enforcement efforts such as monitoring the spaces daily and ticketing or towing non-compliant vehicles, they should be prepared to remind single drivers that the spaces are reserved for higher occupancy vehicles.

<b>Estimated timeframe</b>	Ongoing
<b>Estimated cost</b>	\$1,000 for sign fabrication
<b>Responsible party</b>	Property Management
<b>Estimated daily VMT reduced (ROI Calculator)</b>	381 to 437
<b>Estimated C/CAG trip reduction percentage</b>	2%

### Delivery Amenities (C/CAG “Additional” Strategy M10)

The provision of delivery amenities such as lockers for storing clothes, temporary refrigeration for groceries and storage for package deliveries can reduce the need for car ownership. The consolidation of trips into a single location eliminates the need to make multiple trips and eliminates the need for a car.

#### Implementation Guidelines

Offer rentable delivery supportive amenities such as lockers and storage spaces in accessible only to tenants of building such as lockers and storage spaces that are accessible only to building tenants.

<b>Estimated timeframe</b>	One-Time
<b>Estimated cost</b>	Cost of 36x18x72” storage lockers cost ranges from \$600-\$1000. Temporary refrigerated spaces range from \$300-\$2000.
<b>Responsible party</b>	Property Management
<b>Estimated daily VMT reduced (ROI Calculator)</b>	22 to 50
<b>Estimated C/CAG trip reduction percentage</b>	1%

### Pedestrian Oriented Uses & Amenities on Ground Floor (C/CAG “Additional” Strategy M26)

The inclusion of pedestrian oriented uses such as restaurants, cafes, shops and other commercial uses can create walkable environments. In addition, the inclusion of placemaking amenities such as benches, shade and other sitting areas can assist in promoting a sense of community and encourage people to explore their immediate environment via walking and/or biking.

#### Implementation

The project site plan details the availability of retail floor area on ground floor, benches along B Street and large public seating area on the corner of B Street and 6<sup>th</sup> Avenue.

## Optional TDM Measure

This optional measure is not part of C/CAG’S TDM measures list but helps ensure that TDM is part of the culture of the project site as it is transferred from developer to property management.

### Institutionalizing TDM

It is important that the TDM program be implemented as the site becomes occupied and when office, retail, and apartment units eventually begin to turn over. It must also be updated as needs change and transportation options and technology evolve. Therefore, the TDM Plan should become ‘institutionalized’ as part of the property’s leasing process to ensure the program remains in place and new residents and employees are aware of its existence.

*Implementation Guidelines:*

Describe the TDM infrastructure, amenities, and programs available to employers and residents and how they will be made available to the tenants in the lease documents.

<b>Required to meet C/CAG requirement</b>	<b>No</b>
<b>Estimated time frame</b>	During the draft of lease agreement
<b>Estimated cost</b>	\$0 – it is likely that this cost will already be undertaken by the property management in order to establish the details of the lease agreements, so including TDM in this effort will likely come at no additional cost
<b>Responsible party</b>	Property Management
<b>Estimated daily VMT reduced</b>	-
<b>Estimated C/CAG trip reduction percentage</b>	-

# 4 Impact of TDM Measures

If implemented correctly and consistently, the TDM program outlined in Chapter 3 will achieve a trip reduction target of 25% according to the C/CAG requirements and work sheet. The proposed TDM program is also forecasted to result in a daily reduction of between 1,094 to 1,906 vehicle miles travelled (VMT), which would lead to a reduction of approximately 375 to 646 kilograms of carbon dioxide every day according to the ROI calculator model (see Table 10).

Beyond the C/CAG checklist, which provides flat percentage reduction estimates for each strategy, this TDM Plan utilizes the TDM Return on Investment (ROI) Calculator, a tool owned by Mobility Lab and developed by university and governmental partners. The TDM ROI Calculator helps practitioners and policy makers understand the benefits of their investment in TDM strategies and programs by calculating estimated vehicle trips, VMT, hours of congestion delay, and emissions reduced, with more specific consideration given to number of expected users, daily trips taken, and average trip distances for each strategy. More information about the TDM ROI Calculator and assumptions made to calculate estimated impacts are included in Appendix B.

## Program Impacts

Table 10 outlines the total estimated VMT and congestion hours reduced with the recommended TDM program for the project site.

Table 10. ROI Calculator Estimated VMT and Congestion Hours Reduced

Nazareth Vista	Annual VMT Reduced		Annual Vehicle Trips Reduced		Annual Congestion Reduced		Carbon Dioxide Reduced (kg)	
	Low Est.	High Est.	Low Est	High Est	Low Est	High Est	Low Est	High Est.
Project TDM Measures	270,218	470,782	14,326	24,947	37,544	62,491	92,625	159,562

Table 11 summarizes the daily VMT, vehicle trips, and congestion reduction for each of the TDM strategies. The rows in grey indicate the optional TDM strategies.



**Table 11. ROI Calculator-Summary of daily trip reductions**

Strategy	Daily VMT Reduced		Daily Vehicle Trips Reduced		Daily Congestion Reduced (hours of delay)		Daily Carbon Dioxide Reduced (kg)	
	Low Est.	High Est.	Low Est.	High Est.	Low Est.	High Est.	Low Est.	High Est.
TDM Coordinator/Contact Person	20	40	1	2	3	6	7	14
Orientation, Education, Promotional Programs and/or Materials (New Residents)	178	789	10	42	23	103	61	270
Transit Subsidy (GO Pass & Way2GO)	227	272	22	24	30	33	78	86
Actively Participate in Commute.org	7	30	0	2	1	4	2	10
Carpool or Vanpool Program	381	437	10	12	61	70	130	150
Delivery Amenities	22	50	1	3	0	0	8	17
Active Transportation Subsidies	259	288	14	16	34	37	89	99
Institutionalizing TDM	<i>Institutionalizing TDM does not have an impact on trip reduction</i>							

## 5 Monitoring

The City of San Mateo will require the site to perform annual monitoring and reporting. Ongoing monitoring will help the property track the impact of its TDM programs, as well as provide a regular schedule for evaluating programming and identifying gaps and opportunities. The results will help the property management team adjust programs to better meet the needs of their residents and employees.

The City of San Mateo's general conditions for approval stipulate that all new developments must submit a Trip Reduction and Parking Management Plan and submit an annual monitoring report.

### Annual Survey

The City of San Mateo requires an annual letter to the Public Works Director or designee that outlines the TDM measures implemented and information from a mode split survey.

To comply with both City and C/CAG requirements, the TDM Coordinator should register with Commute.org. Commute.org will administer the complimentary biennial surveys that are required to comply with the C/CAG policy through the OneCommute Platform. On the 'off' years, the developer may contract directly with Commute.org to undertake an additional survey or may administer the survey themselves. If they select the latter option, it is recommended that the questions and survey language mirror the survey provided by Commute.org so the site and City are able to collect comprehensive and consistent data.

The survey results allow the property to not only track program progress but also identify ways to approach and/or adjust the program and further shift travel behavior towards more sustainable modes (transit, bike, walk, and carpool) over time. The TDM Coordinator could use the data to understand which amenities are popular and should remain, which are not effective and should be adjusted, and identify additional measures to implement in their place.

# Appendices



# A TDM ROI Calculator

The Transportation Demand Management (TDM) Return on Investment-(ROI) Calculator is a tool owned by Mobility Lab, an Arlington County, Virginia, funded transportation behavior and policy research center. It was developed in partnership with university and governmental partners, with funding from the Federal Highway Administration, to provide TDM program staff, transportation planners, and others involved in implementing TDM services a quantifiable way to estimate the ROI for TDM services.

According to the TDM ROI Calculator User Manual, the model calculates impacts for individual TDM services then combines the individual impacts, with discounts to account for overlap between services, to determine the cumulative impact of all services.<sup>3</sup>

The calculator performs the following functions:

- Estimates TDM travel impacts, defined as reductions in commute vehicle trips and vehicle miles travelled (VMT), from a user-defined package of TDM services
- Converts vehicle trip and VMT reductions into societal benefits, such as reduction in hours of travel time delay and gallons of gasoline saved
- Calculates the societal cost savings from each benefit and the overall cost saving from all benefits combined
- Compares the societal cost saving to the TDM program "investment" cost to estimate ROI
- 

As most TDM programs do not have detailed VMT and trip reduction data, the ROI Calculator instead asks for user participation numbers and program costs as the inputs for its calculations. The model then uses four calculation factors derived from TDM service user surveys along with pre-set regional inputs and national environmental data to estimate the number of participants who will shift behavior and the number of daily vehicle trips, VMT, and hours of congestion that their behavior shift will reduce. If more detailed regional and national data are known, they can be input to override the pre-set data used for calculation.

The inputs used for calculating the VMT and vehicle trip reductions for Nazareth Vista TDM Plan are outlined on the following pages so that the results can be duplicated with ease.

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<sup>3</sup> Mobility Lab.(2019).TDM ROI Calculator User Manual Retrieved from <https://mobilitylab.org/calculators/>

## Regional Inputs

At the outset in Section A (Your Region, Service Area Type and Transit Availability), the TDM ROI Calculator asks users to make a series of selections to determine geographic and transit characteristics of the area being examined. The options selected for the Nazareth Vista TDM Plan are displayed in Table A.1 as follows:

**Table A.1. Selections made for region, service area type and transit availability**

Question in the ROI Calculator	Option Selected for the TDM Plan
Metropolitan Region	San Francisco-Oakland-Hayward, CA
Primary land use density and development pattern	Moderate density, urban or small city/town
Primary focus of TDM Program outreach	Balanced mix of outreach to commuters at worksites and residential areas
Percentage of commuters within ½ mile of bus/train stop in service area	76% to 100% of commuters are within 1/2 mile of a bus or train stop
Average public transit frequency in the service area in the morning peak period (select ONLY ONE option)	Moderate-Average rush hour frequency for most routes is 16-30 minutes

With the above inputs selected, the model determines the classifications for the project site as follows in Table A.2.

**Table A.2. Project site TDM service area and transit availability classifications**

Your TDM Service Area classification is:	Suburban/small city
Your Transit Availability classification is	High transit

## Regional Travel, Environmental and Cost Benefit Factors

The final section of the ROI Calculator (Section F - Additional Regional/Service Area Data Environmental Inputs) shows the default numbers used for regional travel, environmental and cost benefit factors. Users have the option to override these defaults by inputting values into the “User Defined” cells if specific local factors are known. Table A.3 shows the defaults assumed by the model and indicates if the defaults were overridden, and which values were used. The inputs defined in Table A.3 remained the same for all calculations for the Nazareth Vista TDM Plan.

**Table A.3. Travel, vehicle pollutant emission, and benefit cost factor default and user defined values**

Regional Travel Factors	Regional Default	User Defined
Average home-to-work commute miles for the region (one-way distance)	9.6	13.9 <sup>4</sup>
Percentage of regional commuters who drive alone to work OR percentage of weekly commute trips made by driving alone	63.2%	59% <sup>5</sup>
Percentage of regional commuters who ride public transit to work OR percentage of weekly commute trips made by transit	17.6%	9.1% <sup>6</sup>
Regional Vehicle Pollutant Emission Factors	National Default	User Defined
Oxides of Nitrogen (NOx) emission rate in grams per mile of travel	0.445	0.171
Volatile Organic Compounds (VOC) emission rate in grams per mile of travel	0.075	0.035 <sup>7</sup>
Greenhouse gas (Carbon Dioxide Equivalent) emission rate in grams per mile of travel	387.460	342.000 <sup>8</sup>
Regional Benefit Cost Factors	Regional Default	User Defined
Median average wage rate for commuters in the service area or metropolitan region	\$24.90	\$49.71 <sup>9</sup>
Estimated average annualized cost to build/maintain one lane-mile of major roadway (combination of Interstate and limited access roadway)	\$165,000	-
Average pump price per gallon for regular unleaded gasoline	\$3.36	\$4.57 <sup>10</sup>

<sup>4</sup> San Mateo Economic Development Association (2012). Labor Supply and Commute Patterns in San Mateo County Report. Retrieved from [http://www.bayareaeconomy.org/files/pdf/BACEI\\_Labor\\_Mobility\\_110612.pdf](http://www.bayareaeconomy.org/files/pdf/BACEI_Labor_Mobility_110612.pdf)

<sup>5</sup> U.S. Census Bureau (2021). American Community Survey 5-year estimates. Retrieved from Census Reporter Profile page for Census Tract 6063, San Mateo, CA <http://censusreporter.org/profiles/14000US06081606300-census-tract-6063-san-mateo-ca/>

<sup>6</sup> Ibid.

<sup>7</sup> California Air Resources Board Emissions Factors (EMFAC) database

<sup>8</sup> Ibid.

<sup>9</sup> San Mateo Economic Development Association (2012). Labor Supply and Commute Patterns in San Mateo County Report. Retrieved from [http://www.bayareaeconomy.org/files/pdf/BACEI\\_Labor\\_Mobility\\_110612.pdf](http://www.bayareaeconomy.org/files/pdf/BACEI_Labor_Mobility_110612.pdf)

<sup>10</sup> AAA. (2022). AAA Gas Prices. Retrieved from <https://gasprices.aaa.com/?state=CA>

## Assumptions

### Resident Characteristics Assumptions

To estimate potential participation numbers, some assumptions about the number of individuals living at the property at 100% occupancy were made. These assumptions begin with the knowledge that there will be 120 units for rent. The assumptions and the basis for each are outlined in Table A.4.

**Table A.4. Nazareth Vista resident and employee characteristics assumptions**

Category	Assumption and Basis	Number
Total number of people residing at the property at full occupancy	2021 ACS data indicates that there are 2.23 persons per household in the census tract 6063 and there will be 35 one-bedroom, 12 two-bedroom, and 1 three-bedroom units on site.	106
Children under 18	2021 ACS data shows that 19% of the census tract's population is children	20
Adults	Subtracting children from the total population	86
Number of people not in labor force	2021 ACS data shows that 33.3% of people residing in the census tract are not in the labor force	29
Number of residential commuters	Subtracting people not in labor force from adult population	57

### ROI Calculator Participation and Calculation Factors Assumptions

In order to use the ROI calculator to calculate estimated impacts for the Nazareth Vista project, assumptions were made to estimate the participation rate for each strategy. Additionally, if a strategy was not outlined as a direct input in the model, assumptions were made to estimate the calculation factors associated with it. Table A.5 outlines those assumptions.



**Table A.5. Summary of Assumptions for each Strategy**

Strategy	ROI Calc Input	Participation Assumption (per year)	Basis for Participation Assumption	Placement rate (%) Assumption	Vehicle Trip Reduction Factor Assumption	One-Way Commute Distance Assumption (miles)	Drive-Along Access % Assumption
TDM Coordinator/ Contact Person	Comprehensive Commute Assistance	17	Assist 20% of residents and employees with questions about transportation including one-on-one assistance when asked and promoting sustainable transportation options (5 hours/month)	45% Pre-set in model	0.6 Pre-set in model	20.9 Pre-set in model	70% Pre-set in model
Transit Passes/Subsidies	Ongoing transit incentive	51	All employees + 50% of commuting residents	50% Pre-set in model	1.2 Pre-set in model	10.4 Pre-set in model	70% Pre-set in model
Orientation, Education, Promotional Programs and/or Materials	Alternative mode “try it” incentive	106	Each household and new employee on the property would receive a packet. At a minimum, the transit users (9%) would take advantage of the information and an additional 5% will try a new mode based on the information provided	40% Pre-set in model	0.8 Pre-set in model	20.9 Pre-set in model	50% Pre-set in model
Actively Participate in Commute.org	Employer Services	33	The resources available through the Commute.org will be available to all employees at the worksite	12% Pre-set in model	0.8 Pre-set in model	13.9 Pre-set in model	40% Pre-set in model
Active Transportation Subsidies	Ongoing multi-modal incentive	5	The walk and bike users (4.1%) + an additional 20% with the improvement bike support infrastructure (employees and residents)	50% Pre-set in model	1.0 Pre-set in model	19.8 Pre-set in model	40% Pre-set in model
Delivery Amenities	Custom	50	Approximately 50% of the households will take part in the program	25%	0.5	19.8	0%
Carpool and Vanpool Program	Carpool ride matching	20	5% of the population carpools and with an additional incentive more people could be motivated to carpool.	25% Pre-set in model	0.7 Pre-set in model.	24 Pre-set in model	40% Pre-set in model

## B Background Assessment

### Introduction



The City of San Mateo has commissioned Steer to develop a Transportation Demand Management (TDM) Plan for the Nazareth Vista Mixed Use Development (616 S. B Street) project site to reduce the ceiling of potential congestion and trips generated by the project. The project is a proposed mixed use residential and commercial building that would replace all existing structures on site, being developed by Arc Tec (referred to as “the developer” or as “Arc Tec” throughout this document).

The TDM Plan development begins with a thorough assessment of the site, including existing and planned conditions. A combination of desktop-based research and analysis, review of available site plans and renderings, and study of planned developments was utilized in our understanding of the site conditions. Insight from the City and developer team has also been incorporated into this document.

The document details the following aspects of the site and project:

- **Project description** outlining the main elements of the project plan
- **Existing infrastructure** examining conditions for multi-modal travel to and from the site

- **Nearby attractions** identifying potential trip generators for those who will be most likely to use the site after project completion

This Background Assessment document will be used as the basis for the Nazareth Vista TDM Plan.

## Project Description

The project site is situated in the eastern half of the city block enclosed by S. B Street, 7<sup>th</sup> Avenue, Laurel Avenue, and 6<sup>th</sup> Avenue. The project site currently includes two separate commercial structure, which the project proposes demolishing and building a new 5-story mixed-use building. The project includes:

- 35 one-bedroom, 12 two-bedroom, and 1 three-bedroom unit (48 units total)
- 9,880 sq./ft. for commercial retail spaces
- 51 residential and 19 retail car parking spaces provided
- 5 short-term spaces and 54 long-term bike parking spaces

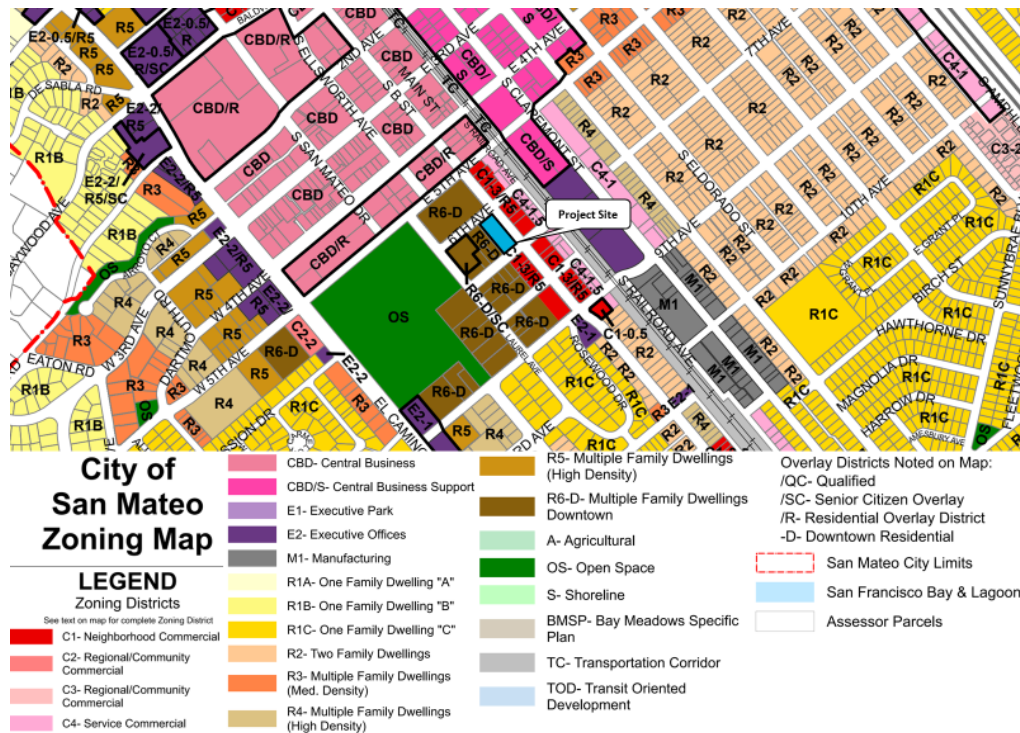
**Table 1. Proposed Project Attributes**

	Current	Proposed
Description	2 separate single story commercial retail buildings	One 5-story mixed-use building
Sq. Footage	N/A	85,496 sq.ft.
Zoning designation	C1-3/R5 - Central Business Support	C1-3/R5 - Central Business Support

## Zoning

The site is zoned C1-3/R5 (Central Business Support) and is shown in Figure 1 .

Figure 1. City of San Mateo Zoning Map (Source: City of San Mateo Planning Division, 2019)



The project site is currently zoned as C1/R5, Neighborhood Commercial to Regional Community Commercial with an overlay for R5 - Multiple Family Dwellings (High Density). The surrounding areas to the north and south are also zoned as C1-3/R5, Neighborhood Commercial to Regional Community Commercial and Multiple Family Dwellings (High Density). The area to the northwest is zoned as R6-D, Multiple Family Dwellings (Downtown). The California Density Bonus is used to increase the 3.0 FAR by an added 1.50 to build a total of 48 residential units, 16 above the 32 maximum residential units permitted under C1-3 zoning regulations.

### Parking

Below lists the parking requirements for the project site:

- 25 parking spaces are required for retail use, 48 parking spaces are required for residential use; a total of 73 parking spaces are required
- 19 parking spaces will be provided for retail use, 51 parking spaces will be provided for residential use; a total of 70 parking spaces
- Per San Mateo municipal code, .5 parking stall is required per unit; but per client request the developer is providing 1 parking stall per unit. The developer is not using a density bonus to reduce the parking requirement
- 5 short-term spaces and 52 spaces long-term spaces of bicycle parking are required
- 5 short-term spaces and 54 long-term spaces of bicycle parking will be provided

**Table 2. Proposed Project Parking Provision**

	Required	Provided
Vehicle parking	25 retail spaces	19 retail spaces
	48 residential spaces	51 residential spaces
Bike parking (for residential use)	5 short-term spaces	5 short-term spaces
	52 long-term spaces	54 long-term spaces

## Existing Infrastructure

### Road Network

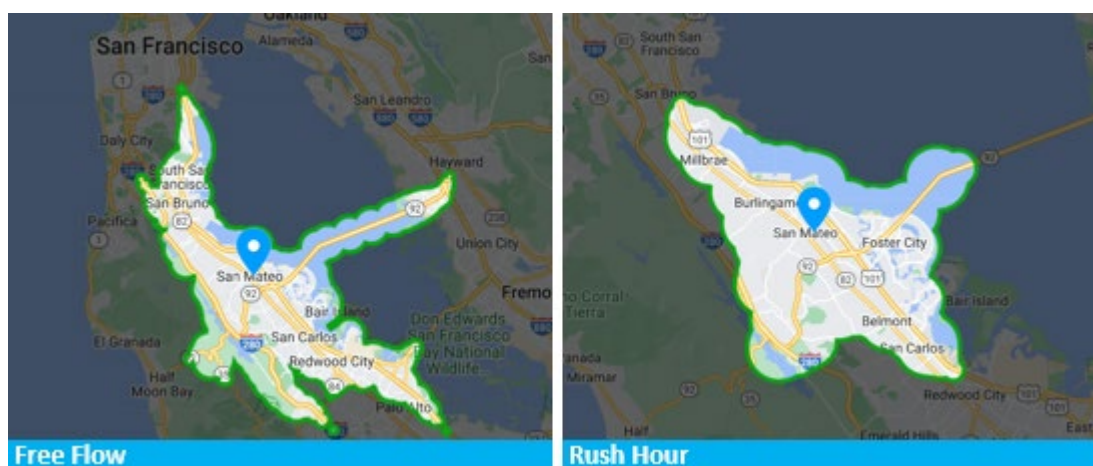
The project site is located approximately 0.4 miles south of the Downtown San Mateo Caltrain Station and is adjacent to the railroad tracks. The site is surrounded by the following road network (see Figure 2 ):

- Arterial roads are located towards the west (El Camino Real) and east (Delaware) of the project site.
- Along the project site, S B Street is classified as a Collector.
- 9<sup>th</sup> Avenue offers connections to El Camino Real and U.S. Highway 101.

**Figure 2. Surrounding Street Network (source: City of San Mateo Public Works)**

S B Street offers connections to U.S. Highway 92 on the east, and to the north lies Highway 101. Both highways connect north to San Francisco and south to San Jose. 6<sup>th</sup> Street offers limited connections; however, it is adjacent to 5<sup>th</sup> Street, which is an arterial road. Figure displays the 20-minute drive shed from the project site during free flow conditions (left) and during rush hour (right).



**Figure 3. 20-Minute Car Shed for 616 S. B Street (source: Walkscore.com)**

The nearest intersection to the project site, 5th Avenue and S. Delaware Street was included in the San Mateo Existing Conditions Circulation Report.<sup>11</sup> It maintains a level of service (LOS) “B” in the AM and PM hours.

**Table 3. Level of Service for 5th Avenue and S. Delaware Street (source: City of San Mateo Existing Conditions Report, 2018)**

	Signalized Intersection Peak-Hour Levels of Service			
	Year 2018 Conditions			
	AM Peak Hour		PM Peak Hour	
5 <sup>th</sup> Avenue and S. Delaware Street	Delay (seconds)	LOS	Delay (seconds)	LOS
	10.2	B	12.1	B

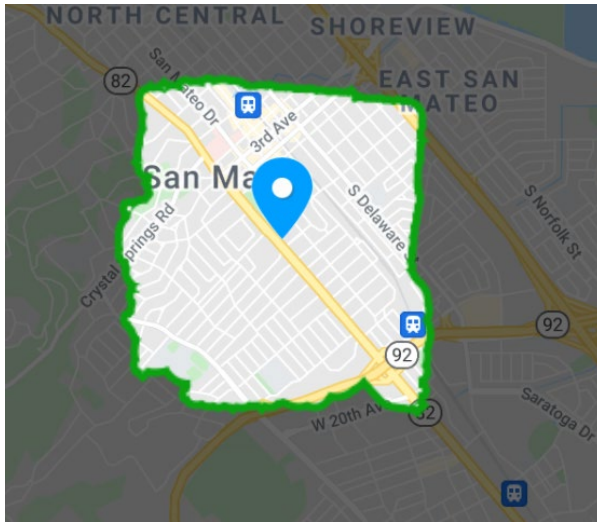
## Pedestrian and Bicycle Infrastructure

### *Pedestrian conditions*

The site’s topography to the east, north, and south make this an area that is conducive to walking and cycling. The walkability website Walkscore.com gives the project location a 98/100 score for walking, which is classified as “Walker’s Paradise – Daily errands do not require a car.” The walkshed for the project area is seen in Figure 4.

<sup>11</sup> City of San Mateo. (2018). *Existing Conditions Report – Circulation*. Retrieved from [https://strivesanmateo.org/wp-content/uploads/2019/03/Att4a\\_Circulation\\_PublicReview2\\_FINAL\\_web.pdf](https://strivesanmateo.org/wp-content/uploads/2019/03/Att4a_Circulation_PublicReview2_FINAL_web.pdf)

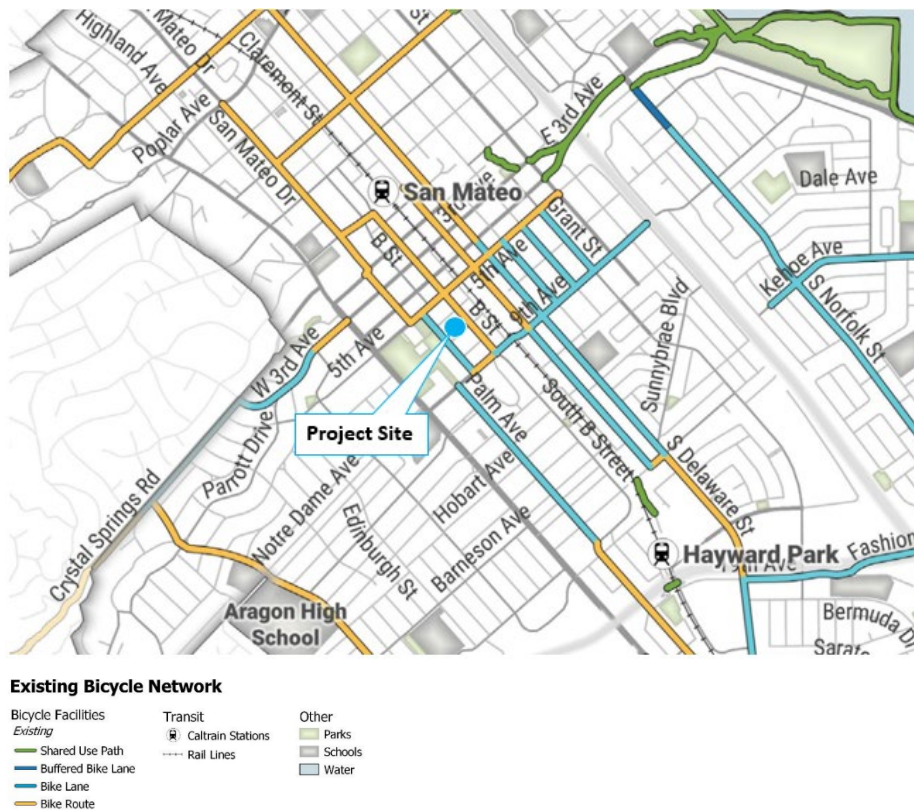
**Figure 4. 20-minute Walkshed for 616 S. B Street (source: WalkScore.com)**



#### *Current bike conditions*

In terms of existing bicycle infrastructure, the project site is immediately adjacent to two bicycle facilities (see **Figure 5 Existing Bicycle Network (source: San Mateo Bicycle Master Plan)**).

- **Laurel Street Bike Lane** is a Class II bicycle route which extends from 5<sup>th</sup> Avenue Boulevard to 7<sup>th</sup> Avenue
- **5<sup>th</sup> Avenue Bike Lane** is a Class III bicycle route that extends from San Mateo Drive to Grant Street.
- **S. B Street Bike Lane** is a Class III bicycle route that extends from 9<sup>th</sup> Avenue to Transit Center Way/Baldwin Avenue. It connects to the San Mateo Caltrain station.

**Figure 5. Existing Bicycle Network (source: San Mateo Bicycle Master Plan)**

Adjacent to the project site, high stress streets include 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> Avenue. However, 9<sup>th</sup> Street and S. B Street are currently classified as low stress streets by the San Mateo Bicycle Master Plan (see Figure ). The streets offer connections to other low stress bicycle streets, making it an area that is conducive to cycling. Per the San Mateo Bicycle Master Plan, a Level of Stress (LTS) analysis “provides a rating for on- and off-street bikeways and roadways that do not have a designated bicycle facility to indicate the vehicular traffic stress experienced by the ‘interested but concerned’ cyclist” (p. 25). Table provides an LTS score description, with LTS 1 considered as a low stress level, and LTS 3 and 4 as high stress levels.



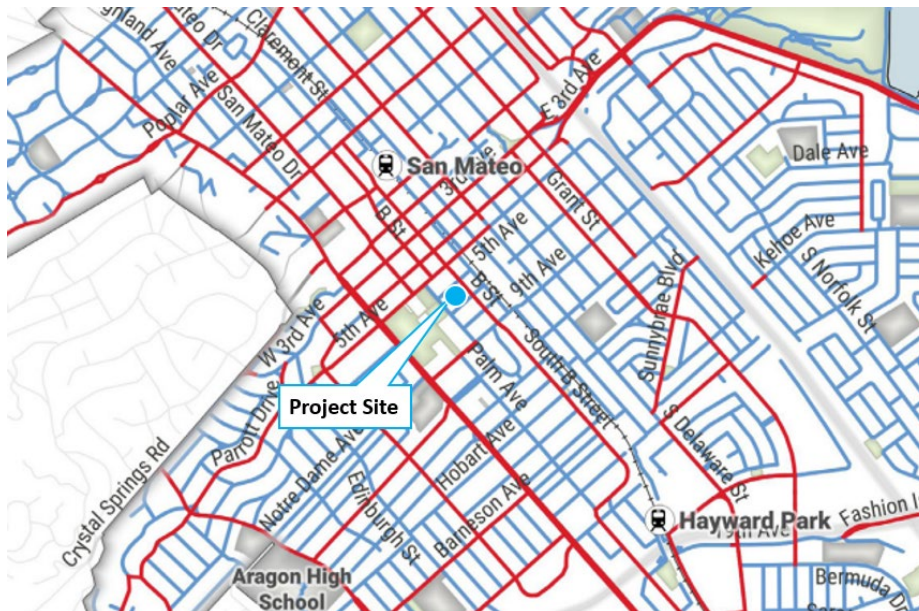
Table 4. Level of Traffic Stress (LTS) Score

Level of Traffic Stress (LTS) Score	Mileage*	Share of Mileage*
<b>LTS 1</b>	1,597	54%
<b>LTS 2</b>	631	21%
<b>LTS 3</b>	134	4%
<b>LTS 4**</b>	610	21%
<b>Total</b>	2,972	100%

\*Mileages are rounded to the nearest whole number.

\*\*Mileage estimates for LTS 4 are slight over-estimates due to dual carriageways in the spatial data

Figure 6. Cycling Level of Stress (source: San Mateo Bicycle Master Plan)



#### Level of Traffic Stress - Bicycle Facilities

- |                     |           |                                 |
|---------------------|-----------|---------------------------------|
| Transit             | Other     | Bicycle Level of Traffic Stress |
| --- Rail Lines      | ■ Parks   | (All Streets)                   |
| ● Caltrain Stations | ■ Schools | — Low Stress                    |
|                     | ■ Water   | — High Stress                   |



**TOOLE**  
DESIGN

In terms of nearby bicycle amenities, BikeLink operates multiple on-demand bike lockers located at nearby Caltrain Stations. BikeLink allows bicyclists to securely store their bikes in lockers using a stored-value card that can be purchased online or at nearby vendors. There are four lockers with capacity for twenty-four bikes at the Downtown San Mateo Caltrain Station. Additionally, two

free-to-use public bike repair stations are located within two miles of the project site. These stations are located at the San Mateo Main Library and the Downtown San Mateo Caltrain Station.

### *Planned Bicycle Facilities*

The 2020 Bicycle Master Plan was adopted by City Council on April 6, 2020, and serves as a blueprint for expanding and improving the San Mateo bicycle and mobility network in the coming years. As part of the proposed network, there are several bicycle facilities that have been completed and others that are currently in progress. Near the project site (0.3 mile distance), a Bicycle Boulevard<sup>12</sup> was completed on S. Claremont Street from State Street to 9<sup>th</sup> Avenue.

Table 5 lists planned bicycle facility improvements that are within 1.5 miles of the project site and are currently in progress (as of August 2022<sup>13</sup>).

**Table 5. Planned Bicycle Facility Improvements (source: City of San Mateo)**

Bicycle Facility	Distance to Project Site
Delaware Street Class IV Separated Bike Lane and Bike Boulevard – 19 <sup>th</sup> Avenue to Pacific Boulevard	1.3 mile
Smooth Streets Phase 3: Sunnybrae Boulevard Bicycle Boulevard – South Delaware Street to South Amphlett Boulevard	0.8 miles
Citywide Street Rehabilitation Package 3-B (Phase 1): <ul style="list-style-type: none"> <li>• South Humboldt Street Bike Lane – 5<sup>th</sup> to 9<sup>th</sup> Avenues</li> <li>• 5<sup>th</sup> Avenue Bicycle Boulevard – Delaware Street to Amphlett Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>• 0.5 miles</li> <li>• 0.3 miles</li> </ul>

### **Transit Services**

The project site is located within a 0.4 mile walk from the San Mateo and a 0.9 mile walk to the Hayward Park Caltrain Stations. The project site is also served by two San Mateo County Transit District (SamTrans) route that share one bus stop.

<sup>12</sup> City of San Mateo (2020). Bicycle Master Plan. Retrieved from <https://www.cityofsanmateo.org/3944/Bicycle-Master-Plan-2020>

<sup>13</sup> City of San Mateo (2022). Implementing the Bicycle Master Plan. Retrieved from <https://www.cityofsanmateo.org/3944/Bicycle-Master-Plan-2020>

Figure 7. A view of the project site (source: San Mateo County GIS)



*Caltrain*

Caltrain connects the project site to San Francisco to the north as well as San Jose and Gilroy to the south. The project site is near the San Mateo Downtown Station.

Table 6. Caltrain Service

Category	San Mateo Station
Frequency	30-minute service during peak
Travel distance	<ul style="list-style-type: none"><li>• 4 mins by car</li><li>• 3 mins by bike</li><li>• 8 mins by walking</li></ul>
Amenities	Park and ride lot, bike racks, and BikeLink lockers
Cost	\$3.20 - \$10+ depending on distance

### SamTrans

There is one stop within a 5 min walk, serviced by two SamTrans Routes, 59 and 250. Each SamTrans bus is equipped with bus bike racks that hold up to three bikes and each trip costs \$2.25 in cash or via mobile app or \$2.05 if a Clipper card is being used.

**Table 7. SamTrans Service**

SamTrans Route #	Hours of Operation	Frequency	Closest Stop	Distance to Closest Stop	Route Details
59	School Day Service Schedule	1 morning bus, 2 afternoon busses	E. 4th Avenue and S. Ellsworth Avenue	0.2 mile/ 4-minute walk	Aragon High School terminal through to Hillsdale/Norfolk
250	Weekday – 6:20am to 10:20 pm Weekend – 7:02am to 8:40pm	Weekday – 30 minutes Weekend – hourly service	E. 4th Avenue and S. Ellsworth Avenue	0.2 mile/ 4-minute walk	College of San Mateo to Downtown San Mateo

## Nearby Attractions

### Shopping

The project site is located in Downtown, close to a variety of retail and shopping options. There are eight shopping centers located within two miles of the project site, with access to reliable transportation options and a host of other shopping options close to the project site (see Table 8).

- **Downtown San Mateo Shopping Area** is an approximate 6-minute walk from the project site. It has a variety of food and financial establishments, grocery stores, and smaller boutique stores.
- **Monaco Plaza** is approximately 0.7 miles from the project site (a 14-minute walk) and contains a couple of restaurants, one barber shop, a hair salon, spa and piano store. It can be easily accessed by walking and public transit.
- **Borel Square Center** is 1.2 miles from the project site. It has a pharmacy, gym, and additional fast-casual food options. There are also several fast-casual dining and stand-alone shopping options along El Camino Real and 20<sup>th</sup> Avenue. It can be easily accessed by walking and public transit (SamTrans ECR).
- **Fiesta Gardens Shopping Center** is 1.5 miles from the project site and located on the corner of Ginnever Street and Bermuda Drive. It houses a bakery, nail and hair salons, and other small shops. It can be easily accessed by public transit (SamTrans 250).
- **Shoreview Shopping Center** located on S. Norfolk Street and 1.1 miles from the project site has eating and dining options and can be easily accessed by walking and public transit (SamTrans 250).

- **Hayward Park Shopping Area** is 1.3 miles from the project site and is located on Concar Drive. It contains a number of retail establishments, a convenience store, and a grocery store. It can be easily accessed by public transit (SamTrans 292).
- **Woodlake Shopping Center** is located on N. Delaware Street (1.5 miles from the project site) and contains a supermarket, pharmacy, pet store, and casual eateries. It can be easily accessed by public transit (SamTrans 292 and ECR).
- **Parkside Plaza** is located on S. Norfolk Street 2.2 miles from the project site. It has a variety of shopping options including a supermarket, pharmacy, and casual dining options. It can be accessed using SamTrans bus 250.

Table 8. Shopping Attractions Within 2 miles of Project

Shopping Centre	Distance	Walk	Bike	Transit	Drive
Downtown San Mateo Shopping Area	0.3 miles	6 minutes	2 minutes	-	2 minutes
Monaco Plaza	0.7 miles	14 minutes	5 minutes	10 minutes	3 minutes
Safeway	0.9 miles	19 minutes	4 minutes	15 minutes	4 minutes
Shoreview Shopping Centre	1.1 miles	23 minutes	7 minutes	11 minutes	6 minutes
Borel Square Shopping Centre	1.2 miles	24 minutes	7 minutes	14 minutes	5 minutes
Hayward Park Shopping Area (T.J. Maxx, Ross Dress for Less, Trader Joes, 7-Eleven)	1.3 miles	26 minutes	8 minutes	-	6 minutes
Fiesta Gardens Shopping Centre	1.5 miles	30 minutes	9 minutes	-	7 minutes
Woodlake Shopping Centre	1.5 miles	31 minutes	9 minutes	15 mins	8 mins
Parkside Plaza	2.2 miles	44 minutes	14 minutes	17 mins	10 mins

### Schools and Childcare

About twenty percent (20%) of the population located in the census tract (residential area) are under the age of 18, with the median age and average household size of 39.2 and 2.2, respectively, according to the 2020 American Communities Survey (ACS). This suggests that the project site area is populated with families that may add school or childcare trips into their daily schedule. Since school drop-offs and pickups can lead to significant traffic and congestion twice daily, the TDM Plan will explore synergies with existing Safe Routes to School (SRTS) programs and related trip reduction strategies.

#### Childcare

There are thirteen childcare centers located within the two miles of the project location. **Table** lists the childcare centers located close to the project site.

**Table 9. Childcare Centers within 2 Miles of Project**

Childcare	Distance	Walk	Bike	Transit	Drive
Buddie's World Childcare	0.5 miles	11 minutes	3 minutes	-	3 minutes
Papillon Preschool	0.7 miles	15 minutes	4 minutes	-	3 minutes
Baby Steps	0.7 miles	15 minutes	5 minutes	-	4 minutes
Lucy's Learn and Play Daycare	0.8 miles	17 minutes	5 minutes	-	4 minutes
Joyce Kids Care	0.9 miles	19 minutes	5 minutes	-	4 minutes
Manitas Childcare	1.2 miles	23 minutes	7 minutes	10 minutes	6 minutes
Turnbull Children's Center	1.3 miles	26 minutes	7 minutes	-	7 minutes
Little Scientists Nursery School	1.4 miles	30 minutes	9 minutes	-	7 minutes
Little Bloom Child Development Centre	1.5 miles	31 minutes	8 minutes	17 minutes	6 minutes
Masterminds Child Care and Preschool	1.5 miles	31 minutes	9 minutes	19 minutes	6 minutes
San Mateo Parent's Nursery School	1.7 miles	34 minutes	11 minutes	27 minutes	8 minutes
Sunshine Day Care	1.7 miles	33 minutes	9 minutes	22 minutes	7 minutes
Happy Hearts Childcare and Preschool	1.8 miles	36 minutes	11 minutes	20 minutes	11 minutes

#### *Nearby Schools*

There are nineteen schools within two miles' travel of the project site. A comprehensive list of schools located near the project site is provided in **Table** .

**Table 10. Schools Within 2 miles of Project**

Schools	Distance	Walk	Bike	Transit	Drive
Sunnybrae Elementary School*	0.3 miles	6 minutes	2 minutes	5 minutes	2 minutes
Martha Williams School	0.4 miles	8 minutes	2 minutes	8 minutes	2 minutes
Centennial Montessori School	0.4 miles	8 minutes	2 minutes	8 minutes	2 minutes
St. Matthew Catholic School	0.4 miles	9 minutes	3 minutes	8 minutes	2 minutes
Episcopal Day School of St. Matthew	1 mile	16 minutes	5 minutes	13 minutes	4 minutes
Borel Middle School*	1.1 miles	23 minutes	6 minutes	-	5 minutes
Aragon High School	1.1 miles	23 minutes	7 minutes	-	5 minutes

Schools	Distance	Walk	Bike	Transit	Drive
La Escuelita Christian Academy	1.1 miles	22 minutes	6 minutes	-	5 minutes
Stanbridge Academy	1.1 miles	22 minutes	7 minutes	16 minutes	7 minutes
St. Timothy School	1.1 miles	22 minutes	7 minutes	15 minutes	6 minutes
Baywood Elementary School	1.2 miles	26 minutes	11 minutes	-	6 minutes
San Mateo High School	1.2 miles	25 minutes	7 minutes	14 minutes	7 minutes
College Park Elementary School	1.2 miles	24 minutes	7 minutes	18 minutes	7 minutes
South Hillsborough School	1.3 miles	26 minutes	8 minutes	22 minutes	6 minutes
North Shoreview Montessori Elementary	1.4 miles	27 minutes	8 minutes	20 minutes	7 minutes
Fiesta Gardens International Elementary School	1.7 miles	33 minutes	9 minutes	21 minutes	7 minutes
South Hillsborough School	1.3 miles	26 minutes	8 minutes	22 minutes	6 minutes
Lead Elementary	1.7 miles	34 minutes	10 minutes	16 minutes	7 minutes
Junipero Serra High School	1.9 miles	39 minutes	10 minutes	25 minutes	8 minutes
San Mateo Park Elementary School	1.7 miles	35 minutes	12 minutes	20 minutes	7 minutes

*\* Assigned schools to the Project Site per San Mateo-Foster City School District (School Locator)*

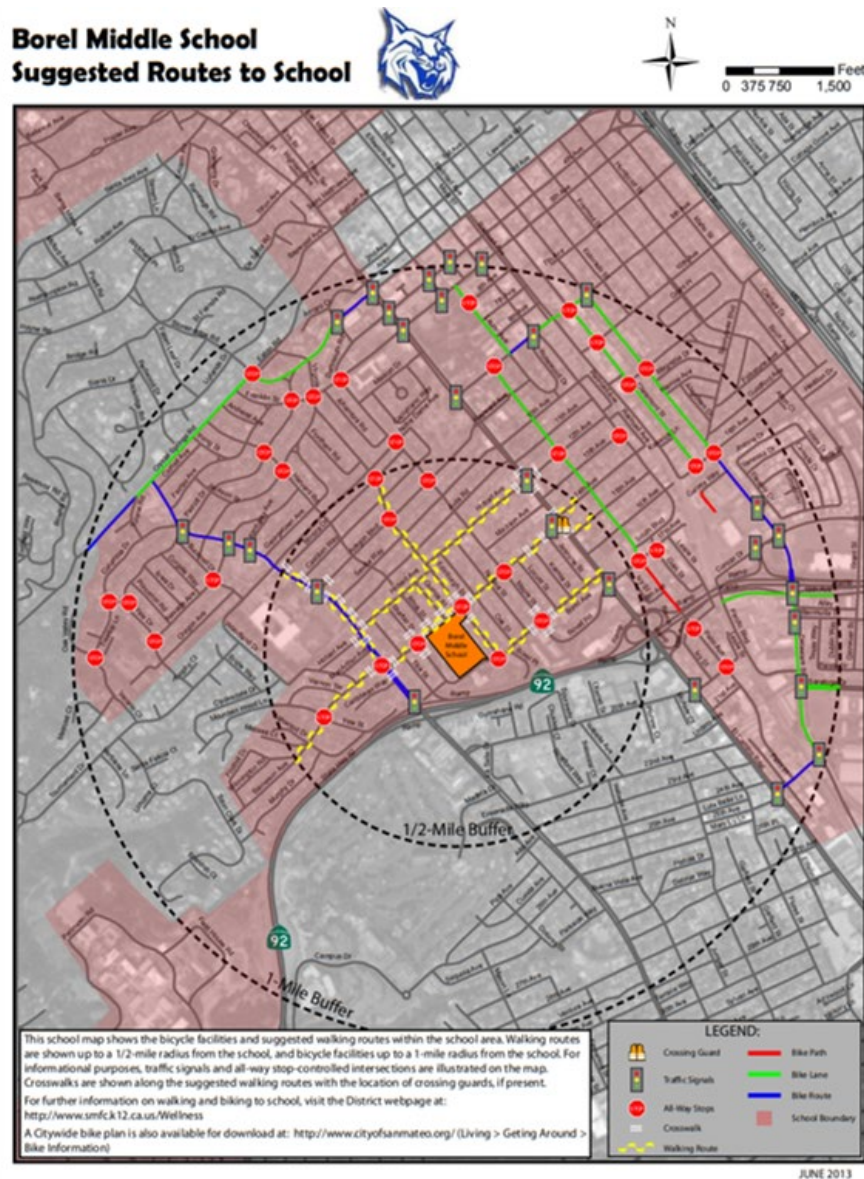
#### *San Mateo Safe Routes to School*

San Mateo County Safe Routes to School (SRTS) is a program of San Mateo County that encourages and enables school age children to walk and bike to school. SRTS is intended to reduce school-travel related congestion and emissions around schools, as well as improve health and wellness through physical activity. The program is led and implemented by volunteers, often parents and Parent-Teacher Association (PTA) members.

The project site is within the San Mateo-Foster City School district and is within walking and biking distance of several school with completed Safe Route to School maps. Borel Middle School is the only school that currently offers a Safe Route to School map (see Figure 7), which includes recommended directions to the project site. Sunnybrae Elementary is included in the County's SRTS program, however its site plan is currently under review with the City of San Mateo.



Figure 8. Safe Routes to School - Borel Middle School (source: San Mateo Safe Routes to School)



### Other Educational Institutions

There are two higher-education institutions within a 2-mile driving radius from the project site:

- **Draper University** (0.4 miles) on 3<sup>rd</sup> Avenue is a private, for-profit school that offers boot camp-style educational programming in collaboration with Arizona State University.
- **Samuel Merritt University** (1.7 miles) on S. Amphlett Boulevard is the San Francisco Peninsula campus of the Oakland-based Samuel Merritt private university, focused on health sciences.

### Parks

There are five parks located within one mile walking or bicycling distance of the project site.



- **San Mateo Central Park** (0.3 miles) is a 16.5-acre park, bounded by 9th Avenue on the south, E. 5th Avenue on the north, N. El Camino Real on the west, and Laurel Avenue on the east. The park offers numerous sports and recreational facilities and botanical gardens. Central Park is one of the most popular parks and attractions in San Mateo. The park is a 5 minute walk and 1 minute bike ride from the project site.
- **Sunnybrae Park** (0.9 miles) is located on Folkstone Avenue and is a small, neighborhood park with a playground and is a 13-minute walk from the site (5 minutes by bike).
- **Bay Tree Park** (0.6 miles) is a small neighborhood park located on Dartmouth Road. It is a 12-minute walk or 3-minute bike ride from the project site.
- **De Anza Historical Park** (0.7 miles) is located along Arroyo Court. It is one of the historical parks along the 1,200-mile Juan Bautista de Anza National Historic Trail that commemorates the route traveled by Anza and the colonists from Nogales, Arizona, to San Francisco. The Park has a historic camp-site marker from 1775. The Park is can easily be accessed from the project site by walking (14 mins) or by bike (4 mins).
- **Gateway Park** (0.6 miles) can be easily accessed by walking (13 minutes) or by bike (4 minutes). It contains a small creek and walking path.

## Travel Trends

The travel trends described in this section are based on information from the Census Bureau for the project's census tract (6063). Census Tracts are used to analyze population dynamics and demography on a neighborhood scale.

### Demographics

The project site is located within Census Tract 6063 and has a population of 3,928 people. The demographic information presented in Table and Figure 8 were collected from 2020 American Communities Survey (ACS) and Census Reporter.<sup>14</sup> The data provides information about the residents' demographics and behaviors.

**Table 11. Census Tract 6063 Demographic Characteristics (source: Census Reporter)**

Category	Characteristics	Amount
<b>Age</b>	Under 18	20%
	18 to 64	53%
	Over 65	28%
<b>Education</b>	Bachelor's degree or higher	55.9%
<b>Households</b>	Renter-occupied housing units	49%
	Number of households	1,772
	Median household income	\$101,500

<sup>14</sup> U.S. Census Bureau (2020). *American Community Survey 5-year estimates*. Retrieved from Census Reporter Profile page for Census Tract 6063, San Mateo, CA <http://censusreporter.org/profiles/14000US06081606300-census-tract-6063-san-mateo-ca/>

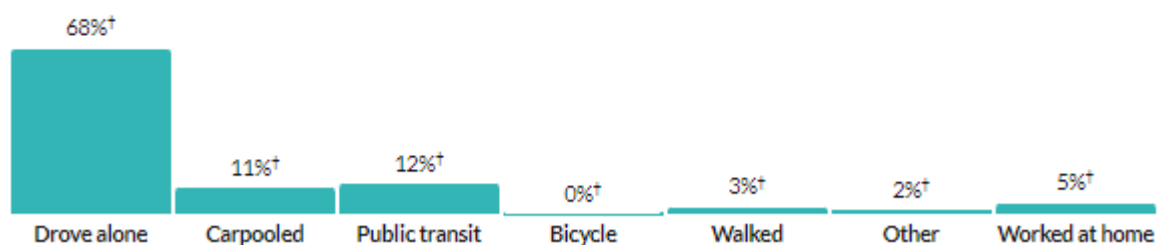
<b>Race</b>	White alone	42%
	Asian alone	22%
	Hispanic or Latino	25%
	Black or African American	3%
	Native	0%
	Islander	0%
	Mixed	7%
	Other	0%
<b>Languages Spoken</b>	Speaks English only	43%
	Speaks a language other than English: Spanish	42%
	Speaks a language other than English: Indo-European Languages	8%
	Speaks a language other than English: Asian and Pacific Island Languages	7%

### Commute Outlook

Census Reporter data from 2020 indicates that the majority (68%) of people that live within Census Tract 6063 drive alone to work. The data also reports that 26% of the population use sustainable modes of transportation such as public transit, carpooling, and walking to commute to work, while 5% of the population work from home (see Figure 8). Of those that commute to work, the mean travel time is 25.5 minutes. Commuting patterns have been impacted by the pandemic and may be in flux for some time as businesses continue to define their “new normal” and implement hybrid and flexible working habits.

Figure 9. Commute Mode Split (source: ACS 2020 5-year, Census.gov)

#### Means of transportation to work

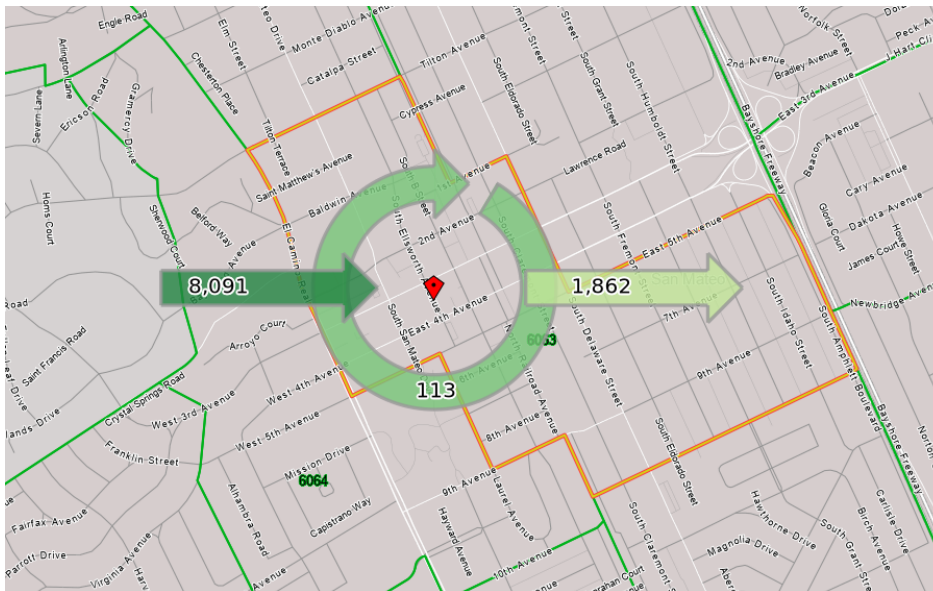


As shown in Table 11, a notable share of commuters (15%) from this census tract commute to work locations within the city of San Mateo. San Francisco also receives a sizable portion (11.8%) of commuters from this Census Tract. Notably, residents in Census Tract 6063 commute to a variety of locations, with the majority (50.5%) commuting in all other locations.

**Table 12. Job Locations (source: Census 2019 OnTheMap Analysis)**

Job Locations	Count	Share
San Mateo, CA	1,227	15%
San Francisco, CA	972	11.8%
San Jose, CA	407	5.0%
Redwood City, CA	282	3.4%
Daly City, CA	238	2.9%
South San Francisco, CA	225	2.7%
Hayward, CA	193	2.4%
Burlingame, CA	191	2.3%
San Bruno, CA	171	2.1%
Foster City, CA	153	1.9%
All other locations	4,145	50.5%
<b>All Places (Cities, CDPs, etc.)</b>	<b>8,204</b>	<b>100%</b>

Inflow/Outflow analysis of the census tract, as shown in Figure 10, depicts that 1,862 individuals commute out of the area and 8,091 people commute into the area for work on a daily basis. A total of 113 individuals both live and work inside the census tract.

**Figure 10. Inflow and Outflow Patterns (source: Census 2019 OnTheMap Analysis)**

## Available TDM Service

### Compliance

#### CCAG

CCAG Transportation Demand Management Policy establishes a set of baseline TDM measures for site design and physical improvements. As noted in the policy: *“Once required baseline measures are fulfilled, developers can select from additional (recommended) TDM measures that are most appropriate to the site and will help the site achieve its mode share and vehicle trip reduction goals. To facilitate implementation in line with C/CAG TDM Policy, as well as for future TDM monitoring and data collection, it is proposed that development applicants submit a TDM Checklist to the governing area Planning Department as part of the development review process. The expectation is that the local area will condition any project approval on the implementation of the measures selected from the TDM Checklist by the project applicant. Each measure selected in the Checklist corresponds to a point value and vehicle trip reduction percentage (impact), the values of which are based on literature review of transportation research, best practices, and stakeholder feedback.”*

Based on the TDM checklist, this project will be categorized as *“Transit-Oriented Development (TOD) – project located within 0.5 miles of “high quality” transit.”* The current policy does not have a recommended approach to complete all requirements in the TDM checklist, due to it being multi-use, residential and retail space.

The following measures are recommended in the TDM checklist for both Residential Small project, and Retail Small projects.

**Table 13 CCAG TDM Checklist Measures for Residential and Retail Small Projects (Source CCAG TDM Checklist, 2022)**

Residential – Small Project (multi-family; 20-49 units)										
		Measures	Type	Measure Description	Point Value	Vehicle Trip Reduction Impact	% SOV Trip Reduction Estimate Range	% SOV Mitigated Trip Reduction	Citation	Notes
Employee & Resident Amenities	1	Orientation, Education, Promotional Programs and/or Materials	Programmatic	Offer new residents an orientation or education program or materials.	1	1.0%	0.8-4%	4.0%	1	
TDM Mgmt. & Admin	2	TDM Coordinator/Contact Person	Programmatic	Provide a TDM coordinator or contact person. This individual may either be an employee of the development project or may be contracted through a third-party provider, such as Commute.org.	1	0.5%	1-2%	2.0%	6	
Transit, Shuttles & Ridesharing	3	Transit or Ridesharing Passes/Subsidies	Programmatic	Offer public transit passes or subsidies; or carpool/vanpool subsidies to tenants equivalent to 30% of the value of their monthly fare or \$50 monthly, to incentivize transit use and ridesharing and comply with regional environmental sustainability goals. NOTE: Funding contributions towards and/or	8	10.0%	0-20%	20.0%	1	

				<p>participation in Commute.org shuttle program does not count for this measure.</p> <p>Passes/subsides 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>						
Active Transportation	4	Secure Bicycle Storage	Site Design	<p>Comply with CALGreen minimum bicycle parking requirements: Provide safe and convenient long-term (Class I) bicycle parking equating to 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (for 10+ tenant-occupants). Short-term (Class II) bicycle parking should be within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of 1 two-bike capacity rack. May also be in the public right-of-way.</p>	1	1.0%	0.5%	0.5%	6	Lockers or indoor parking (in addition to racks for short-term parking)

Site Design Initiatives	5	Design Streets to Encourage Bike/Ped Access	Site Design	Design street or roadways that provide multimodal travel choices and give people the option to avoid vehicular traffic congestion, increasing the overall capacity of the transportation network.	1.	1.0%	0-2%	2.0%	1,6	Direct pedestrian connection to transit, front setback <20 feet. Given Complete Streets, this is requirement with most jurisdictions
Retail – Small Projects (30-99 FTE)										
		Measures	Type	Measure Description	Point Value	Vehicle Trip Reduction Impact	% SOV Trip Reduction Estimate Range	% SOV Mitigated Trip Reduction	Citation	Notes
Parking Mgmt. for Ridesharing	1	Free/Preferential Parking for Carpools	Programmatic	Provide free or preferential parking, including reserved spaces or spaces near an entrance or other desirable location, to incentivize ridesharing.	1	1.0%	.05-5%	5.0%	3,6	Financial incentives are consistently cited in research as one of the most effective travel behavior modifiers. (Consider observed carpooling aka "slugging" in major metro areas w/ tolled

										roadways & bridges).
TDM Mgmt. & Admin	2	TDM Coordinator/Contact Person	Programmatic	Provide a TDM coordinator or contact person. This may be an individual who is an employee of -or at - the development project; or may be contracted through a third-party provider, such as Commute.org.	1	0.5%	1-2%	2.0%	6	A person whose responsibility it is to provide, measure, and track transportation programs ensures continued effort to reducing SOV trips
	3	Actively Participate in Commute.org, or Transportation Management Association (TMA) Equivalent	Programmatic	Obtain certification of registration from Commute.org or equivalent TMA incorporation documents.	13	16.5%	7.8-26%	26.0%	1,3,6	Examples: Emeryville TMA, Mission Bay TMA (SF)
	3A	Certified participation in Commute.org, or equivalent program such as TMA		Obtain certification of registration from Commute.org or equivalent TMA incorporation documents.	2	4.0%	5.0%	5.0%	3	
	3B	Commute assistance and ride-matching		Establish a commute assistance program to provide individualized trip planning services.	4	1.0%	1-3%	3.0%	6	



	3C	Shuttle Program/Shuttle Consortium/Fund Transit Service		Establish a shuttle service to regional transit hubs or commercial centers. Shuttle service should be provided free of charge to employees and guests.	5	10.0%	0.3-13%	13.0%	1	FOR TRANSIT PROXIMATE PROJECTS ONLY
	3D	Guaranteed Ride Home		Offer employees a Guaranteed Ride Home (GRH) program (or participate in the Commute.org GRH program).	1	0.5%	<1%	1.0%	1	
	3E	Orientation, Education, Promotional Programs and/or Materials		Offer new employees an orientation or education program or materials.	1	1.0%	0.8-4%	4.0%	1	
Shuttles, Transit & Ridesharing	4	Carpool or Vanpool Program	Programmatic	Establish carpool or vanpool program for tenant-occupants and register program with Commute.org for active users to become eligible for fiscal rewards.	3	2.0%	1-5%	5.0%		
	5	Transit or Ridesharing Passes/Subsidies	Programmatic	Offer public transit passes or subsidies; or carpool/vanpool subsidies to tenants equivalent to 30% of the value of their monthly fare or \$50 monthly, to incentivize transit use and ridesharing and comply with regional environmental sustainability goals. NOTE: Funding contributions	8	10.0%	0-20%	20.0%		

				towards and/or participation in Commute.org shuttle program does not count for this measure. Passes/subsides provided must be valid for public transportation options, including but not limited to BART, Caltrain, SamTrans, and ridesharing platforms and vanpool subscription (or costs).						
	6	Pre-Tax Transportation Benefits	Programmatic	Offer option for tenants to participate in a pre-tax transit program to encourage the use of sustainable transportation modes and leverage pre-tax income to pay for commute trip costs.	3	1.0%	0-3%	3.0%	0	
Active Transportation	7	Secure Bicycle Storage	Site Design	Comply with CALGreen minimum bicycle parking requirements: Provide safe and convenient long term (Class I) bicycle parking equating to 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (for 10+ tenant-occupants). Short-term (Class II) bicycle parking should be within	1	1.0%	0.5%	0.5%	6	Lockers or indoor parking (in addition to racks for short-term parking).

				200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of 1 two-bike capacity rack. May also be in the public right-of-way.						
Site Design Initiatives	8	Design Streets to Encourage Bike/Ped Access	Site Design	Design street or roadways that provide multimodal travel choices and give people the option to avoid vehicular traffic congestion, increasing the overall capacity of the transportation network.	1	1.0%	0-2%	2.0%	1,6	Direct pedestrian connection to transit, front setback <20 feet. Given Complete Streets, this is requirement with most jurisdictions



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