

ATTACHMENT 6 - Preliminary Mobility and TDM Plan

5757 Uplander

In order contribute to multimodal transportation options, the Project shall incorporate both on-site and off-site mobility features as detailed below. All features shall comply with City code requirements and design standards.

On-Site Enhancements

The Project design shall incorporate mobility features to encourage alternative transportation modes. The features shall be designed in accordance with the City Municipal Code requirements and standards.

- **Pedestrian-oriented Design.** The Project shall feature pedestrian plazas along the north frontage on Hannum Avenue and the southeastern frontage on Uplander Way. The site design encourages pedestrian circulation through and around the Project.
- **Bicycle Parking.** The Project shall provide both short-term and long-term parking for use by residents, guests, employees, and customers in accordance with City code requirements.
- **Electric Vehicle (EV) Parking.** The Project shall provide 278 EV Capable, 140 EV Ready, and 140 Full EV Charger/Charging Station space in the on-site parking garages, in accordance with City code requirements.
- **Ride Hail/Curbside Pickup and Drop Off.** Dedicated passenger loading areas shall be designated on Hannum Avenue and Uplander Way to minimize conflicts with the existing Class II bicycle lane on Hannum Avenue and avoid double parking.

Off-Site Enhancements

The Project shall improve and contribute toward improvements to off-site mobility facilities to encourage alternative transportation modes.

- **Mobility Fees.** In accordance with City code, the Project shall be subject to contributing a fair share toward funding the City's mobility infrastructure and improvement projects intended to reduce VMT and support housing and job growth.
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TDM Plan

The Transportation Demand Management (TDM) Plans intends to reduce vehicle trips generated by Project residents, guests, employees, and customers. The following details the TDM strategies necessary to comply with City code requirements for TDM and trip reduction:

- **Promotions and Marketing.** The project shall provide a promotions and marketing program, to include a kiosk, designated coordinator, pamphlets, and/or website to inform travelers about different transportation options and the effects of their travel choices. This program's information shall help inform about how to use non-vehicular travel modes to access the Project.
- **Pedestrian-oriented Design.** The Project shall feature pedestrian plazas along the north frontage on Hannum Avenue and the southeastern frontage on Uplander Way. The site design encourages pedestrian circulation through and around the Project.
- **Bicycle Parking.** The Project shall provide both short-term and long-term parking for use by residents, guests, employees, and customers in accordance with City code requirements.
- **Employee Parking.** At least 10% of employee parking shall be reserved, as signed on the spaces, for use by potential carpool or vanpool vehicles and located as close as practical to employee entrances. This preferential parking shall be identified on the site plan accompanying the application for a building permit. Vanpool spaces shall have a minimum parking space dimension of nine feet wide by 18 feet in length and provide a minimum interior vertical clearance of eight feet two inches. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers shall also be provided.
- **Bus Stop Improvements.** If deemed necessary by the City, bus stop improvements shall be provided to the satisfaction of the City Director of Transportation.

Additional TDM strategies shall be offered by the Project to further reduce vehicle trips as part of the long-term TDM Plan to provide flexibility in addressing future transportation and mobility needs.

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Plan/Program Management

The Project shall take appropriate measures to help future residents and employees manage each TDM Plan element and maximize program participation through consolidation of information and proactive engagement. The following shall be provided as part of the TDM Plan:

- Project Transportation Coordinator. A Transportation Coordinator shall be designated for the site and shall be responsible for implementing, coordinating, and maintaining the elements of the TDM Plan. The identity and contact information for the Transportation Coordinator shall be supplied to the City and kept current.
- Transportation Information Packet for New Residents and Employees. Each new resident and employee shall receive an information packet summarizing the transit and transportation alternatives available to Project tenants. The packet shall emphasize the location of the promotions and marketing kiosk and include the contact information of the Transportation Coordinator.

Mobility Hub Support and Alternative Transportation

The Project shall incorporate measures and design elements to reduce vehicle trips. The following shall be provided as part of the TDM Plan:

- Bike Repair Station. The Project shall provide an on-site bike parking station for use by Project residents and employees that has a space and basic tool set for bike repairs.
- Subsidized Ride Hail Service. Employees who arrive to work via a means other than a single-passenger vehicle shall automatically be registered in a Subsidized Ride hail Service by which, upon request to the Transportation Coordinator, the employee shall be given a voucher to travel home or Uber/Lyft (or similar shared ride service) in case of illness or emergency. The Project shall provide up to \$750 in total for this program every year. The subsidy would be for two years after Certificate of Occupancy over a two-year period.
- Subsidized Transit Passes. The Project shall provide up to \$500 per pass per year of subsidies for up to five LA Metro TAP cards for a period of three years for employees who opt to take Metro instead of personal vehicles and shall not be provided on-site parking accommodations and not receive a car share subsidy.

Summary

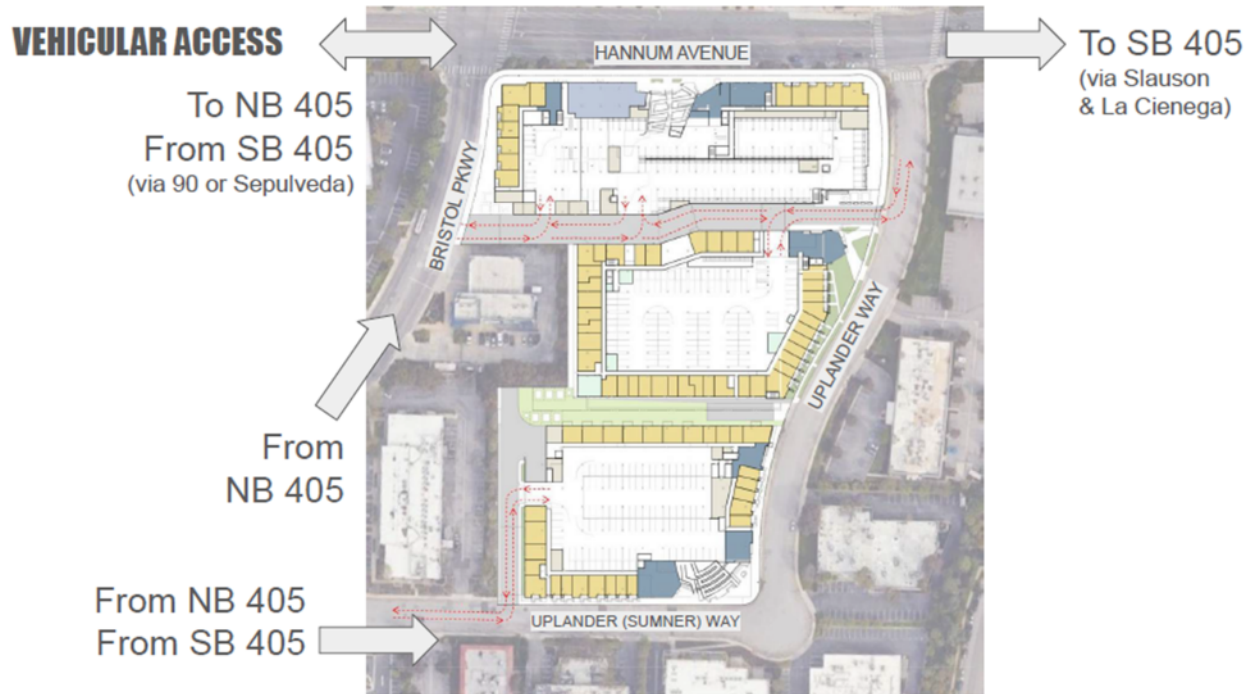
The Mobility Plan and TDM Plan indicating compliance with the minimum requirements outlined in City code, as well as improvement plans for off-site mobility improvements, shall be submitted to the City's Transportation Department for review and approval prior to the issuance of building permits. The comprehensive Mobility Plan and TDM Plan, including the minimum requirements in accordance with City code as well as any additional measures to further reduce vehicle trips, shall be subject to review and approval by the City's Transportation Department prior to the issuance of certificate of occupancy.

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4.1 Project Access

Figure 4.1 - Site Access Points



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4.2 Circulation & Connectivity

The Project Site shall include access points for residents on foot, bicycle, and vehicle along Hannum Avenue, Uplander Way, and Bristol Parkway.

The Project Site is oriented towards the major intersection of Hannum Avenue and Bristol Parkway. Primary regional access to the Project site is provided by I-405, 0.5 miles west of the Project site, and CA-90, 0.5 miles west of the Project site. The Project area is served by arterial streets such as Hannum Avenue, Bristol Parkway and Slauson Avenue.

The sidewalks that serve as routes to the Project site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at signalized intersections within the Project area. Visitors on foot access the site along the Hannum Avenue fronting plaza for retail and the Project lobby.

Figure 4.2 illustrates the existing public transit service in the Project area, which is served by bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles Department of Transportation (LADOT) and Culver City Bus. Residents and visitors access the site from two adjacent bus lines on Hannum Avenue and Bristol Parkway with stops directly adjacent to or near the public facing plaza along Hannum Avenue.



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4.4 Curbside and Right of Way Utilization Plan

This plan describes features related to the Project's interaction with curb space along Project frontages and other improvements in the public right of way. Further details regarding sidewalk and parkway widths and landscaping in the public right of way can be found in the Project's site plans.

- **Bus Stop and Street Furniture:** There is one bus stop along the Project frontage, located on the south side of Hannum just east of Bristol Parkway, at the northwest corner of the property. The sidewalk width at the stop is approximately 6 feet and there are no amenities at the stop. The Project shall widen and improve the sidewalk to meet ADA guidelines and coordinate with the City to install a bus shelter, if deemed necessary.
- **Street Trees:** The Project shall add a significant number of trees along the frontage on Hannum Avenue, Bristol Parkway, and Uplander Way.
- **Parking Meters:** Up to five (5) existing metered parking spaces on Uplander Way shall be removed to accommodate Project driveways and passenger loading zones (see below). On-street parking along the Project frontage on Hannum Avenue is currently unrestricted and could be converted to metered spaces. Replacement and/or parking meter relocation shall be designed and completed in coordination with the City.
- **Ride hail/Curbside Pickup and Drop off:** The Project shall convert two unrestricted on-street parking spaces on Hannum Avenue in front of the Building 1 entrance to passenger loading only. Re-striping of the existing Class II bicycle lane shall include green conflict markers (*elephant tracks* similar to the existing condition on the opposite side of the street) shall alert drivers and bicyclists. The Project shall also convert approximately one (1) metered parking space each at the entrances to Buildings 2 & 3 to passenger loading only.

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Figure 4.4 - Curbside Right of Way Utilization Plan

