

**MOBILITY AND TRANSPORTATION DEMAND MANAGEMENT PLAN
FOR
6201 BRISTOL PARKWAY
CULVER CITY, CALIFORNIA**

The following is the Mobility and Transportation Demand Management (TDM) Plan for the 6201 Bristol Parkway Project (Project). The Project is located in a Transit Priority Area and is not projected to result in a significant vehicle miles traveled (VMT) impact. As a primarily residential mixed-use development, the requirements of Culver City (City) Municipal Code Section 7.05.015 are not applicable; however, this Project Mobility and TDM Plan was prepared to encourage residents, employees, and visitors to reduce single occupancy vehicle trips and promote alternative modes of travel, particularly during the most congested periods of the day.

Additional TDM strategies may be modified or added as necessary to meet the trip reduction goals of the Mobility and TDM Plan and to consider continuing advances in technology to address mobility.

PROJECT BACKGROUND

The Project proposes the construction of a mixed-use development with 846 apartment units, including 36 affordable units, approximately 3,854 square feet (sf) of ground floor commercial retail space, and an approximately 7,552 sf health club. The development will wrap a multi-story parking structure and replaces the existing 65,149 sf of commercial space.

Vehicular access to the parking structure will be provided via two full access driveways (allowing left-in/left-out/right-in/-right-out maneuvers), one on Bristol Parkway (Bristol Driveway) and one on Green Valley Circle (Green Valley East Driveway). Additional right-turn-only (in and out) access will be provided by a driveway on Green Valley Circle (Green Valley West Driveway). The total parking supply is currently estimated at over 1,220 spaces.

Due to grade issues along the site, each driveway will access a different level of the parking structure, with internal ramps to provide vertical circulation. The Green Valley West Driveway will provide resident-only access to Level 1, the Bristol Driveway will provide combined access for residents and commercial visitors to Level 2, and the Green Valley East Driveway will provide combined access for residents and commercial visitors to Level 3. The residential parking spaces will be controlled by a gate system that is located within the garage past the commercial parking spaces.

MOBILITY

The Project is located in the Fox Hills neighborhood of the City. The Project site is located approximately 0.4 miles south of the existing Class II bike lanes on Hannum Avenue and approximately 0.3 miles north of the existing Class II bike lanes on Sepulveda Boulevard, south of Centinela Avenue. The Project site is directly adjacent to proposed Class II bike lanes along Green Valley Circle and Bristol Parkway and approximately 0.3 miles north of the proposed Class IV separated bikeway on Centinela Avenue and Sepulveda Boulevard, north of Centinela Avenue.

The Project site is also located within 0.5 miles of multiple Los Angeles County Metropolitan Transportation Authority and Culver CityBus bus services that connect to the surrounding neighborhoods.

To further support and encourage alternative transportation modes, the Project will incorporate and contribute toward both on-site and off-site mobility enhancements.

On-Site Enhancements

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

- Pedestrian Connections. The Project will provide exclusive pedestrian access separate from vehicular driveways, as well as internal walkways that connect the pedestrian access points to off-site pedestrian facilities, rideshare, and transit.
- Bicycle Parking and Amenities. The Project will provide both short-term and long-term bicycle parking spaces on-site in accordance with the City Municipal Code requirements. Short-term bicycle parking, which will include bicycle racks, will be located near the pedestrian entrance. Long-term bicycle parking, which will include bicycle lockers or secure bicycle enclosures, will be placed in an accessible weather protected location.

Electric Vehicle (EV) Parking. In accordance with City Municipal Code Section 17.320.035.O.3, at least 40% of the on-site parking supply will have EV capability, including EV Capable spaces (20%), EV Ready spaces (10%), and Full EV Charger/Charging Stations (10%).

Off-Site Enhancements

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

- Mobility Fees. In accordance with City Municipal Code Section 05.06.015, the Project is anticipated to be subject to contributing its fair share toward funding the City's mobility infrastructure and improvement projects intended to reduce VMT and support housing and job growth. The total mobility fee for the Project will be based on the current published rates per multi-family unit and per sf of commercial space.

TDM

This Mobility and TDM Plan identifies a set of strategies that will be implemented by the Project to reduce peak hour vehicular traffic and air emissions to and from the Project site. It is a comprehensive program of design features, transportation services, education programs, and incentives intended to reduce the effect of Project traffic from residents, employees, and visitors to the Project site during the most congested time periods of the day.

The following details the minimum TDM strategies necessary to comply with the TDM and trip reduction requirements of City Municipal Code Section 07.05.015, as well as City's design requirements for the Project:

- Transportation Information Center (TIC). The Project will provide a TIC, a commuter information center where residents, employees, and visitors can obtain information regarding commute programs and individuals can obtain real-time information for planning travel without using an automobile. A TIC provides information about transit schedules, commute planning, rideshare, telecommuting, bicycle routes and facilities, and facilities and resources for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians. The TIC can be provided via a bulletin board, display case, or kiosk, or by virtually providing every resident, employee, and visitor access to commuter information through a website portal.
- Bicycle Parking and Amenities. The Project will support bicycling to work through the provision of bike storage facilities throughout the Project site. Bicycle parking will be provided in accordance with the City Municipal Code requirements for the Project and will include short-term facilities (e.g., bicycle racks) and secure long-term bicycle parking (e.g., fully enclosed rooms or bicycle lockers that protect the bicycle from inclement weather and accessible only to the owner).
- Pedestrian-Friendly Environment. The Project is designed to be pedestrian-friendly and accessible to the local neighborhood. The Project's pedestrian access points will be located separate from vehicular access points. To promote walkability within and around the Project site, internal pedestrian pathways will provide a safe and direct connection to external public pedestrian facilities. Safety measures will also be implemented at the Project driveway to ensure safe crossings to limit potential vehicular-pedestrian conflicts.
- Employee Parking. At least 10% of employee parking will 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 will be identified on the site plan accompanying the application for a building permit. Vanpool spaces will have a minimum parking space dimension of nine feet wide by 18 feet long 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 will also be provided.
- Bus Stop Improvements. If deemed necessary by the City, bus stop improvements will be provided to the satisfaction of the City Director of Transportation.

The Project may consider additional TDM strategies to further reduce VMT and reliance on single-passenger vehicles as part of the long-term Mobility and TDM Plan to provide flexibility in addressing future transportation and mobility needs. Additional measures may be identified as the Project's program and design are refined. However, the Project site is situated in an urban setting with various alternative transportation options available to the Project's residents, employees, and visitors. As such, there are many opportunities to implement additional TDM strategies and further reduce air emissions and trip dependence on automobile travel to and from the Project Site.

PLAN MANAGEMENT

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

- Project Transportation Coordinator. A Transportation Coordinator will be designated for the site and will be responsible for implementing, coordinating, and maintaining elements of the Mobility and TDM Plan. The identity and contact information for the Transportation Coordinator will be provided to the City and updated as appropriate.
- Transportation Information Packet for New Residents and Employees. Each new resident and employee to the site will receive an information packet summarizing the transit and transportation alternatives available to Project tenants. The packet will emphasize the location of the TIC and include contact information for the Project Transportation Coordinator.

SUMMARY

This Mobility and TDM Plan, as well as improvement plans for off-site mobility improvements, will be submitted to the City's Transportation Department for review and approval prior to the issuance of building permits.

The comprehensive Mobility and TDM Plan, as well as any additional measures to further reduce vehicle trips and air emissions, will be subject to review and approval by the City's Transportation Department prior to the issuance of certificate of occupancy.