Mobility & TDM Plan

In accordance with **PDF-TRAF-2: Transportation Demand Management (TDM) Program**, the Project will implement TDM measures that include, but are not limited to, those listed below subject to the Culver City Transportation Department review and approval prior to issuance of the first Temporary Certificate of Occupancy (TCO) for the Project in order to reduce drive-alone vehicle trips to/from the Project Site by residents, visitors and employees, as well peak hour traffic. The TDM strategies are necessary to comply with the TDM and trip reduction requirements of CCMC Section 07.05.015, as well as the City's design requirements for the Project.

On-Site Enhancements

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

- Pedestrian Connections. The Project will provide exclusive pedestrian access separate from vehicular driveways. The Project will provide 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 CCMC 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.

- EV Parking. In accordance with CCMC Section 17.320.035.Q, at least 40% of the onsite parking supply will have EV capability, including EV Capable spaces (20%), EV Ready spaces (10%), and Full EV Charger/Charging Stations (10%).

- Rideshare Dropoff. A dedicated curb cut for rideshare drop off and pickup shall be provided for Project use along the drive along the west side of the property, reducing reliance on private vehicles and traffic impacts due to double parking.

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 CCMC Section 15.06.500, the Project will be subject to contributing its fair share toward funding the City's mobility infrastructure and improvement projects intended to reduce vehicle miles travelled (VMT) and support housing and job growth.

Other TDM Strategies

The Project will implement TDM strategies to reduce peak hour vehicular traffic and air emissions to and from the Project Site. 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, as well as 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 are 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 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 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.

Plan/Program Management

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

- Project Transportation Coordinator. A Transportation Coordinator will be designated for the site and will be responsible for implementing, coordinating, and maintaining the elements of this TDM Plan. The identity and contact information for the Transportation Coordinator will be supplied to the City and kept current.

- Transportation Information Packet for New Residents and Employees. Each new resident and employee 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 the contact information of the Transportation Coordinator.

Mobility Hub Support and Alternative Transportation

The Project will also incorporate the following measures and design elements to support first-mile/last-mile service connection for transit users and reduce reliance on personal automobiles.

- Bike Repair Station. The Project will 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 Shared-Ride/Uber/Lift Service. Employees who arrive to work via a means other than a single-passenger vehicle or utilize the carpool matching service will automatically be registered in a Subsidized Shared-Ride/Uber/Lyft Service by which, upon request to the Transportation Coordinator, the employee will be given a voucher to travel home or Uber/Lyft (or similar shared ride service) in case of illness or emergency. The Project will provide up to $750 in total for this program every year. The subsidy will be required for the first two years after a final Certificate of Occupancy for the Project is obtained.

- Transit Passes. The Project will provide up to $500 per pass per year of subsidies for up to five Transit Access Passes (TAP) cards for a period of three years for employees who opt to take Metro instead of personal vehicles and who will not be provided on-site parking accommodations and will not receive a car share subsidy.