May 29, 2015

Michael Stoner
SPI Holdings, LLC
88 Kearny Street, Suite 1818
San Francisco, CA 94108

Subject: **Greenhouse Gas Plan Consistency Analysis for Bridgepointe Shopping Center Project in the City of San Mateo, California**

Dear Mr. Stoner:

FirstCarbon Solutions (FCS) is pleased to provide this Greenhouse Gas Consistency Analysis for the Bridgepointe Shopping Center Project (Project) in the City of San Mateo. The analysis is intended to assess the project's consistency with the recently approved City of San Mateo Climate Action Plan and State of California plans and regulations to reduce greenhouse gas emissions.

As discussed herein, the project's compliance with new 2013 Title 24 standards and conversion from the energy intensive ice rink use to the proposed retail use will result in substantial reductions in greenhouse gas emissions associated with energy and water use. The project will also incorporate a TDM program to further reduce motor vehicle emissions in accordance with the City's climate change goals.

Project Understanding

The project involves the remodeling of an existing ice rink building that is part of the Bridgepointe Shopping Center. The 1996 EIR identified nine different development scenarios for the shopping center, each of which included renovations and continued operation of the ice rink. An EIR Addendum was approved in 1997 for a proposed modification to the Master Plan to allow for the removal of the ice rink building and the construction of a new building that would accommodate three retail uses, including a restaurant use. The 1997 project (which was never undertaken) would have had the same floor area, height, massing, location, and similar architectural detailing as the existing ice rink structure.

The proposed project consists of renovations to the ice rink building that would convert it to traditional retail and apparel uses consistent with the surrounding development within the Bridgepoint Shopping Center. The improvements would remove the existing mezzanine floor and add an additional 1,242 square feet to the ground floor. The resulting changes would provide for a 5,526-square-foot net decrease in the overall building square footage.

Project Analysis Methodology

FCS assessed the greenhouse gas emissions associated with the existing development and with the proposed remodel to retail and apparel uses to determine the net change in greenhouse gas emissions. Greenhouse gases are generated by automobile trips as well as by operational factors such as energy use and water use.

A Bridgepointe Shopping Center – Trip Generation Comparison memo dated May 29, 2015 was prepared by the traffic consulting firm W-Trans, which demonstrates that the proposed project would produce fewer vehicle trips than the existing ice rink use, resulting in a corresponding reduction in greenhouse gas emissions. In addition, the existing building interior will be completely gutted and reconstructed to meet today's energy efficiency and resource conservation regulations, resulting in substantial reductions in building-related emissions. Therefore, FCS concluded that the project results in a net greenhouse gas benefit and that no supplemental greenhouse gas analysis is required for project CEQA compliance.

The current analysis is intended to provide additional detail to document the emission reductions and to demonstrate consistency with the City of San Mateo Climate Action Plan that was adopted on April 6, 2015. The CAP contains a Consistency Checklist for assessing project compliance. FCS reviewed the CAP Consistency Checklist to identify applicable measures and project compliance and provides discussion herein.

FCS also evaluated the project's consistency with the City of San Mateo General Plan. According to the San Mateo General Plan Land Use Element, the Built Environment contributes 42 percent of the City's carbon emissions; therefore, a concerted effort is required to reduce greenhouse gases. Every remodel or addition to existing structures should incorporate sustainability features with the goal of reducing that individual structure's carbon footprint. This analysis will identify project design features that will reduce the building's carbon footprint and support the General Plan greenhouse gas goals.

Project Sustainability Features

The project is expected to include the following sustainability features that will reduce greenhouse gas emissions:

- New energy efficient refrigeration systems meeting 2013 Title 24 Standards
- Water efficient plumbing fixtures meeting CalGreen Building Code (i.e., 1.2 gal/flush toilets)
- Energy efficient HVAC systems (High SEER)
- Cool roof meeting Title 24 standards (Increased reflectivity)
- Daylighting requirements of 2013 Title 24 standards (lighting savings)
- Install LED energy-efficient interior/exterior lighting where feasible (LED lights are about 30 percent more efficient than fluorescent)
- Energy Management Systems (energy savings of 5-25 percent per DOE presentation)

The project will greatly reduce water consumption compared to the existing building. The project will install all new plumbing fixtures meeting the latest standards. In addition, the existing ice rink and restaurant uses consumed substantial amounts of water that will be eliminated with the project. The ice rink use consumed an estimated 4,104,999 gallons of water/year, while the restaurant consumed an estimated 2,471,258 gallons of water/year, for a total of 6,576,257 gallons of water per year (see Attachment A, ACIES Engineering, Water Usage Summary). The project engineer estimated that the redevelopment of the site for retail/apparel use would consume 201,596 gallons of water/year, a savings of 6,374,661 gallons of water/year. The water savings alone would provide a 3.43 $MTCO_2e$/year reduction from electricity savings for water transport and treatment based on PG&E emission factors per megawatt.

The project will achieve energy savings from the installation of new heating, cooling, and lighting systems in the remodeled building. In addition, maintaining ice in the existing ice rink required substantial energy that will no longer occur with the remodel and redevelopment for retail and apparel uses. According to the California Energy Commission, compliance with the 2013 Title 24 standards for non-residential buildings reduces overall energy consumption by 30 percent compared to previous standards. The project will be updating many of the building components subject to 2013 Title 24 including lighting alterations, daylighting, cool roof reflectance, HVAC, occupancy based shutoff controls, and occupant controlled smart thermostats. An energy consumption reduction of at least 30 percent on the systems being upgraded is likely. The age and technology of the existing systems being replaced will affect the actual reductions. A 30 percent reduction in Title 24 energy use would provide a 16.22 MTCO2e/year reduction from project emissions prior to considering the benefit of upgrades and design features as estimated by the CalEEMod mitigation component.

Climate Action Plan Checklist Requirements

The following CAP Checklist reduction measures apply to additions or alterations to non-residential buildings in the City of San Mateo. The applicability of each measure to the project is evaluated.

Solar Ready

RE 5. New nonresidential buildings: Meet the standards to be solar ready as defined by the California Building Standards Code.

Nonresidential solar ready buildings requirements are included in the 2013 Building Code Standards (§110.10 and §141.0) and they are mandatory for newly constructed nonresidential buildings, hotels/motels, high-rise multi-family buildings. They are also mandatory for additions where the total roof area is increased by at least 2,000 square feet.

Applicability: As a remodel of an existing building, the project will maintain the existing building footprint and will not increase the roof area. Therefore, this measure is not applicable to the project. However, the roof is expected to meet the Building Codes Standard structural requirements and could support the loads required for solar in the future if desired by the tenants.

TDM Program

AT 2. Projects of at least 20 multi-family units and/or 50,000 square feet of nonresidential space undergoing additions or alterations (as defined in San Mateo Municipal Code Section 23.06.012): Implement TDM strategies consistent with the targets in relevant area plans and the San Mateo Citywide TDM Plan.

Applicability: The project will be altering more than 50,000 square feet of nonresidential space, so would be subject to this TDM measure. The City's area plans do not cover the Bridgepointe Shopping Center so no City targets would apply. The Citywide TDM Plan does not list specific requirements for the project area. The 1996 EIR included a mitigation measure to achieve a 5 percent reduction in trips with TDM measures. The applicant conducted a survey of existing employees at the Bridgepointe Shopping Center and based on the responses the Shopping Center has already achieved a 6.2% reduction in trips (see Attachment B, W-Trans, Transportation Demand Management Program Memo). Future tenants of the project will also be able to utilize the City's TDM services that are offered under its City-Wide TDM Program. The streets serving the project all have striped bike lanes that will encourage employees in the area to commute by bike. In addition, the site already has transit service and a bus stop at the shopping center.
The project will achieve at least a 5 percent reduction in employee trips through implementation of TDM measures. Employee trips are 16.3 percent of all trips generated by the project. Based on employee commute trip emissions of 242.57 $MTCO_2e$/year, a 5 percent reduction in employee trips would provide a 12.1 $MTCO_2e$/year reduction.

Compost Bins

SW 1. Commercial properties over 10,000 square feet and multi-family buildings of at least four units at time of construction or additions/alterations (as defined in San Mateo Municipal Code Section 23.06.012): Provide an area of sufficient space to store and allow access to a compost bin.

Applicability: The project appears to be subject to this measure. Most commercial sites have screened trash bin storage areas near the structure. The amount of space required for a compost bin and whether space exists in the trash bin storage area is not known. The project should include a compost bin at a suitable location.

EV Charging Stations

AF 2. If off-street parking is provided, projects of at least six multi-family residential units and/or 10,000 square feet of nonresidential square footage at time of new construction or addition or alteration (as defined in San Mateo Municipal Code Section 23.06.012): Provide EV charging stations with designated parking spaces capable of meeting the California Green Building Code Voluntary Standards (CalGreen).

The project is an alteration to an existing building exceeding 10,000 square feet. Municipal Code 23.06.012 defines "addition" as an extension or increase in floor area or height of a building or structure. The Code defines "alteration" as a change or modification in construction or building service equipment.

Applicability: This CAP measure applies to projects that provide off-street parking. The project is not required to provide additional parking and has no plans to redesign the current parking lot. The trip generation for the project is less than the existing development, so parking requirements would be less

as well. Although the building interior will be altered, the parking lot is not part of the alteration. As such, the project is not subject to this measure.

Green Building Code Voluntary Non-Residential Standards

The Green Building Code Standards for Nonresidential Development (CalGreen Code) establishes voluntary standards for at least 10 percent of total spaces to be designated for parking for low-emitting, fuel-efficient, and carpool/vanpool vehicles, including electric vehicles. It is also important to note that each local jurisdiction retains the administrative authority to exceed the CalGreen Code standards.

The following excerpts from the CalGreen Code Standards apply to EV Charging stations:

> **A5.106.5.3.1 Single charging space requirements**. When only a single charging space is provided or required, install a listed raceway capable of accommodating a dedicated branch circuit. The raceway shall not be less than trade size 1. The raceway shall be securely fastened at the main service or subpanel and shall terminate in close proximity to the proposed location of the charging system into a listed cabinet, box or enclosure. Exception: Other pre-installation methods approved by the local enforcing agency that provide sufficient conductor sizing and service capacity to install Level 2 EVSE.
>
> **A5.106.5.3.2 Multiple charging spaces required**. When multiple charging spaces are provided or required, plans shall include the location(s) and type of the EVSE, raceway methods), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to charge simultaneously all the electrical vehicles at all designated EV charging spaces at their full rated amperage. Plan design shall be based upon Level 2 EVSE at its maximum operating ampacity. Provide raceways from the electrical service panel to the designated parking areas which are required to be installed at the time of construction. Note: Utilities and local enforcing agencies may have additional requirements for metering and EVSE installation, and should be consulted during the project design and installation.
>
> **A5.106.5.3.3 Tier 1**. At least 3 percent of the total parking spaces, but not less than one, shall be capable of supporting installation of future electric vehicle supply equipment (EVSE).
>
> **A5.106.5.3.5 Labeling requirement**. A label stating "EV CHARGE CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel of the EV charging space.

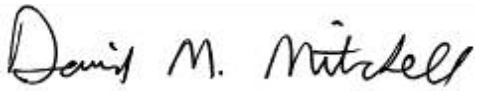
Applicability: The project's main function will be to provide retail shopping, which does not typically involve long term parking that would be able to benefit from the chargers. The number of employees is a small fraction compared to customer trips; however, some employees may be encouraged to use an electrical vehicle if charging was available. To meet the spirit of the A5.106.5.3.3 Tier 1 measure, the project should provide charging spaces for 3 percent of the spaces required for the project. Based on the City's Off-Street Parking Code (Chapter 27.64), the project would provide three (3) charging stations.

Conclusions

The proposed project is consistent with the City of San Mateo CAP. The project will implement measures and design features recommended by the CAP that reduce the building GHG footprint. The project will incorporate the latest technology required to comply with stringent new 2013 Title 24 standards. The proposed project's retail use is less energy intense than the existing use and provides reductions in energy and water use even if no upgrades to equipment and facilities take place. The TDM program will provide reductions in motor vehicle emissions further assisting the City in reaching its climate change goals. This information provides additional support for our conclusion that no supplemental GHG analysis is required for the project under CEQA. No significant effects related to GHG emissions would occur that trigger CEQA requirements for subsequent environmental documents to be prepared.

For any questions regarding this report, please contact Dave Mitchell at 559.246.3732.

Sincerely,



David M. Mitchell, Senior Air Quality Scientist
FirstCarbon Solutions
7265 N. First Street, Suite 101
Fresno, CA 93720

Attachment A: Water Usage Summary (ACIES Engineering)
Attachment B: Transportation Demand Management Program Memo (W-Trans)

Attachment A:
Water Usage Summary
(ACIES Engineering)

ACIES
ENGINEERING

May 13, 2015

To Michael Stoner
Lake Street Ventures
800 Oak Grove Avenue, Suite 210,
Menlo Park, CA 94025

Project Bridepointe Retail development, San Mateo
Project # 2014701
Re Water consumption estimation

Michael:

Please see below for water consumption estimation per CPC requirement.

2013 CPC Estimated sewage flow rate calculation for retail usage:
Table H 2.1(1) per Appendix H:
Stores: 20 per employee
Public restrooms: 1 per 10 sqft of floor space

Estimated employee: 25
Estimated size of public restrooms: 600 sqft

Total Estimated sewage flow rate per code: 25 employees x 20GPD/employee + 600 SF / 10SF of public restroom = 560 GPD

Determined sewage flow rate per month: 560 GOD x 30 days = 16,800 GPM(2,245.8 CFM)

Total CCF/ month: 22.458 (CCFM: one-hundred cubic feet per month)

Please see the last page regarding the annual saving on water usage.

Wilson Lee, P.E.

Acies Engineering
111 W. Evelyn Ave., Suite 301
Sunnyvale, CA 94086
P: (408) 522-5255
F: (408) 522-5260

TABLE H 2.1(1) (continued)
ESTIMATED WASTE/SEWAGE FLOW RATES[1, 2, 3]

14. Parks, mobile homes ..... 250 per space
    Picnic parks (toilets only) ..... 20 per parking space
    Recreational vehicles
        without water hook-up ..... 75 per space
        with water and sewer hook-up ..... 100 per space
15. Restaurants – cafeterias ..... 20 per employee
    toilet ..... 7 per customer
    kitchen waste ..... 6 per meal
    add for garbage disposal ..... 1 per meal
    add for cocktail lounge ..... 2 per customer
    kitchen waste – disposable service ..... 2 per meal
16. Schools – Staff and office ..... 20 per person
    Elementary students ..... 15 per person
    Intermediate and high ..... 20 per student
        with gym and showers, add ..... 5 per student
        with cafeteria, add ..... 3 per student
    Boarding, total waste ..... 100 per person
17. Service station, toilets ..... 1000 for 1st bay
    500 for each additional bay
18. Stores ..... 20 per employee
    Public restrooms, add ..... 1 per 10 square feet of floor space
19. Swimming pools, public ..... 10 per person
20. Theaters, auditoriums ..... 5 per seat
    Drive-in ..... 10 per space

For SI units: 1 square foot = 0.0929 m^2, 1 gallon per day = 3.785 L/day

Notes:

[1] Sewage disposal systems sized using the estimated waste/sewage flow rates shall be calculated as follows:

(a) Waste/sewage flow, up to 1500 gallons per day (5678 L/day)

Flow x 1.5 = septic tank size

(b) Waste/sewage flow, over 1500 gallons per day (5678 L/day)

Flow x 0.75 + 1125 = septic tank size

(c) Secondary system shall be sized for total flow per 24 hours.

[2] See Section H 2.1.

[3] Because of the many variables encountered, it is not possible to set absolute values for waste/sewage flow rates for all situations. The designer should evaluate each situation and, where figures in this table need modification, they should be made with the concurrence of the Authority Having Jurisdiction.

TABLE H 2.1(2)
DESIGN CRITERIA OF FIVE TYPICAL SOILS

TYPE OF SOIL	REQUIRED SQUARE FEET OF LEACHING AREA PER 100 GALLONS	MAXIMUM ABSORPTION CAPACITY IN GALLONS PER SQUARE FEET OF LEACHING AREA FOR A 24 HOUR PERIOD
Coarse sand or gravel	20	5.0
Fine sand	25	4.0
Sandy loam or sandy clay	40	2.5
Clay with considerable sand or gravel	90	1.1
Clay with small amount of sand or gravel	120	0.8

For SI units: 1 square foot = 0.0929 m^2, 1 gallon = 3.785 L, 1 gallon per square foot = 40.7 L/m^2

	CCF/Yr	Gallons/Yr
Existing Water Usage		
Resturant	3,303.60	2,471,258
Ice Rink	5,487.60	4,104,999
Total Existing	8,791.20	6,576,257
Proposed Retail Use		
Retail	269.50	201,596
Delta	**(8,522)**	**(6,374,661)**

City of San Mateo Sewer Service Charge
Fiscal Year 2013/14

Assessor's Parcel Number: 035-466-010

CUSTOMER: NI, YAN LING

Service Address	Month	Amount (CCF)[1]
2200 Bridgeway Pkwy	2012-November	169.5
	2012-December	266.5
	2013-January	266.5
	2013-February	337.0
	2013-March	337.0

Provided by *Estero Municipal Improvement District*

[1] CCF = one-hundred cubic feet

Monthly-Average Consumption:	275.3
Annualized Consumption:	3,303.6
Customer Class:	D
Annual Rate per CCF:	$15.25
2200 Bridgeway Pkwy Charge:	*$50,379.90*

CUSTOMER: ICE CENTER ENTERPRISES

Service Address	Month	Amount (CCF)[1]
2202 Bridgepoint Pkwy	2008-November	432.5
	2008 December	421.5
	2009-January	421.5
	2009-February	505.5
	2009-March	505.5

Provided by *Estero Municipal Improvement District*

[1] CCF = one-hundred cubic feet

Monthly-Average Consumption:	457.3
Annualized Consumption:	5,487.6
Customer Class:	B
Annual Rate per CCF:	$6.81
2202 Bridgepoint Pkwy Charge:	*$37,370.56*

Total Charges:	$87,750.46
Rounding Adjustment:	$0.00
Amount Applied to Property Tax Roll:	***$87,750.46***

Attachment B:
(Transportation Demand Management Program Memo)
W-Trans

memorandum

Date: May 15, 2015

To: **Mr. Jason Brandman**
Vice President
FirstCarbon Solutions

From: Mark Spencer
Alex Zhang

Project: SNM003

Whitlock & Weinberger Transportation, Inc.

475 14th Street
Suite 290
Oakland, CA 94612

voice (510) 444-2600
fax (707) 542-9590

website www.w-trans.com

Subject: Transportation Demand Management (TDM) Program Summary, Bridgepointe Shopping Center, San Mateo

The purpose of this memorandum is to summarize the current Transportation Demand Management (TDM) Program at Bridgepointe Shopping Center. The shopping center has a TDM requirement based on *Condition of Approval #83 – Reduction of Vehicle Trips, "Bridgepointe Retail Development Draft Environmental Impact Report*, PA96-046, City of San Mateo, December 9, 1996. Per COA #83, the TDM Program is to achieve a five percent reduction in vehicle trips associated with the site. It is important to note that TDM measures are targeted primarily at employees, and thus it is important to recognize that the principle trip generator for commercial centers such as Bridgepointe Shopping is patrons, and to a lesser extent employees and deliveries. This has a substantial effect on how many trips can potentially be reduced by TDM measures.

Several TDM measures have routinely been implemented at Bridgepointe Shopping Center since it opened. As discussed below, the current TDM Program results in an overall peak hour trip reduction of about 6.2 percent.

Condition of Approval #83

Condition of Approval #83 (Reduction in Vehicle Trips) states that:

In conformance with Mitigation 3.1-3b, in order to lessen traffic levels and automobile congestion resulting from the Bridgepointe Project, the applicant shall develop an overall strategy to reduce single-passenger vehicle trips and increase the use of mass transit or other alternative modes of commuting. This strategy shall include performance goals for increasing AVR (average vehicle ridership) and reducing VER (vehicle/employee ratio) over a multi-year period, consistent with the projected employment base. Appropriate elements of the strategy shall be included as items in the lease, agreements for commercial buildings in the project.

Elements of such a strategy shall include, but need not be limited to the following:

A. Encourage employee transit use by:
- *employer-provided transit subsidies*
- *employer-administered transportation information center, providing transit schedule information.*

B. Promoting employee ridesharing by:
- *making a computerized employee database available to match carpool and vanpool partners by zip code*

- *reserving parking spaces for carpool and vanpool vehicles*

C. Instituting other trip reduction measures, such as:

- *facilitating telecommuting, whether from employees' homes or from a decentralized telecommute facility*
- *making provision for variable work hours, so as to disperse commute trips during the peak periods*

D. Administering a comprehensive transportation program to facilitate the measures described, to monitor their effectiveness via regular tenant surveys, to distribute transportation-related materials and generally to assist employees in finding suitable alternatives to the single-person vehicle. To ensure the success of these programs may require that a full-time position of transportation coordinator be established. The overall program shall achieve a minimum of five percent (with a goal of 15 percent) reduction in trip generation from the project site. Should the minimum reduction of five percent not be achieved, staff may determine other TDM elements which the parties not achieving the minimum shall include in their transportation program. The project owners shall submit annual reports documenting the reduction achieved.

Summary of 2015 TDM Program

To assess the current TDM program, surveys of tenants, employees, and the physical site were undertaken.

2015 Employee Survey

W-Trans conducted an online employee transportation survey using SurveyMonkey. In total, 91 employees responded to the survey, representing a cross-section of workers having morning, midday and evening shifts, as well as those that work weekday and weekend shifts. The survey results are attached for reference.

About two-thirds of the respondents drive alone, and 39 percent use other modes including carpool, being dropped-off/picked-up, transit, bicycle, walk, or a combination of transit and another mode. Most of the employees are local to the area, with 41 percent commuting from within the City of San Mateo, 24 percent from Foster City, and the remaining 35 percent from other areas.

Nearly half of the respondents never ride transit to work. Of those that ride transit to work at some point, more use a SamTrans bus than ride CalTrain. When asked why they do not take transit, the most common reply was that riding transit takes longer than driving. The location of the shopping center relative to transit services and the freeway network appears to effect mode choices of employees.

Nearly 60 percent of the respondents stated that they never ride a bicycle to and from work, although six percent of the employees responded that they ride to work every day. Over 30 percent stated that it is too far to ride a bicycle to work, and more than a quarter of the people said they find riding a bicycle takes longer than driving. It should be noted that 1.1 percent of the City of San Mateo population rides a bicycle to work, according to the City of San Mateo *Bicycle Master Plan*, City of San Mateo, October 17, 2011. As such, Bridgepointe Shopping Center is performing above this rate.

When asked about what improvements, incentives, or features would make walking or bicycling more attractive, about half of the respondents skipped the question, and the remaining half generally stated that they would not consider walking or riding a bicycle to work due to long distance and/or safety concerns.

The last set of survey questions was about parking. About 42 percent of employees park in unassigned Bridgepointe Shopping Center parking spaces, and about a third of the respondents park in designated Bridgepointe employee parking spaces. More than 80 percent of the respondents never park off-site, and about five percent always park off-site. Of those that park off-site, they cited convenience or lack of parking as a reason, and mostly on weekday mornings.

2015 Tenant Survey

Six of the largest tenants responded to a survey of tenant TDM practices; copies of the responses are attached. Three of the tenants restrict delivery hours throughout the business days, which reduces the number of peak hour trips. Two tenants offer incentives for employees to carpool, take transit, walk or ride a bicycle to work, one of which also provides public transportation information to their employees. Three of the tenants offer staggered work schedules to allow employees to avoid traveling during morning or evening commute hours. As a retail-oriented shopping center, not all businesses are open during the weekday morning peak period, which also reduces the a.m. peak hour trip generation.

2015 Physical Survey

There are several elements in and around Bridgepointe Shopping Center that contribute to an overall TDM Program, with an effect of reducing peak hour vehicle trips. There are nine bicycle racks of various sizes, pedestrian facilities including sidewalks with crosswalks, and three SamTrans bus stops. Class II bike lanes are striped along Bridgepointe Parkway and Bridgepointe Circle. The elements are shown in Figure 1.

Effects of Transportation Demand Management Program

Currently, the City/County Association of Governments of San Mateo County (C/CAG) requires a Transportation Demand Management Program for each development project generating 100 net new peak hour trips. The developer is responsible for conducting an annual monitoring program to assess the compliance of the project with the County's Transportation Demand Management guidelines, as specified in *Appendix G, Land Use Guidelines and Compliance Monitoring*, C/CAG, 2004.

In 1996, at the time Bridgepointe Shopping Center was approved, the County's TDM Program did not exist. However, for purposes of assessing the current effectiveness of Bridgepointe Shopping Center's TDM Program, the County's current guidelines for trip credits were applied.

Trip credits are the number of trips from a development that are eliminated due to Transportation Demand Management elements. For Bridgepointe Shopping Center, the current TDM Program results in trip credits as shown in Table 1.



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Figure 1 – Study Area

w-trans

Table 1
Current Transportation Demand Management Elements

Transportation Demand Management Measure	Number of Trips Credited	Rationale
Secure Bicycle Storage	3	One peak hour trip will be credited for every 3 new bike lockers/racks installed and maintained
Flextime	203	One peak hour trip will be credited for each employee that is offered the opportunity to work staggered work hours
On-site amenities, including restaurants, banking, and grocery shopping that encourage people to stay on-site	35	Five peak hour trips will be credited for each feature added to the job site
Subsidy for transit	Not known, although some tenants provide it	One peak hour trip will be credited for each transit pass that is subsidized at least $20 per month for one year
Commute Assistance Center	Not known, although some tenants provide it	One peak hour trip will be credited for each feature added to the information center
Total Trip Credit	**241**	

Source: Congestion Management Program, Appendix G Land Use Guidelines and Compliance Monitoring, C/CAG, 2004

Based on the *Bridgepointe Project Draft Environmental Impact Report*, the Bridgepointe Shopping Center was projected to generate up to 3,915 p.m. peak hour trips on a typical weekday. To reduce the regional impacts of the project by five percent, the project would need to reduce peak hour trip generation by 196 trips. Based on the TDM Program elements currently in place, Bridgepointe Shopping Center's TDM efforts result in a reduction of an estimated 241 trips, representing a 6.2 percent reduction in peak hour trips.

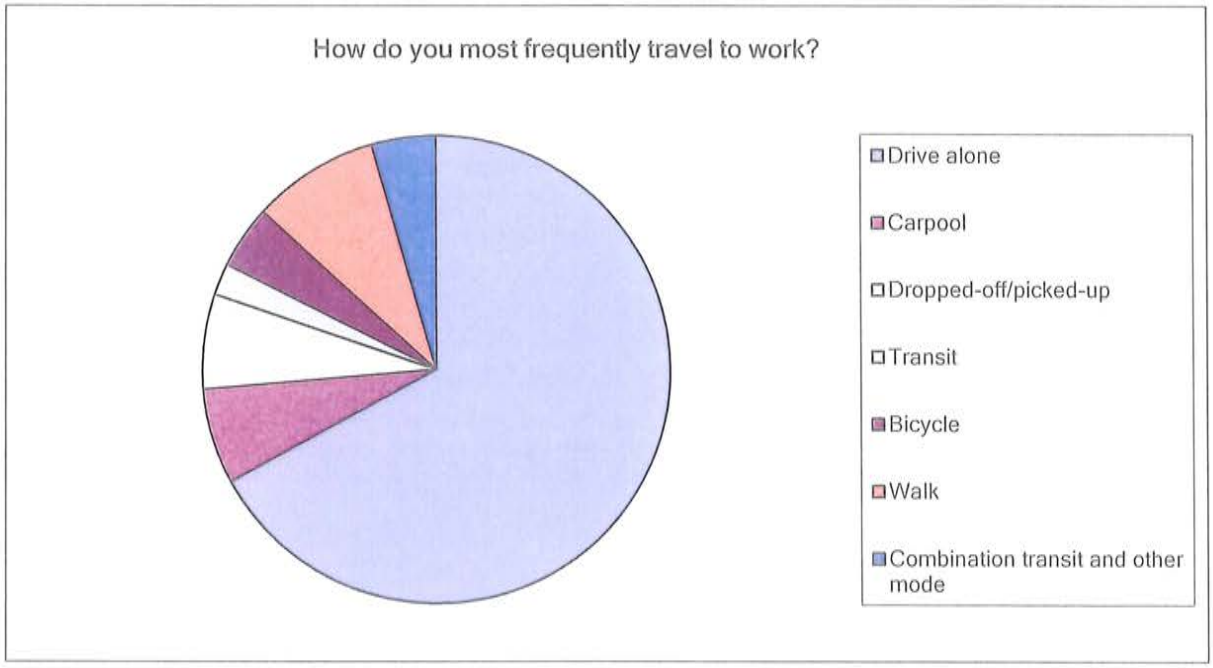
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Attachments: Employee Survey Summaries
Tenant Survey Summaries

Bridgepointe Shopping Center - Transportation Survey

How do you most frequently travel to work?

Answer Options	Response Percent	Response Count
Drive alone	67.0%	61
Carpool	6.6%	6
Dropped-off/picked-up	6.6%	6
Transit	2.2%	2
Bicycle	4.4%	4
Walk	8.8%	8
Combination transit and other mode	4.4%	4
	answered question	91
	skipped question	0



Bridgepointe Shopping Center - Transportation Survey

What is your home zip code?

Answer Options	Response Count
	85
answered question	85
skipped question	0

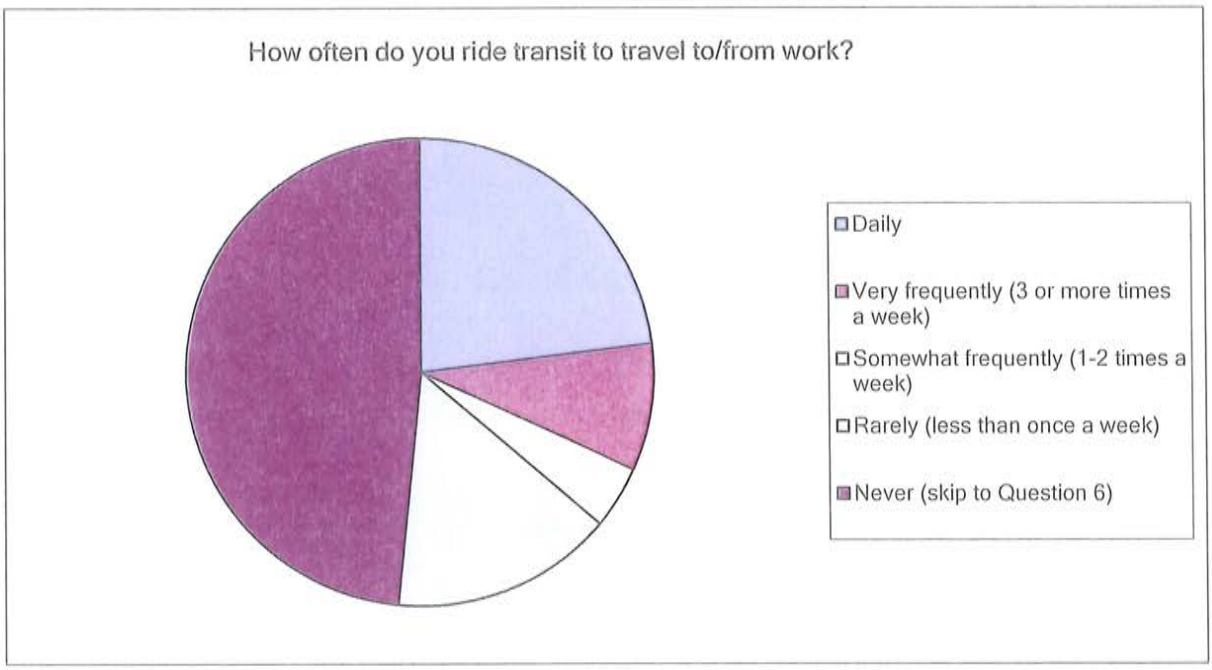
Number	Response Date	Response Text	Categories
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2	Apr 28, 2015 9:29 PM	94402	
3	Apr 28, 2015 9:28 PM	94401	
4	Apr 28, 2015 9:24 PM	94404	
5	Apr 28, 2015 9:10 PM	94030	
6	Apr 28, 2015 9:09 PM	94403	
7	Apr 28, 2015 9:07 PM	94134	
8	Apr 28, 2015 9:07 PM	94404	
9	Apr 28, 2015 9:06 PM	94403	
10	Apr 28, 2015 9:06 PM	94404	
11	Apr 28, 2015 9:06 PM	94579	
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27	Apr 28, 2015 8:32 PM	94560	
28	Apr 28, 2015 8:30 PM	94015	
29	Apr 28, 2015 8:29 PM	94063	
30	Apr 28, 2015 8:25 PM	94404	
31	Apr 28, 2015 8:25 PM	94403	
32	Apr 28, 2015 8:18 PM	94401	
33	Apr 28, 2015 8:18 PM	94404	
34	Apr 28, 2015 8:15 PM	94401	
35	Apr 28, 2015 8:15 PM	94401	
36	Apr 28, 2015 8:13 PM	94401	
37	Apr 28, 2015 8:05 PM	94010	
38	Apr 28, 2015 8:05 PM	94403	
39	Apr 28, 2015 7:58 PM	94404	
40	Apr 28, 2015 7:55 PM	94404	
41	Apr 28, 2015 7:54 PM	94030	
42	Apr 28, 2015 7:53 PM	94402	
43	Apr 28, 2015 7:50 PM	94030	
44	Apr 28, 2015 7:45 PM	94404	
45	Apr 28, 2015 7:44 PM	94401	
46	Apr 28, 2015 7:43 PM	94403	
47	Apr 28, 2015 7:40 PM	94402	
48	Apr 28, 2015 7:40 PM	95116	
49	Apr 28, 2015 7:40 PM	94545	
50	Apr 28, 2015 7:37 PM	94404	
51	Apr 28, 2015 7:35 PM	94015	
52	Apr 28, 2015 7:32 PM	94403	
53	Apr 28, 2015 7:31 PM	94404	
54	Apr 28, 2015 7:30 PM	94403	
55	Apr 28, 2015 7:10 PM	94565	
56	Apr 28, 2015 7:09 PM	94401	
57	Apr 28, 2015 7:08 PM	94582	
58	Apr 28, 2015 6:58 PM	94404	
59	Apr 28, 2015 6:58 PM	94063	
60	Apr 28, 2015 6:57 PM	94404	
61	Apr 28, 2015 6:43 PM	94404	
62	Apr 28, 2015 6:42 PM	94404	
63	Apr 28, 2015 6:38 PM	94401	
64	Apr 28, 2015 6:33 PM	94404	
65	Apr 28, 2015 6:30 PM	94044	
66	Apr 28, 2015 6:10 PM	94404	
67	Apr 28, 2015 5:48 PM	94401	
68	Apr 28, 2015 5:39 PM	94577	
69	Apr 28, 2015 5:36 PM	94063	
70	Apr 28, 2015 5:36 PM	94401	
71	Apr 28, 2015 5:36 PM	94061	
72	Apr 28, 2015 5:35 PM	94401	
73	Apr 28, 2015 5:33 PM	94404	
74	Apr 28, 2015 5:32 PM	94044	
75	Apr 28, 2015 5:28 PM	94303	
76	Apr 28, 2015 5:28 PM	94080	
77	Apr 28, 2015 5:28 PM	94401	
78	Apr 28, 2015 5:27 PM	94030	
79	Apr 28, 2015 5:23 PM	94401	
80	Apr 28, 2015 5:19 PM	94112	
81	Apr 28, 2015 5:19 PM	94403	
82	Apr 28, 2015 5:05 PM	94066	
83	Apr 28, 2015 5:04 PM	94544	
84	Apr 28, 2015 4:36 PM	94040	
85	Apr 27, 2015 11:25 PM	94040	

1	Apr 29, 2015 4:13 AM	jkhjk	
2	Apr 28, 2015 9:29 PM	94404	
3	Apr 28, 2015 8:52 PM	94401	
4	Apr 28, 2015 7:13 PM	94401	
5	Apr 28, 2015 6:02 PM	94401	
6	Apr 28, 2015 6:01 PM	94401	

Bridgepointe Shopping Center - Transportation Survey

How often do you ride transit to travel to/from work?

Answer Options	Response Percent	Response Count
Daily	23.1%	21
Very frequently (3 or more times a week)	8.8%	8
Somewhat frequently (1-2 times a week)	4.4%	4
Rarely (less than once a week)	15.4%	14
Never (skip to Question 6)	48.4%	44
	answered question	91
	skipped question	0

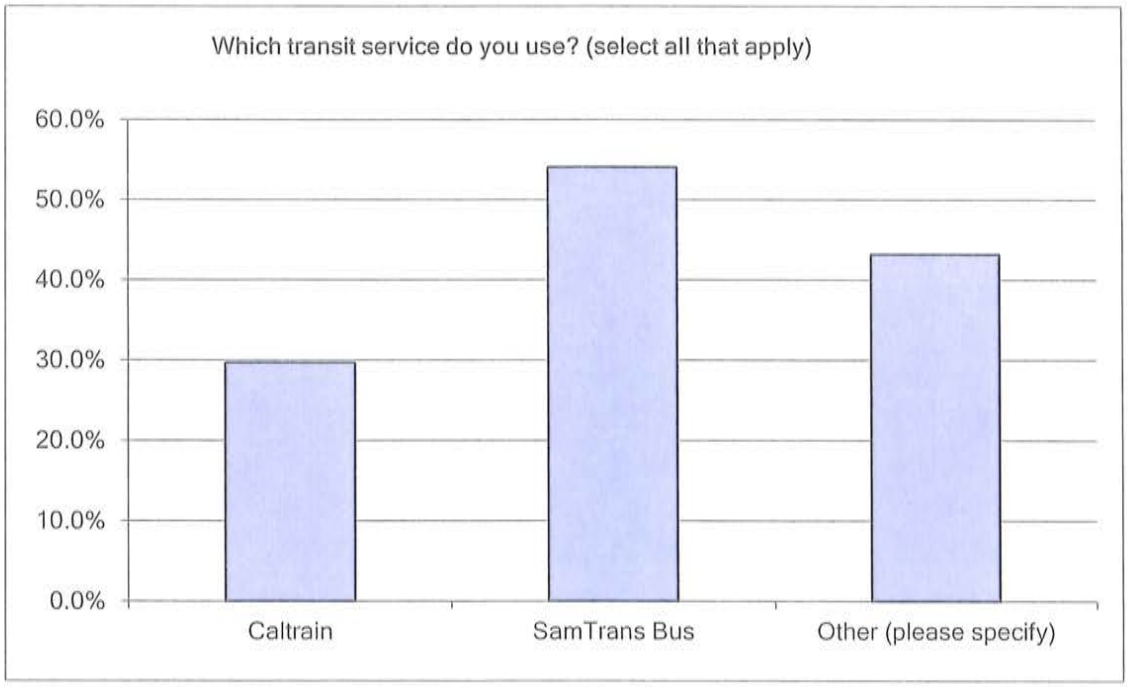


Bridgepointe Shopping Center - Transportation Survey

Which transit service do you use? (select all that apply)

Answer Options	Response Percent	Response Count
Caltrain	29.7%	11
SamTrans Bus	54.1%	22
Other (please specify)	43.2%	16
answered question		39
skipped question		52

Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 9:01 PM	Bart and bus	
2	Apr 28, 2015 8:59 PM	Drive	
3	Apr 28, 2015 8:53 PM	Drive	
4	Apr 28, 2015 8:41 PM	Car	
5	Apr 28, 2015 8:35 PM	Car	
6	Apr 28, 2015 8:26 PM	car	
7	Apr 28, 2015 8:26 PM	Own car	
8	Apr 28, 2015 8:19 PM	Bart	
9	Apr 28, 2015 8:16 PM	car	
10	Apr 28, 2015 7:11 PM	Car	
11	Apr 28, 2015 6:59 PM	none	
12	Apr 28, 2015 6:38 PM	Car	
13	Apr 28, 2015 5:40 PM	my own	
14	Apr 28, 2015 5:37 PM	call	
15	Apr 28, 2015 5:36 PM	My own	
16	Apr 28, 2015 5:33 PM	Drive	

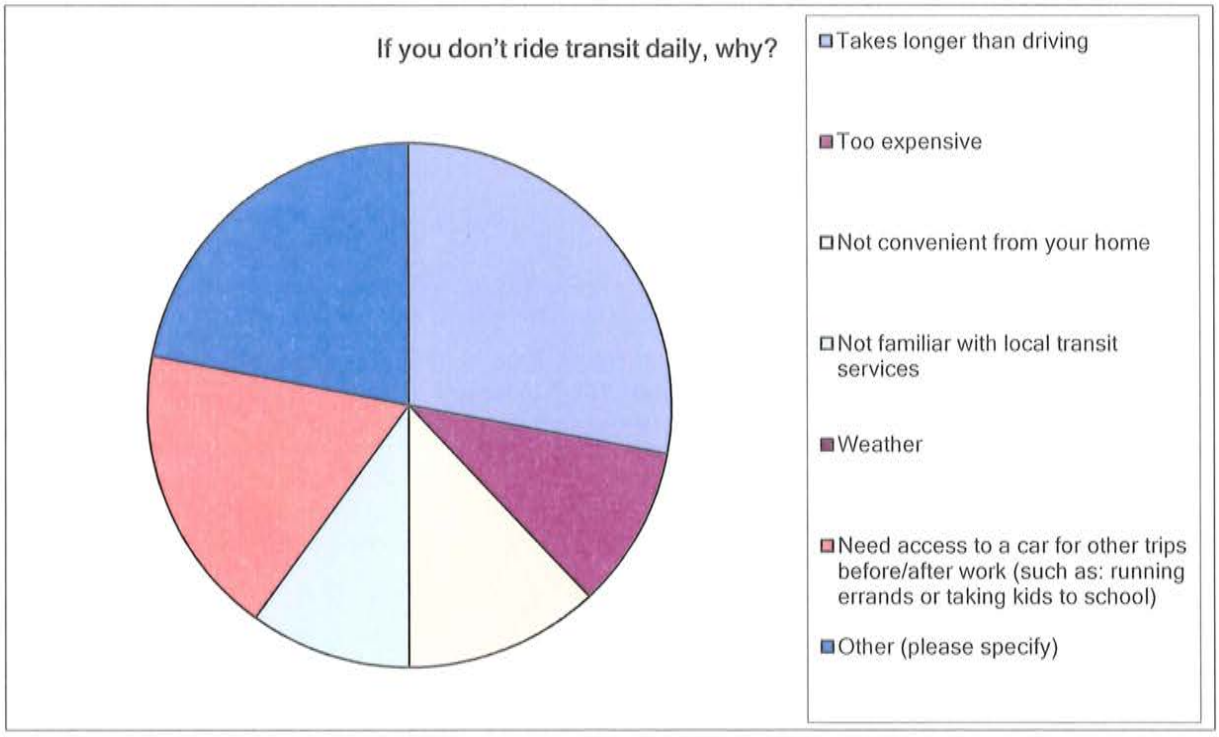


Bridgepointe Shopping Center - Transportation Survey

If you don't ride transit daily, why?

Answer Options	Response Percent	Response Count
Takes longer than driving	28.0%	14
Too expensive	10.0%	5
Not convenient from your home	12.0%	6
Not familiar with local transit services	10.0%	5
Weather	0.0%	0
Need access to a car for other trips before/after work	18.0%	9
Other (please specify)	22.0%	11
answered question		50
skipped question		41

Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 9:01 PM	Cause I'm off work	
2	Apr 28, 2015 8:53 PM	Drive	
3	Apr 28, 2015 8:26 PM	car	
4	Apr 28, 2015 8:16 PM	car	
5	Apr 28, 2015 7:57 PM	I use my car	
6	Apr 28, 2015 7:34 PM	Sometimes I get a ride	
7	Apr 28, 2015 6:58 PM	I come by bike	
8	Apr 28, 2015 6:35 PM	Not enough schedule and none on weekend	



Bridgepointe Shopping Center - Transportation Survey

What, if any, improvements, incentives or features would make you more likely to ride transit?

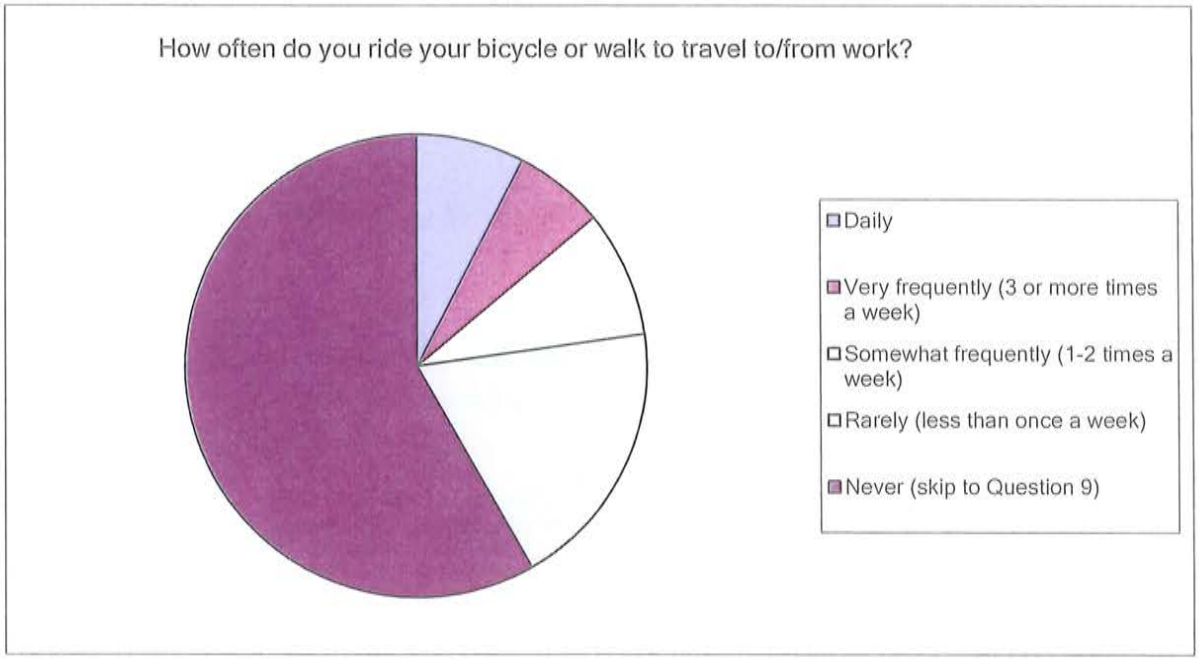
Answer Options	Response Count
	53
answered question	53
skipped question	32

Number	Response Date	Response Text	Categories
1	Apr 28, 2015 9:30 PM	Yes	
2	Apr 28, 2015 9:10 PM	None	
3	Apr 28, 2015 9:10 PM	more locations	
4	Apr 28, 2015 9:07 PM	To far to take bus.	
5	Apr 28, 2015 9:07 PM	Cleaner atmosphere.	
6	Apr 28, 2015 9:06 PM	Cheaper and more stops	
7	Apr 28, 2015 9:01 PM	Bus	
8	Apr 28, 2015 8:59 PM	more frequent buses	
9	Apr 28, 2015 8:50 PM	Available in more areas in san mateo foster city areas	
10	Apr 28, 2015 8:49 PM	More frequent bus schedule	
11	Apr 28, 2015 8:43 PM	Readjust the transit stops to improve accessibilities for all walking passengers	
12	Apr 28, 2015 8:41 PM	None now	
13	Apr 28, 2015 8:41 PM	Car	
14	Apr 28, 2015 8:35 PM	Longer hour for transbay	
15	Apr 28, 2015 8:33 PM	None	
16	Apr 28, 2015 8:31 PM	Close stop by work	
17	Apr 28, 2015 8:26 PM	Na	
18	Apr 28, 2015 8:19 PM	Make it more cost and effort effective to ride public transportation	
19	Apr 28, 2015 8:19 PM	Easy access to bus schedule	
20	Apr 28, 2015 8:16 PM	N/a	
21	Apr 28, 2015 8:16 PM	Closer routes	
22	Apr 28, 2015 8:07 PM	More info about it	
23	Apr 28, 2015 8:06 PM	If it came to the shopping mall	
24	Apr 28, 2015 7:57 PM	If the bus stop was closer to work location and to el camino	
25	Apr 28, 2015 7:51 PM	Train accessibility	
26	Apr 28, 2015 7:46 PM	travel time less than 30 min, safe, ride home between 9:05 and 9:30	
27	Apr 28, 2015 7:41 PM	Bus	
28	Apr 28, 2015 7:41 PM	None	
29	Apr 28, 2015 7:40 PM	I can't due to job requirements	
30	Apr 28, 2015 7:36 PM	Travel times is like every hour and some people work late	
31	Apr 28, 2015 7:34 PM	More frequent busses with a more direct rout	
32	Apr 28, 2015 7:11 PM	Convienent time and better location	
33	Apr 28, 2015 7:10 PM	none	
34	Apr 28, 2015 7:09 PM	More shuttles from cal train station	
35	Apr 28, 2015 6:59 PM	Pass	
36	Apr 28, 2015 6:59 PM	Closer too my house, cheaper than driving	
37	Apr 28, 2015 6:58 PM	More frequent	
38	Apr 28, 2015 6:44 PM	Ride to train station	
39	Apr 28, 2015 6:38 PM	Smell good	
40	Apr 28, 2015 6:35 PM	Bus every hour and smaller buses	
41	Apr 28, 2015 6:30 PM	Na	
42	Apr 28, 2015 6:12 PM	Better routes and more often	
43	Apr 28, 2015 5:51 PM	More access for Bart IOon the peninsula. Also more stops at Hayward station for caltrain	
44	Apr 28, 2015 5:40 PM	None	
45	Apr 28, 2015 5:37 PM	Already good enough	
46	Apr 28, 2015 5:37 PM	going into the city or long travels	
47	Apr 28, 2015 5:36 PM	No	
48	Apr 28, 2015 5:33 PM	Less homeless people	
49	Apr 28, 2015 5:29 PM	Faster, cheaper	
50	Apr 28, 2015 5:29 PM	More designations to fosrer city aka more busses	
51	Apr 28, 2015 5:29 PM	nothing to suggest.	
52	Apr 28, 2015 5:06 PM	Not drive	
53	Apr 28, 2015 5:06 PM	Bus transfers	

Bridgepointe Shopping Center - Transportation Survey

How often do you ride your bicycle or walk to travel to/from work?

Answer Options	Response Percent	Response Count
Daily	7.6%	6
Very frequently (3 or more times a week)	6.3%	5
Somewhat frequently (1-2 times a week)	8.9%	7
Rarely (less than once a week)	19.0%	15
Never (skip to Question 9)	58.2%	46
	answered question	79
	skipped question	12

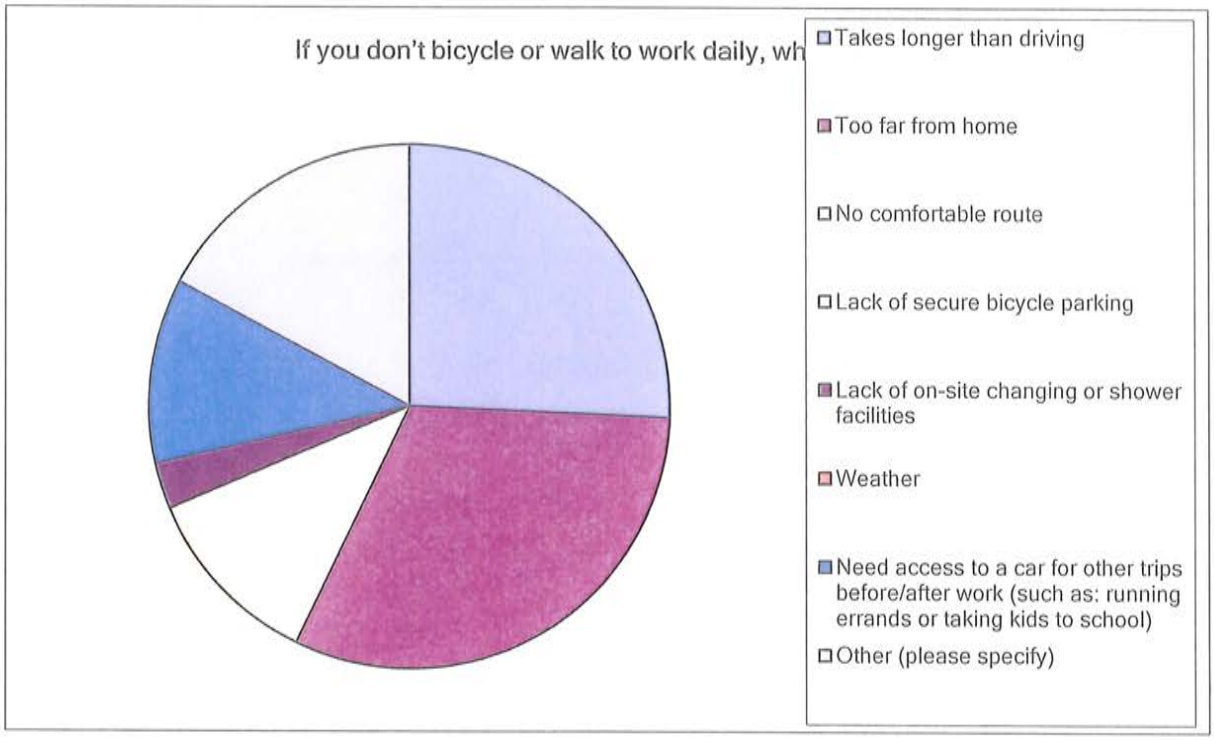


Bridgepointe Shopping Center - Transportation Survey

If you don't bicycle or walk to work daily, why?

Answer Options	Response Percent	Response Count
Takes longer than driving	25.7%	9
Too far from home	31.4%	11
No comfortable route	11.4%	4
Lack of secure bicycle parking	0.0%	0
Lack of on-site changing or shower facilities	2.9%	1
Weather	0.0%	0
Need access to a car for other trips before/after work	11.4%	4
Other (please specify)	17.1%	6
	answered question	35
	skipped question	54

Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 8:54 PM	have my own car	
2	Apr 28, 2015 8:51 PM	No safe paths	
3	Apr 28, 2015 7:36 PM	I live on the top of a steep hill	
4	Apr 28, 2015 6:43 PM	I don't have a bike	
5	Apr 28, 2015 5:37 PM	i live less than 5miles away	
6	Apr 28, 2015 5:27 PM	Start work in early morning	



Bridgepointe Shopping Center - Transportation Survey

What, if any, improvements, incentives or features would make you more likely to walk or bicycle to work?

Answer Options	Response Count
	45
answered question	45
skipped question	40

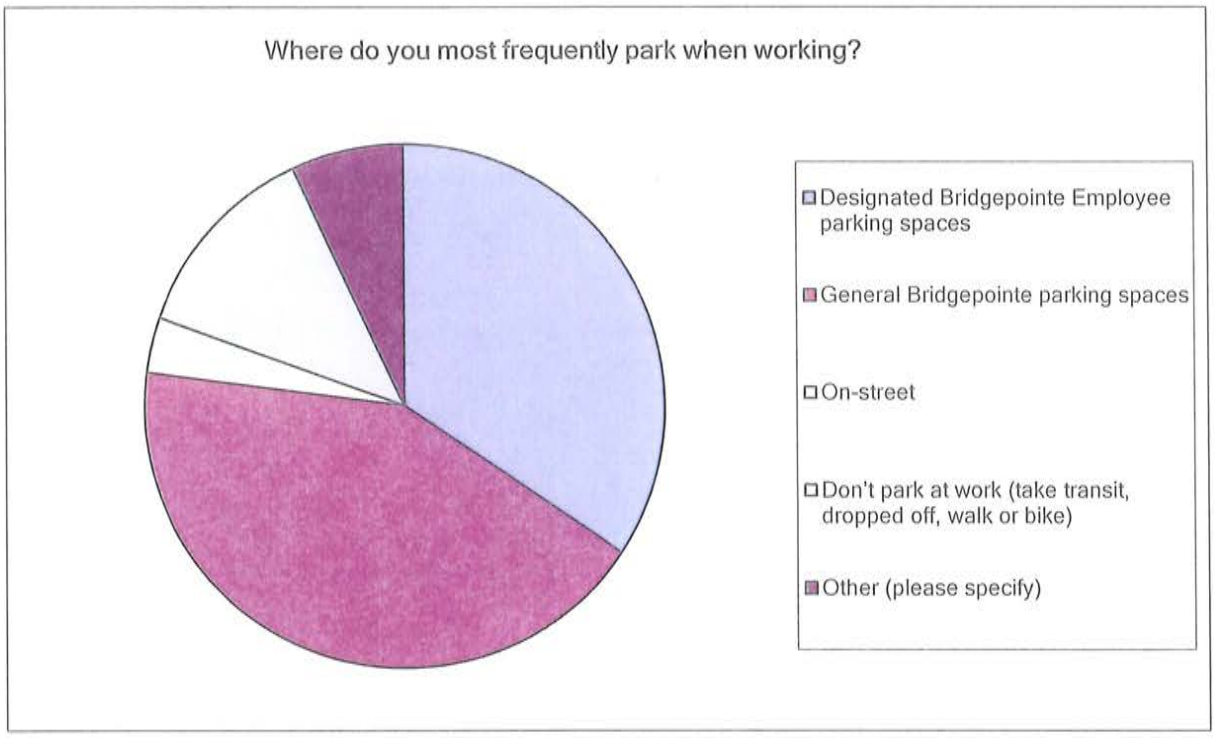
Number	Response Date	Response Text	Categories
1	Apr 28, 2015 9:31 PM	Yes	
2	Apr 28, 2015 9:29 PM	Bus	
3	Apr 28, 2015 9:11 PM	None	
4	Apr 28, 2015 9:10 PM	safer roads...crazy drivers out there	
5	Apr 28, 2015 9:08 PM	Na	
6	Apr 28, 2015 9:08 PM	Stop being lazy	
7	Apr 28, 2015 9:07 PM	More bike lanes.	
8	Apr 28, 2015 8:57 PM	I live too far. Possibly putting my bike on ride share vehicle.	
9	Apr 28, 2015 8:54 PM	Drive	
10	Apr 28, 2015 8:51 PM	Bicycle lanes	
11	Apr 28, 2015 8:51 PM	Shorter routes	
12	Apr 28, 2015 8:45 PM	Promote the uses of bicycles as well as the bicycle lanes	
13	Apr 28, 2015 8:41 PM	None now	
14	Apr 28, 2015 8:32 PM	If I lived near	
15	Apr 28, 2015 8:26 PM	Na	
16	Apr 28, 2015 8:16 PM	Never	
17	Apr 28, 2015 8:16 PM	The weather	
18	Apr 28, 2015 8:09 PM	If I didn't sweat I need to be presentable I'm in guest services	
19	Apr 28, 2015 8:08 PM	More info good connections	
20	Apr 28, 2015 7:57 PM	If it was closer to home	
21	Apr 28, 2015 7:51 PM	Too far away... Unlikely I ever would	
22	Apr 28, 2015 7:46 PM	I live in the apartments across the street from the mall. Please make the crosswalks safer.	
23	Apr 28, 2015 7:42 PM	Bike parking	
24	Apr 28, 2015 7:41 PM	None	
25	Apr 28, 2015 7:41 PM	I'm across the bridge	
26	Apr 28, 2015 7:36 PM	Not living near scam all the way on top hillsdale	
27	Apr 28, 2015 7:12 PM	Time	
28	Apr 28, 2015 7:10 PM	Not possible. I live in San Ramon! Lol and I need my car for work.	
29	Apr 28, 2015 6:59 PM	Live too far	
30	Apr 28, 2015 6:45 PM	Good route to work	
31	Apr 28, 2015 6:39 PM	Nothing	
32	Apr 28, 2015 6:31 PM	Na	
33	Apr 28, 2015 6:14 PM	Coupons for food in local area. By riding bike or walking	
34	Apr 28, 2015 5:53 PM	None	
35	Apr 28, 2015 5:40 PM	Distance	
36	Apr 28, 2015 5:38 PM	Safer bike lanes	
37	Apr 28, 2015 5:38 PM	if it's one to three blocks away, I'll walk.	
38	Apr 28, 2015 5:37 PM	No	
39	Apr 28, 2015 5:37 PM	It is risky trying to share the road with speedy drivers while riding a bike	
40	Apr 28, 2015 5:30 PM	Travel expense, faster route	
41	Apr 28, 2015 5:30 PM	Work out	
42	Apr 28, 2015 5:29 PM	n/a	
43	Apr 28, 2015 5:20 PM	Easier access	
44	Apr 28, 2015 5:06 PM	None	
45	Apr 28, 2015 5:06 PM	Faster routs	

Bridgepointe Shopping Center - Transportation Survey

Where do you most frequently park when working?

Answer Options	Response Percent	Response Count
Designated Bridgepointe Employee parking spaces	34.5%	30
General Bridgepointe parking spaces	42.5%	37
On-street	3.4%	3
Don't park at work (take transit, dropped off, walk or bike)	12.6%	11
Other (please specify)	6.9%	6
answered question		87
skipped question		4

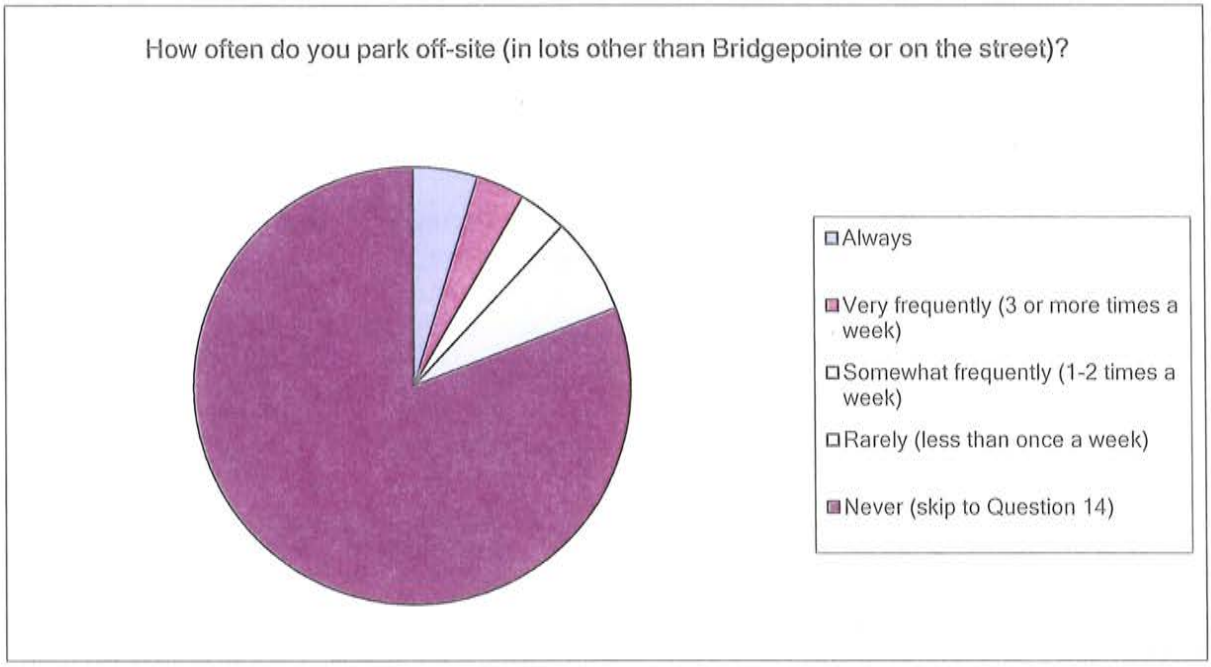
Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 9:03 PM	Don't drive	
2	Apr 28, 2015 8:26 PM	car	
3	Apr 28, 2015 8:09 PM	In the back of toys rus	
4	Apr 28, 2015 7:13 PM	in store	
5	Apr 28, 2015 6:59 PM	I park my bike at my work place	
6	Apr 28, 2015 5:37 PM	as close as i can	



Bridgepointe Shopping Center - Transportation Survey

How often do you park off-site (in lots other than Bridgepointe or on the street)?

Answer Options	Response Percent	Response Count
Always	4.8%	4
Very frequently (3 or more times a week)	3.6%	3
Somewhat frequently (1-2 times a week)	3.6%	3
Rarely (less than once a week)	7.2%	6
Never (skip to Question 14)	80.7%	67
	answered question	83
	skipped question	2

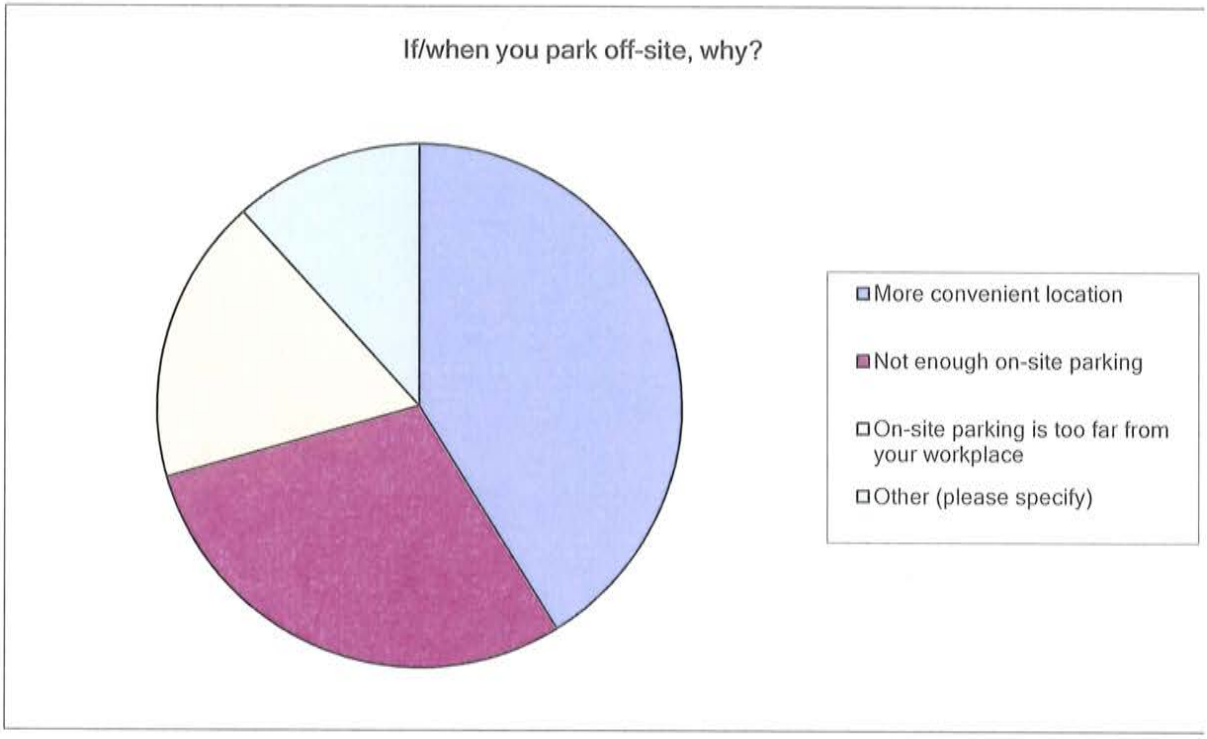


Bridgepointe Shopping Center - Transportation Survey

If/when you park off-site, why?

Answer Options	Response Percent	Response Count
More convenient location	41.2%	7
Not enough on-site parking	29.4%	5
On-site parking is too far from your workplace	17.6%	3
Other (please specify)	11.8%	2
	answered question	17
	skipped question	74

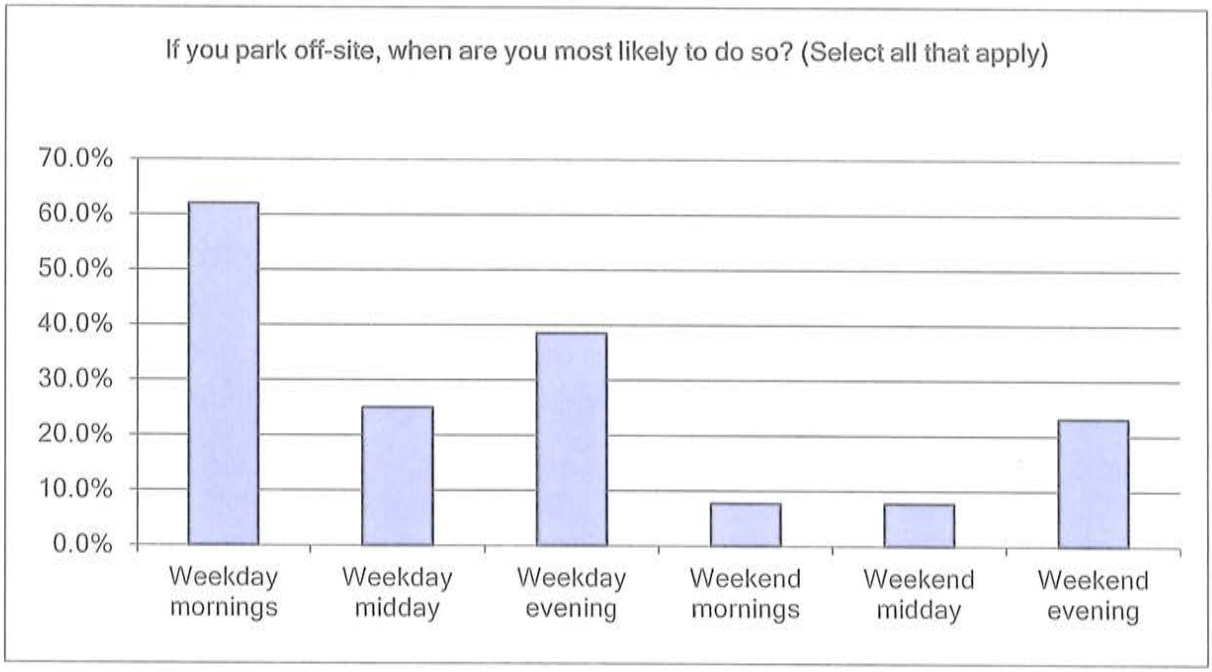
Number	Response Date	Other (please specify)	Categories
1	Apr 28, 2015 7:47 PM	Car is parked in apartment garage.	
2	Apr 28, 2015 5:38 PM	not enough space or for walking	



Bridgepointe Shopping Center - Transportation Survey

If you park off-site, when are you most likely to do so? (Select all that apply)

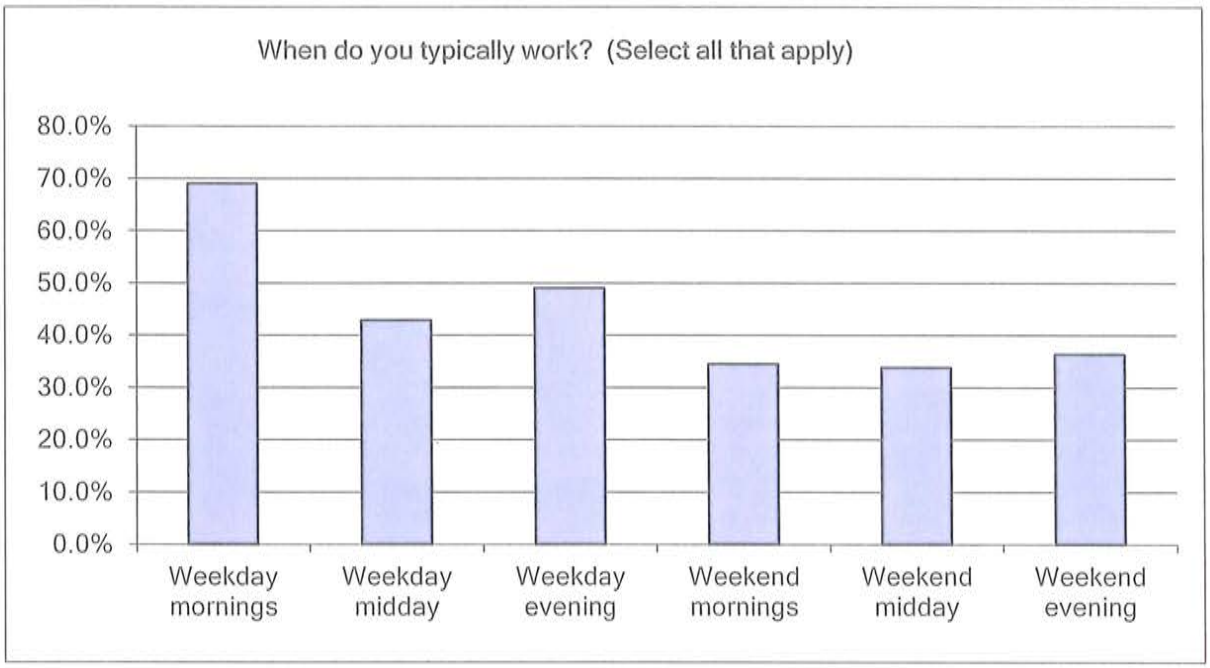
Answer Options	Response Percent	Response Count
Weekday mornings	62.0%	10
Weekday midday	25.0%	4
Weekday evening	38.5%	5
Weekend mornings	7.7%	1
Weekend midday	7.7%	1
Weekend evening	23.1%	3
answered question		24
skipped question		75



Bridgepointe Shopping Center - Transportation Survey

When do you typically work? (Select all that apply)

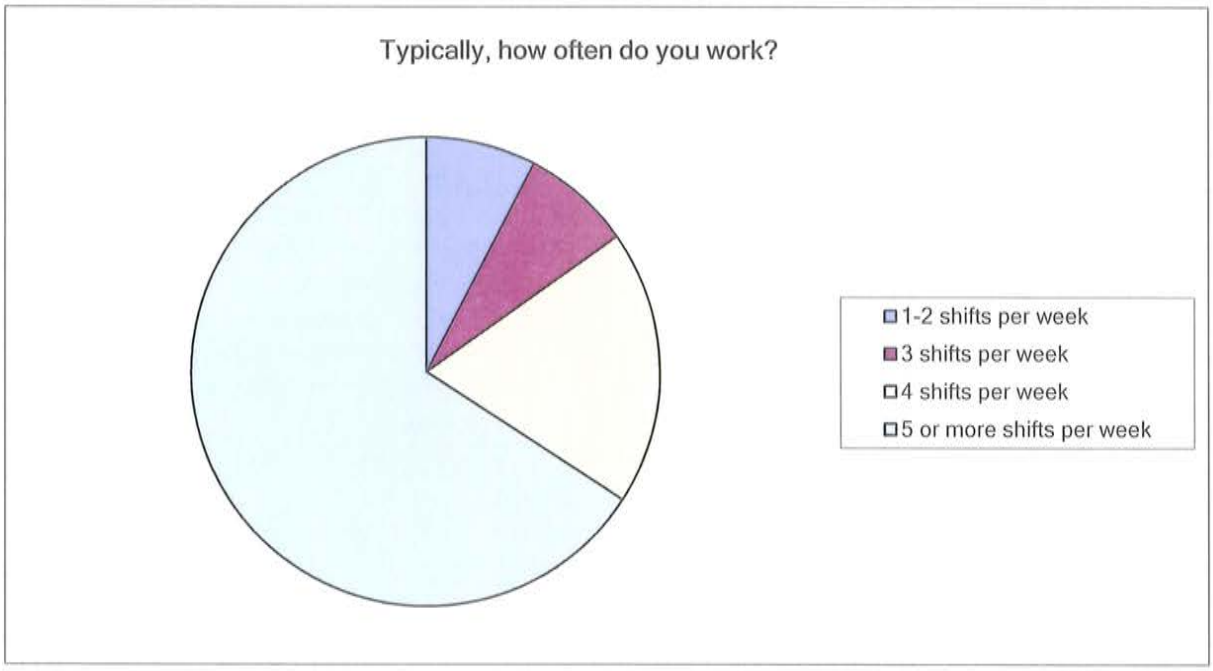
Answer Options	Response Percent	Response Count
Weekday mornings	69.0%	55
Weekday midday	42.9%	33
Weekday evening	49.0%	38
Weekend mornings	34.5%	27
Weekend midday	33.8%	26
Weekend evening	36.4%	28
answered question		82
skipped question		9



Bridgepointe Shopping Center - Transportation Survey

Typically, how often do you work?

Answer Options	Response Percent	Response Count
1-2 shifts per week	7.6%	6
3 shifts per week	7.6%	6
4 shifts per week	19.0%	15
5 or more shifts per week	65.8%	52
	answered question	79
	skipped question	11



Bridgepointe Shopping Center - Transportation Survey

To be entered in a drawing to win a $10 Starbuck's Coffee gift card please enter your e-mail address. The e-mail address will be used

Answer Options	Response Count
	60
answered question	60
skipped question	25

Number	Response Date	Response Text	Categories
1	Apr 28, 2015 9:32 PM	Bfilimoehala@Hotmail.com	
2	Apr 28, 2015 9:30 PM	I yes	
3	Apr 28, 2015 9:26 PM	Avevacas@hotmail.com	
4	Apr 28, 2015 9:12 PM	Joshsved@gmail.com	
5	Apr 28, 2015 9:11 PM	I.mendoza20@yahoo.com	
6	Apr 28, 2015 9:09 PM	Adrian.p.magana@gmail.com	
7	Apr 28, 2015 9:08 PM	Caryarnold75@gmail.com	
8	Apr 28, 2015 9:08 PM	carterjavon10@yahoo.com	
9	Apr 28, 2015 9:05 PM	Mrmykaelscott4@mail	
10	Apr 28, 2015 8:58 PM	Wtsuttonjr@gmail.com	
11	Apr 28, 2015 8:56 PM	Cnormous6@gmail.comCnormous6@yahoo.com	
12	Apr 28, 2015 8:56 PM	Erika_forever47@hotmail.com	
13	Apr 28, 2015 8:54 PM	Patty Camacho	
14	Apr 28, 2015 8:52 PM	Jbharpster@hotmail.com	
15	Apr 28, 2015 8:51 PM	Cmarcil031790@gmail.com	
16	Apr 28, 2015 8:43 PM	Kgcoyote77@yahoo.com	
17	Apr 28, 2015 8:42 PM	Genymsn@hotmail.com	
18	Apr 28, 2015 8:36 PM	Abeav78@gmail.com	
19	Apr 28, 2015 8:34 PM	Japachec12@gmail.com	
20	Apr 28, 2015 8:31 PM	Moreno_bere29@yahoo.com	
21	Apr 28, 2015 8:29 PM	Edin_al_2004@hotmail.com	
22	Apr 28, 2015 8:26 PM	Jose.escort on Verizon wireless.com	
23	Apr 28, 2015 8:17 PM	Makingmiracles@live.com	
24	Apr 28, 2015 8:16 PM	Shiloh.cadiz@gmail.com	
25	Apr 28, 2015 8:10 PM	Rsilva1028@gmail.com	
26	Apr 28, 2015 8:09 PM	Miskimaya@aol.com	
27	Apr 28, 2015 7:58 PM	Ardalereyes@gmail.com	
28	Apr 28, 2015 7:47 PM	Sa_lau@yahoo.com	
29	Apr 28, 2015 7:47 PM	tomary22@yahoo.com	
30	Apr 28, 2015 7:42 PM	Mhuerta79@yahoo.com	
31	Apr 28, 2015 7:42 PM	Cbrack@sanmateo.ethanallen.com	
32	Apr 28, 2015 7:37 PM	Lizamarieleesa@yahoo.com	
33	Apr 28, 2015 7:37 PM	Jeffdog4261992@gmail.com	
34	Apr 28, 2015 7:34 PM	jess@vienen.co.uk	
35	Apr 28, 2015 7:33 PM	Sweetmrease@yahoo.com	
36	Apr 28, 2015 7:11 PM	Elizabethpark81@gmail.com	
37	Apr 28, 2015 7:00 PM	Nafisabkp@yahoo.com	
38	Apr 28, 2015 7:00 PM	rebecca.ann.snow@gmail.com	
39	Apr 28, 2015 7:00 PM	Waxingmoon23@gmail.com	
40	Apr 28, 2015 6:46 PM	Tuuster@gmail.com	
41	Apr 28, 2015 6:39 PM	Shareezyshipp29@gmail.com	
42	Apr 28, 2015 6:37 PM	rozzie1154@hotmail.com	
43	Apr 28, 2015 6:31 PM	Cbreeze21@y ail.com	
44	Apr 28, 2015 6:15 PM	Tmflcc@gmail.com	
45	Apr 28, 2015 5:40 PM	Neorcv@aol.com	
46	Apr 28, 2015 5:39 PM	Dipal tandel@yahoo.com	
47	Apr 28, 2015 5:38 PM	Andres1119@yahoo.com	
48	Apr 28, 2015 5:38 PM	mhcfernandez@gmail.com	
49	Apr 28, 2015 5:38 PM	Matilmillan@gmail.com	
50	Apr 28, 2015 5:37 PM	Mcraig024@yahoo.com	
51	Apr 28, 2015 5:35 PM	SmilesAmulwa	
52	Apr 28, 2015 5:31 PM	jaylewy23@gmail.com	
53	Apr 28, 2015 5:31 PM	Stephnicole@gmail.com	
54	Apr 28, 2015 5:30 PM	cgloezius17@hotmail.com	
55	Apr 28, 2015 5:29 PM	Thikaru0924@yahoo.com	
56	Apr 28, 2015 5:28 PM	Nmsanchez86@yahoo.com	
57	Apr 28, 2015 5:21 PM	Ttougeron@sportsauthority.com	
58	Apr 28, 2015 5:21 PM	christophersdin@yahoo.com	
59	Apr 28, 2015 5:07 PM	Na	
60	Apr 28, 2015 5:07 PM	Shelly4rm510@aol.com	
1	Apr 28, 2015 8:58 PM	fannysalinas96@gmail.com	
2	Apr 28, 2015 7:16 PM	Vcerna@yahoo.com	

Dear Bridgepoint Shopping Center Tenants,

At the request of the City of San Mateo, Bridgepointe Shopping Center is conducting a traffic study at the center. To perform this study we have contracted with a transportation consultant, W-Trans.

As part of this study, we are conducting anonymous employee surveys which will provide our consultant with valuable information about traffic and parking activities the center. Enclosed are letters with the survey web link.

Please distribute the attached letters to all your employees and ask them to take the survey by May 1, 2015. All responses will be anonymous and employees who complete the survey by May 1, 2015 will be entered in a drawing to win one of twenty coffee gift cards.

We will need each tenant to fill out the following as part of this survey:

1. Name of Business: Ethan Allen Inc.
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 15
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 12
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 3
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? Yes
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.? Corporate application Reimbursement
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? Yes
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? Yes
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? Start 9:30
10. Do you have any restrictions on delivery hours? Yes
    a. If yes, what are the restrictions? 9:30-5:30pm
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: N/A

Please feel free to contact me with any questions or comments.

Thank you for your assistance,

Edward Tung

Property Manager

Bridgepointe Shopping Center

Dear Bridgepoint Shopping Center Tenants,

At the request of the City of San Mateo, Bridgepointe Shopping Center is conducting a traffic study at the center. To perform this study we have contracted with a transportation consultant, W-Trans.

As part of this study, we are conducting anonymous employee surveys which will provide our consultant with valuable information about traffic and parking activities the center. Enclosed are letters with the survey web link.

Please distribute the attached letters to all your employees and ask them to take the survey by May 1, 2015. All responses will be anonymous and employees who complete the survey by May 1, 2015 will be entered in a drawing to win one of twenty coffee gift cards.

We will need each tenant to fill out the following as part of this survey:

1. Name of Business: ARMADILLO WILLY'S
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 33
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 8
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 24
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? NO
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.?
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? NO
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? NO
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? NO
10. Do you have any restrictions on delivery hours? YES
    a. If yes, what are the restrictions? NO DELIVERIES BETWEEN 11:00-1:00 PM
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: NO

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Thank you for your assistance,

Edward Tung

Property Manager

Bridgepointe Shopping Center

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We will need each tenant to fill out the following as part of this survey:

1. Name of Business: Sprouts Bonita
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 48
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 17
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 31
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? NO
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.? n/a
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? NO
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? NO
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? NO
10. Do you have any restrictions on delivery hours? NO
    a. If yes, what are the restrictions? NO
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please
describe:_____

_____

_____

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We will need each tenant to fill out the following as part of this survey:

1. Name of Business: Staples
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 34
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 10
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 24
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? no
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.? No
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? No
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) No
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? yes
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? yes
10. Do you have any restrictions on delivery hours? No
    a. If yes, what are the restrictions? _____
11. Do you provide on-site child care? No

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: _____

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Property Manager

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We will need each tenant to fill out the following as part of this survey:

1. Name of Business: TARGET
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 240
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 80
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 160
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? NO
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.?) —
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? NO
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? YES
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? YES
10. Do you have any restrictions on delivery hours? NO
    a. If yes, what are the restrictions? —
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: —

Please feel free to contact me with any questions or comments.

Thank you for your assistance,

Edward Tung

Property Manager

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We will need each tenant to fill out the following as part of this survey:

1. Name of Business: COST PLUS (WORLD MARKET)
2. Total Number of Employees (all types including part-time, full-time, managers, owners, etc.): 22
3. Number of Full-Time Employees (8-hours a day for one or more days per week): 6
4. Number of Part-Time Employees (less than 8-hours a day for one or more days per week): 16
5. Do you offer incentives for your employees to carpool, take transit, walk or bike to work (yes or no)? NO
   a. If yes, what do you do (pay for transit passes, provide secure bicycle parking, organize or offer bonuses for carpooling or vanpooling, etc.? ~~DISCOUNTS~~ INCENTIVE TO CARPOOL: TOKE TRANSIT
6. Do you provide any transportation information to your employees regarding where to park, where bus stops are located, transit maps, 511 Rideshare contact information, etc.? NO
7. Do you offer a Guaranteed Ride Home Program (if an employee arrives by a means other than their own car and needs to get home early, or misses the last bus, what accommodations do you provide to them, if any?) NO
8. Do you offer flex time schedules for your employees so they can arrive and/or depart during non-peak commute hours (avoiding travel between 7 a.m. - 9 a.m. and between 4 p.m. and 6 p.m.)? yes
9. Do you offer staggered work schedules such that workers begin and end their shifts outside of the peak travel periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.? yes
10. Do you have any restrictions on delivery hours? yes
    a. If yes, what are the restrictions? DLV 6am & 2pm
11. Do you provide on-site child care? NO

Do you provide any means(directly or indirectly) of helping your employees reduce their trips to and from work? _

If yes, please describe: N/A

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Thank you for your assistance,

Edward Tung

Property Manager

Bridgepointe Shopping Center