FINAL

BAY MEADOWS II
TRAFFIC MANAGEMENT PLAN

Prepared For:

WILSON MEANY
Four Embarcadero Center, Suite 3330
San Francisco, CA 94111

Prepared By:

Kimley»Horn

Original: March 17, 2008
Updated: December 4, 2012
Revised Updated: December 19, 2014
Revised Updated: April 10, 2015
Revised Updated: November 9, 2015
Revised Updated: January 7, 2016
Revised Updated: August 18, 2016
Revised Updated: November 29, 2017
Recently Updated: December 12, 2017
Latest Revision: August 24, 2018

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Executive Summary

UPDATED August 24, 2018

The majority of the content of the original Traffic Management Plan dated March 17, 2008, is retained in this update dated August 24, 2018. This update is primarily being completed to update the land use information to the current development plan for the Bay Meadows II development. These updates specifically include changes to the square footage and dwelling unit development details currently planned on a block-by-block basis, the status of the grade-separation work and the associated trip count budget, and a reporting of the updated trip generation for the Bay Meadows II development.

PURPOSE

This report documents a Traffic Management Plan for the Bay Meadows II project as required under the project's Conditions of Approval. The purpose of this Plan is to:

1. Estimate the trip generation for the Bay Meadows II project for each phase of development at the time of development of that phase and at full build-out.

2. Establish a trip budget for each individual Block, based on the applicable pre-grade separation, short-term, mid-term and long-term trip reduction goals for the project, as established by the Conditions of Approval.

3. Demonstrate how the trip generation of the project for each phase of development and at full build-out is expected to stay within the applicable trip caps and meet applicable trip reduction goals established in the Conditions of Approval.

4. Identify a Transportation Demand Management (TDM) Strategy that will be implemented with the project as required by the Conditions of Approval.

5. Describe a traffic monitoring plan, as required in the Conditions of Approval that will allow the City to monitor and verify whether the project is meeting its trip reduction goals and evaluate the effectiveness of any TDM measures that are implemented.

BACKGROUND

In 2005, the City of San Mateo adopted the San Mateo Rail Corridor Transit Oriented Development Plan (Corridor Plan). The Corridor Plan includes a framework for creation of Transit Oriented Development (TOD), implementation of a Transportation Demand Management program with a goal of achieving an overall reduction in new vehicle trips of at least 25 percent corridor-wide, establishment of trip generation thresholds, establishment of parking standards, and monitoring of trip generation.

The Corridor Plan called for the amendment of the Bay Meadows Specific Plan to achieve the TOD and other policies of the Corridor Plan. The City implemented these policies through its approval in 2005 of the Bay Meadows Specific Plan Amendment and associated Conditions of Approval and the Bay Meadows Development Agreement. The Specific Plan Amendment, Conditions of Approval and Development Agreement set forth all of the relevant land use, TDM, trip reduction, parking and monitoring standards and conditions applicable to Bay Meadows.

The Corridor Plan and Bay Meadows Specific Plan Amendment were designed to take advantage of the potential for the expanded CalTrain commuter line linking San Francisco to San Jose and Gilroy. However, recognizing that the Peninsula Corridor Joint Powers Board ("JPB") improvements to the Hillsdale Station and the expanded CalTrain service were independent of the Corridor Plan and Specific Plan, the Conditions of Approval set different "trip budgets" depending upon the status of the adjacent rail improvements. In other words, the Bay Meadows Specific Plan amendment anticipated the potential for future rail improvements but was not dependent upon it.

As part of the Final EIR for the Specific Plan Amendment, the City prepared a phasing analysis that determined the level of development that could be sustained, without impact at various stages of future rail improvements and levels of completion of the development. Prior to the commencement of the proposed grade separations at 28th and 31st Avenues, the Final EIR analysis yielded a “Pre-Grade Separation” "trip budget" of 1,562 total trips (assuming a credit for the existing racing uses), before any grade separation was required to mitigate traffic.

According to the Condition of Approval no. 40, the area-wide trip cap would be increased once construction of grade separations at either or both of 28th and 31st Avenues had commenced. The project approvals recognized that the precise mix of development would be left open until the Site Plan and Architectural Review (SPAR) process.

More specifically, the findings of the City's environmental analysis were incorporated into Conditions of Approval Nos. 40 through 44 for the project. These conditions implement the Transportation Demand Management policies and goals of the Corridor Plan by providing the specific parameters for the Bay Meadows Phase II site. Condition 40 establishes overall project trip budgets for each of four phases (one pre-grade separation phase and three post-grade separation phases) determined by the commencement and completion of a grade separation at 28th and/or 31st Avenues, and completion of a particular amount of development of the Bay Meadows site. The same condition also establishes trip reduction goals for the project, again dependent upon the amount of overall development completed and the status of the grade separation at 28th and /or 31st Avenues. Condition 41 describes the monitoring methods to be used by the City to keep track of the individual trip budgets for each Block. Conditions 42 and 43 describe how Bay Meadows project will participate in a transportation management association (TMA) and implement a TDM plan. Condition 43 also specifies the method for monitoring and enforcing the TDM goals for the project.

The grade separations at 28th and 31st Avenues commenced in October 2017. Accordingly, the Post-Grade Conditions are now applicable to the site. As of November 2017, the Project is in the Short-Term (Phase I) Condition, which provides for a trip threshold of 3,083 trips pursuant to Condition of Approval 40(B).

PROPOSED LAND USES

The Bay Meadows II project is subdivided into two primary districts, the Station/Mixed-Use district, and the Residential district. These districts are further subdivided into 18 development Blocks. Since we are currently in the post-grade separation phase as of June 13, 2018, the post-grade separation or full buildout phase applies. At full build-out after grade separation, the proposed development program, as of June 13, 2018, includes a total of 943,263 square feet of office, 54,637 square feet of retail, 10,569 square feet of restaurant/drinking place, 1,145 residential dwelling units, and a 450-student high school. **Table 1** of this Plan sets forth the summary of land uses in detail.

CONCLUSION

Since the project is in the Post-Grade Separation phase, the Pre-Grade Separation discussion applicable to prior phases of the project has been omitted. The projected trips to be generated by the project will comply with the applicable trip caps and trip reduction goals for the project for each of the Post-Grade Separation conditions.

In addition to this analysis, the Report details Transportation Demand Management strategies and a Traffic Monitoring Plan, as required by the project's Conditions of Approval.

1 Introduction

UPDATED August 24, 2018

The majority of the content of the original Traffic Management Plan dated March 17, 2008, is retained in this update dated August 24, 2018. This update is primarily being completed to update the land use information to the current development plan for the Bay Meadows II development. These updates specifically include changes to the square footage and dwelling unit development details currently planned on a block-by-block basis, and a reporting of the updated trip generation for the Bay Meadows II development.

1.1 Purpose of Study

This report documents a Traffic Management Plan (the "Plan") for the Bay Meadows II project as required under Conditions 40 through 43 of the project's Conditions of Approval. The purpose of the Plan is to:

1. Estimate the trip generation for the Bay Meadows II project for each phase of development at the time of development of that phase and at full build-out.

2. Establish a trip budget for each individual Block, based on the applicable pre-grade separation, short-term, mid-term and long-term trip reduction goals for the project, as established by the Conditions of Approval.

3. Demonstrate how the trip generation of the project for each phase of development and at full build-out is expected to stay within the applicable trip caps and meet applicable trip reduction goals established in the Conditions of Approval.

4. Identify a Transportation Demand Management (TDM) Strategy that will be implemented with the project as required by the Conditions of Approval.

5. Describe a traffic monitoring plan, as required in the Conditions of Approval that will allow the City to monitor and verify whether the project is meeting its trip reduction goals and evaluate the effectiveness of any TDM measures that are implemented.

1.2 Organization

Section 1 of this Plan describes the study area of the Plan. It also provides an overview of the City's applicable transportation policies set forth in the San Mateo Rail Corridor Plan and the Bay Meadows Specific Plan Amendment, as implemented through the Bay Meadows Development Agreement and Specific Plan Amendment Conditions of Approval.

Section 2 describes the proposed land uses on a block by block basis, including square feet of commercial uses and number of dwelling units.

Section 3 sets forth the trip generation analysis. It describes in detail the trip reduction requirements, sets forth the base trip rates and trip reduction assumptions for transit and mixed-use internal capture, establishes the trip budgets project-wide and per block, and estimates the trip generation for each phase of project development.

Section 4 describes the Transportation Demand Management strategies that may be considered for achieving the trip reduction goals.

Section 5 sets forth the Traffic Monitoring Plan required to monitor trip generation and determine compliance with trip reduction goals at a given point in time.

Section 6 describes the trip and TMA Fee allocation for each block.

1.3 Background

In 2005, the City of San Mateo adopted the San Mateo Rail Corridor Transit Oriented Development Plan (Corridor Plan). The stated goal of the Corridor Plan was to allow, encourage and provide guidance for the creation of world class transit-oriented development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life for those who already live and work in the area. The Corridor Plan includes a framework for creation of TOD, implementation of a Transportation Demand Management program with a goal of achieving an overall reduction in new vehicle trips of at least 25 percent corridor-wide, establishment of trip generation thresholds, establishment of parking standards, and monitoring of trip generation (Corridor Plan Policy 7.17).

In June 2005, the City Council certified the San Mateo Rail Corridor Plan & Bay Meadows Specific Plan Amendment Final Environmental Impact Report (the "FEIR"), approved the Corridor Plan, and adopted associated revisions to the City's General Plan consistent with the policies of the Corridor Plan.

As part of the Corridor Plan implementation for Bay Meadows, the Corridor Plan called for the amendment of the Bay Meadows Specific Plan to achieve the TOD and other policies of the Corridor Plan. The City implemented these policies through its approval of the Bay Meadows Specific Plan Amendment (the "Specific Plan Amendment") and Conditions of Approval adopted on November 7, 2005, and the Bay Meadows Development Agreement between the City of San Mateo and Bay Meadows Land Company, dated as of November 21, 2005 (the "Development Agreement"). The City found these actions were consistent with the Corridor Plan and the City's General Plan.

The Specific Plan Amendment, Conditions of Approval and Development Agreement set forth all of the relevant land use, TDM, trip reduction, parking and monitoring standards and conditions applicable to Bay Meadows. Implementation of the applicable Corridor Plan and Specific Plan Amendment parking policies are set forth in the Bay Meadows II

Parking Management Plan, submitted by the applicant to the City concurrently with this Plan.

The Corridor Plan and Bay Meadows Specific Plan Amendment were designed to take advantage of the potential for the expanded CalTrain commuter line linking San Francisco to San Jose and Gilroy. However, recognizing that the Peninsula Corridor Joint Powers Board ("JPB") improvements to the Hillsdale Station and the expanded CalTrain service were independent of the Corridor Plan and Specific Plan, the Conditions of Approval set different "trip budgets" depending upon the status of the adjacent rail improvements. In other words, the Bay Meadows Specific Plan amendment anticipated the potential for future rail improvements but was not dependent upon it.

As part of the Final EIR for the Specific Plan Amendment, the City prepared a phasing analysis that determined the level of a development that could be sustained, without impact at various stages of future rail improvements and levels of completion of the development. Prior to the commencement of the proposed grade separations at 28th and 31st Avenues, the Final EIR analysis yielded a “Pre-Grade Separation” "trip budget" of 1,562 total trips (assuming a credit for the existing racing uses), before any grade separation was required to mitigate traffic.

According to the Condition of Approval no. 40, the area-wide trip cap would be increased once construction of grade separations at either or both of 28th and 31st Avenues had commenced. The project approvals recognized that the precise mix of development would be left open until the Site Plan and Architectural Review (SPAR) process.

The findings of the City's environmental analysis were incorporated into Conditions of Approval Nos. 40 through 44 for the project. These conditions implement the Transportation Demand Management policies and goals of the Corridor Plan by providing the specific parameters for the Bay Meadows Phase II site. Condition 40 establishes overall project trip budget for each of four phases determined by the commencement and completion of a grade separation at 28th and/or 31st Avenues, and completion of a particular portion of development of the Bay Meadows site. The same condition also establishes trip reduction goals for the project, again dependent upon the amount of overall development completed. Condition 41 describes the monitoring methods to be used by the City to keep track of the individual trip budgets for each Block. Conditions 42 and 43 describe how Bay Meadows project will participate in a transportation management association (TMA) and implement a transportation demand management (TDM) plan. Condition 43 also specifies the method for monitoring and enforcing the TDM goals for the project.

1.4 Study Area

The project site is bounded by the San Mateo County Exposition Center to the north, CalTrain rail tracks to the west, the Franklin Campus / Saratoga Drive to the east, and existing residential land uses to the south. Regional access to the project site is provided by US-101 and SR-92, accessed via the Hillsdale Boulevard and Delaware Street

interchanges. Regional transit access is provided by SamTrans bus routes and CalTrain. The CalTrain Hillsdale station is located at the southwest corner of the project site.

Major transportation improvements associated with the development of the project site includes; the extension of Delaware Street through the project site to Pacific Boulevard, the extension of Franklin Boulevard as 31st Avenue from its current terminus to the JPB right-of-way, the construction of 28th Avenue from Saratoga Avenue to the JPB right-of-way, and the construction of a grid of internal local streets. 31st and/or 28th Avenues will be connected to El Camino Real when the CalTrain tracks are raised and grade-separations are implemented as planned by the JPB. Construction of these underpasses commenced in October 2017 and are anticipated to be completed in 2020. For purposes of this Plan, conditions prior to starting construction of one or both of the 28th or 31st Avenue grade-separations is considered the "Pre-Grade Separation" stage, and after construction commences, the project will fall under the "Post-Grade Separation" stage.

1.5 Definitions

Vehicle Trip Generation – a vehicle "trip" is defined as "a single or one direction vehicle movement with either the origin or destination inside a study area". Trip generation, as it refers to new development is the number of trips that the development produces and attracts during a given time period.

Trip Generation Rates – is the ratio of automobile trips to an independent variable of land use in a given period of time. For example, a residential land use may have a trip generation rate of 0.55 trips per dwelling unit in the afternoon peak hour. Rates are applied to the total land use program to estimate trips. The primary source of trip generation rates is the Institute of Transportation Engineers' (ITE) *Trip Generation* manual.

Mode Share – is the method of travel selected by a person. The common modes of travel include walking, bicycling, using transit, carpooling, and driving alone. Mode share of new development is often measured as the number of person trips by each mode of travel as a percentage of the total person trips produced or attracted by the development.

Mixed-Use and Internal Capture (Internalization) – Mixed-use development, as published by the Urban Land Institute is defined as "three or more significant revenue-producing uses, with significant functional and physical integration of the project components, and development in conformance with a coherent plan." Mixed-use can be a single building, or a site with multiple buildings such as Bay Meadows. ITE defines mixed-use development as "a single real-estate project that consists of two or more ITE land use classifications between which trips can be made without using the off-site road system." The definition of internal capture is encapsulated in this definition.

Transit-Oriented Development (TOD) – According to the *Statewide Transit-Oriented Development Study: Factors for Success in California*[1] TOD is transportation-related land use strategy, in coordination with bus, rail and/or ferry systems to provide communities with an alternative to the predominant pattern of low-density sprawl and automobile dependency. The study's advisory committee defined TOD as "a moderate to higher-density development, located within an easy walk of a major transit stop, with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto."

[1] California Department of Transportation, California Business, Transportation and Housing Agency, Final Report, September 2002.

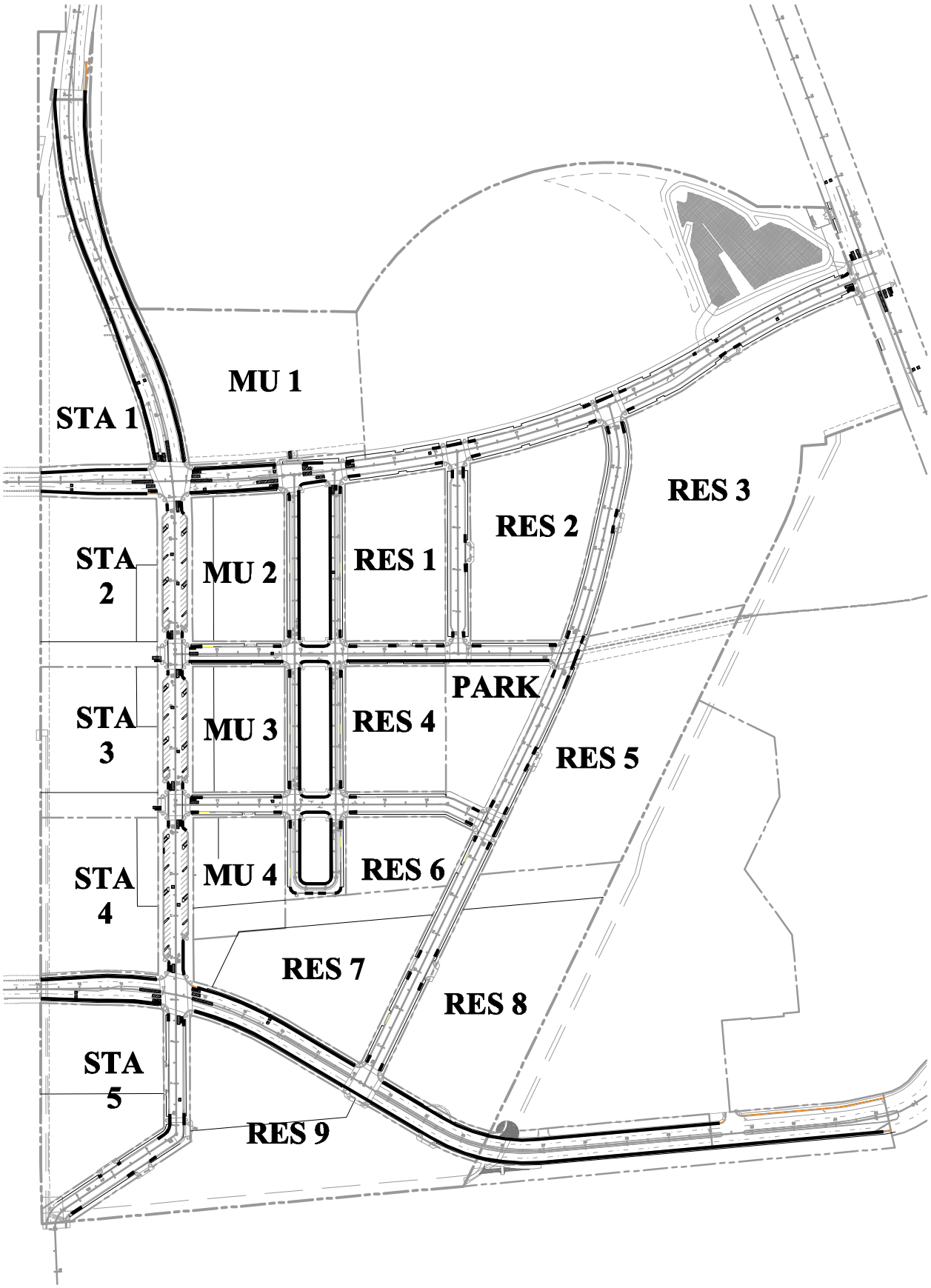


FIGURE 1: BAY MEADOWS II BLOCK NUMBERING

2 Proposed Land Uses

The Bay Meadows II project is subdivided into two primary districts, the Station/Mixed-Use district, and the Residential district. These districts are further subdivided into 18 development Blocks. There are five (5) Station Blocks, four (4) Mixed-Use Blocks, and nine (9) Residential Blocks. Since we are currently in the post-grade separation phase as of June 13, 2018, the post-grade separation or full buildout phase applies. At full build-out after grade separation, the proposed development program includes a total of 943,263 square feet of office, 54,637 square feet of retail, 10,569 square feet of restaurant/drinking place, 1,145 residential dwelling units, and a 450-student high school. Consistent with Condition of Approval No. 40, trips attributable to this structure are not included in this Plan. The Bay Meadows project site and the block numbering system are shown in **Figure 1**. **Table 1** of this Plan sets forth the summary of land uses in detail.

Table 1: Summary of Land Use by Blocks at Full Build-out

Block	Land Use	Quantity	Units
STATION BLOCKS			
Station Block 1 (STA 1)	Office Retail Restaurant	184,205 0 0	Square Feet Square Feet Square Feet
	Subtotal	184,205	Square Feet
Station Block 2 (STA 2)[2]	Office Retail Restaurant	177,951 6,099 0	Square Feet Square Feet Square Feet
	Subtotal	184,050	Square Feet
Station Block 3 (STA 3)[2]	Office Retail Restaurant	163,089 6,561 0	Square Feet Square Feet Square Feet
	Subtotal	169,650	Square Feet
Station Block 4 (STA 4)[2]	Office Retail Drinking Place	201,249 3,477 2,097	Square Feet Square Feet Square Feet
	Subtotal	206,823	Square Feet
Station Block 5 (STA 5)	Office Retail Restaurant	183,283 2,378 0	Square Feet Square Feet Square Feet
	Subtotal	185,661	Square Feet
Total Station Blocks	**Office** **Retail** **Restaurant** **Drinking Place**	**909,777** **18,515** **0** **2,097**	**Square Feet** **Square Feet** **Square Feet** **Square Feet**
	Total	**930,389**	**Square Feet**

[2] PA07-054 entitled three freestanding buildings on Station Blocks 2, 3, and 4. This entitlement is valid through December 2023. These buildings have been omitted from the inclusion in the above tables and calculations for now since the sites are occupied by the Drinking Place and social street open spaces.

Table 1: Summary of Land Use by Blocks at Full Build-out (Cont.)

Block	Land Use	Quantity	Units
MIXED-USE BLOCKS			
Mixed-Use Block 1 (MU 1)	High School Residential	450 68	Students Dwelling Units
Mixed-Use Block 2A (MU 2A)	Residential	88	Dwelling Units
	Subtotal	88	Dwelling Units
Mixed-Use Block 2B (MU 2B)	Office Retail Restaurant	15,509 14,814 0	Square Feet Square Feet Square Feet
	Subtotal	30,323	Square Feet
Mixed-Use Block 3A (MU 3A)	Residential	76	Dwelling Units
	Subtotal	76	Dwelling Units
Mixed-Use Block 3B (MU 3B)	Office Retail Restaurant	12,906 12,361 0	Square Feet Square Feet Square Feet
	Subtotal	25,267	Square Feet
Mixed-Use Block 4 (MU 4)	Office Retail Restaurant Residential	5,071 8,947 5,000 70	Square Feet Square Feet Square Feet Dwelling Units
	Subtotal	19,018 70	Square Feet Dwelling Units
Total Mixed-Use Blocks	**Office** **Retail** **Restaurant** **Residential** **High School**	**33,486** **36,122** **5,000** **302** **450**	**Square Feet** **Square Feet** **Square Feet** **Dwelling Units** **Students**

Table 1: Summary of Land Use by Blocks at Full Build-out (Cont.)

Block	Land Use	Quantity	Units
RESIDENTIAL BLOCKS			
Residential Block 1 (RES 1)	Residential	108	Dwelling Units
Residential Block 2 (RES 2)	Residential	80	Dwelling Units
Residential Block 3 (RES 3)	Residential	156	Dwelling Units
Residential Block 4 (RES 4)	Residential	82	Dwelling Units
Residential Block 5 (RES 5)	Residential	76	Dwelling Units
Residential Block 6 (RES 6)	Residential	54	Dwelling Units
Residential Block 7 (RES 7)	Residential	158	Dwelling Units
	Restaurant	3,472	Square Feet
Residential Block 8 (RES 8)	Residential	74	Dwelling Units
Residential Block 9 (RES 9)	Residential	55	Dwelling Units
Total Residential Blocks	**Residential** **Restaurant**	**843** **3,472**	**Dwelling Units** **Square Feet**
Total All Blocks	**Office** **Retail** **Restaurant** **Drinking Place** **Residential** **High School**	**943,263** **54,637** **8,472** **2,097** **1,145** **450**	**Square Feet** **Square Feet** **Square Feet** **Square Feet** **Dwelling Units** **Students**

3 Trip Generation Analysis

This section describes in detail, the trip reduction requirements, base trip rates, trip estimates for the project overall and individual blocks, trip reduction assumptions for transit and mixed-use internal capture, and the trip generation estimates for each phase of the project development.

3.1 Trip Estimates and Trip Reduction Requirements Established in Conditions of Approval

As described earlier, Conditions 40 and 41 establish trip reduction goals for the project. These conditions provide that the "project will be in compliance with the trip reduction requirements of [the] conditions of approval" even if an individual Block generates trips in excess of its TDM reduction goals so long as the project as a whole is below the applicable trip cap and is meeting the applicable trip reduction goals. Despite the fact that project compliance is ultimately determined by project-wide trip generation budgets, Condition 41 requires that a trip budget must be established for the entire project as well as for each Block, in order to measure the project's success in meeting the applicable trip reduction goals. For the Post-Grade Separation phases, these goals are set at a 10% (short-term), 16% (mid-term) and 25% (long-term) reduction. Trip reduction is measured against standard ITE rates applicable to the actual commercial/retail square footage of development or dwelling unit size (the methodology used in the FEIR) without regard to TOD or mixed-use internalization, as more particularly described in Condition 40 and summarized the following sections.

For purposes of conforming to the conditions, the project development is divided into four stages: one stage reflecting pre-grade separation conditions and three stages post-grade separation reflecting short-term (Phase I), mid-term (Phase II), and long-term (Phase III) conditions. We are currently, as of June 13, 2018, in Phase I post-grade separation stage of development. The trip reduction goal varies at different stages of development and is determined based on completion of the 28th and/or 31st Avenue grade-separations and the overall amount of development completed. Each stage and its trip reduction goal are described below.

3.1.1 Pre-Grade Separation Trip Estimates and Trip Reduction Goals

Condition 40(A) restricts the amount of p.m. peak hour traffic the project may generate prior to the commencement of construction of the 28th and/or the 31st Avenue grade-separations to 1,562 trips.

3.1.2 Post-Grade Separation Trip Estimates and Trip Reduction Goals

Once construction at either or both the 28th and 31st Avenue grade-separations has commenced and a minimum of site development has been completed and occupied, the Conditions of Approval establish increased trip reduction goals. The trip reduction goals are measured in two ways, 1) in the SPAR approval process the project is required to estimate the maximum number of trips allowed under the trip reduction goal in each stage (i.e., trip budget), and 2) after completion and occupancy, the actual number of trips generated are monitored and compared to the maximum number of trips allowed. This

Plan represents the estimates described in (1) above and provides a monitoring plan for (2).

3.1.3 Short-Term Conditions (Phase I) Threshold (Post-Grade Separation) (Condition 40(B))

When applicable: Until the later to occur of the following conditions a) completion and occupancy of at least 50% of the collective amount of development approved for the first three blocks to be developed in Phase I, and b) completion of grade separated crossings at either or both of 28th and 31st Avenues.

Overall trip cap: Not to exceed 3,083 PM peak hour trips

Trip reduction goal: 10% off the total p.m. peak hour trip generation calculated using the trip generation methodology established in the FEIR, excluding reductions for mixed-use internalization or transit-oriented development or TDM measures.

3.1.4 Mid-Term Conditions (Phase II) Threshold (Post-Grade Separation) (Condition 40(C))

When applicable: From and after the following conditions a) completion and occupancy of at least 50% of the collective amount of development approved for the first three blocks of Phase II to be developed, and b) completion of grade separated crossings at either or both of 28th and 31st Avenues.

Overall trip cap: Not to exceed 2,878 PM peak hour trips

Trip reduction goal: 16% off the total p.m. peak hour trip generation (including the blocks approved in Phase I) calculated using the trip generation methodology established in the FEIR, excluding reductions for mixed-use internalization or transit-oriented development or TDM measures.

3.1.5 Long-Term Conditions (Phase III) Threshold (Post-Grade Separation) (Condition 40(D))

When applicable: From and after the later to occur of a) approval of a SPAR for each block in the project, b) completion and occupancy of 75% of the

	collective amount of development approved in the Station/Mixed-Use Parcels, c) completion and occupancy of 75% of the collective amount of development approved in the Residential Parcels, and d) completion of grade separated crossings at either or both of 28th and 31st Avenues.
Overall trip cap:	Not to exceed 2,569 PM peak hour trips
Trip reduction goal:	25% off the total p.m. peak hour trip generation (including the blocks approved in Phases I and II) calculated using the trip generation methodology established in the FEIR, excluding reductions for mixed-use internalization or transit-oriented development or TDM measures.

As noted above, the Conditions of Approval provide that even if an individual Block generates trips in excess of its trip budget, the overall project will be in compliance so long as the project as a whole is below the applicable trip budget and the overall development is meeting the applicable trip reduction goals.

3.2 Trip Generation Rates

3.2.1 Base Rates

In accordance with the Conditions of Approval, trip generation estimates for all conditions were initially estimated using standard rates published in the Institute of Transportation Engineers (ITE) 7th Edition of *Trip Generation*, 2003. This is the source of rates used to develop the initial trip generation estimates in the Final Environmental Impact Report (FEIR) for the Bay Meadows II Specific Plan. The unadjusted base trip rates are summarized in **Table 2**.

Table 2: Unadjusted Base Trip Rates for Bay Meadows Land Uses

Land Use	AM Peak Hour (Trips/Unit)			PM Peak Hour (Trips/Unit)		
	In	Out	Total	In	Out	Total
Residential – Flats/Townhomes(units)	0.08	0.43	0.51	0.42	0.20	0.62
Residential – Cluster Detached (units)	0.39	0.19	0.58	0.72	0.42	1.14
Residential – Apartments (units) [1]	0.08	0.43	0.51	0.40	0.22	0.62
Retail (KSF)	0.63	0.40	1.03	1.80	1.94	3.74
Restaurant (KSF) [2]	3.76	3.48	7.24	5.82	3.73	9.55
Drinking Place [3]	0.00	0.00	0.00	7.48	3.86	11.34
Office (KSF)	1.37	0.19	1.56	0.25	1.24	1.49

[1] Trip generation rates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012 applicable to MU1.
[2] 60% of the restaurants usage for the project was assumed to be "high-turnover (sit-down)" restaurants and the remaining 40% was assumed to be "quality" restaurants as defined by ITE. The base trip rate for restaurants was calculated using the weighted average of these two restaurant types.
[3] Bay Meadows Trip Generation Memo for Station Block 4B Beer Garden, Kimley-Horn and Associates, Inc., August 2016
Note: According to the ITE Trip Generation manual, overall gross floor area for restaurants does not include outdoor seating areas. While the rates account for the traffic generated by outdoor seating, the calculation of trips does not include its floor area.
KSF = 1,000's of square feet.

3.2.2 Trip Estimate Calculations

Condition 41 requires that a trip budget must be established for the entire project as well as for each Block, in order to measure the project's success in meeting the applicable trip reduction goals. The trip budgets established in this Plan will ultimately be reflected in CC&R's imposed against individual parcels. On-going monitoring pursuant to the monitoring plan described in Section 4 below will allow the City to review whether the project as a whole is meeting its trip reduction goals. If the project is not meeting the trip reduction goals, then the monitoring can be adjusted to identify individual Blocks that are contributing excess trips. The Transportation Demand Management strategy set forth in Section 5 requires the use of additional levels of TDM measures until further monitoring shows that the project is meeting the applicable trip reduction goals overall as reflected in the trip budget. The trip budgets for each Block were calculated based upon the estimated trip reductions achievable on the Block, whether due to TDM, proximity to transit, mixed use interaction, or site design. It is expected that based upon the results of project monitoring, the trip Budgets for an individual Block might be modified by the project developer to reflect the actual trip reduction results. The CC&Rs will contain a mechanism for such an amendment.

The trip budget for each Block was calculated for pre-grade separation conditions and post-grade separation conditions based on these trip estimates. **Table 3** and **Table 4** show the trip estimates for the entire project as well as for each Block under the pre-grade separation and post-grade separation conditions.

Note: Since the p.m. peak hour is the higher peak hour, the tables show trip estimate calculations for the p.m. peak hour only.

Table 3 Trip Estimates - Pre-Grade Separation Conditions

Unadjusted PM peak Hour Trip Generation by Block

Block	Land Use	Size	Units	PM Peak Hour Trip Generation Rate	PM Peak Hour Unadjusted Trips
				Total	Total
RES 1	Townhomes	108	DUs	0.62	67
RES 2	Townhomes	80	DUs	0.62	50
RES 3	Townhomes	156	DUs	0.62	97
RES 4	Flats	82	DUs	0.62	50
RES 5	Townhomes	76	DUs	0.62	47
RES 6	Flats	54	DUs	0.62	34
RES 7	Flats	158	DUs	0.62	98
RES 7	Restaurant	3.472	KSF	9.55	33
Total RES 7					**131**
RES 8	Townhomes	74	DUs	0.62	46
RES 9	Detached	55	DUs	1.15	63
Total Residential Blocks	**Restaurant**	**3.472**	**KSF**		**33**
	Residential	**843**	**DUs**		**552**
STA 1	Office	184.205	KSF	1.49	274
STA 1	Retail	0.000	KSF	3.74	0
STA 1	Restaurant	0.000	KSF	9.55	0
Total STA 1					**274**
STA 2	Office	177.951	KSF	1.49	265
STA 2	Retail	3.049	KSF	3.74	11
STA 2	Restaurant	0.000	KSF	9.55	0
Total STA 2					**276**
STA 3	Office	163.089	KSF	1.49	243
STA 3	Retail	3.280	KSF	3.74	12
STA 3	Restaurant	0.000	KSF	9.55	0
Total STA 3					**255**
STA 4	Office	201.249	KSF	1.49	300
STA 4	Retail	0.000	KSF	3.74	0
STA 4	Drinking Place	2.097	KSF	11.34	24
Total STA 4					**324**
STA 5	Office	183.283	KSF	1.49	273
STA 5	Retail	2.378	KSF	3.74	9
STA 5	Restaurant	0.000	KSF	9.55	0
Total STA 5					**282**
Total Station Blocks	**Office**	**909.777**	**KSF**		**1,355**
	Retail	**8.707**	**KSF**		**32**
	Restaurant	**0.000**	**KSF**		**0**
	Drinking Place	**2.097**	**KSF**		**24**
MU 1 (High School)	High School	450	Students	Custom	95
MU 1 (Residential)	Residential	68	DUs	0.62	42
Total MU1					**137**
MU 2A (Office)	Office	0.000	KSF	1.49	0
MU 2A (Retail)	Retail	0.000	KSF	3.74	0
MU 2A (Restaurant)	Restaurant	0.000	KSF	9.55	0
MU 2A (Residential)	Residential	88	DUs	0.62	55
Total MU2A					**55**
MU 2B (Office)	Office	0.000	KSF	1.49	0
MU 2B (Retail)	Retail	0.000	KSF	3.74	0
MU 2B (Restaurant)	Restaurant	0.000	KSF	9.55	0
MU 2B (Residential)	Residential	0	DUs	0.62	0
Total MU2B					**0**
MU 3A (Office)	Office	0.000	KSF	1.49	0
MU 3A (Retail)	Retail	0.000	KSF	3.74	0
MU 3A (Restaurant)	Restaurant	0.000	KSF	9.55	0
MU 3A (Residential)	Residential	76	DUs	0.62	47
Total MU3A					**47**
MU 3B (Office)	Office	0.000	KSF	1.49	0
MU 3B (Retail)	Retail	0.000	KSF	3.74	0
MU 3B (Restaurant)	Restaurant	0.000	KSF	9.55	0
MU 3B (Residential)	Residential	0	DUs	0.62	0
Total MU3B					**0**
MU 4 (Office)	Office	0.000	KSF	1.49	0
MU 4 (Retail)	Retail	3.205	KSF	3.74	12
MU 4 (Restaurant)	Restaurant	5.000	KSF	9.55	48
MU 4 (Residential)	Residential	70	DUs	0.62	43
Total MU4					**103**
Total Mixed-Use Blocks	**Office**	**0.000**	**KSF**		**0**
	Retail	**3.205**	**KSF**		**12**
	Restaurant	**5.000**	**KSF**		**48**
	Residential	**302**	**DUs**		**187**
	High School	**450**	**Students**		**95**
Total All Blocks					**2,338**

PM Peak Hour Trip Generation Budgets by Block

Block / Land Use	Unadj. Trips	Internal and Transit % Reduction	Level I and Level II % Reduction	Net Trips
STA - 1				
Retail	0	37.60%	5.90%	0
Restaurant	0	29.80%	5.90%	0
Office	274	19.90%	10.60%	190
Subtotal	274			190
			Total % Reduction	30.66%
STA - 2				
Retail	11	37.60%	5.90%	5
Restaurant	0	29.80%	5.90%	0
Office	265	19.90%	10.60%	183
Subtotal	276			188
			Total % Reduction	31.88%
STA - 3				
Retail	12	37.60%	5.90%	6
Restaurant	0	29.80%	5.90%	0
Office	243	19.90%	10.60%	168
Subtotal	255			174
			Total % Reduction	31.76%
STA - 4				
Retail	0	37.60%	5.90%	0
Drinking Place	24	29.80%	5.90%	15
Office	300	19.90%	10.60%	208
Subtotal	324			223
			Total % Reduction	31.17%
STA - 5				
Retail	9	37.60%	5.90%	4
Restaurant	0	29.80%	5.90%	0
Office	273	19.90%	10.60%	191
Subtotal	282			195
			Total % Reduction	30.85%

Block / Land Use	Unadj. Trips	Internal and Transit % Reduction	Level I and Level II % Reduction	Net Trips
MU-1				
Retail	0	37.60%	5.90%	0
Restaurant	0	29.80%	5.90%	0
High School	95	0.00%	0.00%	95
Residential	42	29.55%	8.10%	26
Subtotal	137			121
			Total % Reduction	11.68%
MU-2A				
Retail	0	37.60%	5.90%	0
Restaurant	0	29.80%	5.90%	0
Office	0	19.90%	10.60%	0
Residential	55	29.55%	4.10%	37
Subtotal	55			37
			Total % Reduction	32.73%
MU-2B				
Retail	0	37.60%	5.90%	0
Restaurant	0	29.80%	5.90%	0
Office	0	19.90%	10.60%	0
Residential	0	29.55%	4.10%	0
Subtotal	0			0
			Total % Reduction	#DIV/0!
MU-3A				
Retail	0	37.60%	5.90%	0
Restaurant	0	29.80%	5.90%	0
Office	0	19.90%	10.60%	0
Residential	47	29.55%	4.10%	31
Subtotal	47			31
			Total % Reduction	34.04%
MU-3B				
Retail	0	37.60%	5.90%	0
Restaurant	0	29.80%	5.90%	0
Office	0	19.90%	10.60%	0
Residential	0	29.55%	4.10%	0
Subtotal	0			0
			Total % Reduction	#DIV/0!
MU-4				
Retail	12	37.60%	5.90%	6
Restaurant	48	29.80%	5.90%	31
Office	0	19.90%	10.60%	0
Residential	43	29.55%	4.10%	29
Subtotal	103			66
			Total % Reduction	35.92%

Block / Land Use	Unadj. Trips	Internal and Transit % Reduction	Level I % Reduction [1]	Net Trips
Res-1				
Residential	67	29.55%	2.80%	45
Subtotal	67			45
			Total % Reduction	32.84%
Res-2				
Residential	50	29.55%	2.80%	34
Subtotal	50			34
			Total % Reduction	32.00%
Res-3				
Residential	97	29.55%	2.80%	66
Subtotal	97			66
			Total % Reduction	31.96%
Res-4				
Residential	50	29.55%	2.80%	34
Subtotal	50			34
			Total % Reduction	32.00%
Res-5				
Residential	47	29.55%	2.80%	32
Subtotal	47			32
			Total % Reduction	31.91%
Res-6				
Residential	34	29.55%	2.80%	23
Subtotal	34			23
			Total % Reduction	32.35%
Res-7				
Residential	98	29.55%	2.80%	66
Restaurant	33	29.80%	4.10%	23
Subtotal	131			89
			Total % Reduction	32.06%
Res-8				
Residential	46	29.55%	2.80%	31
Subtotal	46			31
			Total % Reduction	32.61%
Res-9				
Residential	63	29.55%	2.80%	43
Subtotal	63			43
			Total % Reduction	31.75%

Notes:
[1] This column represents the reductions in trip generations expected from implementation of Level I and II Transportation Demand Management measures as described in Section 4.
Source of trip generation rates: Bay Meadows II Phasing Analysis, Hexagon Transportation Consultants, and Institute of Transportation Engineers Trip Generation, 7th Edition

Total All Blocks		
Unadjusted Trips	Net Trips	% Reduction
2,338	1,622	**30.6%**

Prepared by Kimley-Horn and Associates, Inc.

Kimley»Horn

Prepared: March 17, 2008
Updated: August 1, 2018

Table 4 Trip Estimates - Post-Grade Separation Conditions

Unadjusted PM peak Hour Trip Generation by Block

Block	Land Use	Size	Units	PM Peak Hour	
				Trip Generation Rate	Unadjusted Trips
				Total	Total
RES 1	Townhomes	108	DUs	0.62	67
RES 2	Townhomes	80	DUs	0.62	50
RES 3	Townhomes	156	DUs	0.62	97
RES 4	Flats	82	DUs	0.62	50
RES 5	Townhomes	76	DUs	0.62	47
RES 6	Flats	54	DUs	0.62	34
RES 7	Flats	158	DUs	0.62	98
RES 7	Restaurant	3.472	KSF	9.55	33
Total RES 7					**131**
RES 8	Townhomes	74	DUs	0.62	46
RES 9	Detached	55	DUS	1.15	63
Total Residential Blocks	**Restaurant**	**3.472**	**KSF**		**33**
	Residential	**843**	**DUs**		**552**
STA 1	Office	184.205	KSF	1.49	274
STA 1	Retail	0.000	KSF	3.74	0
STA 1	Restaurant	0.000	KSF	9.55	0
Total STA 1					**274**
STA 2	Office	177.951	KSF	1.49	265
STA 2	Retail	6.099	KSF	3.74	23
STA 2	Restaurant	0.000	KSF	9.55	0
Total STA 2					**288**
STA 3	Office	163.089	KSF	1.49	243
STA 3	Retail	6.561	KSF	3.74	25
STA 3	Restaurant	0.000	KSF	9.55	0
Total STA 3					**268**
STA 4	Office	201.249	KSF	1.49	300
STA 4	Retail	3.477	KSF	3.74	13
STA 4	Drinking Place	2.097	KSF	11.34	24
Total STA 4					**337**
STA 5	Office	183.283	KSF	1.49	273
STA 5	Retail	2.378	KSF	3.74	9
STA 5	Restaurant	0.000	KSF	9.55	0
Total STA 5					**282**
Total Station Blocks	**Office**	**909.777**	**KSF**		**1,355**
	Retail	**18.515**	**KSF**		**70**
	Restaurant	**0.000**	**KSF**		**0**
	Drinking Place	**2.097**	**KSF**		**24**
MU 1 (High School)	High School	450	Students	Custom	95
MU 1 (Residential)	Residential	68	DUs	0.62	42
Total MU1					**137**
MU 2A (Office)	Office	0.000	KSF	1.49	0
MU 2A (Retail)	Retail	0.000	KSF	3.74	0
MU 2A (Restaurant)	Restaurant	0.000	KSF	9.55	0
MU 2A (Residential)	Residential	88	DUs	0.62	55
Total MU2A					**55**
MU 2B (Office)	Office	15.509	KSF	1.49	23
MU 2B (Retail)	Retail	14.814	KSF	3.74	56
MU 2B (Restaurant)	Restaurant	0.000	KSF	9.55	0
MU 2B (Residential)	Residential	0	DUs	0.62	0
Total MU2B					**79**
MU 3A (Office)	Office	0.000	KSF	1.49	0
MU 3A (Retail)	Retail	0.000	KSF	3.74	0
MU 3A (Restaurant)	Restaurant	0.000	KSF	9.55	0
MU 3A (Residential)	Residential	76	DUs	0.62	47
Total MU3A					**47**
MU 3B (Office)	Office	12.906	KSF	1.49	19
MU 3B (Retail)	Retail	12.361	KSF	3.74	46
MU 3B (Restaurant)	Restaurant	0.000	KSF	9.55	0
MU 3B (Residential)	Residential	0	DUs	0.62	0
Total MU3B					**65**
MU 4 (Office)	Office	5.071	KSF	1.49	7
MU 4 (Retail)	Retail	8.947	KSF	3.74	33
MU 4 (Restaurant)	Restaurant	5.000	KSF	9.55	48
MU 4 (Residential)	Residential	70	DUs	0.62	43
Total MU4					**131**
Total Mixed-Use Blocks	**Office**	**33.486**	KSF		**49**
	Retail	**36.122**	KSF		**135**
	Restaurant	**5.000**	KSF		**48**
	Residential	**302**	DUs		**187**
	High School	**450**	Students		**95**
Total All Blocks					**2,548**

PM Peak Hour Trip Generation Budgets by Block

Block / Land Use	Unadj. Trips	Internal and Transit % Reduction	Level I and Level II % Reduction [1]	Net Trips
STA - 1				
Retail	0	30.40%	5.90%	0
Restaurant	0	37.90%	5.90%	0
Office	274	15.20%	10.60%	203
Subtotal	274			203
		Total % Reduction		25.91%
STA - 2				
Retail	23	30.40%	5.90%	15
Restaurant	0	37.90%	5.90%	0
Office	265	15.20%	10.60%	197
Subtotal	288			212
		Total % Reduction		26.39%
STA - 3				
Retail	25	30.40%	5.90%	16
Restaurant	0	37.90%	5.90%	0
Office	243	15.20%	10.60%	179
Subtotal	268			195
		Total % Reduction		27.24%
STA - 4				
Retail	13	30.40%	5.90%	8
Drinking Place	24	37.90%	5.90%	14
Office	300	15.20%	10.60%	222
Subtotal	337			244
		Total % Reduction		27.60%
STA - 5				
Retail	9	30.40%	5.90%	6
Restaurant	0	37.90%	5.90%	0
Office	273	15.20%	10.60%	203
Subtotal	282			209
		Total % Reduction		25.89%

Block / Land Use	Unadj. Trips	Internal and Transit % Reduction	Level I and Level II % Reduction [1]	Net Trips
MU-1				
Retail	0	30.40%	5.90%	0
Restaurant	0	37.90%	5.90%	0
High School	95	0.00%	0.00%	95
Residential	42	32.85%	8.10%	25
Subtotal	137			120
		Total % Reduction		12.41%
MU-2A				
Retail	0	30.40%	5.90%	0
Restaurant	0	37.90%	5.90%	0
Office	0	15.20%	10.60%	0
Residential	55	32.85%	4.10%	35
Subtotal	55			35
		Total % Reduction		36.36%
MU-2B				
Retail	56	30.40%	5.90%	36
Restaurant	0	37.90%	5.90%	0
Office	23	15.20%	10.60%	16
Residential	0	32.85%	4.10%	0
Subtotal	79			52
		Total % Reduction		34.18%
MU-3A				
Retail	0	30.40%	5.90%	0
Restaurant	0	37.90%	5.90%	0
Office	0	15.20%	10.60%	0
Residential	47	32.85%	4.10%	30
Subtotal	47			30
		Total % Reduction		36.17%
MU-3B				
Retail	46	30.40%	5.90%	29
Restaurant	0	37.90%	5.90%	0
Office	19	15.20%	10.60%	14
Residential	0	32.85%	4.10%	0
Subtotal	65			43
		Total % Reduction		33.85%
MU-4				
Retail	33	30.40%	5.90%	20
Restaurant	48	37.90%	5.90%	26
Office	7	15.20%	10.60%	5
Residential	43	32.85%	4.10%	27
Subtotal	131			78
		Total % Reduction		40.46%

Block / Land Use	Unadj. Trips	Internal and Transit % Reduction	Level I and Level II % Reduction [1]	Net Trips
Res-1				
Residential	67	32.85%	4.10%	42
Subtotal	67			42
			Total % Reduction	37.31%
Res-2				
Residential	50	32.85%	4.10%	32
Subtotal	50			32
			Total % Reduction	36.00%
Res-3				
Residential	97	32.85%	4.10%	61
Subtotal	97			61
			Total % Reduction	37.11%
Res-4				
Residential	50	32.85%	4.10%	32
Subtotal	50			32
			Total % Reduction	36.00%
Res-5				
Residential	47	32.85%	4.10%	30
Subtotal	47			30
			Total % Reduction	36.17%
Res-6				
Residential	34	32.85%	4.10%	21
Subtotal	34			21
			Total % Reduction	38.24%
Res-7				
Residential	98	32.85%	4.10%	62
Restaurant	33	37.90%	5.90%	21
Subtotal	131			83
			Total % Reduction	36.64%
Res-8				
Residential	46	32.85%	4.10%	29
Subtotal	46			29
			Total % Reduction	36.96%
Res-9				
Residential	63	32.85%	4.10%	40
Subtotal	63			40
			Total % Reduction	36.51%

Notes:
[1] This column represents the reductions in trip generations expected from implementation of Level I and II Transportation Demand Management measures as described in Section 4.
Source of trip generation rates: Bay Meadows II Phasing Analysis, Hexagon Transportation Consultants, and Institute of Transportation Engineers Trip Generation, 7th Edition

Total All Blocks		
Unadjusted Trips	Net Trips	% Reduction
2,548	1,791	**29.7%**

Prepared by Kimley-Horn and Associates, Inc.
Kimley»Horn

Prepared: March 17, 2008
Updated: August 1, 2018

3.2.3 Trip Adjustments

Because the project is a transit-oriented development and contains a mix of land use types, a portion of project trips are expected to remain internal to the project site (via walk, bike or auto), or be external transit trips. The trip estimates therefore reflect internal capture for mixed-use, for transit use, and for Level I and Level II TDM Measures.

3.2.3.1 Internal Capture Adjustment for Mixed-Use

Trip reduction for the internal capture for mixed-use is based on ITE's 'Multi-Use Internalization Methodology' published in its Trip Generation Handbook (ITE, October 1998). The trip reductions for the different land use types and for the different project phases are shown in **Table 5.** Since internal capture is a function of the amount of each land use type the mixed-use adjustment varies between pre-grade separation conditions (reflecting partial buildout) and post-grade separation conditions (reflecting full buildout).

Table 5: Trip Reduction for Internal Capture for Mixed-Use

Land Use	Pre-Grade Separation Conditions		Post-Grade Separation Conditions	
	AM Peak	PM Peak	AM Peak	PM Peak
Residential	5.4%	5.4%	8.7%	8.7%
Retail	32.6%	32.6%	25.4%	25.4%
Restaurant and Drinking Place	24.8%	24.8%	32.9%	32.9%
Office	1.2%	6.5% [1]	1.8%	1.8%
[1] The p.m. peak hour office internal capture factor was increased over that determined with the ITE mixed-use internalization method based on research of mixed-use activity centers that shows a significantly higher internal capture between office, retail and restaurant uses. This was only applied under the pre-grade separation scenario. See (Hooper), *Travel Characteristics of Large-Scale Suburban Activity Centers*.				

Note: Although it is proposed that additional office square footage and a school be added to Bay Meadows II as described in this report, the effect on internal capture percentages is negligible (i.e. change of 0.1% or less). Therefore, the same internal capture percentages used in the 2008 Bay Meadows II report are also used in this report update.

3.2.3.2 Adjustment for Transit Use

The source of trip reduction adjustments for transit use is research on the travel characteristics of transit-oriented development in California from educational institutions and the San Francisco Bay Area Metropolitan Transportation Commission (MTC). The trip reductions for the different land use types and for the different project phases are shown in **Table 6**. Since the level of transit use is highly dependent on the type of trip, the transit adjustment factors are divided into those for work trips and those for non-work trips, except for restaurant and retail uses for which travel data is published only for all types of trips.

Transit adjustment factors for residential uses (work-related trips) is based on data from both the CalTrain and BART systems because these two systems are connected at the Millbrae Station, so Bay Meadows residents have access to the BART system. However, the adjustments are weighted to reflect that CalTrain will be the predominant mode of transit.

Table 6: Trip Reductions for Transit Use

Land Use	Pre-Grade Separation		Post-Grade Separation	
	AM Peak	PM Peak	AM Peak	PM Peak
Residential				
Work Trips	18.85%	18.85%	18.85%	18.85%
Non-Work Trips	5.30%	5.30%	5.30%	5.30%
Retail	5.00%	5.00%	5.00%	5.00%
Restaurant and Drinking Place	5.00%	5.00%	5.00%	5.00%
Office				
Work Trips	12.70%	12.70%	12.70%	12.70%
Non-Work Trips	0.70%	0.70%	0.70%	0.70%

Source of Transit Adjustments:
Office: Cervero, Robert. Ridership Impacts of Transit-Focused Development in California, Institute of Urban and Regional Development, 1993.
Work trips: 12.70%
Non-work trips: 0.70%

Residential: Average of CalTrain and BART commute mode share. Cervero, Robert; Lund, Wilson, Travel Characteristics of Transit-Oriented Development in California, Caltrans 2004.
Work Trips: [CalTrain: Rail = 15.7%, Bus = 1.7%] [BART: Rail = 44.3%, Bus = 0.6%] Based on a weighted average assuming a 93% CalTrain share and a 7% BART share, results in 17.7% + average of bus riders (1.15%) gives 18.85% trip reduction for work trips. Sources: Caltrain Planning Division and BART (2008), Cervero, Robert; Lund, Wilson, Travel Characteristics of Transit-Oriented Development in California.

Non-Work Trips: Rail/Bus = 5.3%

Percent of Home-Based trips that are work trips = 56% in AM peak and 51% in PM peak.

Source: Metropolitan Transportation Commission.

Retail and Restaurant: 50% of El Cerrito Plaza (BART) retail center transit mode share. Cervero, Robert; Lund, Wilson, Travel Characteristics of Transit-Oriented Development in California, Caltrans 2004.

3.2.3.3 Adjustment for Level I and Level II TDM Measures

The TDM strategies were divided into four levels; Levels I through IV contain increasingly stringent TDM measures applied at different phases of the project. The strategies at each level are described in Section 4 of the Plan. For the trip generation analysis under pre-grade separation conditions, TDM adjustments are based on Level I for the STA, MU and RES blocks and based on Level II for the STA and MU blocks only. Under post-grade separation conditions, TDM adjustments are based on Level I and Level II measures. **Table 7** lists the Level I and Level II measures and the percent adjustment applied to the trip generation analysis. See Section 4 for a detailed explanation of TDM measure effectiveness. In accordance with the Conditions of Approval, should monitoring demonstrate that the trip budgets are being exceeded, the Level III and Level IV measures could be required until the trips from the project are reduced.

Table 7: Trip Reductions for Level I and Level II TDM Measures

TDM Strategies	Percent (%) Reduction
Level I	
▪ Mandatory membership in Transportation Management Association (TMA) with basic services	1.5 – 2.5%
o Try Transit Free program	
o Guaranteed Ride Home	
o Rebates for new vanpool participants	
o Encouraging employers to sponsor new vanpools	
o Carpool Incentive Program (fuel card incentive)	
o Carpool to College program (fuel card incentive)	
o School Pool program (fuel card incentive)	
o The Bike and Pedestrian Safety Program (education program)	
o Commute Benefits Program (employer based program planning assistance)	
o Develop and implement an employee and resident travel survey annually or every other year	
▪ Secure bicycle parking, locker/changing rooms, and showers provided in commercial buildings as part of the development program	0.5 – 0.6%
▪ New tenant/resident orientation of transportation alternatives and TMA services	0.5%
▪ Provide space for a transportation demand management office (located within the property management office or dedicated office space within the ground floor program)	0.5%
▪ Reserve portion of the 1-bedroom unit parking spaces in RES blocks 1 and 7 as flex spaces	
▪ Encourage commercial building owners to:	
o Install a publicly available ATM machine or encourage a bank branch tenant	0.2 – 0.3%
o Seek a health club tenant	
▪ Encourage/advise employers to offer the following services:	
o New employee commute options orientation program	0.1 – 0.3%
o Pre-tax transit fare purchases (CommuterCheck with direct value load to Clipper cards)	
o Commute services website and/or link to TMA website on employer's intranet	
o Co-sponsor (with BM II Property Owner Association) a commuter/transportation fair (potentially in conjunction with another community event)	
o On-site vanpool promotion	0.8%
▪ Work with Home Owners Associations to offer the following services:	
o Provide link to TMA website on HOA website	0.1%
o Co-sponsor (with BM II employers) a commuter/transportation fair (potentially in conjunction with another community event)	
o Provide a transportation-alternatives information package to every new household	
o Provide on-site sales of transit passes (or Clipper cards)	
Total Level I Trip Reduction	**4.2 – 5.6%**

Level II	
This menu of measures that would be considered as (1) new services or measures in addition to those provided by the TMA, and (2) additional services provided by the TMA.	
Short-Term (10% Trip Reduction Goal)	
▪ Reserve garage and on-street spaces for car share vehicles	0.5%
▪ Additional TMA Services:	
o Encourage private car share enterprise (TMA to contact and promote)	
o Provide rideshare matching service specific to BM II employees and residents	0.1%
Mid-Term (16% Trip Reduction Goal)	
▪ Establish preferential parking spaces for carpools and vanpools	2.1 – 2.5%
▪ Additional TMA Services:	
o Shuttle to downtown (shared cost with other TMA members)	1%
o Establish a "Commuter Club" providing cash drawings and other incentives for using alternative modes and completing travel diaries	0.1%
Long-Term (25% Trip Reduction Goal)	
▪ Additional TMA Services	
o Bicycle purchase subsidy	0.1%
o Electric bike purchase subsidy	
Total Level II Trip Reduction	**3.9 – 4.3%**

3.2.3.4 Exclusions for Non-Project Uses

The trip generation analysis only reflects traffic generated by the Bay Meadows Specific Plan "project". Land uses on land being dedicated to the City or offered for sale to the JPB are excluded from the total trip generation estimates. This Plan includes the residential land use (68 dwelling units) in block MU-1 (which will be a City-sponsored Below Market Rate housing development). This Plan does not include the recreation playfields or other improvements to be constructed in the Community Park (which will be dedicated to and operated by the City's Parks and Recreation Department), and a garage which could be potentially constructed by the JPB.

3.3 Trip Generation Estimates by Phase

Trip generation estimates are prepared under two scenarios, 1) pre-grade separation conditions, and 2) buildout (post-grade separation) of the entire project. The trip reduction goals would be applied to the project and measured as each development threshold is reached. The objective of this analysis is to determine whether the project can achieve the trip generation goals under the two scenarios and, if not, what measures need to be taken to ensure the goals can be achieved.

3.3.1 Pre-Grade Separation Conditions

Under pre-grade conditions, the following land uses are included in each Block group:

- Station Blocks
  - Office
  - Office Building Ground Floor Retail
- Mixed-Use Blocks
  - Residential
  - High School
  - Retail/Restaurant (MU-4)
- Residential Blocks
  - Residential
  - Retail (RES 7)

Pre-grade separation conditions are no longer applicable since we are in the Post-Grade Separation phase, as of November 2017.

3.3.2 Post-Grade Separation Conditions (Phases I through III)

The short-term (Phase I), mid-term (Phase II), and long-term (Phase III) project-wide trip reduction goals are 10%, 16%, and 25% respectively. Since the long-term trip reduction goal is the highest, this analysis focuses on Phase III. The trip generation estimates for the long-term (Phase III) conditions are summarized in **Table 8**. The overall trip reduction from the unadjusted trip generation estimate is 27.2% in the a.m. peak hour and 29.7% in the p.m. peak hour. Detailed trip generation estimates are provided in the **Appendix**.

Because the short-term and mid-term trip reduction goals established in the Conditions of Approval are lower than the long-term goal of 25% (10% and 16%), the project is estimated to achieve and surpass the interim term requirements as well.

Conclusion: For long-term buildout conditions the trip generation analysis includes 100% of the project's land use program. At buildout, with trip reductions for transit, mixed-use internalization, and Level I and Level II TDM measures, the project would generate a total of 1,791 trips in the p.m. peak hour. Compared to the Phase III trip cap established in the Conditions of Approval (2,569 p.m. peak hour trips), the project's estimated trip generation is below the cap by 778 trips. Therefore, the analysis concludes that the project will achieve and surpass the 25% trip reduction goal at buildout, and remain within the established trip cap.

Table 8: Trip Generation Estimates – Post-Grade Separation Condition (Phase III)

Land Use	Size (KSF)	Units	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Residential Blocks								
Residential	843	DUs	84	349	433	371	181	552
Restaurant	3.472	KSF	13	12	25	20	13	33
Subtotal Trips			97	361	458	391	194	585
Station Blocks								
Office	909.777	KSF	1,249	170	1,419	227	1,128	1,355
Retail	18.515	KSF	11	7	18	33	37	70
Restaurant	0.000	KSF	0	0	0	0	0	0
Drinking Place	2.097	KSF	0	0	0	16	8	24
Subtotal Trips			1,260	177	1,437	276	1,173	1,449
Mixed Use Blocks								
Office	33.486	KSF	46	6	52	8	41	49
Retail	36.122	KSF	23	15	38	65	70	135
Restaurant	5.000	KSF	19	17	36	29	19	48
Residential	302	DUs	24	130	154	125	62	187
High School	450	Students	127	57	184	45	50	95
Subtotal Trips			239	225	464	272	242	514
Unadjusted Total Trips (All Blocks)								
Total Trips			1,596	763	2,359	939	1,609	2,548
Trip Reductions - Internal Capture and Transit Use								
Subtotal Trips			(250)	(207)	(457)	(251)	(306)	(557)
Trip Reductions - TDM Level I and Level II								
Subtotal Trips			(140)	(46)	(186)	(51)	(149)	(200)
Adjusted Net Total Trip Generation								
Net Trips			**1,206**	**510**	**1,716**	**637**	**1,154**	**1,791**
Maximum Trip Threshold Allowed Under Conditions of Approval								**2,569**
Trips Under / (Over) Maximum Trip Cap:								**778**

Note: Trip totals may differ slightly due to rounding

KSF = 1,000s of square feet.

4 Transportation Demand Management (TDM) Strategies

The Conditions of Approval require implementation of a TDM program as stated in Condition 40:

"A Transportation Demand Management Program shall be implemented using a selection of programs from the Corridor Plan and the City/County Association of Governments (C/CAG). These programs, once implemented, must be on-going for the occupied life of the development, unless they are altered, exchanged or discontinued in consultation with the City."

This section of the Plan discusses the objectives of the TDM plan and the recommended TDM strategies that may be considered for achieving the trip reduction goals.

4.1 Process for Implementing and Managing the TDM Program

Implementing and managing the TDM Program is a collaborative effort between the Bay Meadows II Master Property Owners Association (POA), the individual Bay Meadows II Homeowners Associations (HOA), owners, tenants and employers of the commercial properties, the Transportation Management Association (TMA), and the City of San Mateo. The responsibility for implementation, monitoring and managing the program is summarized in Table 9 below. The strategies, services and proposed methods of monitoring are discussed in the following sections.

Table 9: TDM Program Responsibilities

Action	Responsibility
Initial implementation of site and block level TDM strategies	Bay Meadows II (POA, HOA, owners, tenants, employers)
Initial implementation of corridor-wide TDM strategies and services	TMA
Annual monitoring of site traffic volumes	TMA, in cooperation with Bay Meadows POA
Supplemental traffic counts (if needed)	TMA
Annual monitoring of resident/employee travel characteristics	TMA
Summary of traffic monitoring and travel characteristics submitted to City of San Mateo	TMA
Determination of conformance with goals and conditions of approval	City of San Mateo
Review of effectiveness and revision of Bay Meadows and corridor-wide TDM strategies	Bay Meadows POA, TMA
Implementation of revised Bay Meadows strategies if required	Bay Meadows II (POA, HOA, owners, tenants, employers)

4.2 Membership in the San Mateo TOD Corridor Transportation Management Association (TMA)

The conditions also require that the project participate in a Transportation Management Association (TMA) being created for the San Mateo Transit-Oriented Corridor Plan Area. The TMA has been formed, holds regular meetings, conducts monitoring, issues an annual report and has worked with membership to implement site-specific strategies in relation to study results. It will continue to develop specific measures and programs for its members. In addition, an existing TMA, the Peninsula Traffic Congestion Relief Alliance (The Alliance), has been identified as the organization that will manage the San Mateo Transit-Oriented Corridor Plan Area TMA. This Plan lists the current services provided by the Alliance and identifies additional TDM measures specific to the project which may be considered toward achieving the required trip reduction goals. It is assumed that the current services and programs offered by Alliance will also be adopted by the San Mateo Transit-Oriented Corridor Plan Area TMA.

4.2.1 Potential Services Provided by the TMA

The following programs are currently offered by the Alliance, and it is reasonable to assume that these same services will be provided by the San Mateo Transit-Oriented Corridor Plan Area TMA.

1. The Try Transit Program: This program allows employees and residents try transit for free. The employees and residents receive free tickets for CalTrain and SamTrans, allowing people to test transit systems.

2. The Emergency Ride Home Program: Employees who commute by alternative modes of transit are provided with a free taxi or 24-hour car rental in case of an emergency. The Alliance pays 75% of cost of ride and the employer pays the remaining 25%. Currently fifty San Mateo County employers participate in this program.

3. Vanpool Incentive Program: This program provides an informational meeting to assist employees in forming vanpools. The new vanpool driver will receive a cash incentive of $500 for six months and the vanpool passengers receive up to $100 per month for three months.

4. Commuter Benefits Consulting: This program allows participation in the Alliance's programs at various levels. The participants receive assistance in getting the most out the programs and benefits (e.g., how to maximize the tax advantages of a pre-tax commuter subsidy program). This program also provides an opportunity for companies to achieve the Bay Area's "Best Workplaces for Commuters" designation from the United States Environmental Protection Agency.

5. Marketing of TDM programs to Employees and Community: The Alliance participates in employee, transportation, and community fairs and provides

employees and residents with public transit information and other Alliance programs. Awareness of the programs offered by the Alliance is also done by brochure distribution at fairs, advertising, and on the Alliance website.

6. Carpool Incentive Program: This program provides an informational meeting to assist employees in forming carpools. The participants can directly register on Alliance's website, www.commute.org or find a carpool partner at www.511.org. The program also provides cash incentives such as $60 gas card for riding in a carpool two (2) days per week for eight (8) weeks for each carpool passenger. The Alliance also provides incentives for carpooling to college.

7. Bicycle Parking Incentive Program: This program assists in installing bike lockers at half the cost at the project site and provides a 50% reimbursement up to $500 per rack and locker. The goal of this program is to encourage people to bike to work.

8. Bicycle and Pedestrian Safety Program: Employees and residents can receive a free bike and pedestrian safety workshop at their worksite or community centers. This program also teaches employees or residents how to use biking/walking as a transit extension. The goal of this program is to improve workplace safety.

9. The Shuttle Program: This program transports employees from BART and CalTrain Stations to their workplaces. Shuttle services include: route formation and scheduling, customer service, vendor relations, and promotion and marketing of shuttle routes to employers and their employees. Currently, the Alliance operates 16 shuttle routes (between BART and CalTrain Stations to worksites) and more than 60 employers contribute to the funding to offset the cost of shuttle operations. The Alliance also promotes community shuttles and currently manages four community shuttle routes.

Once formed, the TMA's Director and Board of Directors will determine the initial services and programs to offer to members. These may include the following existing Alliance services and additional services.

- Try Transit Free program
- Guaranteed Ride Home
- Rebates for new vanpool participants
- Encouraging employers to sponsor new vanpools
- Carpool Incentive Program (fuel card incentive)
- Carpool to College program (fuel card incentive)
- School Pool program (fuel card incentive for carpooling at least 2 students)
- The Bike and Pedestrian Safety Program (education program)
- Commute Benefits Program (employer based program planning assistance)
- Develop and implement an employee and resident travel survey annually or every other year

4.3 Proposed TDM Strategies

The TDM program proposes to implement strategies and measures incrementally as the trip reduction goals increase over time and specific infrastructure improvements are implemented. The program proposes four (4) levels of strategies. Each level provides increasingly stringent measures designed to achieve higher trip reduction goals. It is anticipated that the project can achieve its 10%, 16% and 25% trip reduction goals with implementation of Level I and Level II TDM strategies. Level III and IV strategies would be implemented in the event that the project fails to achieve goals, as determined through annual monitoring. Except for the mandatory membership in the TMA, each block's builder will choose from the menu of TDM measures to apply to individual developments. While it is anticipated that Level I and II measures can achieve the trip reduction goals, the builders may choose measures from any of the levels.

It is important to note that the TDM strategies in this section both support the inherent reduction in trips of the project, and further reduce automobile trips over and above the inherent reduction. The inherent reduction in trips is based on the proximity to the Hillsdale Caltrain station, and the walkable, and mixed-use design of the project. These inherent reductions are supported by empirical research of TOD and mixed-use development without reliance on significant TDM programs. **Figure 2** illustrates the implementation of the TDM strategy levels and **Table 10** presents the strategies by level and the estimated effectiveness of each level.

Except for the basic services provided by the TMA in Level I, the measures in **Table 10** represent a menu of strategies that would be considered in developing the initial TDM program and in subsequent revisions to the program. The effectiveness of each measure is estimated from the perspective that the strategies would be combined. Therefore, the effectiveness of individual measures is conservatively low, but reasonable when considered collectively. Further, since this is a menu, not all of the measures may be implemented at any given level. In light of this, the total collective effectiveness reflects an average of a select number of measures.

The Level I measures are estimated to achieve a collective trip reduction of 4.2 – 5.6% off the unadjusted trip generation of the project. Combined with the inherent trip reduction for TOD and mixed-use, Level I is expected to achieve an overall reduction of nearly 24 - 25%. The Level II measures are estimated to achieve a collective trip reduction of 3.9 – 4.3% beyond Level I measures. Combined with Level I measures and the inherent trip reductions, Level II is expected to achieve nearly 28% trip reduction. Therefore, these two levels are anticipated to achieve the trip reduction goals established in the Conditions of Approval.

If necessary, Level III and IV measures may be implemented for an additional 5.7% and 9.1% in trip reduction respectively. All levels combined in conjunction with inherent trip reductions are estimated to have the potential to reduce trips by up to 44.6%.

Figure 2: Levels of TDM Measures

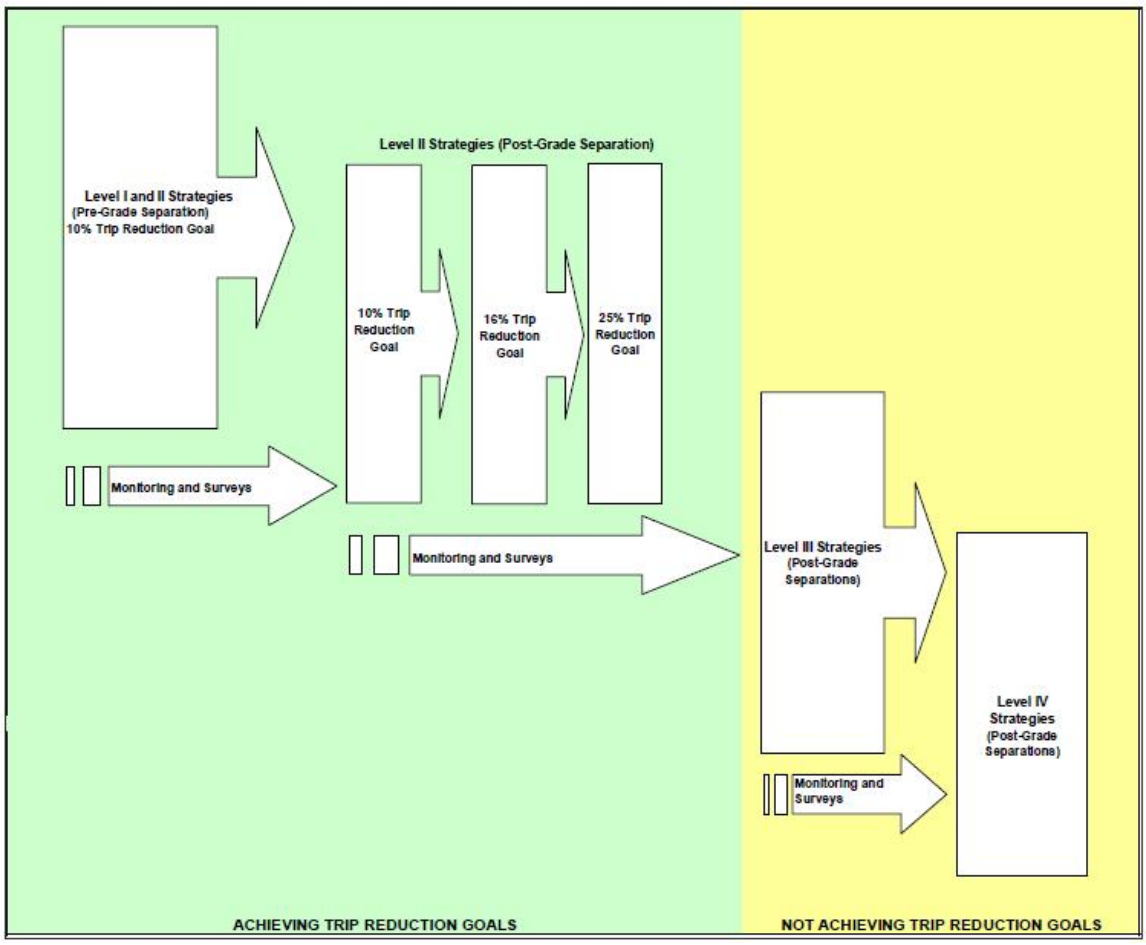


Table 10: TDM Strategy Levels and Estimated Effectiveness

Menu of TDM Strategies	Estimated Collective Effectiveness [1]
Level I (Prior to Grade-Separations – 10% Trip Reduction Goal)	
▪ Mandatory membership in Transportation Management Association (TMA) with basic services	1.5 – 2.5%
o Try Transit Free program	
o Guaranteed Ride Home	
o Rebates for new vanpool participants	
o Encouraging employers to sponsor new vanpools	
o Carpool Incentive Program (fuel card incentive)	
o Carpool to College program (fuel card incentive)	
o School Pool program (fuel card incentive)	
o The Bike and Pedestrian Safety Program (education program)	
o Commute Benefits Program (employer based program planning assistance)	
o Develop and implement an employee and resident travel survey annually or every other year	
▪ Secure bicycle parking, locker/changing rooms, and showers provided in commercial buildings as part of the development program	0.5 – 0.6%
▪ New tenant/resident orientation of transportation alternatives and TMA services	0.5%
▪ Provide space for a transportation demand management office (located within the property management office or dedicated office space within the ground floor program)	0.5%
▪ Reserve portion of the 1-bedroom unit parking spaces in RES blocks 1 and 7 as flex spaces	
▪ Encourage commercial building owners to:	
o Install a publicly available ATM machine or encourage a bank branch tenant	0.2 – 0.3%
o Seek a health club tenant	
▪ Encourage/advise employers to offer the following services:	
o New employee commute options orientation program	0.1 – 0.3%
o Pre-tax transit fare purchases (CommuterCheck with direct value load to Clipper cards)	
o Commute services website and/or link to TMA website on employer's intranet	
o Co-sponsor (with BM II Property Owner Association) a commuter/transportation fair (potentially in conjunction with another community event)	
o On-site vanpool promotion	0.8%
▪ Work with Home Owners Associations to offer the following services:	
o Provide link to TMA website on HOA website	0.1%
o Co-sponsor (with BM II employers) a commuter/transportation fair (potentially in conjunction with another community event)	
o Provide a transportation-alternatives information package to every new household	
o Provide on-site sales of transit passes (or Clipper cards)	
Total Level I Trip Reduction Effectiveness	**4.2 – 5.6%**
Estimated Total Trip Reduction (Mixed-use + Transit + Level I TDM)	**23.5 – 24.9%**

Menu of TDM Strategies	Estimated Collective Effectiveness [1]
Level II (After Grade-Separations – Achieving Trip Generation Target)	
This menu of measures that would be considered as (1) new services or measures in addition to those provided by the TMA, and (2) additional services provided by the TMA.	
Short-Term (10% Trip Reduction Goal)	
▪ Reserve garage and on-street spaces for car share vehicles	0.5%
▪ Additional TMA Services:	
o Encourage private car share enterprise (TMA to contact and promote)	
o Provide rideshare matching service specific to BM II employees and residents	0.1%
Mid-Term (16% Trip Reduction Goal)	
▪ Establish preferential parking spaces for carpools and vanpools	2.1 – 2.5%
▪ Additional TMA Services:	
o Shuttle to downtown (shared cost with other TMA members)	1%
o Establish a "Commuter Club" providing cash drawings and other incentives for using alternative modes and completing travel diaries	0.1%
Long-Term (25% Trip Reduction Goal)	
▪ Additional TMA Services	
o Bicycle purchase subsidy	0.1%
o Electric bike purchase subsidy	
Total Level II Trip Reduction Effectiveness	**3.9 – 4.3%**
Estimated Total Trip Reduction (Mixed-use + Transit + Level I & II TDM)	**27.4 – 27.8%**
Level III (After Grade-Separations – If Not Achieving Trip Budget Target)	
This menu of measures that would be considered if monitoring indicates that the project is failing to achieve trip reduction goals after implementing Level I and II measures.	
▪ 25% subsidized transit fares for existing employees and residents (funded through Property Owners Association)	2%
▪ Free 90-day Clipper card for new employees and residents (funded through the Property Owners Association)	0.1%
▪ Establish parking cash-out program for employees of commercial properties	3%
▪ Property Owners Association will train and provide a part-time on-site TDM coordinator serving BM II employees and residents	0.1%
▪ Subsidize car share vehicles (if private car share enterprise not already implemented)	0.5%
Total Level III Trip Reduction Effectiveness	**5.7%**
Estimated Total Trip Reduction (Mixed-use + Transit + Level I, II & III TDM)	**33.5%**

Menu of TDM Strategies	Estimated Collective Effectiveness [1]
Level IV (After Grade-Separations – If Not Achieving Trip Budget Target)	
This menu of measures that would be considered if monitoring indicates that the project is failing to achieve trip reduction goals after implementing Level I, II and III measures.	
▪ 50% subsidized transit fares for all existing employees and residents (funded through Property Owners Association)	4%
▪ Free 12-month Clipper card for new employees and residents	1%
▪ Charge employees for parking at commercial buildings	1.5%
▪ Subsidize school bus/shuttle to local elementary/middle schools (subsidy funded through HOAs while parents pay subscription for remaining cost)	0.1%
▪ Property Owners Association funded car share service (through purchase of vehicles to be managed, maintained and insured by private enterprise)	1%
▪ Work with employers to fund vanpools (provide vehicles, maintenance and insurance)	0.8%
▪ Property Owners Association will train and provide a full-time on-site TDM coordinator serving BM II employees and residents	0.5%
▪ Additional TMA Services	
o Contract with professional marketing firm to develop a commute alternatives campaign targeting San Mateo employees and residents	0.5%
Total Level IV Trip Reduction Effectiveness	**9.1%**
Estimated Total Trip Reduction (Mixed-use + Transit + Level I-IV TDM)	**42.6%**
[1] This table presents the estimated effectiveness of each TDM strategy as they would contribute to the collective effectiveness of a package of measures. This is to avoid double counting potential trip reductions. The effectiveness of any given individual measure is conservatively low, but reasonable when viewed in combination with other measures.	

5 Traffic Monitoring Plan

5.1 Monitoring Requirements of the San Mateo Transit Oriented Development (TOD) Corridor Plan and Conditions of Approval

The San Mateo Rail Corridor TOD Plan Policy 7.23 requires for any TOD project along the corridor to establish a plan for monitoring project trip generation. This policy is also reflected in the Bay Meadows II Conditions of Approval. These policies and conditions require that the short-term (Phase I), mid-term (Phase II) and long-term (Phase III) trip reduction goals are monitored and verified by the City, or the TMA. On-going monitoring will allow the City to review whether the project is meeting the trip caps and achieving the applicable trip reduction goals. If the project is exceeding the trip caps or not meeting the trip reduction goals in any of the phases, then the monitoring may be adjusted to identify individual Blocks that are contributing to the excess trips. The project's CC&Rs will require the enforcement of the trip budget and implementation of additional TDM measures until the trip budget goals are achieved. It is expected that the TMA's costs of monitoring and enforcement will be covered by dues paid to the TMA from participants throughout the Rail Corridor. The monitoring is required to comply with the following as specified in the Conditions of Approval:

a. Commencing from the time that the City's running tabulation of trips shows that Bay Meadows is generating more than 1,100 new trips, the City will monitor the trips generated by Bay Meadows annually to determine whether the project is meeting its TDM goals. The TDM requirements shall be included in the project's CC&Rs.

b. The monitoring shall consist of p.m. peak hour driveway counts, sampling, cordon counts, street counts or any other counting method that provides accurate traffic data in the most cost-effective manner available (covering at least the period 4 p.m. to 6 p.m.) conducted annually for at least a five-day period (Monday through Friday, but excluding the holiday season between Thanksgiving and January 1). The counts shall be done in such a way that the building owners and tenants are not aware that the counts are being done. The City or TMA may conduct supplemental counts to measure progress.

c. The combined results of monitoring shall be calculated to determine whether the results are consistent with the short-term, mid-term or long-term trip reduction goals. If the trip reduction goals are not met, the building owners shall work with the City or TMA to improve the effectiveness of their TDM program.

d. When monitoring the project, the City and/or TMA shall not include any trips attributable to the recreation playfields or other improvements to be

constructed in the Community Park (which will be dedicated to and operated by the City's Parks and Recreation Department).

e. Owner shall designate, at its option, either a representative of the whole project, or a representative of each Block, to coordinate with the City and/or the TMA as to TDM monitoring.

5.2 Recommended Traffic Monitoring Plan for Bay Meadows II

This section discusses the recommended traffic monitoring plan and methodology. Key elements of the monitoring plan include:

- Identification of traffic counting gateways that create a cordon capturing all trips traveling external to the project site, and a schedule of traffic counting periods;
- A methodology for quantifying through traffic (traffic that passes entirely through the site without stopping) through periodic origin-destination surveys; and
- A methodology for determining non-Bay Meadows traffic that can be excluded from the monitoring program (i.e., JPB parking facility and City playfields).

5.2.1 Cordon Counts

The most effective method for capturing trips generated by the project that travel external to the project site is a cordon count. A cordon is an imaginary line drawn around the project which crosses streets that access the project site. At these points traffic counts can be conducted. The project site is accessed from six different roadways, including:

1. Delaware Street - North of 28th Avenue (from San Mateo County Exposition Center)
2. Delaware Street - South of 31st Avenue (from Pacific Boulevard)
3. 28th Avenue - West of Delaware Street (At JPB right-of-way after grade-separation)
4. 28th Avenue – East at Saratoga Drive
5. 31st Avenue - West of Delaware Street (At JPB right-of-way after grade-separation)
6. 31st Avenue - East at Franklin Parkway

Traffic monitoring is required to commence once the project trip generation during any phase exceeds a total of 1,100 trips. This means the project monitoring needs to start before buildout of the land uses assumed in the pre-grade separation conditions which are estimated to generate about 1,562 p.m. peak hour trips.

5.2.2 Cordon Count Methodology

Twenty-four (24) hour bi-directional automatic machine counts need to be collected at all six roadway connections (four connections prior to grade-separations) accessing the project to capture all trips entering or exiting the site. These cordon counts should be collected for five consecutive days from Monday to Friday, but excluding summer months (while school is out of session), and the holiday seasons.

5.2.3 Origin-Destination Surveys to Quantify Through Traffic

Origin-Destination surveys are used to determine the number of "through trips" passing through the project site without stopping. Through trips are excluded from the trip generation monitoring as they are not generated by the "project". Origin-destination surveys should be conducted during the same week that the cordon counts are being conducted. To determine the number of "through trips" during the p.m. peak hour, origin-destination surveys should be conducted from 4:00 p.m. to 6:00 p.m. Origin-destination surveys could use manual license plate surveys or the video recognition technology. Each of the methods is described below:

Manual License Plate Survey: Observers are posted at each of the access points and record the first or last three digits of license plates as they pass over the cordon, as well as record the time the vehicle crossed the cordon. A vehicle recorded at more than one access point within a relatively short period of time (i.e., a few minutes) did not stop within Bay Meadows and is considered a through trip. There are two ways this method of survey can be conducted:

1) Full Survey – requires capturing every vehicle entering and exiting the cordon. This can be labor intensive and has potential for human error, but of the manual methods it provides the most accurate data.
2) Sample survey – entails capturing only a portion of the vehicles and presenting the data as a percentage of the total cordon traffic. The sample usually is done by selecting only white passenger vehicles (the most common color for vehicles) and all commercial vehicles.

License Plate Survey by Video Recognition: This technique involves installing video cameras at all the access points. These video cameras are placed such that they record the license plates of the cars entering and leaving the project site. The video is then fed into an optical recognition system that records the license plate numbers and generates a list of numbers and the time they entered and exited the project area. From this data an analysis similar to manual license plate surveys can identify through traffic. This technique is more accurate than manual surveys because it can capture nearly all of the vehicles entering and exiting the project area. It is also reliable and can be used for any length of time as long as there is sufficient lighting to video license plates.

5.2.4 Parking Occupancy Surveys

Parking occupancy surveys determine traffic related to CalTrain commuters once the parking structure for the Peninsula Corridor Joint Powers Board is constructed. Traffic using this facility is excluded from the project trip monitoring.

Two scenarios are possible with the construction of the Peninsula Corridor Joint Powers Board parking structure:

1) The Joint Powers Board parking structure does not provide any parking spaces for uses within Bay Meadows.

2) The Joint Powers Board parking structure provides some parking for uses within Bay Meadows. These spaces would need to be designated in some manner.

Under scenario 1 the JPB structure is only used by CalTrain patrons and all traffic using the garage is excluded from the project's trip monitoring. Simple machine counts at the structures' access points will quantify these trips. Under scenario 2, parking occupancy surveys of those spaces designated or reserved for Bay Meadows' use are conducted before and during the p.m. peak hour. Traffic entering or exiting these spaces during the peak hour are included in the project's trip monitoring.

5.2.5 City Playfields

City playfields, which are excluded from the traffic monitoring, would require traffic counts at the facilities' driveways to determine their trip generation. These counted volumes would be subtracted from the cordon counts.

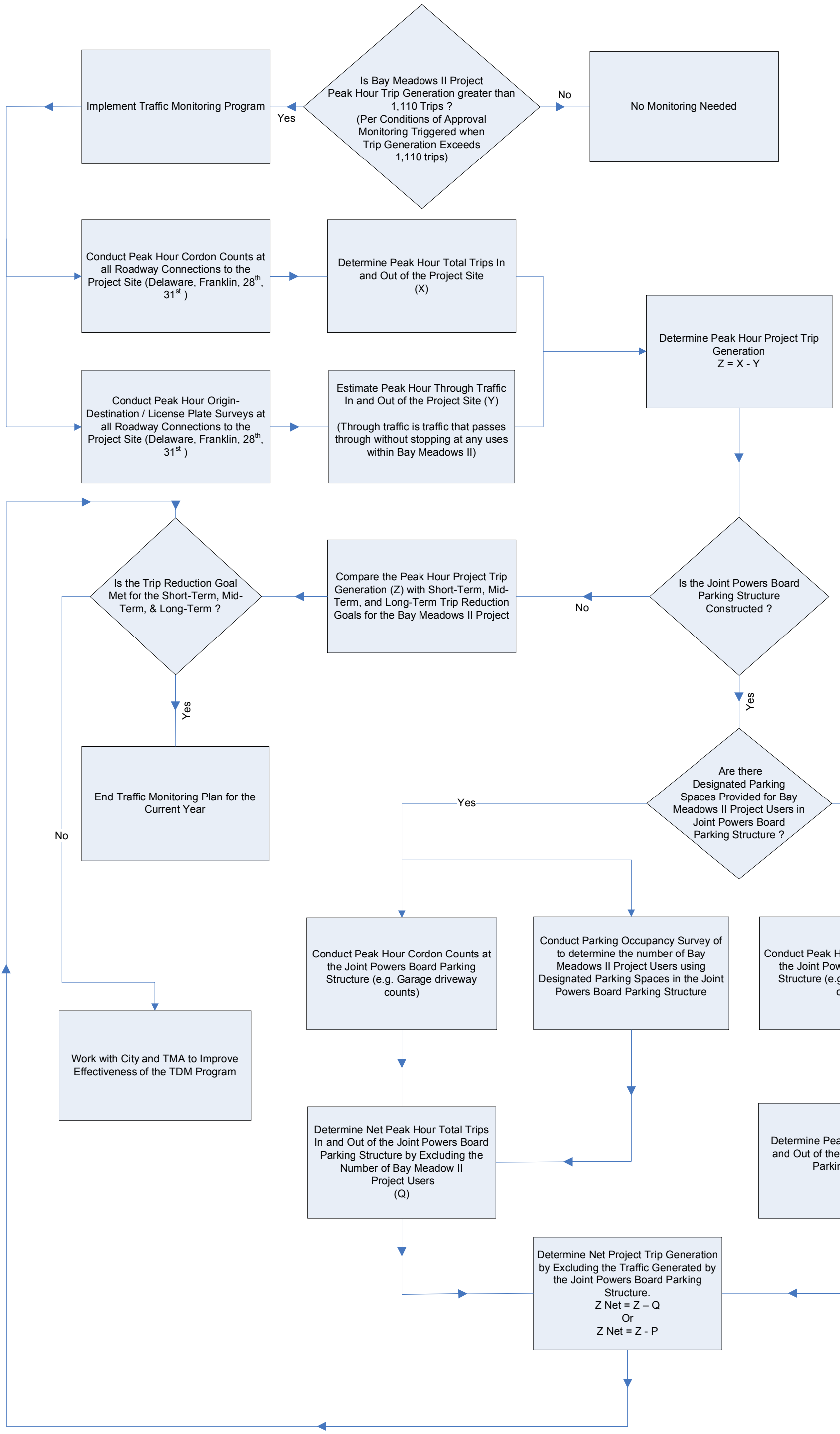
5.2.6 Block Level Monitoring

If monitoring indicates that the project overall is exceeding its trip cap or failing to achieve its trip reduction goal, monitoring may be conducted at the block level. Block level monitoring would be comprised of driveway counts and on-street parking turnover counts before and during the peak hours to determine the number of cars being generated by the project but that do not use driveways.

5.2.7 Methodology for Traffic Monitoring Plan

The recommended trip monitoring methodology is outlined in the flowchart shown in **Figure 3**.

Figure 3 Bay Meadows II Project – Traffic Monitoring Plan Flowchart



Appendices

1. ***Pre-Grade Conditions – Detailed Trip Generation***
2. ***Short-Term (Phase I) Conditions – Detailed Trip Generation Estimates***
3. ***Short-Term (Phase I) Conditions – Internal Capture Worksheets***
4. ***Mid-Term (Phase II) Conditions – Detailed Trip Generation Estimates***
5. ***Phase II and III Conditions – Internal Capture Worksheets***
6. ***Long-Term (Phase III) Conditions – Detailed Trip Generation Estimate***
7. ***Condition of Approval #40***

Appendix 1 - Pre-Grade Separation (As per 01-09-08 Residential PD and 03-15-08 Commercial + Retail PD from WMS) **6/6/2018**

Bay Meadows II Trip Generation Budget (Pre-Grade Separations)

(100% Residential (except MU 1), 100% Office and Ground Floor Retail/Restaurant in STA Blocks, No Freestanding Retail)

(Institute of Transportation Engineers' Rates from Hexagon Phasing Analysis Table 4)

Land Use	Size	Units	AM Peak Hour						PM Peak Hour					
			Rate			Trips			Rate			Trips		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
RES 1 (Flats/Townhomes)	108	DUs	0.08	0.43	0.51	9	46	55	0.42	0.20	0.62	45	22	67
RES 2 (Townhomes)	80	DUs	0.08	0.43	0.51	6	34	40	0.42	0.20	0.62	34	16	50
RES 3 (Tuckunder/Townhomes)	156	DUs	0.08	0.43	0.51	12	67	79	0.42	0.20	0.62	66	31	97
RES 4 (Luxury Flats)	82	DUs	0.08	0.43	0.51	7	35	42	0.42	0.20	0.62	34	16	50
RES 5 (Tuckunder/Townhomes)	76	DUs	0.08	0.43	0.51	6	33	39	0.42	0.20	0.62	32	15	47
RES 6 (Luxury Flats)	54	DUs	0.08	0.43	0.51	4	23	27	0.42	0.20	0.62	23	11	34
RES 7 (Stacked Flats)	158	DUs	0.08	0.43	0.51	13	68	81	0.42	0.20	0.62	66	32	98
RES 7 (Restaurant)	3.472	KSF	3.76	3.47	7.24	13	12	25	5.82	3.72	9.55	20	13	33
RES 8 (Tuckunder/Townhomes)	74	DUs	0.08	0.43	0.51	6	32	38	0.42	0.20	0.62	31	15	46
RES 9 (Cluster detached)	55	DUs	0.38	0.20	0.58	21	11	32	0.73	0.42	1.15	40	23	63
Subtotal Residential Blocks (Restaurant)	**3.472**	**KSF**				**13**	**12**	**25**				**20**	**13**	**33**
Subtotal Residential Blocks (Residential)	**843**	**DUs**				**84**	**349**	**433**				**371**	**181**	**552**
Total Residential Blocks						**97**	**361**	**458**				**391**	**194**	**585**
STA 1 (Office)	184.205	KSF	1.37	0.19	1.56	253	34	287	0.25	1.24	1.49	46	228	274
STA 1 (Retail)	0.000	KSF	0.63	0.40	1.03	0	0	0	1.80	1.94	3.74	0	0	0
STA 1 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 2 (Office)	177.951	KSF	1.37	0.19	1.56	244	33	277	0.25	1.24	1.49	44	221	265
STA 2 (Retail)	3.049	KSF	0.63	0.40	1.03	2	1	3	1.80	1.94	3.74	5	6	11
STA 2 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 3 (Office)	163.089	KSF	1.37	0.19	1.56	224	31	255	0.25	1.24	1.49	41	202	243
STA 3 (Retail)	3.280	KSF	0.63	0.40	1.03	2	1	3	1.80	1.94	3.74	6	6	12
STA 3 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 4 (Office)	201.249	KSF	1.37	0.19	1.56	276	38	314	0.25	1.24	1.49	50	250	300
STA 4 (Retail)	0.000	KSF	0.63	0.40	1.03	0	0	0	1.80	1.94	3.74	0	0	0
STA 4 (Drinking Place)	2.097	KSF	0.00	0.00	0.00	0	0	0	7.48	3.86	11.34	16	8	24
STA 5 (Office)	183.283	KSF	1.37	0.19	1.56	252	34	286	0.25	1.24	1.49	46	227	273
STA 5 (Retail)	2.378	KSF	0.63	0.40	1.03	1	1	2	1.80	1.94	3.74	4	5	9
STA 5 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
Subtotal Station Blocks (Office)	**909.777**	**KSF**				**1,249**	**170**	**1,419**				**227**	**1,128**	**1,355**
Subtotal Station Blocks (Retail)	**8.707**	**KSF**				**5**	**3**	**8**				**15**	**17**	**32**
Subtotal Station Blocks (Restaurant)	**0.000**	**KSF**				**0**	**0**	**0**				**0**	**0**	**0**
Subtotal Station Blocks (Drinking Place)	**2.097**	**KSF**				**0**	**0**	**0**	7.48	3.86	11.34	**16**	**8**	**24**
Total Station Blocks						**1,254**	**173**	**1,427**				**258**	**1,153**	**1,411**
MU 1 (Residential)	68	DUs	0.08	0.43	0.51	5	29	34	0.40	0.22	0.62	27	15	42
MU 1 (High School)	450	Students	n/a	n/a	n/a	127	57	184	n/a	n/a	n/a	45	50	95
MU 2 (Office)	0.000	KSF	1.36	0.19	1.55	0	0	0	0.25	1.24	1.49	0	0	0
MU 2 (Retail)	0.000	KSF	0.63	0.40	1.03	0	0	0	1.80	1.94	3.74	0	0	0
MU 2 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
MU 2 (Residential)	88	DUs	0.08	0.43	0.51	7	38	45	0.42	0.20	0.62	37	18	55
MU 3 (Office)	0.000	KSF	1.36	0.19	1.55	0	0	0	0.25	1.24	1.49	0	0	0
MU 3 (Retail)	0.000	KSF	0.63	0.40	1.03	0	0	0	1.80	1.94	3.74	0	0	0
MU 3 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
MU 3 (Residential)	76	DUs	0.08	0.43	0.51	6	33	39	0.42	0.20	0.62	32	15	47
MU 4 (Office)	0.000	KSF	1.36	0.19	1.55	0	0	0	0.25	1.24	1.49	0	0	0
MU 4 (Retail)	3.205	KSF	0.63	0.40	1.03	2	1	3	1.80	1.94	3.74	6	6	12
MU 4 (Restaurant)	5	KSF	3.76	3.47	7.24	19	17	36	5.82	3.72	9.55	29	19	48
MU 4 (Residential)	70	DUs	0.08	0.43	0.51	6	30	36	0.42	0.20	0.62	29	14	43
Subtotal Mixed-Use Blocks (Office)	**0.000**	**KSF**				**0**	**0**	**0**				**0**	**0**	**0**
Subtotal Mixed-Use Blocks (Retail)	**3.205**	**KSF**				**2**	**1**	**3**				**6**	**6**	**12**
Subtotal Mixed-Use Blocks (Restaurant)	**5.000**	**KSF**				**19**	**17**	**36**				**29**	**19**	**48**
Subtotal Mixed-Use Blocks (Residential)	**302**	**DUs**				**24**	**130**	**154**				**125**	**62**	**187**
Subtotal Mixed-Use Blocks (High School)	**450**	**Students**				**127**	**57**	**184**				**45**	**50**	**95**
Total Mixed-Use Blocks						**172**	**205**	**377**				**205**	**137**	**342**
Total Unadjusted Trips:						**1,523**	**739**	**2,262**				**854**	**1,484**	**2,338**
Buildout Trip Reduction:														
Internal Capture & Transit Reduction [1][2]:	AM Peak	PM Peak				AM Peak						PM Peak		
Residential	29.55%	29.55%				31	141	172				147	72	219
Retail	37.60%	37.60%				3	2	5				7	9	16
Restaurant	29.80%	29.80%				10	9	19				14	10	24
Drinking Place	29.80%	29.80%				0	0	0				5	3	8
Office	14.60%	19.90%				182	25	207				45	226	271
Subtotal Internal & Transit Reduction:						226	177	403				218	320	538
TDM Level I & Level II Reduction :	AM Peak	PM Peak				AM Peak						PM Peak		
Residential (Residential Blocks)	2.8%	2.8%				2	10	12				10	6	16
Residential (MU Block 1)	8.1%	8.1%				0	3	3				2	2	4
Residential (MU Blocks 2-4)	4.1%	4.1%				0	6	6				5	3	8
Restaurant (Residential Blocks)	4.1%	4.1%				0	0	0				0	1	1
Retail (Station and MU Blocks)	5.9%	5.9%				0	0	0				1	1	2
Restaurant	5.9%	5.9%				1	2	3				2	2	4
Office	10.6%	10.6%				131	18	149				23	120	143
Subtotal TDM Reduction:						134	39	173				43	135	178
Net Adjusted Trip Generation						**1,163**	**523**	**1,686**				**593**	**1,029**	**1,622**
Percent Reduction from Unadjusted Trip Generation								**25.5%**						**30.6%**
Maximum Trip Threshold Allowed Under Conditions of Approval:														**1,562**
Trips Under / (Over) Maximum Allowed Trips:														**(60)**

Source: Program based on Residential and Mixed-Use Programming Overview dated 11-10-17.
Prepared by Kimley-Horn and Associates, Inc.

[1] Source of Mixed-Use Reductions: Institute of Transportation Engineers Trip Generation Handbook (Multi-Use Internalization Methodology).
[2] Source of Transit Adjustments:
Office Transit Use: Cervero, Robert. Ridership Impacts of Transit-Focused Development in California. Institute of Urban and Regional Development. 1993
Average commute mode split of station area workers for Caltrain and BART systems, assumes 90% of office trips are commute trips.
Resident Transit Use: Average of Caltrain and BART commute mode share. Cervero, Robert Lund, Willson. Travel Characteristics of Transit-Oriented Development in California.
Work Trips:[Caltrain: Rail = 15.7%, Bus = 1.7%] [BART Rail = 44.3%, Bus = 0.6%]. Assuming 93% Caltrain share and 7% BART share, results in 17.7% + average of bus riders (1.15%) gives 18.85% trip reduction for work trips.
Non-work Trips: Rail/Bus = 5.3%
Percent of Home-Based trips that are work trips = 56% in AM peak and 51% in PM peak. Source: Metropolitan Transportation Commission.
Retail and Restaurant Transit Use: 50% of El Cerrito Plaza (BART) retail center mode split. Source: Cervero, Robert Lund, Willson. Travel Characteristics of Transit-Oriented Development in California. Caltrans. 2004

Appendix 2 - Phase I Near-Term Program Buildout (As per 01-09-08 Residential PD and 03-15-08 Commercial + Retail PD from WMS) **6/6/2018**
Bay Meadows II Trip Generation Budget (Post Grade Separations with Minimum 10% Trip Reduction Goal)
(Institute of Transportation Engineers' Rates from Hexagon Phasing Analysis Table 4)

Land Use	Size	Units	AM Peak Hour						PM Peak Hour					
			Rate			Trips			Rate			Trips		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
RES 1 (Flats/Townhomes)	108	DUs	0.08	0.43	0.51	9	46	55	0.42	0.20	0.62	45	22	67
RES 2 (Townhomes)	80	DUs	0.08	0.43	0.51	6	34	40	0.42	0.20	0.62	34	16	50
RES 3 (Tuckunder/Townhomes)	156	DUs	0.08	0.43	0.51	12	67	79	0.42	0.20	0.62	66	31	97
RES 4 (Luxury Flats)	82	DUs	0.08	0.43	0.51	7	35	42	0.42	0.20	0.62	34	16	50
RES 5 (Tuckunder/Townhomes)	76	DUs	0.08	0.43	0.51	6	33	39	0.42	0.20	0.62	32	15	47
RES 6 (Luxury Flats)	54	DUs	0.08	0.43	0.51	4	23	27	0.42	0.20	0.62	23	11	34
RES 7 (Stacked Flats)	158	DUs	0.08	0.43	0.51	13	68	81	0.42	0.20	0.62	66	32	98
RES 7 (Restaurant)	3.472	KSF	3.76	3.47	7.24	13	12	25	5.82	3.72	9.55	20	13	33
RES 8 (Tuckunder/Townhomes)	74	DUs	0.08	0.43	0.51	6	32	38	0.42	0.20	0.62	31	15	46
RES 9 (Cluster detached)	55	DUs	0.38	0.20	0.58	21	11	32	0.73	0.42	1.15	40	23	63
Subtotal Residential Blocks (Restaurant)	**3.472**	**KSF**				**13**	**12**	**25**				**20**	**13**	**33**
Subtotal Residential Blocks (Residential)	**843**	**DUs**				**84**	**349**	**433**				**371**	**181**	**552**
Total Residential Blocks						**97**	**361**	**458**				**391**	**194**	**585**
STA 1 (Office)	184.205	KSF	1.37	0.19	1.56	253	34	287	0.25	1.24	1.49	46	228	274
STA 1 (Retail)	0.000	KSF	0.63	0.40	1.03	0	0	0	1.80	1.94	3.74	0	0	0
STA 1 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 2 (Office)	177.951	KSF	1.37	0.19	1.56	244	33	277	0.25	1.24	1.49	44	221	265
STA 2 (Retail)	6.099	KSF	0.63	0.40	1.03	4	2	6	1.80	1.94	3.74	11	12	23
STA 2 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 3 (Office)	163.089	KSF	1.37	0.19	1.56	224	31	255	0.25	1.24	1.49	41	202	243
STA 3 (Retail)	6.561	KSF	0.63	0.40	1.03	4	3	7	1.80	1.94	3.74	12	13	25
STA 3 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 4 (Office)	201.249	KSF	1.37	0.19	1.56	276	38	314	0.25	1.24	1.49	50	250	300
STA 4 (Retail)	3.477	KSF	0.63	0.40	1.03	2	1	3	1.80	1.94	3.74	6	7	13
STA 4 (Drinking Place)	2.097	KSF	0.00	0.00	0.00	0	0	0	7.48	3.86	11.34	16	8	24
STA 5 (Office)	183.283	KSF	1.37	0.19	1.56	252	34	286	0.25	1.24	1.49	46	227	273
STA 5 (Retail)	2.378	KSF	0.63	0.40	1.03	1	1	2	1.80	1.94	3.74	4	5	9
STA 5 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
Subtotal Station Blocks (Office)	**909.777**	**KSF**				**1,249**	**170**	**1,419**				**227**	**1,128**	**1,355**
Subtotal Station Blocks (Retail)	**18.515**	**KSF**				**11**	**7**	**18**				**33**	**37**	**70**
Subtotal Station Blocks (Restaurant)	**2.097**	**KSF**				**0**	**0**	**0**				**0**	**0**	**0**
Subtotal Station Blocks (Drinking Place)	**2.097**	**KSF**				**0**	**0**	**0**	7.48	3.86	11.34	**16**	**8**	**24**
Total Station Blocks						**1,260**	**177**	**1,437**				**276**	**1,173**	**1,449**
MU 1 (Residential)	68	DUs	0.08	0.43	0.51	5	29	34	0.40	0.22	0.62	27	15	42
MU 1 (High School)	450	Students	n/a	n/a	n/a	127	57	184	n/a	n/a	n/a	45	50	95
MU 2 (Office)	15.509	KSF	1.36	0.19	1.55	21	3	24	0.25	1.24	1.49	4	19	23
MU 2 (Retail)	14.814	KSF	0.63	0.40	1.03	9	6	15	1.80	1.94	3.74	27	29	56
MU 2 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
MU 2 (Residential)	88	DUs	0.08	0.43	0.51	7	38	45	0.42	0.20	0.62	37	18	55
MU 3 (Office)	12.906	KSF	1.36	0.19	1.55	18	2	20	0.25	1.24	1.49	3	16	19
MU 3 (Retail)	12.361	KSF	0.63	0.40	1.03	8	5	13	1.80	1.94	3.74	22	24	46
MU 3 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
MU 3 (Residential)	76	DUs	0.08	0.43	0.51	6	33	39	0.42	0.20	0.62	32	15	47
MU 4 (Office)	5.071	KSF	1.36	0.19	1.55	7	1	8	0.25	1.24	1.49	1	6	7
MU 4 (Retail)	8.947	KSF	0.63	0.40	1.03	6	4	10	1.80	1.94	3.74	16	17	33
MU 4 (Restaurant)	5.000	KSF	3.76	3.47	7.24	19	17	36	5.82	3.72	9.55	29	19	48
MU 4 (Residential)	70	DUs	0.08	0.43	0.51	6	30	36	0.42	0.20	0.62	29	14	43
Subtotal Mixed-Use Blocks (Office)	**33.486**	**KSF**				**46**	**6**	**52**				**8**	**41**	**49**
Subtotal Mixed-Use Blocks (Retail)	**36.122**	**KSF**				**23**	**15**	**38**				**65**	**70**	**135**
Subtotal Mixed-Use Blocks (Restaurant)	**5.000**	**KSF**				**19**	**17**	**36**				**29**	**19**	**48**
Subtotal Mixed-Use Blocks (Residential)	**302**	**DUs**				**24**	**130**	**154**				**125**	**62**	**187**
Subtotal Mixed-Use Blocks (High School)	**450**	**Students**				**127**	**57**	**184**				**45**	**50**	**95**
Total Mixed-Use Blocks						**239**	**225**	**464**				**272**	**242**	**514**
Total Unadjusted Trips:						**1,596**	**763**	**2,359**				**939**	**1,609**	**2,548**
Buildout Trip Reduction:														
Internal Capture & Transit Reduction [1][2]:	AM Peak	PM Peak				AM Peak						PM Peak		
Residential	32.85%	32.85%				34	159	193				163	80	243
Retail	30.40%	30.40%				10	7	17				29	33	62
Restaurant	37.90%	37.90%				12	11	23				18	12	30
Drinking Place	37.90%	37.90%				0	0	0				6	3	9
Office	15.20%	15.20%				197	27	224				35	178	213
Subtotal Internal & Transit Reduction:						253	204	457				251	306	557
TDM Level I & Level II Reduction :	AM Peak	PM Peak				AM Peak						PM Peak		
Residential (Residential Blocks)	4.1%	4.1%				3	15	18				14	8	22
Residential (MU Block 1)	8.1%	8.1%				0	2	2				2	2	4
Residential (MU Blocks 2-4)	4.1%	4.1%				0	4	4				4	2	6
Drinking Place	5.9%	5.9%				0	0	0				1	1	2
Retail (Station and MU Blocks)	5.9%	5.9%				2	1	3				5	7	12
Restaurant	5.9%	5.9%				1	2	3				2	2	4
Office	10.6%	10.6%				137	19	156				23	127	150
Subtotal TDM Reduction:						143	43	186				51	149	200
Adjusted Trip Generation						**1,200**	**516**	**1,716**				**637**	**1,154**	**1,791**
Percent Reduction from Unadjusted Trip Generation								**27.3%**						**29.7%**
Maximum Trip Threshold Allowed Under Conditions of Approval:														**3,083**
Trips Under / (Over) Maximum Allowed Trips:														**1,292**

Source: Program based on Residential and Mixed-Use Programming Overview dated 11-10-17.
Prepared by Kimley-Horn and Associates, Inc.

[1] Source of Mixed-Use Reductions: Institute of Transportation Engineers Trip Generation Handbook (Multi-Use Internalization Methodology).
[2] Source of Transit Adjustments:
Office Transit Use: Cervero, Robert. Ridership Impacts of Transit-Focused Development in California. Institute of Urban and Regional Development. 1993
Average commute mode split of station area workers for Caltrain and BART systems, assumes 90% of office trips are commute trips.
Resident Transit Use: Average of Caltrain and BART commute mode share. Cervero, Robert Lund, Willson. Travel Characteristics of Transit-Oriented Development in California. Caltrans. 2004
Work Trips:[Caltrain: Rail = 15.7%, Bus = 1.7%] [BART Rail = 44.3%, Bus = 0.6%]. Assuming 93% Caltrain share and 7% BART share, results in 17.7% + average of bus riders
Non-work Trips: Rail/Bus = 5.3%

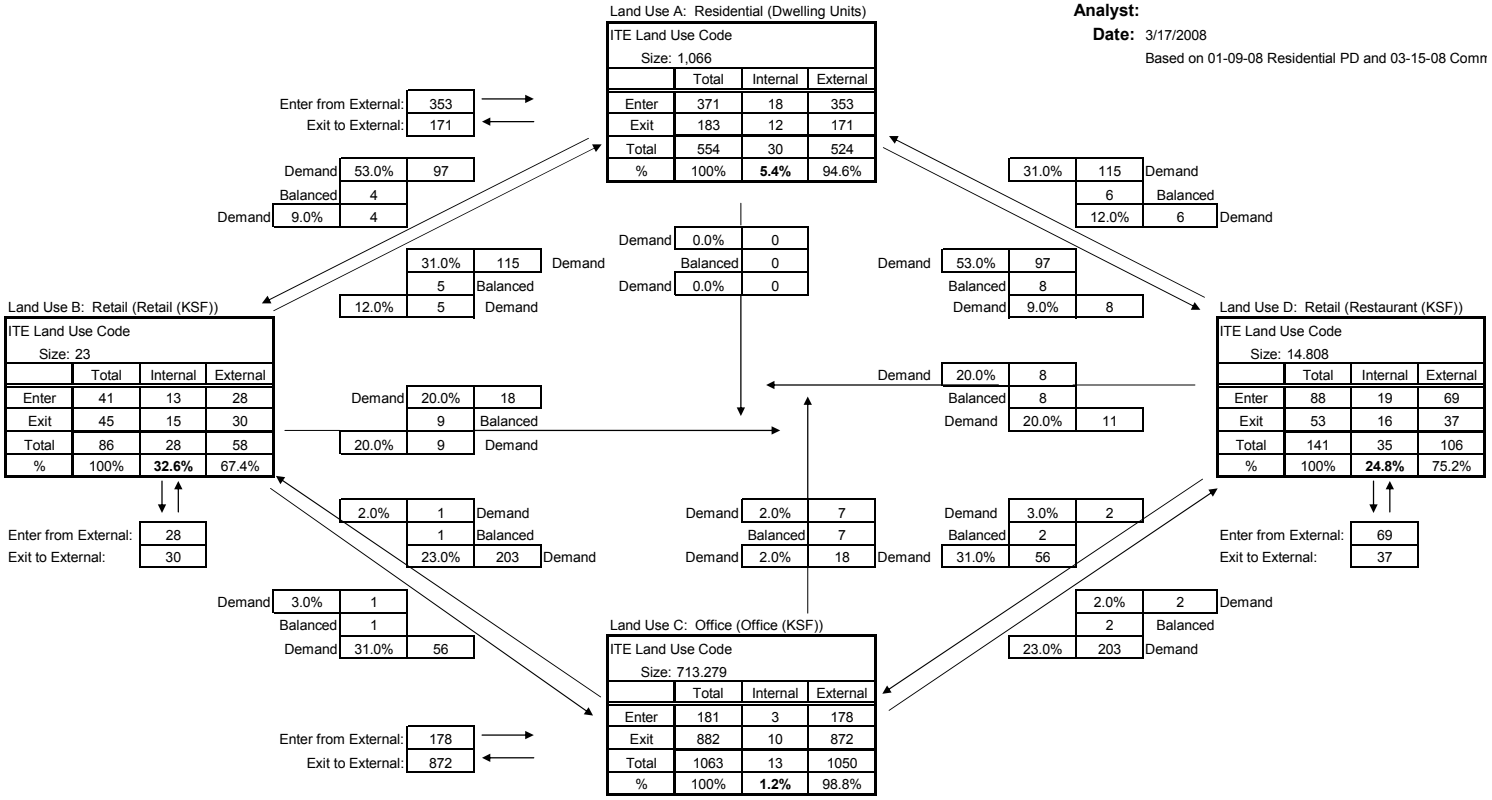
Percent of Home-Based trips that are work trips = 56% in AM peak and 51% in PM peak. Source: Metropolitan Transportation Commission.
Retail and Restaurant Transit Use: 50% of El Cerrito Plaza (BART) retail center mode split. Source: Cervero, Robert Lund, Willson. Travel Characteristics of Transit-Oriented

Appendix 3 - Internal Capture Worksheet for Phase I Trip Generation Analysis

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, June 2004)

Project Number: 097065008
Project Name: Bay Meadows II
Scenario: Nearterm
Analysis Period: PM Peak
Analyst:
Date: 3/17/2008
Based on 01-09-08 Residential PD and 03-15-08 Comn



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	353	28	872	69	1,322
Exit	171	30	178	37	416
Total	524	58	1,050	106	**1,738**
Single Use Trip Gen Estimate	554	86	1,063	141	**1,844**

Overall Internal Capture = **5.75%**

Appendix 4 - Phase II Mid-Term Program Buildout (As per 01-09-08 Residential PD and 03-15-08 Commercial + Retail PD from WMS) **6/6/2017**
Bay Meadows II Trip Generation Budget (Post Grade Separations with Minimum 16% Trip Reduction Goal)
(Institute of Transportation Engineers' Rates from Hexagon Phasing Analysis Table 4)

Land Use	Size	Units	AM Peak Hour						PM Peak Hour					
			Rate			Trips			Rate			Trips		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
RES 1 (Flats/Townhomes)	108	DUs	0.08	0.43	0.51	9	46	55	0.42	0.20	0.62	45	22	67
RES 2 (Townhomes)	80	DUs	0.08	0.43	0.51	6	34	40	0.42	0.20	0.62	34	16	50
RES 3 (Tuckunder/Townhomes)	156	DUs	0.08	0.43	0.51	12	67	79	0.42	0.20	0.62	66	31	97
RES 4 (Luxury Flats)	82	DUs	0.08	0.43	0.51	7	35	42	0.42	0.20	0.62	34	16	50
RES 5 (Tuckunder/Townhomes)	76	DUs	0.08	0.43	0.51	6	33	39	0.42	0.20	0.62	32	15	47
RES 6 (Luxury Flats)	54	DUs	0.08	0.43	0.51	4	23	27	0.42	0.20	0.62	23	11	34
RES 7 (Stacked Flats)	158	DUs	0.08	0.43	0.51	13	68	81	0.42	0.20	0.62	66	32	98
RES 7 (Restaurant)	3.472	KSF	3.76	3.47	7.24	13	12	25	5.82	3.72	9.55	20	13	33
RES 8 (Tuckunder/Townhomes)	74	DUs	0.08	0.43	0.51	6	32	38	0.42	0.20	0.62	31	15	46
RES 9 (Cluster detached)	55	DUs	0.38	0.20	0.58	21	11	32	0.73	0.42	1.15	40	23	63
Subtotal Residential Blocks (Restaurant)	**3.472**	**KSF**				**13**	**12**	**25**				**20**	**13**	**33**
Subtotal Residential Blocks (Residential)	**843**	**DUs**				**84**	**349**	**433**				**371**	**181**	**552**
Total Residential Blocks						**97**	**361**	**458**				**391**	**194**	**585**
STA 1 (Office)	184.205	KSF	1.37	0.19	1.56	253	34	287	0.25	1.24	1.49	46	228	274
STA 1 (Retail)	0.000	KSF	0.63	0.40	1.03	0	0	0	1.80	1.94	3.74	0	0	0
STA 1 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 2 (Office)	177.951	KSF	1.37	0.19	1.56	244	33	277	0.25	1.24	1.49	44	221	265
STA 2 (Retail)	6.099	KSF	0.63	0.40	1.03	4	2	6	1.80	1.94	3.74	11	12	23
STA 2 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 3 (Office)	163.089	KSF	1.37	0.19	1.56	224	31	255	0.25	1.24	1.49	41	202	243
STA 3 (Retail)	6.561	KSF	0.63	0.40	1.03	4	3	7	1.80	1.94	3.74	12	13	25
STA 3 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 4 (Office)	201.249	KSF	1.37	0.19	1.56	276	38	314	0.25	1.24	1.49	50	250	300
STA 4 (Retail)	3.477	KSF	0.63	0.40	1.03	2	1	3	1.80	1.94	3.74	6	7	13
STA 4 (Drinking Place)	2.097	KSF	0.00	0.00	0.00	0	0	0	7.48	3.86	11.34	16	8	24
STA 5 (Office)	183.283	KSF	1.37	0.19	1.56	252	34	286	0.25	1.24	1.49	46	227	273
STA 5 (Retail)	2.378	KSF	0.63	0.40	1.03	1	1	2	1.80	1.94	3.74	4	5	9
STA 5 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
Subtotal Station Blocks (Office)	**909.777**	**KSF**				**1,249**	**170**	**1,419**				**227**	**1,128**	**1,355**
Subtotal Station Blocks (Retail)	**18.515**	**KSF**				**11**	**7**	**18**				**33**	**37**	**70**
Subtotal Station Blocks (Restaurant)	**2.097**	**KSF**				**0**	**0**	**0**				**0**	**0**	**0**
Subtotal Station Blocks (Drinking Place)	**2.097**	**KSF**				**0**	**0**	**0**	7.48	3.86	11.34	**16**	**8**	**24**
Total Station Blocks						**1,260**	**177**	**1,437**				**276**	**1,173**	**1,449**
MU 1 (Residential)	68	DUs	0.08	0.43	0.51	5	29	34	0.40	0.22	0.62	27	15	42
MU 1 (High School)	450	Students	n/a	n/a	n/a	127	57	184	n/a	n/a	n/a	45	50	95
MU 2 (Office)	15.509	KSF	1.36	0.19	1.55	21	3	24	0.25	1.24	1.49	4	19	23
MU 2 (Retail)	14.814	KSF	0.63	0.40	1.03	9	6	15	1.80	1.94	3.74	27	29	56
MU 2 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
MU 2 (Residential)	88	DUs	0.08	0.43	0.51	7	38	45	0.42	0.20	0.62	37	18	55
MU 3 (Office)	12.906	KSF	1.36	0.19	1.55	18	2	20	0.25	1.24	1.49	3	16	19
MU 3 (Retail)	12.361	KSF	0.63	0.40	1.03	8	5	13	1.80	1.94	3.74	22	24	46
MU 3 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
MU 3 (Residential)	76	DUs	0.08	0.43	0.51	6	33	39	0.42	0.20	0.62	32	15	47
MU 4 (Office)	5.071	KSF	1.36	0.19	1.55	7	1	8	0.25	1.24	1.49	1	6	7
MU 4 (Retail)	8.947	KSF	0.63	0.40	1.03	6	4	10	1.80	1.94	3.74	16	17	33
MU 4 (Restaurant)	5.000	KSF	3.76	3.47	7.24	19	17	36	5.82	3.72	9.55	29	19	48
MU 4 (Residential)	70	DUs	0.08	0.43	0.51	6	30	36	0.42	0.20	0.62	29	14	43
Subtotal Mixed-Use Blocks (Office)	**33.486**	**KSF**				**46**	**6**	**52**				**8**	**41**	**49**
Subtotal Mixed-Use Blocks (Retail)	**36.122**	**KSF**				**23**	**15**	**38**				**65**	**70**	**135**
Subtotal Mixed-Use Blocks (Restaurant)	**5.000**	**KSF**				**19**	**17**	**36**				**29**	**19**	**48**
Subtotal Mixed-Use Blocks (Residential)	**302**	**DUs**				**24**	**130**	**154**				**125**	**62**	**187**
Subtotal Mixed-Use Blocks (High School)	**450**	**Students**				**127**	**57**	**184**				**45**	**50**	**95**
Total Mixed-Use Blocks						**239**	**225**	**464**				**272**	**242**	**514**
Total Unadjusted Trips:						**1,596**	**763**	**2,359**				**939**	**1,609**	**2,548**
Buildout Trip Reduction:														
Internal Capture & Transit Reduction [1][2]:	AM Peak	PM Peak				AM Peak						PM Peak		
Residential	32.85%	32.85%				34	159	193				163	80	243
Retail	30.40%	30.40%				10	7	17				29	33	62
Restaurant	37.90%	37.90%				12	11	23				18	12	30
Drinking Place	37.90%	37.90%				0	0	0				6	3	9
Office	15.20%	15.20%				197	27	224				35	178	213
Subtotal Internal & Transit Reduction:						253	204	457				251	306	557
TDM Level I & Level II Reduction :	AM Peak	PM Peak				AM Peak						PM Peak		
Residential (Residential Blocks)	4.1%	4.1%				3	15	18				14	8	22
Residential (MU Block 1)	8.1%	8.1%				0	2	2				2	2	4
Residential (MU Block 2-4)	4.1%	4.1%				0	4	4				4	2	6
Drinking Place	5.9%	5.9%				0	0	0				1	1	2
Retail (Station and MU Blocks)	5.9%	5.9%				2	1	3				5	7	12
Restaurant	5.9%	5.9%				1	2	3				2	2	4
Office	10.6%	10.6%				137	19	156				23	127	150
Subtotal TDM Reduction:						143	43	186				51	149	200
Adjusted Trip Generation						**1,200**	**516**	**1,716**				**637**	**1,154**	**1,791**
Percent Reduction from Unadjusted Trip Generation								**27.3%**						**29.7%**
Maximum Trip Threshold Allowed Under Conditions of Approval:														**2,878**
Trips Under / (Over) Maximum Allowed Trips:														**1,087**

Source: Program based on Residential and Mixed-Use Programming Overview dated 11-10-17.
Prepared by Kimley-Horn and Associates, Inc.

[1] Source of Mixed-Use Reductions: Institute of Transportation Engineers Trip Generation Handbook (Multi-Use Internalization Methodology).
[2] Source of Transit Adjustments:
Office Transit Use: Cervero, Robert. Ridership Impacts of Transit-Focused Development in California. Institute of Urban and Regional Development. 1993
Average commute mode split of station area workers for Caltrain and BART systems, assumes 90% of office trips are commute trips.
Resident Transit Use: Average of Caltrain and BART commute mode share. Cervero, Robert Lund, Willson. Travel Characteristics of Transit-Oriented Development in California. Caltrans. 2004
Work Trips:[Caltrain: Rail = 15.7%, Bus = 1.7%] [BART Rail = 44.3%, Bus = 0.6%]. Assuming 93% Caltrain share and 7% BART share, results in 17.7% + average of bus riders
Non-work Trips: Rail/Bus = 5.3%

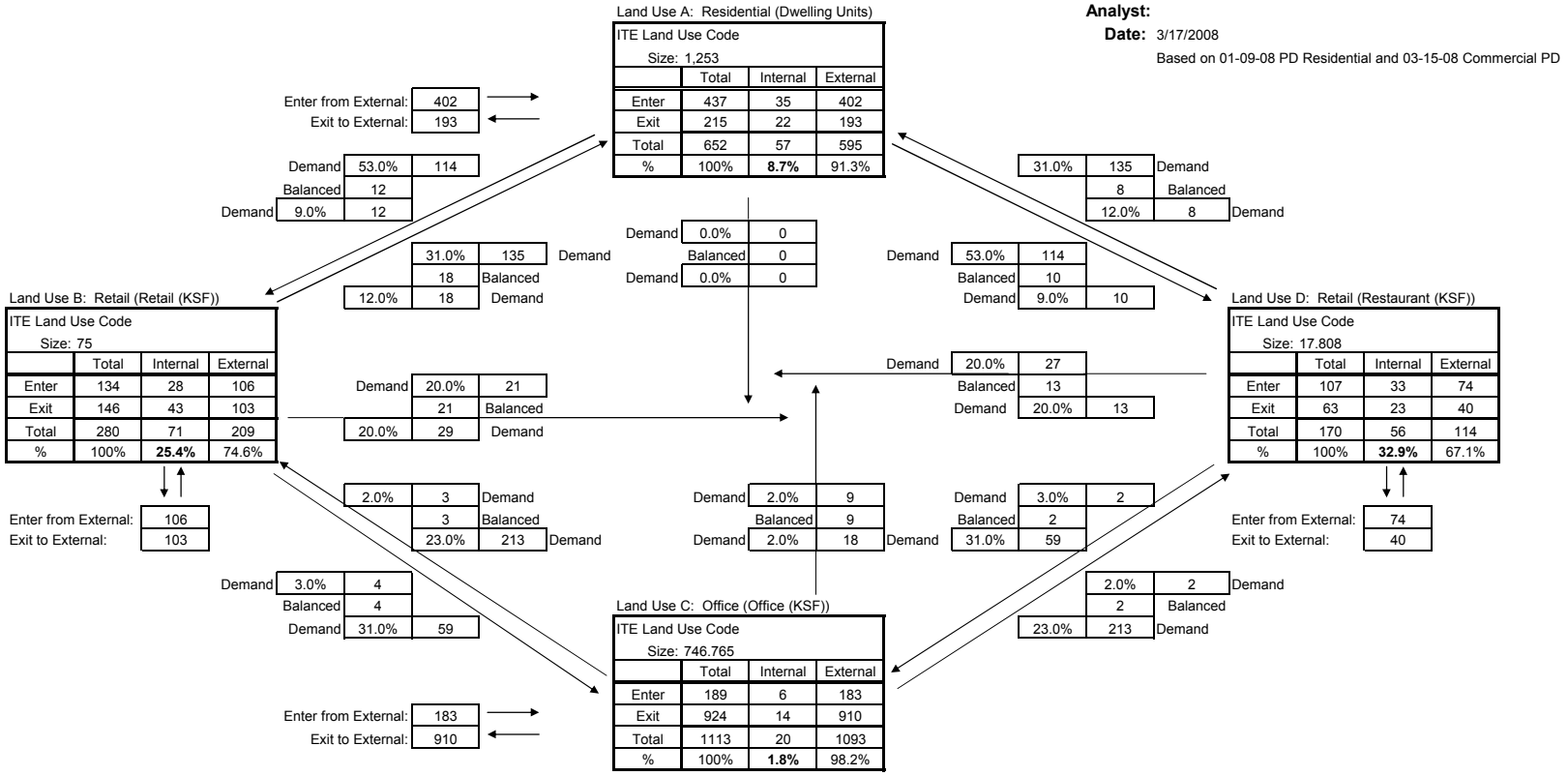
Percent of Home-Based trips that are work trips = 56% in AM peak and 51% in PM peak. Source: Metropolitan Transportation Commission.
Retail and Restaurant Transit Use: 50% of El Cerrito Plaza (BART) retail center mode split. Source: Cervero, Robert Lund, Willson. Travel Characteristics of Transit-Oriented

Appendix 5 - Internal Capture Worksheet for Phase II and III Trip Generation Analysis

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: Chapter 7, ITE *Trip Generation Handbook*, June 2004)

Project Number: 097065008
Project Name: Bay Meadows II
Scenario: Buildout
Analysis Period: PM Peak
Analyst:
Date: 3/17/2008
Based on 01-09-08 PD Residential and 03-15-08 Commercial PD



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT					
	Land Use				
Category	A	B	C	D	Total
Enter	402	106	910	74	1,492
Exit	193	103	183	40	519
Total	595	209	1,093	114	**2,011**
Single Use Trip Gen Estimate	652	280	1,113	170	**2,215**

Overall Internal Capture = **9.21%**

Appendix 6 - Phase II Full Program Buildout (As per 01-09-08 Residential PD and 03-15-08 Commercial + Retail PD from WMS) **6/6/2017**
Bay Meadows II Trip Generation Budget (Post Grade Separations with Minimum 25% Trip Reduction Goal)
(Institute of Transportation Engineers' Rates from Hexagon Phasing Analysis Table 4)

Land Use	Size	Units	AM Peak Hour						PM Peak Hour					
			Rate			Trips			Rate			Trips		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
RES 1 (Flats/Townhomes)	108	DUs	0.08	0.43	0.51	9	46	55	0.42	0.20	0.62	45	22	67
RES 2 (Townhomes)	80	DUs	0.08	0.43	0.51	6	34	40	0.42	0.20	0.62	34	16	50
RES 3 (Tuckunder/Townhomes)	156	DUs	0.08	0.43	0.51	12	67	79	0.42	0.20	0.62	66	31	97
RES 4 (Luxury Flats)	82	DUs	0.08	0.43	0.51	7	35	42	0.42	0.20	0.62	34	16	50
RES 5 (Tuckunder/Townhomes)	76	DUs	0.08	0.43	0.51	6	33	39	0.42	0.20	0.62	32	15	47
RES 6 (Luxury Flats)	54	DUs	0.08	0.43	0.51	4	23	27	0.42	0.20	0.62	23	11	34
RES 7 (Stacked Flats)	158	DUs	0.08	0.43	0.51	13	68	81	0.42	0.20	0.62	66	32	98
RES 7 (Restaurant)	3.472	KSF	3.76	3.47	7.24	13	12	25	5.82	3.72	9.55	20	13	33
RES 8 (Tuckunder/Townhomes)	74	DUs	0.08	0.43	0.51	6	32	38	0.42	0.20	0.62	31	15	46
RES 9 (Cluster detached)	55	DUs	0.38	0.20	0.58	21	11	32	0.73	0.42	1.15	40	23	63
Subtotal Residential Blocks (Restaurant)	**3.472**	**KSF**				**13**	**12**	**25**				**20**	**13**	**33**
Subtotal Residential Blocks (Residential)	**843**	**DUs**				**84**	**349**	**433**				**371**	**181**	**552**
Total Residential Blocks						**97**	**361**	**458**				**391**	**194**	**585**
STA 1 (Office)	184.205	KSF	1.37	0.19	1.56	253	34	287	0.25	1.24	1.49	46	228	274
STA 1 (Retail)	0.000	KSF	0.63	0.40	1.03	0	0	0	1.80	1.94	3.74	0	0	0
STA 1 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 2 (Office)	177.951	KSF	1.37	0.19	1.56	244	33	277	0.25	1.24	1.49	44	221	265
STA 2 (Retail)	6.099	KSF	0.63	0.40	1.03	4	2	6	1.80	1.94	3.74	11	12	23
STA 2 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 3 (Office)	163.089	KSF	1.37	0.19	1.56	224	31	255	0.25	1.24	1.49	41	202	243
STA 3 (Retail)	6.561	KSF	0.63	0.40	1.03	4	3	7	1.80	1.94	3.74	12	13	25
STA 3 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
STA 4 (Office)	201.249	KSF	1.37	0.19	1.56	276	38	314	0.25	1.24	1.49	50	250	300
STA 4 (Retail)	3.477	KSF	0.63	0.40	1.03	2	1	3	1.80	1.94	3.74	6	7	13
STA 4 (Drinking Place)	2.097	KSF	0.00	0.00	0.00	0	0	0	7.48	3.86	11.34	16	8	24
STA 5 (Office)	183.283	KSF	1.37	0.19	1.56	252	34	286	0.25	1.24	1.49	46	227	273
STA 5 (Retail)	2.378	KSF	0.63	0.40	1.03	1	1	2	1.80	1.94	3.74	4	5	9
STA 5 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
Subtotal Station Blocks (Office)	**909.777**	**KSF**				**1,249**	**170**	**1,419**				**227**	**1,128**	**1,355**
Subtotal Station Blocks (Retail)	**18.515**	**KSF**				**11**	**7**	**18**				**33**	**37**	**70**
Subtotal Station Blocks (Restaurant)	**2.097**	**KSF**				**0**	**0**	**0**				**0**	**0**	**0**
Subtotal Station Blocks (Drinking Place)	**2.097**	**KSF**				**0**	**0**	**0**	7.48	3.86	11.34	**16**	**8**	**24**
Total Station Blocks						**1,260**	**177**	**1,437**				**276**	**1,173**	**1,449**
MU 1 (Residential)	68	DUs	0.08	0.43	0.51	5	29	34	0.40	0.22	0.62	27	15	42
MU 1 (High School)	450	Students	n/a	n/a	n/a	127	57	184	n/a	n/a	n/a	45	50	95
MU 2 (Office)	15.509	KSF	1.36	0.19	1.55	21	3	24	0.25	1.24	1.49	4	19	23
MU 2 (Retail)	14.814	KSF	0.63	0.40	1.03	9	6	15	1.80	1.94	3.74	27	29	56
MU 2 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
MU 2 (Residential)	88	DUs	0.08	0.43	0.51	7	38	45	0.42	0.20	0.62	37	18	55
MU 3 (Office)	12.906	KSF	1.36	0.19	1.55	18	2	20	0.25	1.24	1.49	3	16	19
MU 3 (Retail)	12.361	KSF	0.63	0.40	1.03	8	5	13	1.80	1.94	3.74	22	24	46
MU 3 (Restaurant)	0.000	KSF	3.76	3.47	7.24	0	0	0	5.82	3.72	9.55	0	0	0
MU 3 (Residential)	76	DUs	0.08	0.43	0.51	6	33	39	0.42	0.20	0.62	32	15	47
MU 4 (Office)	5.071	KSF	1.36	0.19	1.55	7	1	8	0.25	1.24	1.49	1	6	7
MU 4 (Retail)	8.947	KSF	0.63	0.40	1.03	6	4	10	1.80	1.94	3.74	16	17	33
MU 4 (Restaurant)	5.000	KSF	3.76	3.47	7.24	19	17	36	5.82	3.72	9.55	29	19	48
MU 4 (Residential)	70	DUs	0.08	0.43	0.51	6	30	36	0.42	0.20	0.62	29	14	43
Subtotal Mixed-Use Blocks (Office)	**33.486**	**KSF**				**46**	**6**	**52**				**8**	**41**	**49**
Subtotal Mixed-Use Blocks (Retail)	**36.122**	**KSF**				**23**	**15**	**38**				**65**	**70**	**135**
Subtotal Mixed-Use Blocks (Restaurant)	**5.000**	**KSF**				**19**	**17**	**36**				**29**	**19**	**48**
Subtotal Mixed-Use Blocks (Residential)	**302**	**DUs**				**24**	**130**	**154**				**125**	**62**	**187**
Subtotal Mixed-Use Blocks (High School)	**450**	**Students**				**127**	**57**	**184**				**45**	**50**	**95**
Total Mixed-Use Blocks						**239**	**225**	**464**				**272**	**242**	**514**
Total Unadjusted Trips:						**1,596**	**763**	**2,359**				**939**	**1,609**	**2,548**
Buildout Trip Reduction:														
Internal Capture & Transit Reduction [1][2]:	AM Peak	PM Peak				AM Peak						PM Peak		
Residential	32.85%	32.85%				34	159	193				163	80	243
Retail	30.40%	30.40%				10	7	17				29	33	62
Restaurant	37.90%	37.90%				12	11	23				18	12	30
Drinking Place	37.90%	37.90%				0	0	0				6	3	9
Office	15.20%	15.20%				197	27	224				35	178	213
Subtotal Internal & Transit Reduction:						253	204	457				251	306	557
TDM Level I & Level II Reduction :	AM Peak	PM Peak				AM Peak						PM Peak		
Residential (Residential Blocks)	4.1%	4.1%				3	15	18				14	8	22
Residential (MU Block 1)	8.1%	8.1%				0	2	2				2	2	4
Residential (MU Blocks 2-4)	4.1%	4.1%				0	4	4				4	2	6
Drinking Place	5.9%	5.9%				0	0	0				1	1	2
Retail (Station and MU Blocks)	5.9%	5.9%				2	1	3				5	7	12
Restaurant	5.9%	5.9%				1	2	3				2	2	4
Office	10.6%	10.6%				137	19	156				23	127	150
Subtotal TDM Reduction:						143	43	186				51	149	200
Adjusted Trip Generation						**1,200**	**516**	**1,716**				**637**	**1,154**	**1,791**
Percent Reduction from Unadjusted Trip Generation								**27.3%**						**29.7%**
Maximum Trip Threshold Allowed Under Conditions of Approval:														**2,569**
Trips Under / (Over) Maximum Allowed Trips:														**778**

Source: Program based on Residential and Mixed-Use Programming Overview dated 11-10-17.
Prepared by Kimley-Horn and Associates, Inc.

[1] Source of Mixed-Use Reductions: Institute of Transportation Engineers Trip Generation Handbook (Multi-Use Internalization Methodology).
[2] Source of Transit Adjustments:
Office Transit Use: Cervero, Robert. Ridership Impacts of Transit-Focused Development in California. Institute of Urban and Regional Development. 1993
Average commute mode split of station area workers for Caltrain and BART systems, assumes 90% of office trips are commute trips.
Resident Transit Use: Average of Caltrain and BART commute mode share. Cervero, Robert Lund, Willson. Travel Characteristics of Transit-Oriented Development in California. Caltrans. 2004
Work Trips:[Caltrain: Rail = 15.7%, Bus = 1.7%] [BART Rail = 44.3%, Bus = 0.6%]. Assuming 93% Caltrain share and 7% BART share, results in 17.7% + average of bus riders
Non-work Trips: Rail/Bus = 5.3%

Percent of Home-Based trips that are work trips = 56% in AM peak and 51% in PM peak. Source: Metropolitan Transportation Commission.
Retail and Restaurant Transit Use: 50% of El Cerrito Plaza (BART) retail center mode split. Source: Cervero, Robert Lund, Willson. Travel Characteristics of Transit-Oriented

38. **MONUMENTATION** – As a condition of approval of each final map for the Project Tentative Map, the owner shall have monuments set as required in SMMC Section 26.52.060, Survey Requirements. Monuments shall be set along the exterior boundaries of the subdivision at intervals not exceeding five hundred feet and shall be placed at the angle points on the exterior boundary lines of the tract, at the intersections to the centerlines of the streets, and at the beginnings and ends of curves at centerlines of streets and at such other points as may be required by the Public Works Director or his designee. Due consideration shall be given to visibility of monuments one from another. Monuments shall be placed prior to the release of the roadway improvement bonds required by the subdivision agreement. The owner shall provide financial securities, in addition to bonding for the roadway system to be dedicated to the City as public right-of-way, to insure the installation of the monuments. (PUBLIC WORKS)

39. **TRAFFIC CONTROL** – Project intersection traffic control devices (stop signs and signals) will be determined during the approval process for the Tentative Map and/or Site Development Permit for Framework Streets based on City and State requirements, consistent with the right-of-way widths specified in the Specific Plan Amendment, and implemented when warranted. The owner shall be responsible for the installation of any signal warranted, as determined at each Planning Application. The location of project signals is to be evaluated with the expectation of project build-out. Implementation of signals will be determined in future Planning Applications on a Block by Block basis. Stop sign locations shall comply with the City's Stop Sign Policy and Procedures document. The owner may, with the approval of the Public Works Director or his designee, install all-way stop control at intersections until such time as signals are warranted. . Conduit shall be installed across each leg of the intersection when initially constructed, if it is anticipated that future signalization of the intersection will be required, and if determined necessary by the Director of Public Works. This condition shall be implemented as needed and monitored by the Public Works Department. (PUBLIC WORKS)

40. **TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM** – A Transportation Demand Management Program shall be implemented using a selection of programs from the Corridor Plan and the City/County Association of Governments (C/CAG). These programs, once implemented, must be on-going for the occupied life of the development, unless they are altered, exchanged or discontinued in consultation with the City. The trip budget and monitoring plan shall be determined for each Block at the SPAR phase for development on the Block.

The project shall have the following trip thresholds, applicable as specified below, to meet TDM trip reduction goals and EIR mitigation measures (note that references to an "amount of development" in this condition refers to the amount of development as calculated by square footage for commercial uses and housing units for residential uses):

A. *Pre-Grade Separations: No building permit shall be issued which would individually or cumulatively permit an amount of development that would generate traffic in excess of 1,562 trips unless and until the Peninsula Corridor Joint Powers Board has commenced construction of grade separated crossings at either or both of 28th and 31st Avenues. ***Mitigation Measure Traffic-BM18***

B. Short-term trip reduction: Until the later to occur of (i) completion and occupancy of at least 50% of the collective amount of development approved for the first three Blocks to be developed, and (ii) the completion of grade separated crossings at either or both of 28th and 31st Avenues, in addition to the overall project trip limits specified in paragraph A of this condition (if applicable), the project shall have a trip reduction goal of 10% off the total PM peak hour trip generation calculated using the methodology in the FEIR (excluding reductions for mixed-use internalization or transit-oriented development), as determined during the SPAR approval process for each Block.

C. Mid-term trip reduction: From and after (i) completion and occupancy of at least 50% of the collective amount of development approved for the first three Blocks to be developed, and (ii) the completion of grade separated crossings at either or both of 28th and 31st Avenues, the project (including Blocks previously approved with a 10% goal) shall have a trip reduction goal of 16% off the total PM peak hour trip generation calculated using the methodology in the FEIR (excluding reductions for mixed-use internalization or transit-oriented development), as determined during the SPAR approval process for each Block. The total mid-term project trip generation cannot exceed 2,878 trips (84% of 3,426).

D. Long-term trip reduction: From and after the later to occur of (i) the approval of a SPAR for each Block in the project, (ii) completion and occupancy of 75% of the collective amount of development approved for each Block in the Station/Mixed Use Parcel (as shown in the Specific Plan Amendment), (iii) completion and occupancy of 75% of the collective amount of development approved for each Block in the Residential Parcel (as shown in the Specific Plan Amendment), and (iv) the completion of grade separated crossings at either or both of 28th and 31st Avenues, the project (including Blocks previously approved with a 10% or 16% goal) shall have a trip reduction goal of 25%. Therefore, when fully built out, the project shall generate no more than 2,569 trips (75% of 3,426 (the total number of trips assumed in the FEIR, excluding reductions for mixed-use internalization or transit-oriented development, was 3,426 trips)). Even if an individual Block generates trips in excess of its TDM reduction goals, so long as the project does not generate more than 2,569 PM peak hour trips, then the project will be in compliance with the trip reduction requirements of these conditions of approval.

The aggregate project trips shall in all events be determined by excluding any trips attributable to the parking structure to be constructed by the Peninsula Corridor Joint Powers Board at the new Hillsdale Caltrain station. (PUBLIC WORKS, PLANNING)