

From: [Bobak J. Tehrany](#)
To: [Abby Gillfillan](#)
Subject: FW: Brodie Oaks - TIA Scoping Request
Date: Thursday, April 29, 2021 11:05:25 AM
Attachments: [image005.png](#)
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From: Good, Justin <Justin.Good@austintexas.gov>
Sent: Tuesday, April 27, 2021 12:08 PM
To: Bobak J. Tehrany <bobak@bo-engineering.com>
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Thanks,
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Brodie Oaks

Parking and TDM Approach

April 2021

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CONTENTS

1 **Executive summary** 1

2 **Project Description**..... 2

 Related Plans2

3 **TDM Approach** 3

 Trip Reduction Target.....3

 TDM Vision and Goals.....5

4 **Parking Approach**..... 9

 Parking Supply Target.....9

 Supporting Policies.....9

5 **Next Steps** 10

1 EXECUTIVE SUMMARY

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Summary of Project TDM and Parking Goals

- *Reduce vehicle trips by up to 50%*
ATD has stated that they will consider up to a 50% vehicle trip reduction for the Project. The Project sponsor will develop a comprehensive TDM plan that identifies a detailed TDM vision and associated trip reduction, to be submitted concurrently with the Project TIA.
- *Leverage transit and support bicycle/pedestrian access*
The Project site is adjacent to MetroRapid Route 803, which will be expanded and enhanced as part of Project Connect. Multimodal improvements planned for the South Lamar corridor by the City of Austin as well as multimodal improvements planned by the Project will support safe bicycle and pedestrian connections to the north of the site. The project will leverage these valuable transit and multimodal assets with a suite of TDM programs, amenities, and design features.
- *Reduce parking supply by up to 40%*
A potential parking supply reduction of up to 40% relative to code will support a multimodal-friendly vision for the project and help reduce drive-alone vehicle trips. The Project will consider a variety of parking management strategies to help achieve this supply reduction, including shared parking arrangements and pricing strategies.

2 PROJECT DESCRIPTION

The Project is located in the City of Austin at the northwest corner of TX-360 and South Lamar Boulevard. Existing uses on the Project site include a mix of restaurants, shops, and offices. The site is adjacent to the Barton Creek Greenbelt trail.

The proposed Project will be a multi-phase development that would consist of multifamily, office space, retail space, and hotel land uses, including:

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- 200 hotel rooms
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The goal of TDM is to reduce single-occupancy vehicle trips by supporting other modes of travel with a range of programs, incentives, and infrastructure investments. Austin Transportation Department (ATD) maintains a list of TDM measures within the Transportation Impact Analysis (TIA) scope template, and establishes an associated vehicle trip reduction percentage for each TDM measure.

Trip Reduction Target

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To achieve reductions in vehicle trip generation, the Project Sponsor will consider and evaluate a range of potential TDM measures. This memorandum is intended to:

- Identify which measures will be considered and evaluated as part of the development of the full TDM plan for the Project
- Provide a brief rationale for the selection and prioritization of these measures
- Solicit feedback from ATD about the proposed TDM vision and priorities

Figure 1 identifies which measures and strategies will be evaluated for the Project. The strategies identified for consideration in this memorandum are subject to change. The full TDM plan, which will be completed and submitted concurrently with the TIA, will include a refined list of these proposed TDM measures and commitments as well as a full discussion of why the selected measures are appropriate for the Project.

Figure 1 TDM Measures to be considered for Brodie Oaks

TDM Measure	Est. Reduction: Urban	Est. Reduction: Urban Core	Will be Considered for The Project
Transit Elements	Up to 7%	Up to 12%	✓
Pedestrian Access and Connectivity	5%		✓
Bicycle Access and Connectivity	5%		✓
Bicycle Parking	0.5%		✓
Showers & Lockers	0.5%		✓
Bike Share Membership	0.5%		✓
Bike Share Station	0.5%		✓
Bicycle Repair Station	0.5%		✓
Bicycle Maintenance Services	0.5%		✓
Fleet of Bicycles	0.5%		
Car Share Parking	1%		
Multimodal Wayfinding Signage	1%		
Real Time Transportation Information Displays	1%		✓
Transit-Oriented Development	2%		✓
Unbundled Parking	6%		✓
Short Term Daily Parking Provision	7%	8%	
Peak Period Pricing	7%	8%	
Priced Parking	7%	8%	✓
Parking Cash Out (non-residential)	3%	4%	
Parking Supply	Up to 12.5%		✓
TDM Coordinator	1%		✓
Car Share Membership	1%		
Carpool Program	3%	5%	
Shuttle Service	Up to 7%		
Vanpool Program	Up to 7%		
TMA Membership	3%		✓
Telecommuting	2%		✓
Universal Transit Pass	5%		✓
Sustainable Mode Subsidy	8%		✓
Off-Peak Work Hours/Compressed Work Week	2%		
Total trip reduction potential:			Up to 50%*

*ATD has agreed to consider up to a 50% trip reduction for the Project. Sum of trip reduction potential for all TDM measures to be considered for the full TDM plan is 70.5%.

TDM Vision and Goals

A TDM vision for the project has been developed based on the local site context, the existing and future transportation resources in the Project vicinity, and the specific needs of the proposed land uses and development vision for the Project. This vision reflects two primary TDM goals for the Project:

Goal 1: Leverage and enhance connections to existing and future **transit service**

Goal 2: Support **bicycle and pedestrian access** along South Lamar Blvd and to the Barton Creek Greenbelt

In addition to these two TDM goals, the Project Sponsor has identified parking goals and potential strategies for the Project (see Chapter 4 – Parking Approach).

Goal 1: Leverage Transit

RATIONALE

A transit-focused TDM strategy will aim to ensure that (a) the physical design of the site, including station access to and from transit and the design of the transit station itself, supports transit ridership, and (b) programs and incentives are offered to encourage site-goers to ride transit. Capital Metro's MetroRapid bus service, including Route 803 on South Lamar Boulevard, will be the primary focus of transit-supportive TDM measures.

TDM MEASURES TO BE CONSIDERED

Figure 2 summarizes the TDM measures that could be incorporated into a TDM plan that emphasizes a transit leverage goal. A brief description of each proposed measure is provided below.

Figure 2 Transit-focused TDM measures

TDM Measure	Potential Reduction
Transit Elements	Up to 12%
Transit-Oriented Development	2%
Real Time Transportation Information Displays	1%
TMA Membership	3%
TDM Coordinator	1%
Universal Transit Pass	5%
Sustainable Mode Subsidy	8%
Subtotal – Transit-focused measures	Up to 32%

Transit Elements

The existing Brodie Oaks Station adjacent to the Project site is served by MetroRapid Route 803. Today, the stop consists of a shelter, a bench, MetroRapid-specific route maps, and real-time arrival display.

The Project Sponsor will coordinate with Capital Metro to identify potential enhancements to the Brodie Oaks Station, including rider amenities, access improvements, and the potential to create a Mobility Hub on the Project Site. ATD assigns a vehicle trip reduction of up to 12% for the *Transit Elements* TDM measure.

Transit-Oriented Development

The location of the Project has the potential to serve as a major anchor for the South Lamar corridor. The Project is envisioned as a pedestrian-friendly mixed-use environment that is well-suited to incorporate transit-oriented development principles. ATD assigns a vehicle trip reduction of up to 2% for the *Transit-Oriented Development* TDM measure.

Real Time Transportation Information Displays

Real time transportation information displays, when placed in areas such as lobbies, courtyards, and other key common areas, can help people plan transit trips while also raising the visibility and branding of transit service. ATD assigns a vehicle trip reduction of up to 1% for the *Real Time Transportation Information Displays* TDM measure.

TDM Coordinator and TMA Membership

An on-site TDM Coordinator helps manage TDM program implementation and serves as a local point person for tenant travel needs. They can also provide support for annual TDM monitoring and reporting. Similarly, membership in a Transportation Management Association (TMA) would support TDM operations and provide a platform for coordination with vendors, public agencies, and Project stakeholders. ATD assigns a vehicle trip reduction of up to 1% for the *TDM Coordinator* measure and up to 3% for the *TMA Membership* measure.

Universal Transit Pass

Subsidizing transit passes for residents and employees would incentivize regular transit usage for both regular commutes and day-to-day travel needs. ATD requires TMA membership as a prerequisite for this TDM measure, and assigns a vehicle trip reduction of up to 5% for the *Universal Transit Pass* TDM measure.

Sustainable Mode Subsidy

Similar to the *Universal Transit Pass* measure, a sustainable mode subsidy would incentivize biking, walking, and using shared mobility services by providing credits and subsidies for site residents and/or employees. ATD requires TMA membership as a prerequisite for this TDM measure, and assigns a vehicle trip reduction of up to 8% for the *Sustainable Mode Subsidy* TDM measure.

Goal 2: Support Bicycle and Pedestrian Access

RATIONALE

Supporting bicycle and pedestrian access is foundational for many of the other proposed TDM strategies. These travel modes provide first mile/last mile options for transit riders, encourage healthy and sustainable lifestyles, and enable a “park once” approach for the site. The Project will include both bicycle- and pedestrian-supportive design elements as well as TDM programs and incentives that encourage walking and biking to, from, and within the site.

TDM MEASURES TO BE CONSIDERED

Figure 3 summarizes the bicycle and pedestrian-supportive TDM measures that will be considered for the Project. A brief description of each proposed measure is provided below.

Figure 3 Multimodal-focused TDM Measures

TDM Measure	Reduction Range
Pedestrian Access and Connectivity	5%
Bicycle Access and Connectivity	5%
Bicycle Parking	0.5%
Showers & Lockers	0.5%
Bike Share Membership	0.5%
Bike Share Station	0.5%
Bicycle Repair Station	0.5%
Bicycle Maintenance Services	0.5%
Subtotal – Multimodal-focused measures	Up to 13%

Pedestrian and Bicycle Access and Connectivity

Pedestrian and bicycle access and connectivity strategies include the funding or construction of pedestrian and bicycle amenities and infrastructure on roadways and at intersections that people would use to access the Project site. Examples of pedestrian and bicycle access and connectivity features include bike lanes, bike boxes, sidewalks, curb ramps, crosswalks, bicycle signalheads, and pedestrian-hybrid beacons. The Project Sponsor will conduct a Sustainable Modes Analysis per ATDs transportation criteria manual to identify pedestrian and bicycle infrastructure gaps and opportunities. ATD assigns a combined vehicle trip reduction of up to 10% for the *Pedestrian Access and Connectivity* and *Bicycle Access and Connectivity* TDM measures (up to 5% each).

Bicycle Parking

Safely and secure bicycle parking supports regular bicycle use and makes it easy for bicyclists to start or end their trip anywhere within the site. Different types of bicycle

parking appeals to different types of users—the Project sponsor will consider a range of bicycle parking options for the Project. ATD assigns a vehicle trip reduction of up to 0.5% for the *Bicycle Parking* TDM measure.

Showers & Lockers

Bicycle showers and lockers make commuting by bicycle more convenient and reliable. These end-of-trip facilities are typically located within office buildings, and can be incorporated with other on-site amenities such as bike parking facilities or fitness centers. ATD assigns a vehicle trip reduction of up to 0.5 % for the *showers and lockers* TDM measure.

Bike Share Station

MetroBike, formerly BCycle, is in the process of developing a strategic expansion plan that will guide the growth of Austin's bikeshare system in the coming years. The Project Sponsor will coordinate with MetroBike and Capital Metro to identify opportunities for locating bike share stations on site to provide flexible, shared multimodal options for site residents, employees, and visitors. ATD assigns a vehicle trip reduction of up to 0.5 % for the *Bike Share Station* TDM measure.

Bike Share Membership

The Project sponsor will evaluate the potential for supporting MetroBike ridership by providing subsidized membership for site employees and residents. Such subsidies can encourage new riders to try MetroBike for the first time, and can also make bikeshare use an attractive and cost-competitive alternative to driving. ATD assigns a vehicle trip reduction of up to 0.5 % for the *Bike Share Membership* TDM measure.

Bicycle Repair Station

Bicycle repair stations can make regular bicycle commuting more reliable by providing tools that cyclists can use for making minor or major bicycle repairs and adjustments. The Project Sponsor will consider both simple outdoor do-it-yourself fix-it stations as well as staffed facilities with repair technicians and a larger library of tools. ATD assigns a vehicle trip reduction of up to 0.5 % for the *Bicycle Repair Station* TDM measure.

Bicycle Maintenance Services

Bicycle maintenance services could include specialized staff at on-site bicycle repair stations as well as educational events and courses that teach residents and employees how to repair and maintain their bicycles. ATD assigns a vehicle trip reduction of up to 0.5 % for the *Bicycle Maintenance Services* TDM measure.

4 PARKING APPROACH

This chapter identifies opportunities for right-sizing the parking supply for the Project and implementing management strategies and programs that help reduce parking demand.

Parking Supply Target

The Project Sponsor will develop a parking plan for the Project that **potentially reduces total parking supply by up to 40 percent** relative to the minimum requirements identified in the City of Austin's Land Development Code (LDC). This level of reduction will support the proposed TDM plan and support the success of the overall Project vision. The full TDM plan, to be submitted concurrently with the TIA, will include additional detail about the proposed parking supply and management approach for the Project.

ATD assigns a vehicle trip reduction for reducing parking supply relative to LDC minimums based on the following formula:

$$\text{Reduction} = 25\% \times [\text{LDC parking reduction}]$$

Based on this formula, a potential 40% reduction in parking supply would correspond with a 10% reduction in vehicle trip generation.

Supporting Policies

While policies for management of the site's parking supply have not yet been finalized, there are a number of options that the Project is exploring to reduce demand for the parking stock.

Priced Parking

Priced parking is one of the most potent measures for managing and reducing parking demand. The project will develop a pricing approach that supports the trip reduction goals of the project while accommodating the wide range of needs and priorities for different types of site-goers. ATD assigns a vehicle trip reduction of up to 7% for the *Priced Parking* TDM measure.

Unbundled Parking

Unbundled parking separates the cost of parking from other leases, which allows tenants to make a more deliberate choice about their parking and transportation needs. Unbundled parking provides more flexibility for tenants and can support affordability by allowing tenants to opt out of paying for parking. ATD assigns a vehicle trip reduction of up to 6% for the *Unbundled Parking* TDM measure.

5 NEXT STEPS

This memorandum provides a clear TDM and parking roadmap for the project. Based on this roadmap and with the approval of ATD, the Project Sponsor will:

- Study the proposed TDM and parking strategies in greater detail
- Refine the list of TDM and parking strategies
- Finalize the trip reduction and parking supply target for the Project
- Craft a detailed TDM plan that details Project TDM and parking commitments

The full TDM plan will also include a monitoring and reporting plan, which will be designed to ensure that the TDM measures are implemented as described. During the development of the full TDM plan, the Project will also consider additional TDM and parking priorities or guidance identified by ATD.

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Fleet of Bicycles	0.5%		
Car Share Parking	1%		
Multimodal Wayfinding Signage	1%		
Real Time Transportation Information Displays	1%		✓
Transit-Oriented Development	2%		✓
Unbundled Parking	6%		✓
Short Term Daily Parking Provision	7%	8%	
Peak Period Pricing	7%	8%	
Priced Parking	7%	8%	✓
Parking Cash Out (non-residential)	3%	4%	
Parking Supply	Up to 12.5%		✓
TDM Coordinator	1%		✓
Car Share Membership	1%		
Carpool Program	3%	5%	
Shuttle Service	Up to 7%		
Vanpool Program	Up to 7%		
TMA Membership	3%		✓
Telecommuting	2%		✓
Universal Transit Pass	5%		✓
Sustainable Mode Subsidy	8%		✓
Off-Peak Work Hours/Compressed Work Week	2%		
Total trip reduction potential:			Up to 50%*

*ATD has agreed to consider up to a 50% trip reduction for the Project. Sum of trip reduction potential for all TDM measures to be considered for the full TDM plan is 70.5%.

TDM Vision and Goals

A TDM vision for the project has been developed based on the local site context, the existing and future transportation resources in the Project vicinity, and the specific needs of the proposed land uses and development vision for the Project. This vision reflects two primary TDM goals for the Project:

Goal 1: Leverage and enhance connections to existing and future **transit service**

Goal 2: Support **bicycle and pedestrian access** along South Lamar Blvd and to the Barton Creek Greenbelt

In addition to these two TDM goals, the Project Sponsor has identified parking goals and potential strategies for the Project (see Chapter 4 – Parking Approach).

Goal 1: Leverage Transit

RATIONALE

A transit-focused TDM strategy will aim to ensure that (a) the physical design of the site, including station access to and from transit and the design of the transit station itself, supports transit ridership, and (b) programs and incentives are offered to encourage site-goers to ride transit. Capital Metro's MetroRapid bus service, including Route 803 on South Lamar Boulevard, will be the primary focus of transit-supportive TDM measures.

TDM MEASURES TO BE CONSIDERED

Figure 2 summarizes the TDM measures that could be incorporated into a TDM plan that emphasizes a transit leverage goal. A brief description of each proposed measure is provided below.

Figure 2 Transit-focused TDM measures

TDM Measure	Potential Reduction
Transit Elements	Up to 12%
Transit-Oriented Development	2%
Real Time Transportation Information Displays	1%
TMA Membership	3%
TDM Coordinator	1%
Universal Transit Pass	5%
Sustainable Mode Subsidy	8%
Subtotal – Transit-focused measures	Up to 32%

Transit Elements

The existing Brodie Oaks Station adjacent to the Project site is served by MetroRapid Route 803. Today, the stop consists of a shelter, a bench, MetroRapid-specific route maps, and real-time arrival display.

The Project Sponsor will coordinate with Capital Metro to identify potential enhancements to the Brodie Oaks Station, including rider amenities, access improvements, and the potential to create a Mobility Hub on the Project Site. ATD assigns a vehicle trip reduction of up to 12% for the *Transit Elements* TDM measure.

Transit-Oriented Development

The location of the Project has the potential to serve as a major anchor for the South Lamar corridor. The Project is envisioned as a pedestrian-friendly mixed-use environment that is well-suited to incorporate transit-oriented development principles. ATD assigns a vehicle trip reduction of up to 2% for the *Transit-Oriented Development* TDM measure.

Real Time Transportation Information Displays

Real time transportation information displays, when placed in areas such as lobbies, courtyards, and other key common areas, can help people plan transit trips while also raising the visibility and branding of transit service. ATD assigns a vehicle trip reduction of up to 1% for the *Real Time Transportation Information Displays* TDM measure.

TDM Coordinator and TMA Membership

An on-site TDM Coordinator helps manage TDM program implementation and serves as a local point person for tenant travel needs. They can also provide support for annual TDM monitoring and reporting. Similarly, membership in a Transportation Management Association (TMA) would support TDM operations and provide a platform for coordination with vendors, public agencies, and Project stakeholders. ATD assigns a vehicle trip reduction of up to 1% for the *TDM Coordinator* measure and up to 3% for the *TMA Membership* measure.

Universal Transit Pass

Subsidizing transit passes for residents and employees would incentivize regular transit usage for both regular commutes and day-to-day travel needs. ATD requires TMA membership as a prerequisite for this TDM measure, and assigns a vehicle trip reduction of up to 5% for the *Universal Transit Pass* TDM measure.

Sustainable Mode Subsidy

Similar to the *Universal Transit Pass* measure, a sustainable mode subsidy would incentivize biking, walking, and using shared mobility services by providing credits and subsidies for site residents and/or employees. ATD requires TMA membership as a prerequisite for this TDM measure, and assigns a vehicle trip reduction of up to 8% for the *Sustainable Mode Subsidy* TDM measure.

Goal 2: Support Bicycle and Pedestrian Access

RATIONALE

Supporting bicycle and pedestrian access is foundational for many of the other proposed TDM strategies. These travel modes provide first mile/last mile options for transit riders, encourage healthy and sustainable lifestyles, and enable a “park once” approach for the site. The Project will include both bicycle- and pedestrian-supportive design elements as well as TDM programs and incentives that encourage walking and biking to, from, and within the site.

TDM MEASURES TO BE CONSIDERED

Figure 3 summarizes the bicycle and pedestrian-supportive TDM measures that will be considered for the Project. A brief description of each proposed measure is provided below.

Figure 3 Multimodal-focused TDM Measures

TDM Measure	Reduction Range
Pedestrian Access and Connectivity	5%
Bicycle Access and Connectivity	5%
Bicycle Parking	0.5%
Showers & Lockers	0.5%
Bike Share Membership	0.5%
Bike Share Station	0.5%
Bicycle Repair Station	0.5%
Bicycle Maintenance Services	0.5%
Subtotal – Multimodal-focused measures	Up to 13%

Pedestrian and Bicycle Access and Connectivity

Pedestrian and bicycle access and connectivity strategies include the funding or construction of pedestrian and bicycle amenities and infrastructure on roadways and at intersections that people would use to access the Project site. Examples of pedestrian and bicycle access and connectivity features include bike lanes, bike boxes, sidewalks, curb ramps, crosswalks, bicycle signalheads, and pedestrian-hybrid beacons. The Project Sponsor will conduct a Sustainable Modes Analysis per ATDs transportation criteria manual to identify pedestrian and bicycle infrastructure gaps and opportunities. ATD assigns a combined vehicle trip reduction of up to 10% for the *Pedestrian Access and Connectivity* and *Bicycle Access and Connectivity* TDM measures (up to 5% each).

Bicycle Parking

Safely and secure bicycle parking supports regular bicycle use and makes it easy for bicyclists to start or end their trip anywhere within the site. Different types of bicycle

parking appeals to different types of users—the Project sponsor will consider a range of bicycle parking options for the Project. ATD assigns a vehicle trip reduction of up to 0.5% for the *Bicycle Parking* TDM measure.

Showers & Lockers

Bicycle showers and lockers make commuting by bicycle more convenient and reliable. These end-of-trip facilities are typically located within office buildings, and can be incorporated with other on-site amenities such as bike parking facilities or fitness centers. ATD assigns a vehicle trip reduction of up to 0.5 % for the *showers and lockers* TDM measure.

Bike Share Station

MetroBike, formerly BCycle, is in the process of developing a strategic expansion plan that will guide the growth of Austin's bikeshare system in the coming years. The Project Sponsor will coordinate with MetroBike and Capital Metro to identify opportunities for locating bike share stations on site to provide flexible, shared multimodal options for site residents, employees, and visitors. ATD assigns a vehicle trip reduction of up to 0.5 % for the *Bike Share Station* TDM measure.

Bike Share Membership

The Project sponsor will evaluate the potential for supporting MetroBike ridership by providing subsidized membership for site employees and residents. Such subsidies can encourage new riders to try MetroBike for the first time, and can also make bikeshare use an attractive and cost-competitive alternative to driving. ATD assigns a vehicle trip reduction of up to 0.5 % for the *Bike Share Membership* TDM measure.

Bicycle Repair Station

Bicycle repair stations can make regular bicycle commuting more reliable by providing tools that cyclists can use for making minor or major bicycle repairs and adjustments. The Project Sponsor will consider both simple outdoor do-it-yourself fix-it stations as well as staffed facilities with repair technicians and a larger library of tools. ATD assigns a vehicle trip reduction of up to 0.5 % for the *Bicycle Repair Station* TDM measure.

Bicycle Maintenance Services

Bicycle maintenance services could include specialized staff at on-site bicycle repair stations as well as educational events and courses that teach residents and employees how to repair and maintain their bicycles. ATD assigns a vehicle trip reduction of up to 0.5 % for the *Bicycle Maintenance Services* TDM measure.

4 PARKING APPROACH

This chapter identifies opportunities for right-sizing the parking supply for the Project and implementing management strategies and programs that help reduce parking demand.

Parking Supply Target

The Project Sponsor will develop a parking plan for the Project that **potentially reduces total parking supply by up to 40 percent** relative to the minimum requirements identified in the City of Austin's Land Development Code (LDC). This level of reduction will support the proposed TDM plan and support the success of the overall Project vision. The full TDM plan, to be submitted concurrently with the TIA, will include additional detail about the proposed parking supply and management approach for the Project.

ATD assigns a vehicle trip reduction for reducing parking supply relative to LDC minimums based on the following formula:

$$\text{Reduction} = 25\% \times [\text{LDC parking reduction}]$$

Based on this formula, a potential 40% reduction in parking supply would correspond with a 10% reduction in vehicle trip generation.

Supporting Policies

While policies for management of the site's parking supply have not yet been finalized, there are a number of options that the Project is exploring to reduce demand for the parking stock.

Priced Parking

Priced parking is one of the most potent measures for managing and reducing parking demand. The project will develop a pricing approach that supports the trip reduction goals of the project while accommodating the wide range of needs and priorities for different types of site-goers. ATD assigns a vehicle trip reduction of up to 7% for the *Priced Parking* TDM measure.

Unbundled Parking

Unbundled parking separates the cost of parking from other leases, which allows tenants to make a more deliberate choice about their parking and transportation needs. Unbundled parking provides more flexibility for tenants and can support affordability by allowing tenants to opt out of paying for parking. ATD assigns a vehicle trip reduction of up to 6% for the *Unbundled Parking* TDM measure.

5 NEXT STEPS

This memorandum provides a clear TDM and parking roadmap for the project. Based on this roadmap and with the approval of ATD, the Project Sponsor will:

- Study the proposed TDM and parking strategies in greater detail
- Refine the list of TDM and parking strategies
- Finalize the trip reduction and parking supply target for the Project
- Craft a detailed TDM plan that details Project TDM and parking commitments

The full TDM plan will also include a monitoring and reporting plan, which will be designed to ensure that the TDM measures are implemented as described. During the development of the full TDM plan, the Project will also consider additional TDM and parking priorities or guidance identified by ATD.