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December 8, 2025

Chris Garcia
City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

LLG Reference: 3-25-4059

Subject: **Oakcrest Specific Plan
Transportation Demand Management Plan**
City of San Marcos

Dear Chris:

Linscott, Law and Greenspan, Engineers (LLG) has prepared this letter report to present the Transportation Demand Management (TDM) Plan for the Oakcrest Specific Plan Project, consistent with the City of San Marcos Transportation Demand Management Policy, included as *Attachment A*. The City's TDM Policy implements the TDM Ordinance; Chapter 20.350 of the Municipal Code. The intent of the City's TDM Ordinance and Policy is to facilitate multi-modal travel options for City residents and employees.

Included in this letter report are discussions of the following topics:

- Project Description
- TDM Plan Benefits
- Existing Conditions Discussion
- Applicability
- Mandatory TDM Strategies
- Optional TDM Strategies

PROJECT DESCRIPTION

The Project is proposing to construct 257 residential units (112 detached airspace condos and 145 single-family residential), 6.22 acres of public park and preserved open space on a 137-acre site. The Project site is located on the west side of North Twin Oaks Valley Road, north of Legacy Drive, and south of Deer Brook Drive in the City of San Marcos.

The Project proposes a Specific Plan, General Plan Amendment/Rezone, Tentative Subdivision Map, two Site Development Plans and a Conditional Use Permit.

David S. Shender, PE
John A. Boarman, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
KC Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE



The General Plan Amendment would change the designations from Rural Residential and Agricultural Residential (RR/AG) to Specific Plan Area (SPA). The rezone would change the Zoning from Residential Estate (R-1-20) and Agriculture-1 (A1) to Specific Plan Area (SPA). The Specific Plan has been prepared with the intent to provide a comprehensive plan to ensure the efficient development of a new residential community. The Specific Plan serves as both a policy document and a regulatory document for the systematic implementation of the policies and goals of the General Plan.

Access to the site is proposed via one driveway from North Twin Oaks Valley Road ("Street A"). The driveway is proposed to be signalized with a northbound left-turn lane into the site as a Project feature. An enhanced pedestrian landing in the median, designed to protect pedestrians and equestrians, is proposed. A second emergency-only access point to North Twin Oaks Valley Road would be provided to the south.

Figure 1 depicts the Project Area Map and **Figure 2** shows the Site Plan.

TRANSPORTATION DEMAND MANAGEMENT PLAN BENEFITS

A Transportation Demand Management (TDM) Plan is a set of strategies, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length. In general, a TDM Plan aims to decrease single-occupant vehicles, decrease vehicle miles traveled, and improve alternative / active modes of transportation through information, encouragement, and incentives.

TDM can be beneficial to residents, property owners/managers, and the community. More importantly, it can be cost-effective and is environmentally sustainable/ responsible. The benefits of a TDM plan are described further below.

- ***TDM Benefits for Residents*** – TDM services and strategies provide residents with options for alternative forms of transportation and provide them with the information to choose what is best for their transportation needs. Additionally, active forms of transportation, such as walking and biking, can provide substantial health benefits.
- ***TDM Benefits for Property Owners/Managers*** – Implementing a TDM Plan can also benefit property owners/managers. TDM services and strategies can be a selling point for potential residents. For example, alternative forms of transportation, such as cycling or utilizing transit, are increasingly becoming more popular. Therefore, providing secure bicycle parking or providing a convenient connection to transit gives the property an advantage over other similar properties.
- ***TDM Benefits for the Community*** – TDM services and strategies are aimed at reducing congestion and increasing mobility. By doing so, the community's general quality of life will be enhanced, and the transportation system becomes more balanced. Less vehicular traffic equates to fewer vehicle miles traveled (VMT) and less air pollution. Reducing SOV travel



and providing alternative forms of transportation is environmentally sustainable, is responsible, and is for the community's betterment.

EXISTING CONDITIONS

An effective TDM plan requires an understanding of the existing transportation system in the Project area. The existing transportation system is briefly described below:

- ***Pedestrian Network*** – Pedestrian facilities are provided throughout the Project study area. Pedestrian facilities are generally provided throughout the study area. A Class I Multi-Use Path is provided along Twin Oaks Valley Road on the east side of the roadway between Cassou Road and Windy Way.
- ***Bicycle Network*** – Class II bike lanes are provided in both directions of travel on Twin Oaks Valley Road between Olive Street and San Marcos Boulevard and in both directions of travel on Borden Road between Windy Point Drive and Woodward Street.
- ***Transit*** – No transit service is provided within a half mile of the Project site. Transit service nearest to the Project site is provided via the Route 305 Bus Route and the Sprinter. The San Marcos Civic Center Station, which serves the Sprinter, is located on the southwest corner of the Mission Road / Woodward Street intersection.

APPLICABILITY

The City's TDM Ordinance and Policy shall apply to any development project that is not exempt from CEQA requirements and would result in the emission of more than 500 metric tons of carbon dioxide per year. Developments that do not meet the 500 MT of CO₂ thresholds are encouraged to voluntarily include TDM strategies to facilitate alternative mobility options.

The Project is not exempt from CEQA requirements and may result in the emission of more than 500 metric tons of carbon dioxide per year. Therefore, the City's TDM Ordinance and Policy is applicable to the Project. The Project's TDM Plan is presented below.

MANDATORY TDM STRATEGIES

Per City of San Marcos *Transportation Demand Management Policy* guidelines, all TDM Plans shall include the six mandatory strategies outlined below.

1. On-Site TDM Coordinator

An on-site TDM coordinator serves as a liaison and source of TDM information for residents, employees, and other tenants. The TDM coordinator will be responsible for sharing TDM information, answering questions, and coordinating with the City on matters such as monitoring and reporting. The designated on-site TDM coordinator could be hired solely for that position or be an existing staff member. For example, at non-residential sites, the coordinator could be an employee of an on-site employer or the management company. At residential sites, the coordinator could be a member of building management or a homeowner's association (HOA).



To ensure compliance with this mandatory TDM strategy, a TDM coordinator will be appointed by the homeowner's association.

2. *Information Center for Transportation Alternatives*

A physical (on-site) or web-based information center that has information for residents and employees such as ride matching information, public transit information, contact information for carpool/vanpool and transit, carpool/vanpool promotional material, bicycle facility information, and listing of on-site services or facilities will be provided by the Project. If physical, the information shall be displayed on a bulletin board, display case, or kiosk where the greatest number of residents and employees are likely to see it. If web-based, the webpage shall be located on a website frequented by employees, residents, and other visitors; information about accessing the webpage shall be physically posted in an area where the greatest number of residents and employees are likely to see it.

To ensure compliance with this mandatory TDM strategy, the Project will provide a web-based information center to promote and provide information for alternative mobility options. The web-based information center will be operational after issuance of the final conditions of approval and will be managed by the Project's homeowner's association.

3. *Pedestrian Access with Internal and External Connections and Sidewalk Connections*

Projects shall incorporate features such as pedestrian pathways through parking lots, direct access for pedestrians through wall opening in gated/walled projects, direct walkway to transit/bus stops, locate pedestrian access close to transit/bus stops during the site design process.

To ensure compliance with this mandatory TDM strategy, the Project's pedestrian facilities will be designed to encourage walking by being well-lit, ADA accessible, and with features such as landscaping to improve the walking experience.

Project improvements include right of way dedication; signalization of the Project driveway including the provision of high visibility sidewalks and high visibility curb ramps with truncated domes; landscaped buffers between the sidewalk and vehicular traffic on Twin Oaks Valley Road; public park dedication; direct pedestrian public park access; pedestrian public trail access; and traffic calming measures as shown in ***Attachment B***.

These TDM-related Project improvements are shown on ***Figure 3***.

4. *Project Frontage Improvements*

Projects should provide frontage improvements including pedestrian, bicycle, and transit facilities as required by the City to maintain and improve connectivity and accessibility to and throughout the project. Frontage improvements can include but are not limited to sidewalks, trails, pedestrian ramps, ADA compliant bus stop pads for passenger boarding, crosswalks, and pedestrian signals; lighting; landscape buffers and canopy tree plantings; traffic calming and complete street improvements; transit turnouts, shelters, and amenities;



bicycle facilities, buffers, delineators, and pavement markings; and other improvements based upon site characteristics and local context.

To ensure compliance with this mandatory TDM strategy, the Project proposes frontage improvements with new curb, gutter, and sidewalk improvements along Twin Oaks Valley Road including the following:

- Signalization of the Project driveway including the provision of high visibility crosswalks and high visibility curb ramps with truncated domes.
- The Project will improve the existing Class II bike lane to provide an improved 8' wide Class II landscape buffered bike lane along Twin Oaks Valley Road, as shown on *Figure 3*.

5. Wayfinding Signage

Projects shall be designed with wayfinding signage, including pedestrian and cyclist signage, to improve the convenience and ease of accessing and navigating the project site as well as to provide directions to access points, bicycle parking, transit stops, rideshare pick-up/drop-off zones, nearby uses, and other related amenities.

To ensure compliance with this mandatory TDM strategy, the Project will provide wayfinding signage as requested by the City and shall be identified on the project plans as shown in *Attachment B*.

6. Secure Bike Parking Spaces/Racks

Projects shall provide bike parking spaces and/or racks for residents, employees, visitors, and customers. Public racks shall be accessible to all site visitors. Bicycle parking/racks shall be secure and weather-protected. Pedestrian-scale lighting for security and safety may be required. Bicycle parking and/or racks shall comply with CalGREEN and the Zoning Ordinance requirements at a minimum.

To ensure compliance with this mandatory TDM strategy, the Project will provide bike parking as required by the City and shall be identified on the project plans, as shown in *Attachment B*.

OPTIONAL TDM STRATEGIES

In addition to the six mandatory TDM measures outlined above, the City of San Marcos *Transportation Demand Management Policy* guidelines require projects to implement strategies totaling a minimum of 10-points from a provided list of Optional Strategies. **Table A** summarizes the 'Optional Strategies' totaling 11-points that will be provided by the Project to ensure compliance with City of San Marcos' *Transportation Demand Management Policy*. The full list of Optional Strategies is included in *Attachment B*.



Table A
Project Specific ‘Optional’ TDM Strategies

Strategy #	Recommended Strategy	Project Implementation	Points
10	Bike repair station	The Project will provide two (2) on-site bike repair stations and shall be identified on the Project plans, as shown on <i>Attachment B</i> .	2 Points
25	Off-Site Pedestrian Supportive Strategies: <i>Sidewalk Connections</i>	The Project will provide a public trail connection to Owens Peak (“P Mtn) from the fronting sidewalk as shown on <i>Figure 3</i> .	1 point
25	Off-Site Pedestrian Supportive Strategies: <i>Bulbouts and Curb Extensions</i>	The Project will provide bulbouts and curb extensions as shown on <i>Attachment B</i> .	1 point
28	Off-Site Bicycle Infrastructure	The Project will improve the existing multi-trail on the west side of Twin Oaks Valley Road to provide an improved 11’ wide Class I bike/pedestrian combo trail fronting the public park, connecting to the existing trail to the north and the Class II bike lanes to the south as shown on <i>Figure 3</i> .	1 point
29	Other Measures: <i>Provision of a Public Park and Dedication of Right-of Way</i>	The Project will provide an approximately 6.6-acre public park. The park will be available to residents of the Project as well as to the surrounding community, thereby reducing the need to drive to access similar land use types and reducing the number of vehicular trips made by residents of the Project, the surrounding neighborhood, and the City overall.	5 Points
29	Other Measures: <i>Enhanced Crossing</i>	The Project will provide an enhanced crosswalk across Twin Oaks Valley Road at the Project’s proposed traffic signal as shown on <i>Figure 3</i> . The enhanced crossing will include a protected landing within the median of the Project provided crosswalk to serve pedestrians, bicyclists, equestrian users and any others crossing Twin Oaks Valley Road but unable to make it across in one crossing phase.	1 Point
Total			11 Points



Please call us if you have any questions.

Sincerely,

Linscott, Law & Greenspan, Engineers

A blue ink signature of John Boarman, consisting of stylized cursive letters.

John Boarman, P.E.
Principal

A blue ink signature of Amelia Giacalone, consisting of stylized cursive letters.

Amelia Giacalone
Senior Transportation Planner

Figures:

- 1 Project Area Map
- 2 Project Site Plan
3. TDM Related Project Improvements

Attachments:

- A City of San Marcos Transportation Demand Management Policy
- B. Project Proposed TDM and Traffic Calming Measures

cc: File

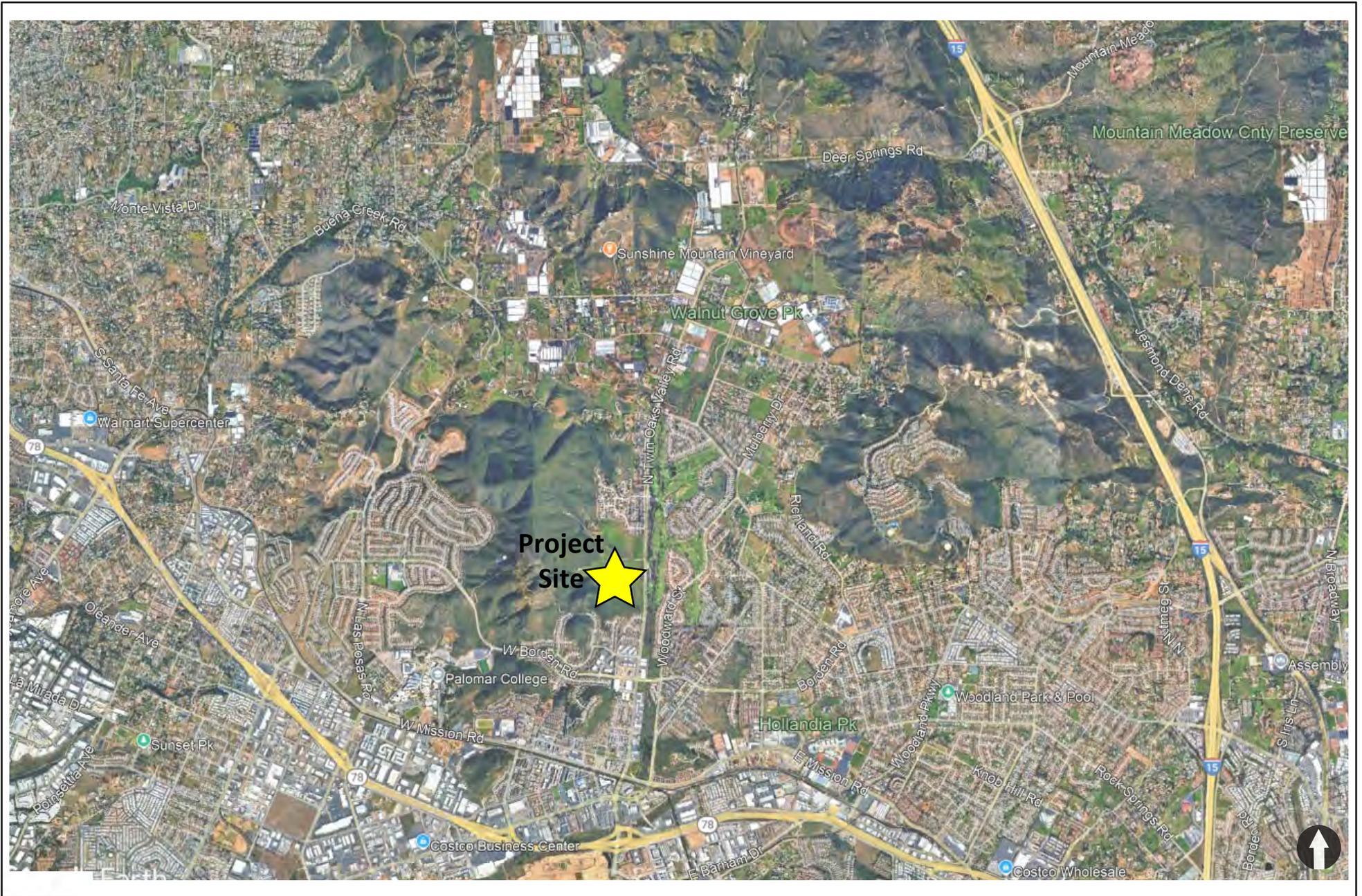


Figure 1
Project Area Map



Figure 2
Site Plan



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TENTATIVE MAP FOR OAKCREST SUBDIVISION

CITY OF SAN MARCOS, CA

MAP PREPARED BY:
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ENGINEER OF WORK
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OWNER'S CERTIFICATE
WE HEREBY CERTIFY THAT WE ARE THE RECORD OWNER OF THE PROPERTIES SHOWN ON THIS TENTATIVE SUBDIVISION MAP AND THAT SAID MAP SHOWS OUR ENTIRE CONTIGUOUS OWNERSHIP. WE UNDERSTAND THAT THE PROPERTY IS CONSIDERED CONTIGUOUS EVEN IF IT IS SEPARATED BY ROADS, STREETS, UTILITY EASEMENTS OR RAILROAD RIGHTS-OF-WAY.

BY: GOTH, GEORGE & BARBARA FAMILY TRUST 07-05-89
COSTANZO FAMILY TRUST 02-07-81
ROBERT G. LINDS AND CHRISTINE G. LINDS LIVING REVOCABLE TRUST AGREEMENT DATED JUNE 21, 1990
COSTANZO FAMILY TRUST DATED FEBRUARY 1, 1991
TERESA L. DELLAMARY GOTH 2007 TRUST DATED JUNE 13, 2007

DEVELOPER
MERITAGE HOMES OF CALIFORNIA, INC.
BY: JOHANNA CROOKER, VICE-PRESIDENT DATE:

DEVELOPER ADDRESS
5 PETERS CANYON, SUITE 310
IRVINE, CA 92606
TELEPHONE (949) 299-3824

SOURCE OF TOPOGRAPHY
THE EXISTING TOPOGRAPHY SHOWN HEREON IS BASED ON AN AERIAL TOPOGRAPHY DONE BY AEROSPACE MAPPING, INC. IN CLONING ON MARCH 24, 2002 & SUPPLEMENTED BY CONVENTIONAL FIELD SURVEY BY EXCEL ENGINEERING IN MAY 2024.

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE N.A.D. 83 ZONE 6 BEARINGS BETWEEN STATIONS 10+00 AND 10+00.00, AS SAID STATIONS ARE SHOWN ON PG. 23/31. N: (NORTH 12° 28' 00" EAST)

PROJECT BENCHMARK
THE BENCHMARK FOR THIS SURVEY IS CITY OF SAN MARCOS SURVEY CONTROL MONUMENT "CP-009", LOCATED IN THE TOP OF CURB ON THE NORTHWEST SIDE OF CHESAPEAKE COURT 04-06-SAC, 8 FEET SOUTHWESTERLY OF A FIRE HYDRANT, AS SAID STATIONS ARE SHOWN ON PG. 23/31. ELEVATION: 675.65 DATUM: NAVD83

LEGAL DESCRIPTION
PORTIONS OF THE FRACTIONAL SECTION 2, TOWNSHIP 12 NORTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, TOGETHER WITH PORTIONS OF BLOCKS 43, 44 AND 49 OF MAP OF HANCOCK LOS VALLEJITOS DE SAN MARCOS, MAP NO. 808, ALL LOCATED IN THE CITY OF SAN MARCOS, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

GENERAL NOTES
1. POLICE PROTECTION PROVIDED BY THE COUNTY OF SAN DIEGO SHERIFF'S DEPARTMENT.
2. SUBTRACTS TO CONFORM TO ZONE REGULATIONS:
SINGLE FAMILY RESIDENTIAL
FRONT YARD=15', GARAGE=20', SIDEYARD=5', REAR=15'
DETACHED CONDOMINIUMS
PER SPECIFIC PLAN

PUBLIC UTILITIES & DISTRICTS
SEWER - VALLEJITOS WATER DISTRICT
WATER - VALLEJITOS WATER DISTRICT
GAS & ELECTRIC - SAN DIEGO GAS & ELECTRIC
TELEPHONE - PACIFIC BELL TELEPHONE COMPANY
FIRE - SAN MARCOS FIRE PROTECTION DISTRICT
SCHOOLS - SAN MARCOS HIGH SCHOOL DISTRICT

EASEMENT NOTE
SEE SHEET 2 - EXISTING CONDITION
EASEMENTS OF RECORD NOT SHOWN HEREON SHALL BE HONORED, ABANDONED AND / OR RELOCATED TO THE SATISFACTION OF ALL INTERESTED PARTIES. PUBLIC UTILITY EASEMENTS NECESSARY TO SERVE THIS PROJECT WILL BE COORDINATED WITH THE SERVING UTILITY COMPANY.

ASSESSOR'S PARCEL NUMBERS
218-110-03, 218-110-04, 218-300-26, 218-300-28, 218-300-29, 218-300-30, 218-300-31, 218-300-32, 218-300-33, 218-300-34, 218-300-35, 218-300-36, 218-300-37, 218-300-38, 218-300-39, 218-300-40, 218-300-41, 218-300-42, 218-300-43, 218-300-44, 218-300-45, 218-300-46, 218-300-47, 218-300-48, 218-300-49, 218-300-50, 218-300-51, 218-300-52, 218-300-53, 218-300-54, 218-300-55, 218-300-56, 218-300-57, 218-300-58, 218-300-59, 218-300-60, 218-300-61, 218-300-62, 218-300-63, 218-300-64, 218-300-65, 218-300-66, 218-300-67, 218-300-68, 218-300-69, 218-300-70, 218-300-71, 218-300-72, 218-300-73, 218-300-74, 218-300-75, 218-300-76, 218-300-77, 218-300-78, 218-300-79, 218-300-80, 218-300-81, 218-300-82, 218-300-83, 218-300-84, 218-300-85, 218-300-86, 218-300-87, 218-300-88, 218-300-89, 218-300-90, 218-300-91, 218-300-92, 218-300-93, 218-300-94, 218-300-95, 218-300-96, 218-300-97, 218-300-98, 218-300-99, 218-300-100, 218-300-101, 218-300-102, 218-300-103, 218-300-104, 218-300-105, 218-300-106, 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Attachment A
City of San Marcos Transportation Demand Management Policy



TRANSPORTATION DEMAND MANAGEMENT (TDM) POLICY

This TDM Policy implements the TDM Ordinance; Chapter 20.350 of the Municipal Code. As the City of San Marcos experiences growth, it becomes important to balance demand on transportation infrastructure by facilitating other modes of mobility. The TDM Ordinance and Policy will result in improvements throughout the City that will facilitate multi-modal travel options for City's residents and employees.

The TDM Ordinance and Policy also satisfy the Climate Action Plan (CAP) requirement that the City adopt the TDM Ordinance. The City adopted its Climate Action Plan in December, 2020 with the target of reducing Greenhouse Gas (GHG) emissions 42% below 2012 levels by the year 2030.

The TDM Policy will be updated by the City Manager or designee, as needed, to meet the goals and objectives of the General Plan, CAP, TDM Ordinance and other City initiatives. Changes to the TDM Ordinance itself will require approval from the City Council.

PURPOSE AND INTENT

The TDM Policy and Chapter 20.350 of the Municipal Code include requirements and strategies that encourage a shift away from single-occupancy vehicles to alternative travel options such as walking, biking, carpooling or taking transit. Reducing reliance on roadways will likewise result in reduced congestion, vehicle miles traveled, and greenhouse gases (GHGs). The various TDM strategies reinforce and augment one another, collectively supporting alternative mobility choices.

APPLICABILITY

The TDM Ordinance and Policy shall apply to any development project that is not exempt from CEQA requirements and would result in emission of more than 500 metric tons of carbon dioxide (MT of CO₂) per year. Developments that do not meet the 500 MT of CO₂ threshold are encouraged to voluntarily include TDM strategies to facilitate alternative mobility options.

TDM PLANS

Development projects that are subject to the TDM Ordinance and Policy are required to prepare project-specific TDM Plans that include all mandatory and a selection of optional strategies included in this Policy.

The City has established a list of pre-screened qualified consultants eligible to draft TDM Plans for the applicants. The list of pre-screened consultants is available on the City's website: <https://www.san-marcos.net/departments/development-services/planning/ceqa-resources-for-applicants-consultants>.



A TDM Plan, at a minimum, shall include the following:

- Description and graphical representation of Existing Conditions
- Description of proposed project
- Six mandatory strategies
- A selection of optional strategies that result in achieving a minimum of 10-point score
- For strategies that require physical improvements, a description and graphical representation of on-site and off-site improvements
- For programmatic strategies, a description of chosen strategies and the means of their implementation, monitoring and reporting
- Written acknowledgement by the project applicant and owner on implementation, monitoring and reporting of the TDM Plan by the applicant and successor.

This point scoring system for optional strategies is designed to provide flexibility to each individual project to select the most effective TDM strategies according to that projects' design, location, land use type and other variables. It aims to streamline the implementation process of the TDM Policy and maintain consistent standards across all projects. The allocation of points for each strategy is derived from best practices observed in other jurisdictions and agencies TDM Policies or Guidelines, the strategy's proven efficiency in reducing greenhouse gas emissions¹, and its alignment with the objectives outlined in the City's General Plan and Climate Action Plan.

TDM Plans must be submitted to the City with the project application and should be approved by the decision-making body responsible for consideration of project's other entitlements. After initial approval and during the life of the project, the City Manager or their designee are authorized to approve amendments to TDM Plans, in consultation with and based on input from the project applicant or successor.

MANDATORY AND OPTIONAL TDM STRATEGIES

All TDM Plans shall include the six mandatory strategies included in this Policy. Additional optional strategies must be selected in order to achieve the minimum 10 point score. Table 1 indicates whether each strategy is appropriate for residential and/or non-residential projects and lists associated strategy point values. Points are not awarded for mandatory strategies.

All TDM plans require monitoring for a minimum of five years and submittal of Monitory and Compliance Reports to the City as stipulated in Section 20.350.060 of the San Marcos Municipal Code.

¹ California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (December 2021)



Table 1: Mandatory and Optional TDM Strategies and Point Values

Transportation Demand Management Strategy		Applicable Land Use Type		Points
		Residential	Non-Residential	
Mandatory Strategies				
01	On-site TDM coordinator	✓	✓	Mandatory
02	Information center for transportation alternatives	✓	✓	Mandatory
03	Pedestrian access with internal and external connections and sidewalk connections	✓	✓	Mandatory
04	Project frontage improvements	✓	✓	Mandatory
05	Wayfinding signage	✓	✓	Mandatory
06	Secure bike parking spaces/racks	✓	✓	Mandatory
Optional Strategies				
07	Transit passes or subsidies	✓	✓	1-5 [a]
08	Carshare parking space with a dedicated carshare vehicle		✓	3-4
09	Reserved parking for carpool, vanpool, carshare, and/or park-and-ride	✓	✓	1
10	Bike repair station	✓	✓	1
11	Secure parking for e-bikes and cargo bikes	✓	✓	1
12	Showers and lockers		✓	1
13	Pre-tax transportation benefits		✓	1
14	Telecommute work center for residents	✓		1
15	Telecommute and/or compressed work week		✓	2
16	Delivery supportive amenities	✓	✓	1
17	On-site childcare	✓	✓	3
18	Shuttle bus service	✓	✓	5
19	Vanpool program	✓	✓	6
20	Unbundled parking	✓		1
21	Priced parking		✓	1



Transportation Demand Management Strategy		Applicable Land Use Type		Points
		Residential	Non-Residential	
22	Parking cash-out		✓	1
23	On-site fleet of bicycles, e-bikes, and/or scooters	✓	✓	5
24	Mixed use development with on-site amenities/services	✓	✓	2
25	Off-site pedestrian supportive strategies	✓	✓	1-2 [a] (per feature)
26	High-cost off-site transit stop amenities and upgrades	✓	✓	3 (per feature)
27	Low-cost off-site transit stop amenities and upgrades	✓	✓	1 (per feature)
28	Off-site bicycle infrastructure	✓	✓	3-5 [a] (per mile)
29	Other strategies (Requires City approval)	✓	✓	TBD

NOTES:

(a) The number of points will be determined in consultation with City staff.



TDM STRATEGY DESCRIPTIONS AND REQUIREMENTS

STRATEGY 01 – ON-SITE TDM COORDINATOR

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

An on-site TDM coordinator serves as a liaison and source of TDM information for residents, employees, and other tenants. The TDM coordinator will be responsible for sharing TDM information, answering questions, and coordinating with the City on matters such as monitoring and reporting. The designated on-site TDM coordinator could be hired solely for that position or be an existing staff member. For example, at non-residential sites, the coordinator could be an employee of an on-site employer or the management company. At residential sites, the coordinator could be a member of building management or a homeowners association (HOA).



Source: National Network for the Transportation Workforce



STRATEGY 02 – INFORMATION CENTER FOR TRANSPORTATION ALTERNATIVES

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Each project shall have a physical (on-site) or web-based information center that has information for residents and employees such as ridematching information, public transit information, contact information for carpool/vanpool and transit, carpool/vanpool promotional material, bicycle facility information, and listing of on-site services or facilities. If physical, the information shall be displayed on a bulletin board, display case, or kiosk where the greatest number of residents and employees are likely to see it. If web-based, the webpage shall be located on a website frequented by employees, residents, and other visitors; information about accessing the webpage shall be physically posted in an area where the greatest number of residents and employees are likely to see it.



Source: City of Oxnard



STRATEGY 03 – PEDESTRIAN ACCESS WITH INTERNAL AND EXTERNAL CONNECTIONS AND SIDEWALK CONNECTIONS

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Projects shall be designed to provide direct and safe walking connectivity to the external pedestrian network and to nearby transit stop (if applicable). The project's pedestrian facilities shall be designed to encourage walking by being well-lit, ADA accessible, and with features such as landscaping to improve the walking experience. Projects shall incorporate features such as pedestrian pathways through parking lots, direct access for pedestrians through wall opening in gated/walled projects, direct walkway to transit/bus stops, locate pedestrian access close to transit/bus stops during the site design process.



Source: Kittelson & Associates, Inc.



STRATEGY 04 – PROJECT FRONTAGE IMPROVEMENTS

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Projects should provide frontage improvements including pedestrian, bicycle, and transit facilities as required by the City to maintain and improve connectivity and accessibility to and throughout the project. Frontage improvements can include but are not limited to sidewalks, trails, pedestrian ramps, ADA compliant bus stop pads for passenger boarding, crosswalks, and pedestrian signals; lighting; landscape buffers and canopy tree plantings; traffic calming and complete street improvements; transit turnouts, shelters, and amenities; bicycle facilities, buffers, delineators, and pavement markings; and other improvements based upon site characteristics and local context.



Source: URBN Tampa Bay



STRATEGY 05 – WAYFINDING SIGNAGE

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Projects shall be designed with wayfinding signage, including pedestrian and cyclist signage, to improve the convenience and ease of accessing and navigating the project site as well as to provide directions to access points, bicycle parking, transit stops, rideshare pick-up/drop-off zones, nearby uses, and other related amenities.



Source: National Sign Plazas



STRATEGY 06 – SECURE BIKE PARKING SPACES/RACKS

Applicable Project Type(s): Residential and Non-Residential

Point Value: N/A (Mandatory Strategy)

Projects shall provide bike parking spaces and/or racks for residents, employees, visitors, and customers. Public racks shall be accessible to all site visitors. Bicycle parking/racks shall be secure and weather-protected. Pedestrian-scale lighting for security and safety may be required. Bicycle parking and/or racks shall comply with CalGREEN and the Zoning Ordinance requirements at a minimum.



Source: San Diego Association of Governments



STRATEGY 07 – TRANSIT PASSES OR SUBSIDIES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1-5

Employers and HOAs can offer transit passes and subsidies that cover a portion of the cost of a monthly transit pass to encourage residents and employees to use transit. Subsidies at or below 50% of the transit pass cost do not qualify for point credit. For a subsidy of 60%-100% of the monthly transit pass cost, 1 point is earned for each 10% subsidy increment over the 50% minimum. For example, a subsidy of 70% of the monthly transit pass cost would receive 2 points. The subsidy must be provided for the equivalent of the North County Transit District (NCTD) Premium Regional pass (transit pass that works for NCTD and MTS) or higher. Transit passes and subsidies must be made available on an ongoing basis to all site employees and/or residents. Projects can contact NCTD for assistance when establishing this program.



Source: North County Transit District



STRATEGY 08 – CARSHARE PARKING SPACE WITH A DEDICATED CARSHARE VEHICLE

Applicable Project Type(s): Non-Residential

Point Value: 3-4

Carshare vehicles offer people convenient access to a vehicle while helping reduce the need for individual vehicle ownership. Under this strategy, an employer can provide an on-site company-owned car share vehicle that can be shared for use only amongst employees at the worksite. Note, the vehicle must be a dedicated vehicle for carshare purposes, rather than shared with other uses. To be eligible for four points, the car share vehicle shall be a zero emissions/electric car.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City’s minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.

This strategy differs from Vanpool program (Strategy 19) in that the vanpool program is for one-way commute trips with a dedicated driver, while the carshare vehicle is available at all times for employees to use individually or in groups, including for various trips throughout the workday.



Source: Mobiag



STRATEGY 09 – RESERVED PARKING FOR CARPOOL, VANPOOL, CARSHARE AND/OR PARK-AND-RIDE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1

Reserving parking at preferred locations for carshare, carpool, vanpool, park-and-ride, and other modes can help increase average vehicle occupancy and discourage single-occupant vehicle use. Reserved preferential parking for these vehicles should be close to the building entrance and covered when possible.

To be eligible for point credit under this strategy by implementing carshare and/or park-and-ride spaces, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City’s minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.

Note, while carshare and park-and-ride spaces require project proximity to bicycle facilities or transit stops in order to be eligible for credit, carpool and vanpool spaces do not require proximity to bike facilities or transit stops.



Source: California State University Channel Islands



STRATEGY 10 – BIKE REPAIR STATION

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1

Bike repair stations include a space for repairs with on-site repair stands, air pumps, and other tools. Bike repair stations should be located in a visible, well-lit, and secure area. In addition, they must be maintained to ensure usability.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City’s minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.



Source: BikeTexas



STRATEGY 11 – SECURE PARKING FOR E-BIKES AND CARGO BIKES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1

Cargo bikes can be used in dense urban areas to make short delivery trips (for example, food drop-off from local restaurants). Providing accessible parking for these bikes on-site can help encourage their use by residents and employees, further reducing short local vehicle trips. A power source for e-bikes must be included. Note, this strategy is distinct from Strategy 06. Under Strategy 11, separate additional bike parking must be provided in a convenient location that includes the necessary infrastructure for charging and using e-bikes, including an easily accessible power source and protection from the elements; these spaces must also accommodate the larger footprint of a cargo bike (at least three feet wide and ten feet long each). Parking for e-bikes and cargo bikes shall be secure and weather-protected.



Source: Bikes Make Life Better



STRATEGY 12 – SHOWERS AND LOCKERS

Applicable Project Type(s): Non-Residential

Point Value: 1

Showers, lockers, and changing rooms for employees can help encourage a shift from driving to biking. These end-of-trip facilities, when paired with secure bike parking, remove some of the barriers to commuting to and from work on a bike. These facilities should be located in a safe, well-lit, and convenient location and should be well maintained. Shower facilities should be shown on project plans for review by the City.



Source: University of California Irvine



STRATEGY 13 – PRE-TAX TRANSPORTATION BENEFITS

Applicable Project Type(s): Non-Residential

Point Value: 1

Through this strategy, employees would have the option to participate in a pre-tax benefit program to pay with pre-tax funds for qualifying commute expenses for modes other than single-occupant motor vehicles. Projects can contact NCTD, if assistance is needed to establish this program.



Source: Ottawa-Carleton Regional Transit Commission (OC Transpo)



STRATEGY 14 – TELECOMMUTE WORK CENTER FOR RESIDENTS

Applicable Project Type(s): Residential

Point Value: 1

Telecommuting programs enable employees to work from home or another remote location instead of driving daily to work. Residential projects can support telecommuting for their residents by providing a common area with tables, internet access, and other amenities. The telecommute center should be appropriately scaled for the size of the development and shown on project plans for review by the City.



Source: TTEC



STRATEGY 15 – TELECOMMUTE AND/OR COMPRESSED WORK WEEK

Applicable Project Type(s): Non-Residential

Point Value: 2

Telecommuting and compressed work weeks are strategies employers can implement to reduce the number of commute days for employees. Telecommute programs enable employees to work wholly or partially from home or another remote location. Compressed work weeks allow employees to work fewer but longer days.

As part of this strategy, the employer must adopt and maintain a formal policy for telecommuting and/or compressed work weeks that is approved by the City.



Source: Multiplier



STRATEGY 16 – DELIVERY SUPPORTIVE AMENITIES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1

Secure, easily accessible, and well-lit delivery amenities such as delivery lockers can reduce the number of trips residents and employees make to pick up deliveries at off-site locations, especially for larger items. This amenity should be shown on project plans for review by the City.



Source: Liss Technologies Group



STRATEGY 17 – ON-SITE CHILDCARE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 3

Providing on-site childcare during typical working hours can help reduce the need for residents or employees to make daily pick-up and drop-off driving trips. This amenity should be shown on project plans for review by the City.



Source: Building Owners and Managers Association International



STRATEGY 18 – SHUTTLE BUS SERVICE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 5

Establishing a free shuttle service for employees between key destinations can help reduce employee vehicle trips, encourage transit use, and bridge the first/last mile gap between transit stations and work. Such a service can also be applicable for larger residential development projects. This strategy would require coordination with the City and other agencies such as NCTD. It would be limited to projects that can demonstrate that a shuttle service would bridge a critical gap between the project site and other destination(s) such as a Sprinter station. Additionally a project could partner with NCTD to subsidize current or planned transit/microtransit services offered by NCTD.



Source: City of Irvine



STRATEGY 19 – VANPOOL PROGRAM WITH DESIGNATED VAN PARKING SPACE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 6

Vanpool provides groups of up to 15 people with a cost-effective and convenient shared commuting option. Employers can encourage their employees to vanpool through subsidies or another formal program. SANDAG currently provides a grant program for employer vanpools.

A reserved parking space for the vanpool vehicle must be provided on-site. In addition, a dedicated driver for the vanpool must be assigned who is available during working hours.

The TDM plan must include information pertaining to frequency, availability, and how to use/participate in the vanpool. Both the TDM plan and the information center (Strategy 02) must include information on the reservation system for employees and residents.

Note, this strategy could also be implemented by larger residential projects.

This strategy differs from carshare (Strategy 08) in that the vanpool program with dedicated driver is for one-way commute trips, while the carshare vehicle is available at all times for employees to use individually or in groups, including for various trips throughout the workday.



Source: CommuteSmart



STRATEGY 20 – UNBUNDLED PARKING

Applicable Project Type(s): Residential

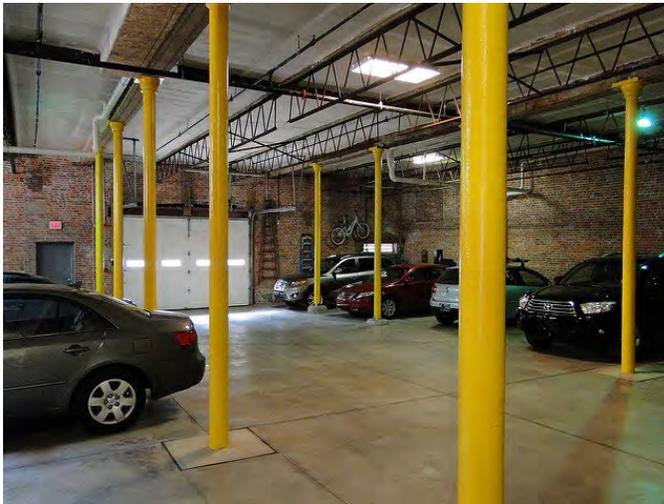
Point Value: 1

Unbundling parking involves separating a residential project’s rent from parking cost. Tenants are given the option to pay for a parking space’s rent separate from the rent of the unit itself, instead of the current practice where the cost of parking is included in total rent.

This strategy has limited effectiveness in areas where nearby free, unrestricted, and under-capacity on- or off-street parking could accommodate the project’s parking demand. The applicant must demonstrate that the parking demand near the site is at least 85% of capacity during peak demand periods. This strategy is context dependent and would need to be approved by the City after consultation.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City’s minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.



Source: New England Building Supply



STRATEGY 21 – PRICED PARKING

Applicable Project Type(s): Non-Residential

Point Value: 1

Pricing on-site workplace parking increases the cost of choosing to drive to work and can encourage a shift to transit, carpooling, and other modes.

This strategy has limited effectiveness in areas where nearby free, unrestricted, and under-capacity on- or off-street parking could accommodate the project’s parking demand. The applicant must demonstrate that the parking demand near the site is at least 85% of capacity during peak demand periods. This strategy is context-dependent and would need to be approved by the City after consultation.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

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- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.



Source: Las Vegas Review-Journal



STRATEGY 22 – PARKING CASH-OUT

Applicable Project Type(s): Non-Residential

Point Value: 1

Under a parking cash-out program, employers who are providing subsidized parking can offer employees the cash value of a parking space to forgo the parking space itself. This strategy is only applicable where employers pay for or rent parking for their employees.

This strategy has limited effectiveness in areas where nearby free, unrestricted, and under-capacity on- or off-street parking could accommodate the project’s parking demand. The applicant must demonstrate that the parking demand near the site is at least 85% of capacity during peak demand periods. This strategy is context-dependent and would need to be approved by the City after consultation.

To be eligible for point credit under this strategy, projects must be located within one-half mile of either of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City’s minimum design widths, or protected bike lanes/separated bike lanes/cycle track.
- Existing transit stop – The attached Figures 1 through 3 show the areas in the city that are within one-half mile of a transit stop as of March 2023. This information should be verified at the time the TDM plan is being developed.



Source: Texas Parking Services



STRATEGY 23 – ON-SITE FLEET OF BICYCLES, E-BIKES, AND/OR SCOOTERS

Applicable Project Type(s): Residential and Non-Residential

Point Value: 5

Bikeshare and scooter share programs can help reduce vehicle trips by providing on-demand access to bikes and scooters for short-term trips. In addition, e-bikes can help increase the range of these trips, increasing the program’s convenience. Projects can provide an on-site fleet for residents and/or employees to support a shift away from driving for short trips. The project must provide as many shared use bikes, e-bikes, or scooters as the number of required bike parking spaces, or at least five (5) bikes, e-bikes, or scooters (whichever is higher). The TDM plan must detail the proposed types of bikes, e-bikes, or scooters being provided for City approval.

To be eligible for point credit under this strategy, projects must be located within one-half mile of the following:

- High-quality bicycle facility – Defined as a multi-use path, buffered bike lanes meeting the City’s minimum design widths, or protected bike lanes/separated bike lanes/cycle track.



Source: *Bikes Make Life Better*



STRATEGY 24 – MIXED USE DEVELOPMENT WITH ON-SITE AMENITIES/SERVICES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 2

On-site amenities can reduce the need for residents and employees to drive for errands during the day. Such services can include cafeterias, gyms and wellness centers, retail shops, and cafes/restaurants.



Source: The Wall Street Journal



STRATEGY 25 – OFF-SITE PEDESTRIAN SUPPORTIVE STRATEGIES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1-2 points per feature

Providing pedestrian-supportive facilities offsite (not on the project site or along the project frontage) can reduce greenhouse gas emissions by reducing overall driving trips in San Marcos. Pedestrian improvements can increase walking comfort and convenience, encouraging people who live, work, or visit the city to walk when possible. Facilities that improve the pedestrian experience can include, but are not limited to:

- Sidewalk connections
- New landscaped buffers between the sidewalk and vehicular traffic
- Bulbouts and curb extensions
- High-visibility crosswalks
- High-visibility curb ramps with truncated domes
- Pedestrian traffic signals

This strategy will require coordination and consultation with City staff to determine appropriate locations and designs.



Source: National Association of City Transportation Officials



STRATEGY 26 – HIGH-COST OFF-SITE TRANSIT STOP AMENITIES AND UPGRADES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 3 points per feature

Bus stop improvements improve transit passenger comfort, reduce barriers to taking transit, and encourage higher transit mode share throughout the city. Bus stop improvements can also speed up boarding and alighting. Highly effective bus stop amenities and upgrades can include, but are not limited to:

- Shelters
- Benches
- Real-time bus information technology
- ADA compliant bus stop pad for passenger boarding

Amenities should be selected in coordination with the transit agency and City staff during the entitlement process.



Source: National Association of City Transportation Officials



STRATEGY 27 – LOW-COST OFF-SITE TRANSIT STOP AMENITIES AND UPGRADES

Applicable Project Type(s): Residential and Non-Residential

Point Value: 1 point per feature

Low-cost bus stop improvements can also increase transit comfort and convenience, improve the waiting experience, or provide helpful information to riders. Low-cost bus stop amenities and upgrades can include, but are not limited to:

- Trash receptacles
- Static schedule and route displays
- Public art



Source: Pinellas Suncoast Transit Authority



STRATEGY 28 – OFF-SITE BICYCLE INFRASTRUCTURE

Applicable Project Type(s): Residential and Non-Residential

Point Value: 3-5 points per mile

Providing bikeways offsite (not on the project site or along frontage the project is required to improve) can reduce greenhouse gas emissions by reducing overall driving trips in San Marcos. Increased bikeway mileage can support bicycling comfort and convenience, encouraging people who live in, work in, or visit the city to bicycle when possible. Applicable bikeway types consist of the following:

- Class I bike paths and multi-use paths
- Class II bike lanes and buffered bike lanes
- Class IV one-way or two-way protected bike lanes (also known as separated bike lanes or cycle tracks)

To qualify, new bicycle infrastructure must be identified as part of the City’s planned bikeway network and must close or contribute to the closure of a gap between two existing bikeways or extend an existing bikeway. The number of points per mile will be determined in consultation with City staff based on the type(s) of bicycle infrastructure and benefit value to overall trips reduction.



Source: National Association of City Transportation Officials



STRATEGY 29 – OTHER MEASURES

Applicable Project Type(s): Residential and Non-Residential

Point Value: To be determined on an individual basis

Should a project not be able to meet requirements through the menu of available strategies (e.g., due to infeasibility), applicants can work with City staff to develop other TDM strategies that are feasible for the site and would reduce vehicle trips.



Source: City of Seattle



Figure 1: Half-Mile Walking Distance from Transit (North)

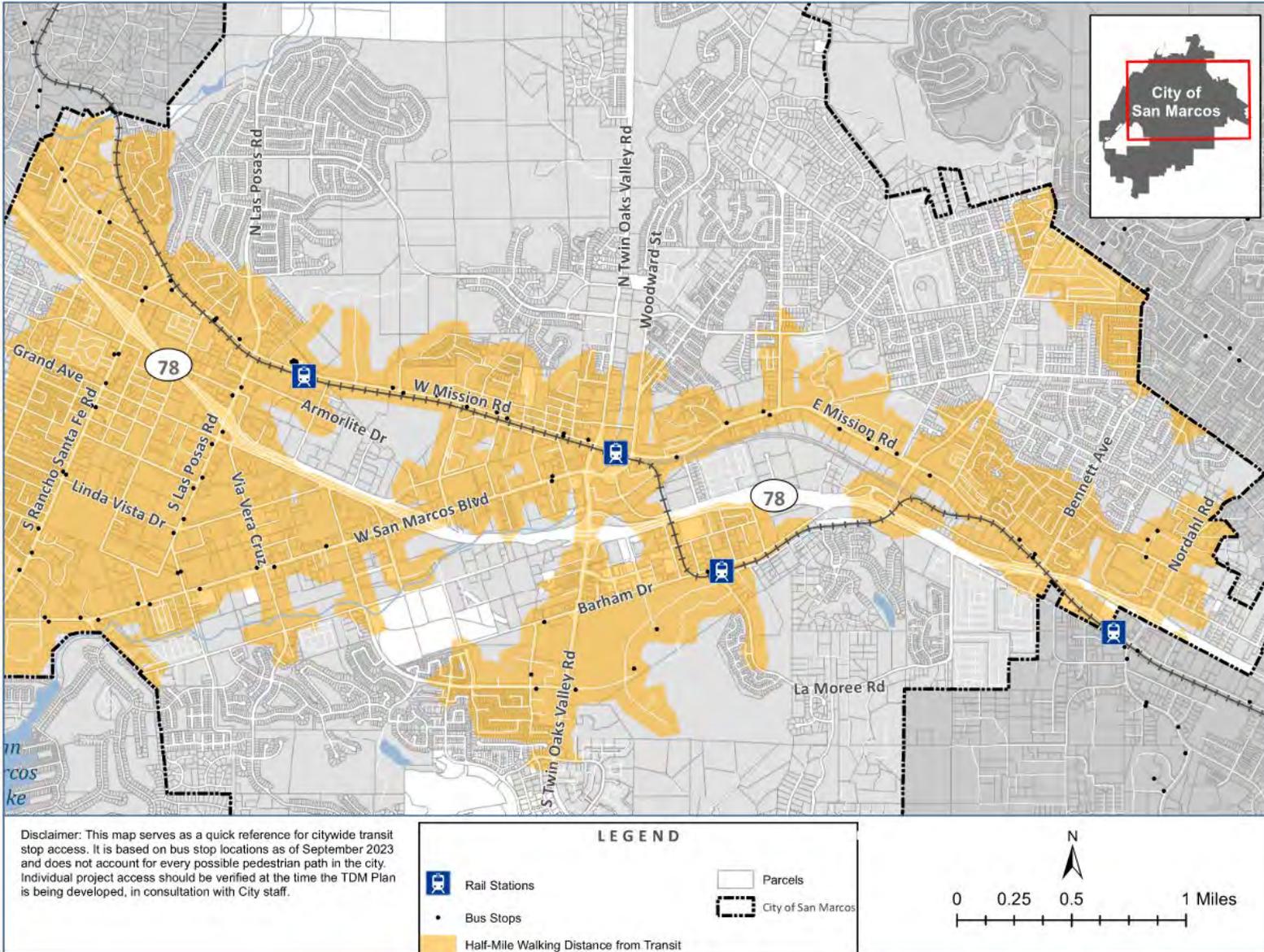




Figure 2: Half-Mile Walking Distance from Transit (Central)

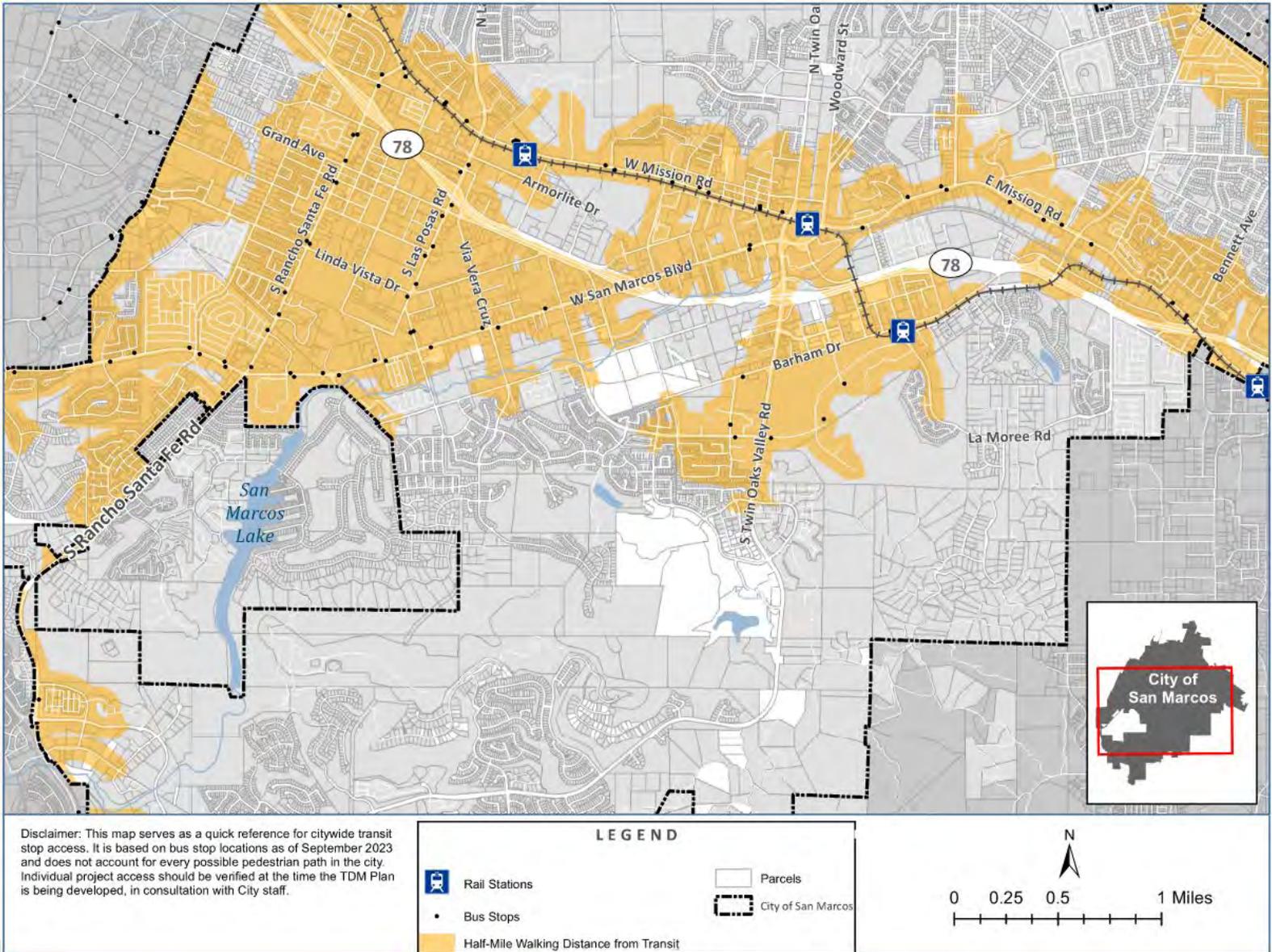
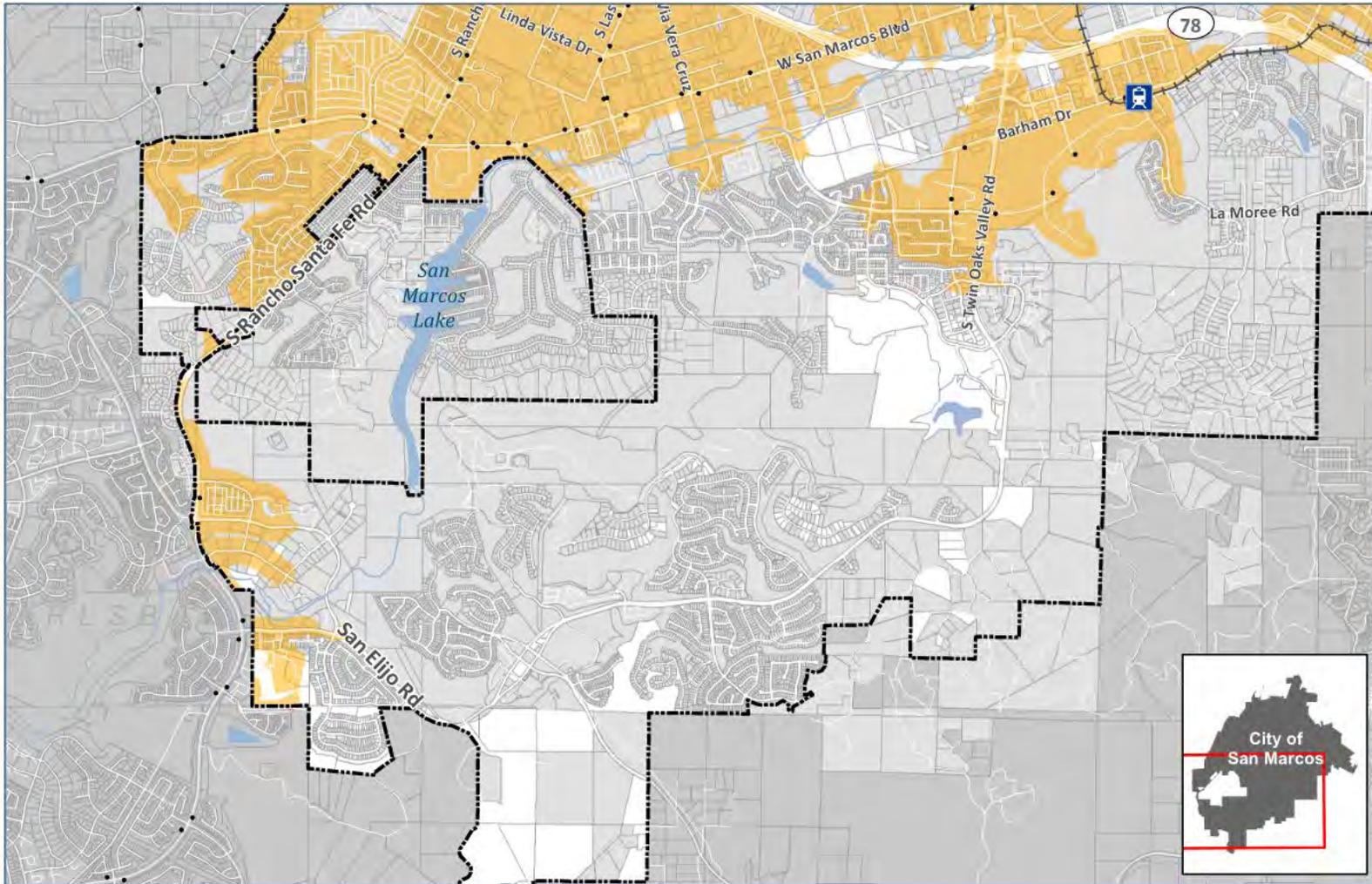




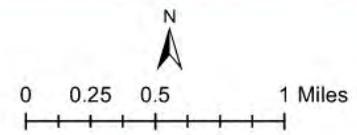
Figure 3: Half-Mile Walking Distance from Transit (South)



Disclaimer: This map serves as a quick reference for citywide transit stop access. It is based on bus stop locations as of September 2023 and does not account for every possible pedestrian path in the city. Individual project access should be verified at the time the TDM Plan is being developed, in consultation with City staff.

LEGEND

 Rail Stations	 Parcels
 Bus Stops	 City of San Marcos
 Half-Mile Walking Distance from Transit	



Attachment B
Project Proposed TDM & Traffic Calming Measures

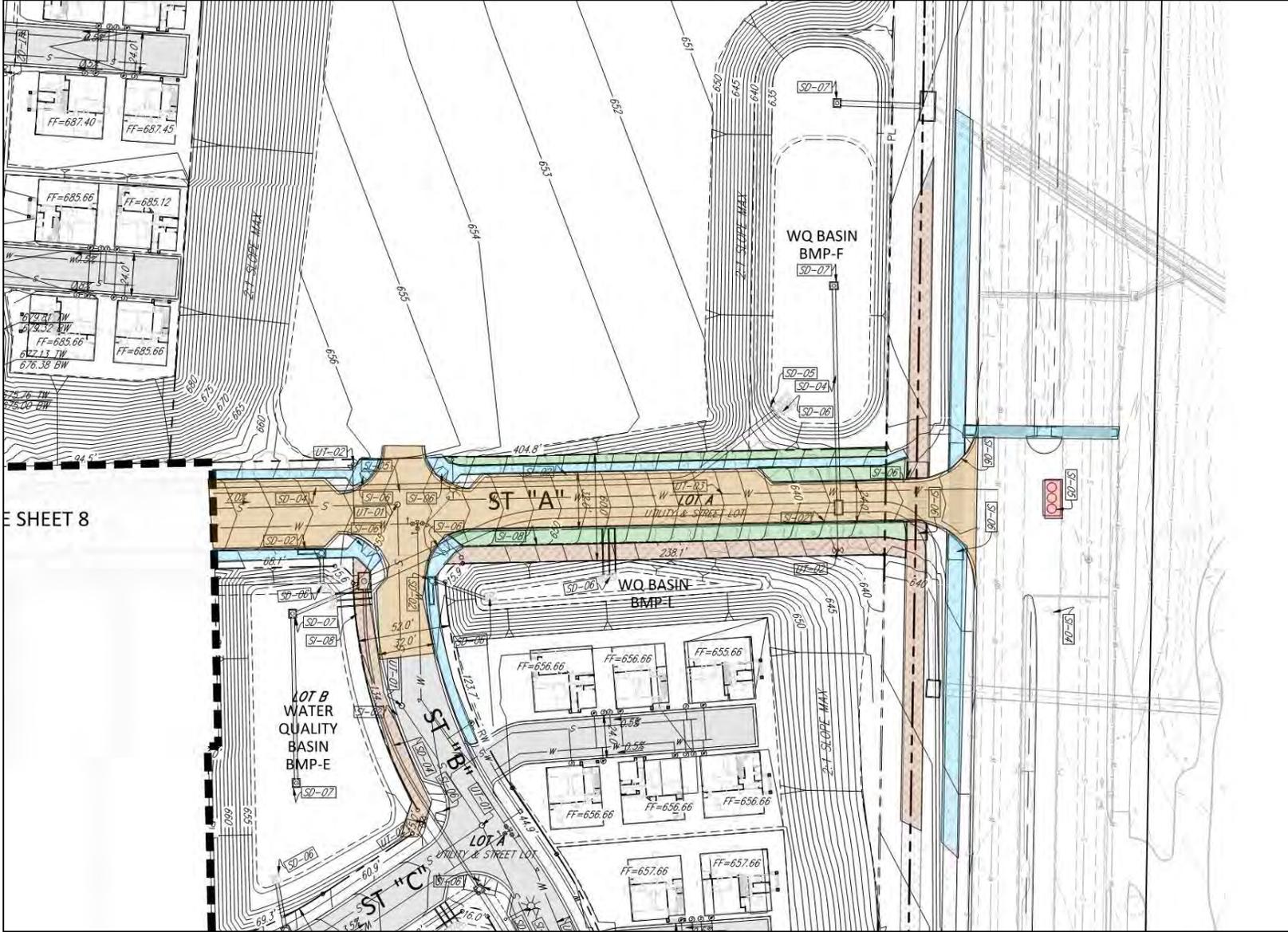
Traffic Calming Measures

The Oakcrest project is providing the following pedestrian and bike enhancements to Twin Oaks Valley Road and internal streets

- Bulbed intersection treatment
- Protected bike line crossing
- Protected pedestrian crossings
- Fully traffic calmed intersection into the public park
- Landscape buffers to trails
- 10 public trails on one side of the street.
- Protected bike lane and ped path on Twin Oaks Valley Road
- Signal with ped crossing and centerline staggering location tying to the existing trail on the East side of Twin Oaks

See a highlighted portion of the plan below to help clarify the enhancements.

Exhibit A



TDM Plan View

Figure 1 Bike Racks & Repair Station in Public Park

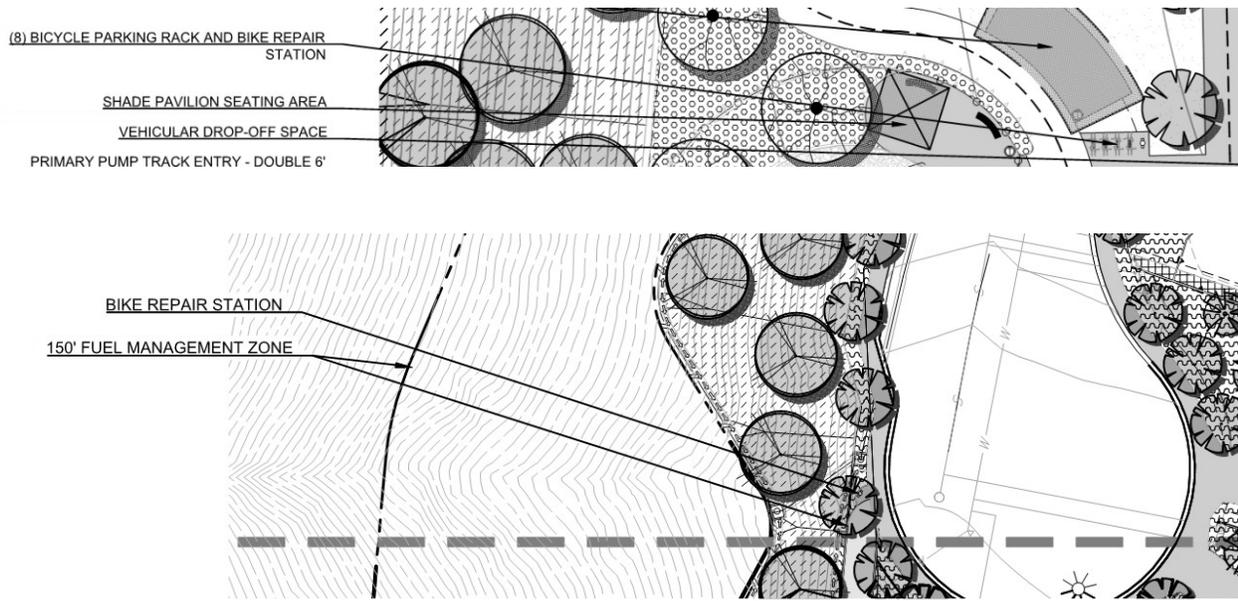
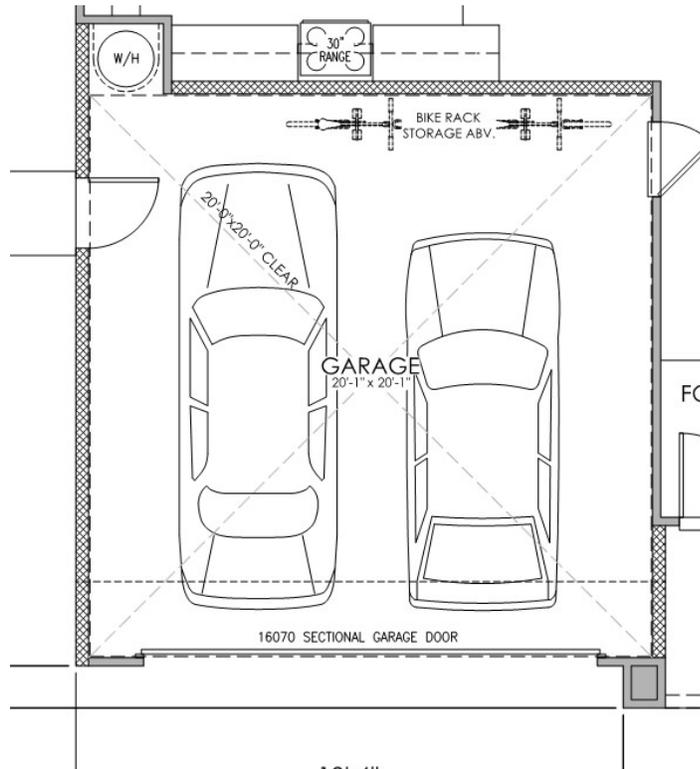


Figure 2 Bike Racks Provided for Each Garage



TDM Plan View

Figure 3 Traffic Calming Bulb Outs

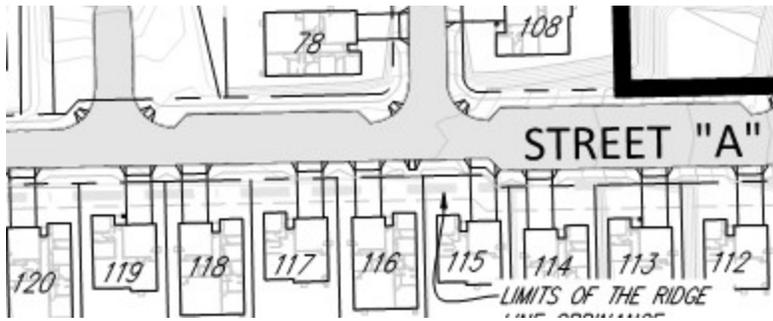


Figure 4 Wayfinding Signage

