

**DRAFT**

# Traffic and Parking Study for 7200 and 7250 France Avenue in Edina, MN

*Prepared for:*  
**City of Edina**

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I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

\_\_\_\_\_  
Edward F. Terhaar  
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DATE: September 8, 2022

# 1.0 Executive Summary

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The purpose of this Traffic and Parking Study is to evaluate the traffic impacts of the proposed new mixed use development located at 7200 and 7250 France Avenue in Edina, MN. The project site is located on the west side of France Avenue between Gallagher Drive and 72<sup>nd</sup> Street. The proposed project location is currently occupied by two vacant office buildings, a parking structure, and surface parking.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed redevelopment at the following intersections:

- France Avenue/70<sup>th</sup> Street
- France Avenue/Hazelton Road
- France Avenue/72<sup>nd</sup> Street
- France Avenue/Gallagher Drive
- France Avenue/Parklawn Avenue
- Parklawn Avenue/Gallagher Drive
- Gallagher Drive/proposed access
- 72<sup>nd</sup> Street/proposed access

The proposed project will involve removal of the existing office buildings and constructing two new buildings. The project includes 468 total on-site parking spaces, with 234 on the 7200 site and 234 on the 7250 site. The entire project is expected to be completed by 2027.

The land uses and sizes assumed for this study are shown below:

- 7250 Building – 124,620 square feet of general office and a 2,200 square foot coffee shop.
- 7200 Building – 150 apartment units and 10,000 square feet of general retail space.

As shown in the site plan, the project includes access on Gallagher Drive and 72<sup>nd</sup> Street.

The project will be constructed in phases, with the 7250 building constructed first and the 7200 building constructed at a later date.

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to generate 372 trips during the weekday a.m. peak hour, 340 trips during the weekday p.m. peak hour, and 3,214 weekday daily trips.
- The traffic generated by the proposed development has minimal impact on the intersection operations at the study intersections. No improvements are needed at these intersections to accommodate the proposed project.

- Traffic volumes on 72<sup>nd</sup> Street west of Lynmar Lane are expected to increase by 57 trips during the a.m. peak hour and 48 trips during the p.m. peak hour.
- The proposed project is designed to provide both pedestrian and bicycle connections to the surrounding infrastructure. Space for pedestrian amenities is provided along all streets surrounding the project. Access to the Nine Mile Creek Regional Trail is provided at the Gallagher Drive crosswalk.
- Both short-term and long-term bicycle spaces should be provided in order to accommodate employees, customers, and residents. The short-term spaces should be located near building entrances and provide facilities to securely park each bicycle. Long-term spaces for residents should be provided in the parking ramp or in a separate room within the building. The provision of a bicycle maintenance station would help encourage bicycle use by all site users.
- The proposed number of parking spaces can accommodate the expected peak parking demand based on Institute of Transportation Engineers (ITE) data for both Phase 1 and full development of the site.
- Edina City code requires 1.0 parking space per apartment unit and 1 space per 300 square feet for the office, retail, and coffee shop uses. This equates to 422 total spaces for Phase 1 and 605 total spaces for the full development.
- Per City requirements, a Travel Demand Management (TDM) plan is required for this project. The goal of the TDM plan is to reduce vehicular trips during peak hours and carbon emissions from vehicles. TDM strategies for this site include:
  - Providing maps that show the area bus routes and schedules.
  - Providing maps of bicycle and pedestrian facilities.
  - Providing information on starting and joining commuter programs.
  - Providing long-term and short-term bicycle parking spaces for site users.
  - Offering a pre-paid Metro Transit Go-To Card to all new residents and employees.

## 2.0 Purpose and Background

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The purpose of this Traffic and Parking Study is to evaluate the traffic impacts of the proposed new mixed use development located at 7200 and 7250 France Avenue in Edina, MN. The project site is located on the west side of France Avenue between Gallagher Drive and 72<sup>nd</sup> Street. The proposed project location is currently occupied by two vacant office buildings, a parking structure, and surface parking. The project location is shown in **Figure 1**.

This study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed redevelopment at the following intersections:

- France Avenue/70<sup>th</sup> Street
- France Avenue/Hazelton Road
- France Avenue/72<sup>nd</sup> Street
- France Avenue/Gallagher Drive
- France Avenue/Parklawn Avenue
- Parklawn Avenue/Gallagher Drive
- Gallagher Drive/proposed access
- 72<sup>nd</sup> Street/proposed access

### Proposed Development Characteristics

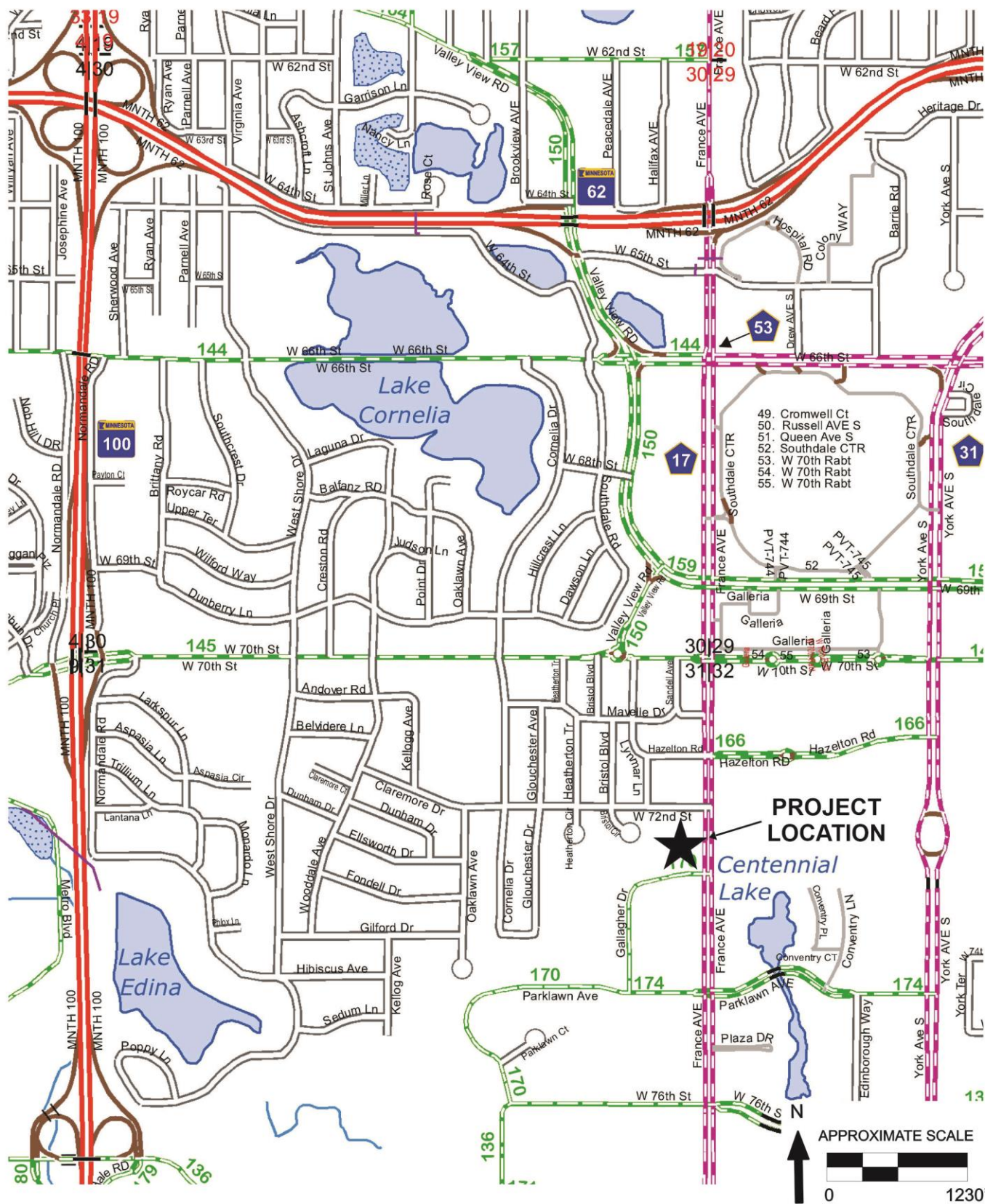
The proposed project will involve removal of the existing office buildings and constructing two new buildings. The project includes 468 total on-site parking spaces, with 234 on the 7200 site and 234 on the 7250 site. The entire project is expected to be completed by 2027. The current site plan is shown in **Figure 2**.

The land uses and sizes assumed for this study are shown below:

- 7250 Building – 124,620 square feet of general office and a 2,200 square foot coffee shop.
- 7200 Building – 150 apartment units and 10,000 square feet of general retail space.

As shown in the site plan, the project includes access on Gallagher Drive and 72<sup>nd</sup> Street.

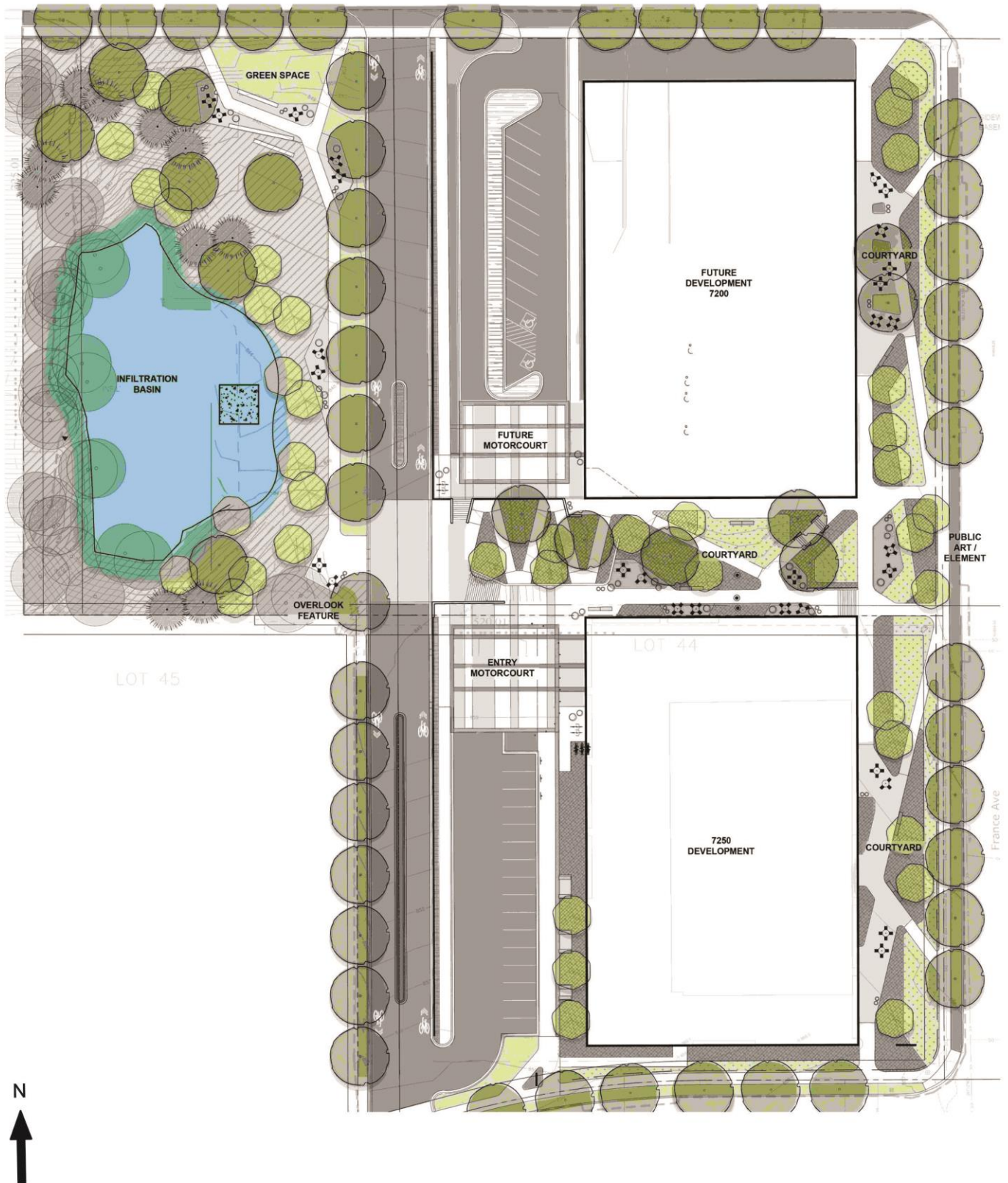
The project will be constructed in phases, with the 7250 building constructed first and the 7200 building constructed at a later date.



TRAFFIC AND PARKING STUDY  
FOR 7200 AND 7250  
FRANCE AVENUE  
IN EDINA, MN

**FIGURE 1**  
**PROJECT LOCATION**





TRAFFIC AND PARKING STUDY  
FOR 7200 AND 7250  
FRANCE AVENUE  
IN EDINA, MN

**FIGURE 2**  
**SITE PLAN**

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## 3.0 Existing Conditions

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The proposed site is currently occupied by two vacant office buildings, a parking structure, and surface parking. The site is bounded by France Avenue to the east, Gallagher Drive to the south, 72<sup>nd</sup> Street to the north, and residential areas to the west.

Near the site location, France Avenue is a six-lane divided roadway with turn lanes at major intersections. Gallagher Drive and 72<sup>nd</sup> Street are a two-lane roadways. Existing conditions at intersections near the proposed project location are shown in **Figure 3**.

### France Avenue/70<sup>th</sup> Street (traffic signal control)

This intersection has four approaches and is controlled with a traffic signal. The eastbound and westbound approaches provide one left turn lane, one through lane, and one right turn lane. The northbound and southbound approaches provides one left turn lane, two through lanes, and one through/right turn lane.

### France Avenue/Hazelton Road (traffic signal control)

This intersection has four approaches and is controlled with a traffic signal. The westbound approach provides one left turn lane, one through lane, and one right turn lane. The eastbound approach provides one left turn and one through/right turn lane. The southbound approach provides one left turn lane, two through lanes, and one through/right turn lane. The northbound approach provides one left turn lane, three through lanes, and one right turn lane.

### France Avenue/72<sup>nd</sup> Street (minor street stop sign control)

This intersection has three approaches and is controlled with a stop sign on the eastbound 72<sup>nd</sup> Street approach. The eastbound approach provides one right turn lane. The northbound approach provides one left turn lane and three through lanes. The southbound approach provides two through lanes and one through/right turn lane. Left turns are not allowed from 72<sup>nd</sup> Street onto France Avenue.

### France Avenue/Gallagher Drive (traffic signal control)

This intersection has four approaches and is controlled with a traffic signal. The eastbound and westbound approaches provide one left turn lane and one through/right turn lane. The northbound and southbound approaches provide one left turn lane, two through lanes, and one through/right turn lane.

### France Avenue/Parklawn Avenue (traffic signal control)

This intersection has four approaches and is controlled with a traffic signal. The eastbound and westbound approaches provide one left turn lane, one through lane, and one right turn lane. The southbound approach provides one left turn lane, two through lanes, and one through/right turn lane. The northbound approach provides one left turn lane, three through lanes, and one right turn lane.



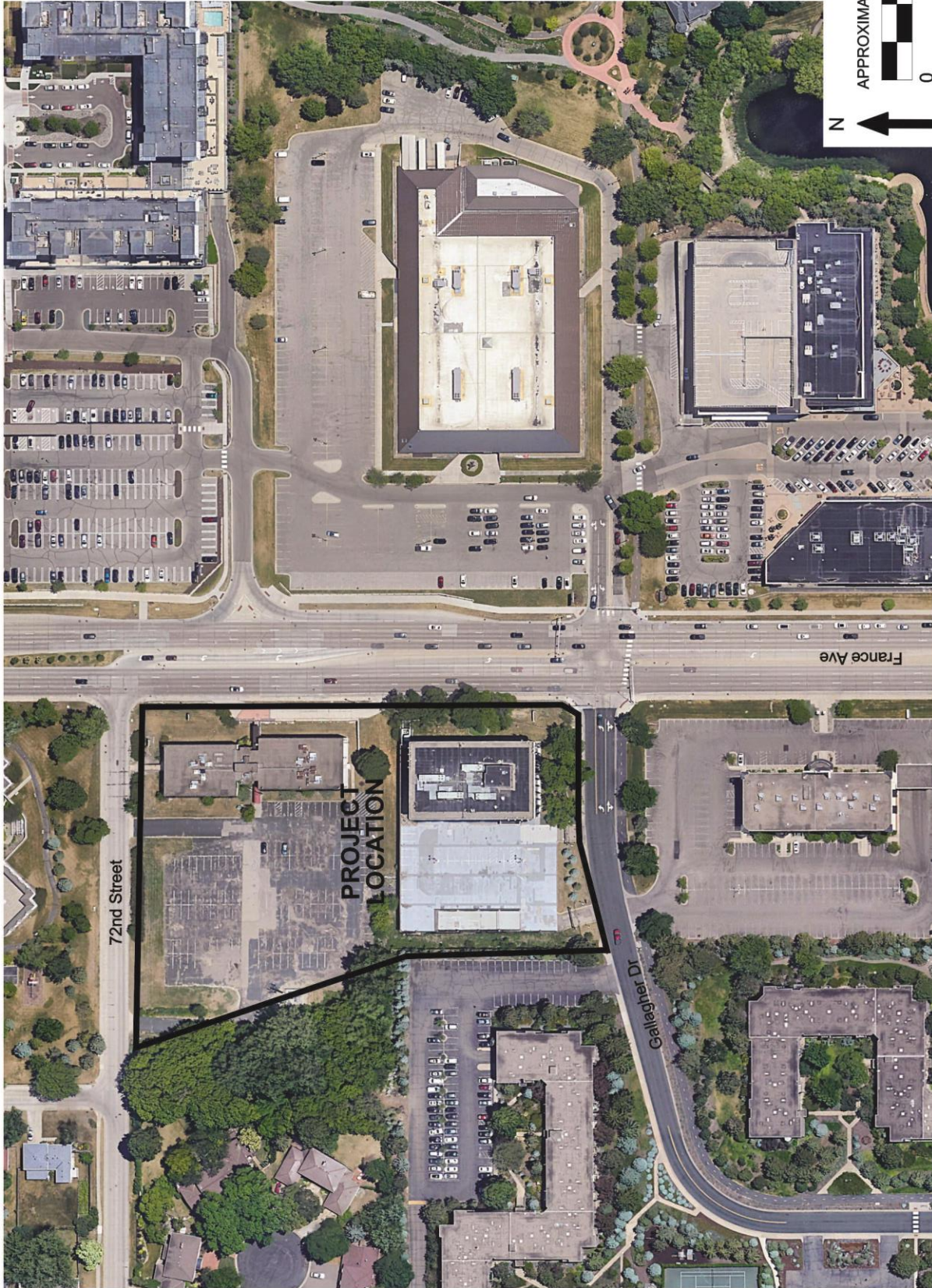
Parklawn Avenue/Gallagher Drive (minor street stop sign control)

This intersection has three approaches and is controlled with a stop sign on the southbound Gallagher Drive approach. The eastbound approach provides one left turn/through lane. The westbound approach provides one through/right turn lane. The southbound approach provides one left/right turn lane.

72<sup>nd</sup> Street/Cornelia Drive (all-way stop sign control)

This intersection has four approaches and is controlled with stop signs on all approaches. All approaches provide one left turn/through/right turn lane.

Turn movement data for the intersections was collected during the weekday a.m. (7:00 - 9:00 a.m.) and p.m. (4:00 - 6:00 p.m.) peak periods in July 2022.



**FIGURE 3**  
**EXISTING CONDITIONS**

TRAFFIC AND PARKING STUDY  
FOR 7200 AND 7250  
FRANCE AVENUE  
IN EDINA, MN



## 4.0 Traffic Forecasts

### Traffic Forecast Scenarios

To adequately address the impacts of the proposed project, forecasts and analyses were completed for the year 2027. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2022 Existing.* Existing volumes were determined through traffic counts at the subject intersections. The existing volume information includes trips generated by the uses near the project site.
- *2027 No-Build.* Existing volumes at the subject intersections were increased by 0.5 percent per year to determine 2027 No-Build volumes. The 0.5 percent per year growth rate was calculated based on both recent growth experienced near the site and projected growth in the area.
- *2027 Build.* Trips generated by the proposed development were added to the 2027 No-Build volumes to determine 2027 Build volumes.

### Trip Generation

Weekday a.m. and p.m. peak hour trip generation for the proposed development were calculated based on data presented in the eleventh edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE). Trips generated by the existing uses were based on the traffic count data. The resultant trip generation estimates are shown in **Table 4-1.**

**Table 4-1**  
**Trip Generation for Proposed Project**

Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
		In	Out	Total	In	Out	Total	Total
<b>7200 Building</b>								
Apartments	150 DU	13	43	56	36	23	59	681
General Retail	10,000 SF	14	10	24	33	33	66	545
<b>Subtotal</b>		<b>27</b>	<b>53</b>	<b>80</b>	<b>69</b>	<b>56</b>	<b>125</b>	<b>1226</b>
<b>7250 Building</b>								
General Office	124,620 SF	166	23	189	30	149	179	1351
Coffee Shop	2,200 SF	52	51	103	18	18	36	637
<b>Subtotal</b>		<b>218</b>	<b>74</b>	<b>292</b>	<b>48</b>	<b>167</b>	<b>215</b>	<b>1988</b>
<b>Totals</b>		<b>245</b>	<b>127</b>	<b>372</b>	<b>117</b>	<b>223</b>	<b>340</b>	<b>3214</b>

DU=dwelling unit, SF=square feet

The coffee shop is expected to be utilized by residents, employees, and visitors as well as the general public. The trip totals for the coffee shop have been reduced to account for residents, employees, and visitors who will already be on-site.



### Trip Distribution Percentages

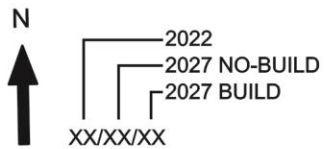
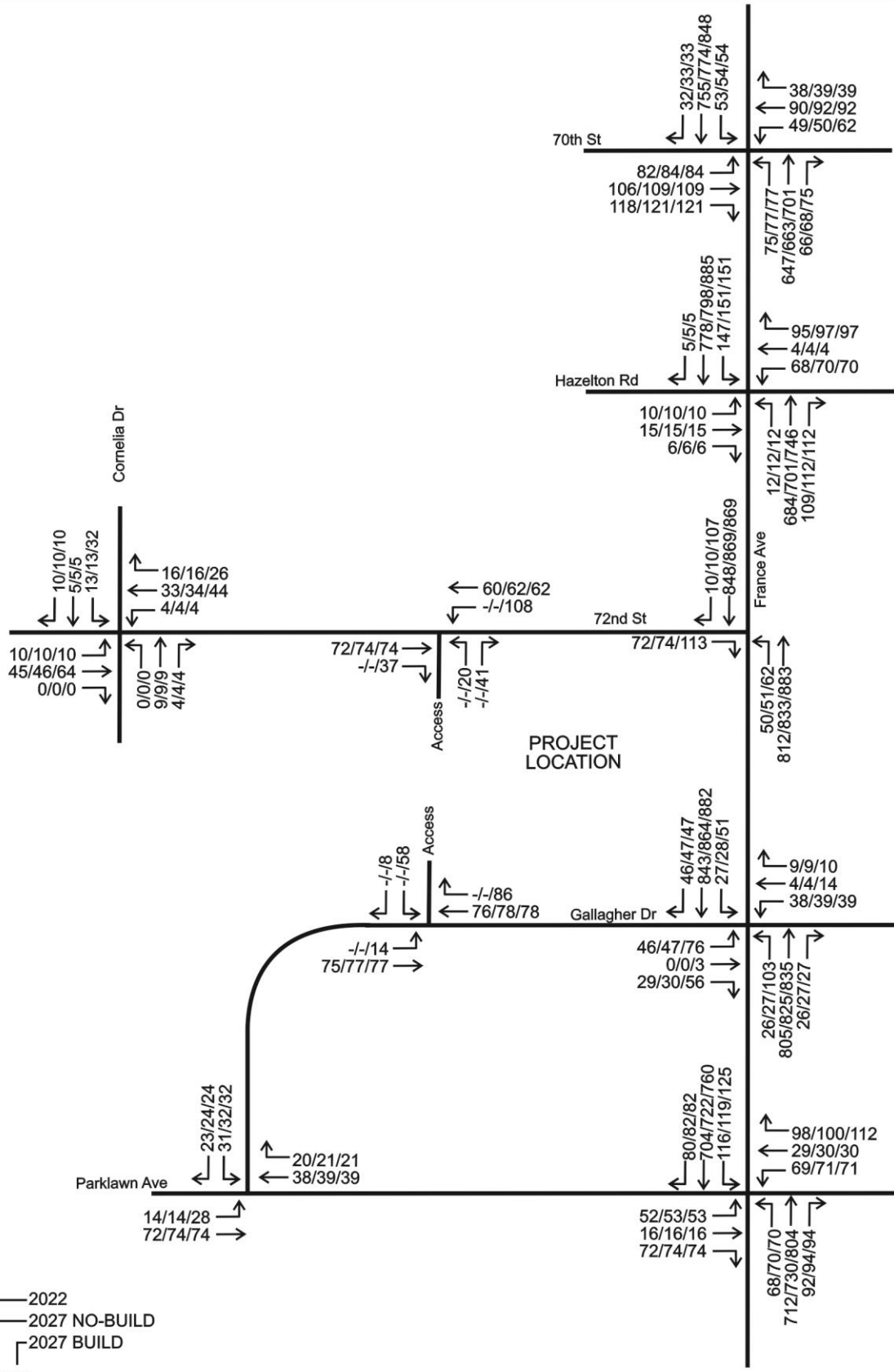
Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

The distribution percentages for trips generated by the proposed development are as follows:

- 30 percent to/from the north on France Avenue
- 7 percent to/from the west on 72<sup>nd</sup> Street
- 8 percent to/from the north of Cornelia Drive
- 5 percent to/from the east on 70<sup>th</sup> Street
- 5 percent to/from the east on Hazelton Road
- 5 percent to/from the east on Gallagher Drive
- 5 percent to/from the west on Parklawn Avenue
- 5 percent to/from the east on Parklawn Avenue
- 30 percent to/from the south on France Avenue

### Traffic Volumes

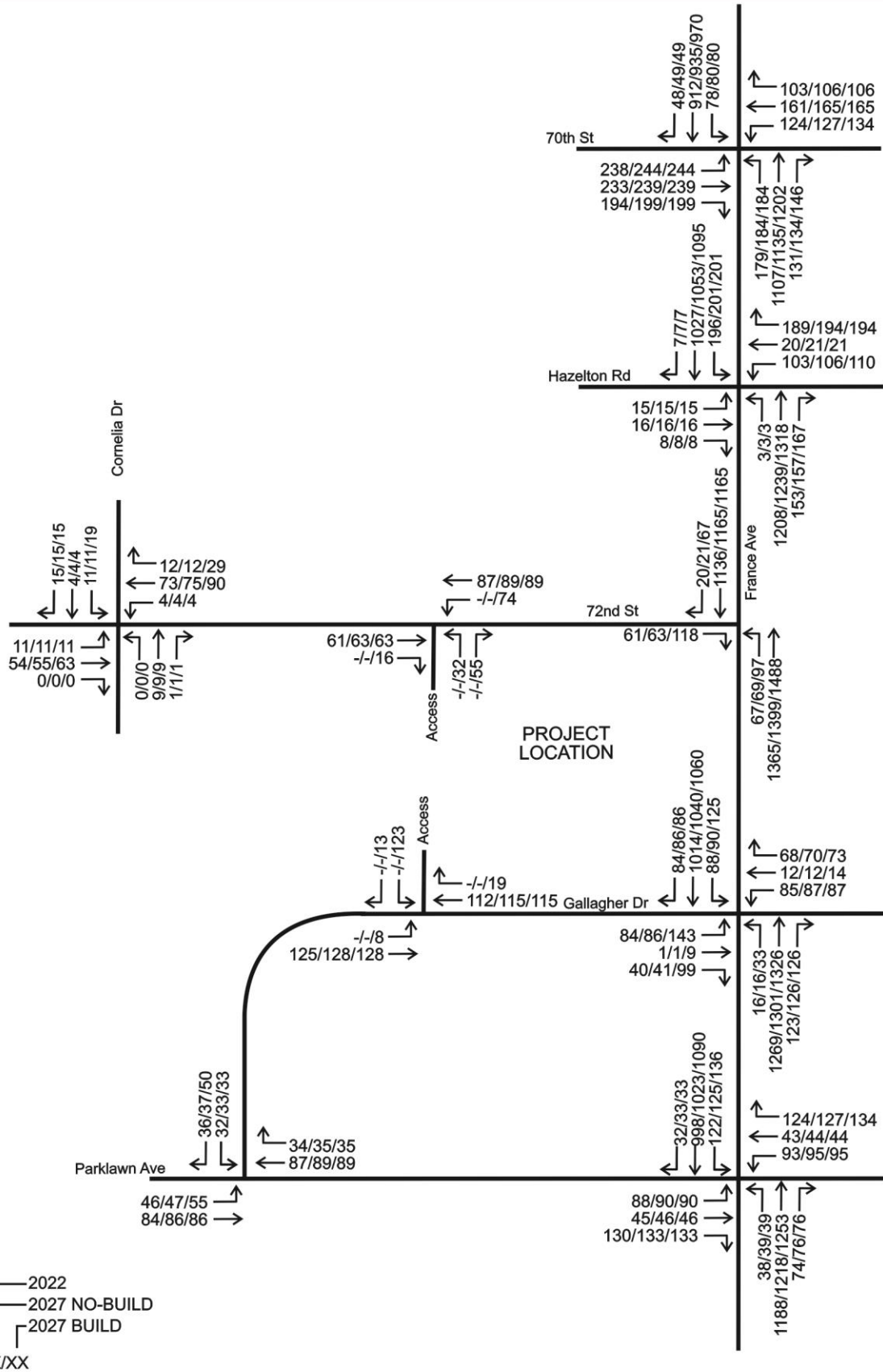
Development trips were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant traffic volumes are presented in **Figures 4 and 5**.



TRAFFIC AND PARKING STUDY  
FOR 7200 AND 7250  
FRANCE AVENUE  
IN EDINA, MN

**FIGURE 4**  
**WEEKDAY A.M. PEAK**  
**HOUR VOLUMES**





TRAFFIC AND PARKING STUDY  
FOR 7200 AND 7250  
FRANCE AVENUE  
IN EDINA, MN

**FIGURE 5**

**WEEKDAY P.M. PEAK  
HOUR VOLUMES**

## 5.0 Traffic Analysis

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### Intersection Level of Service Analysis

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics and intersection control.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.
- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.
- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.
- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.
- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.
- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.

The LOS results for the study intersections are presented in **Figures 6 and 7** and discussed below.

France Avenue/70<sup>th</sup> Street (traffic signal control) - During the a.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS D or better. The overall intersection operates at LOS D for all scenarios.

During the p.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS E or better. The overall intersection operates at LOS D for all scenarios.

France Avenue/Hazelton Road (traffic signal control) - During the a.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS D or better. The overall intersection operates at LOS C for all scenarios.

During the p.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS E or better. The overall intersection operates at LOS D for all scenarios.

France Avenue/72nd Street (minor street stop sign control) - During the a.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS C or better. The overall intersection operates at LOS A for all scenarios.

During the p.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS C or better. The overall intersection operates at LOS A for all scenarios.

France Avenue/Gallagher Drive (traffic signal control) - During the a.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS D or better. The overall intersection operates at LOS D for all scenarios.

During the p.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS E or better. The overall intersection operates at LOS C for all scenarios.

France Avenue/Parklawn Avenue (traffic signal control) - During the a.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS E or better. The overall intersection operates at LOS D for all scenarios.

During the p.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS E or better. The overall intersection operates at LOS C for all scenarios.

Parklawn Avenue/Gallagher Drive (minor street stop sign control) - During the a.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS A. The overall intersection operates at LOS A for all scenarios.

During the p.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS B or better. The overall intersection operates at LOS A for all scenarios.

72<sup>nd</sup> Street/Cornelia Drive (all-way stop sign control) - During the a.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS A. The overall intersection operates at LOS A for all scenarios.

During the p.m. peak hour under existing, 2027 No-Build, and 2027 Build conditions, all movements operate at LOS A. The overall intersection operates at LOS A for all scenarios.

Gallagher Drive/proposed access (minor street stop control) - During the a.m. peak hour under 2027 Build conditions, all movements operate at LOS B or better. The overall intersection operates at LOS A for all scenarios.

During the p.m. peak hour under 2027 Build conditions, all movements operate at LOS B or better. The overall intersection operates at LOS A for all scenarios.

72<sup>nd</sup> Street/proposed access (minor street stop control) - During the a.m. peak hour under 2027 Build conditions, all movements operate at LOS B or better. The overall intersection operates at LOS A for all scenarios.

During the p.m. peak hour under 2027 Build conditions, all movements operate at LOS A. The overall intersection operates at LOS A for all scenarios.

#### Overall Traffic Impacts

The traffic generated by the proposed development has minimal impact on the intersection operations at the study intersections. No improvements are needed at these intersections to accommodate the proposed project.

#### 72<sup>nd</sup> Street Impacts

72<sup>nd</sup> Street extends west from France Avenue and provides connections to residential areas west of the project site. 72<sup>nd</sup> Street is also used to access 70<sup>th</sup> Street via connections to Cornelia Drive and Wooddale Avenue. Observations indicate that traffic utilizing 72<sup>nd</sup> Street is a mixture of local trips and trips accessing 70<sup>th</sup> Street.

Under existing conditions, the office building has two access points on 72<sup>nd</sup> Street. Through observations and data collected at the access locations for previous studies completed for this site, approximately 15% of existing site trips used 72<sup>nd</sup> Street west of Lynmar Lane to access the site. Under future conditions, this equates to 57 trips during the a.m. peak hour and 48 trips during the p.m. peak hour.

#### Bicycle and Pedestrian Facilities

Under existing conditions, sidewalk is provided on both sides of France Avenue, on the north/west side of Gallagher Drive west of France Avenue, and on the north side of 72<sup>nd</sup> Street west of France Avenue. The Nine Mile Creek Regional Trail is located on the south/east side of Gallagher Drive. Striped crosswalks and pedestrian signal heads are provided at all signalized intersections along France Avenue.

The proposed project is designed to provide both pedestrian and bicycle connections to the surrounding infrastructure. Space for pedestrian amenities is provided along all streets surrounding the project. Access to the Nine Mile Creek Regional Trail is provided at the Gallagher Drive crosswalk.

The site plan does not specifically indicate the location or number of bicycle parking spaces. Both short-term and long-term bicycle spaces should be provided in order to accommodate employees, customers, and residents. The short-term spaces should be located near building entrances and provide facilities to securely park each bicycle. Long-term spaces for residents should be provided in the parking ramp or in a separate room within the building. The provision of a bicycle maintenance station would help encourage bicycle use by all site users.

### Transit Facilities

The subject site presently is served by the Metro Transit bus route 6. Bus stops exist on France Avenue, Gallagher Drive, Parklawn Avenue, and Hazelton Road.

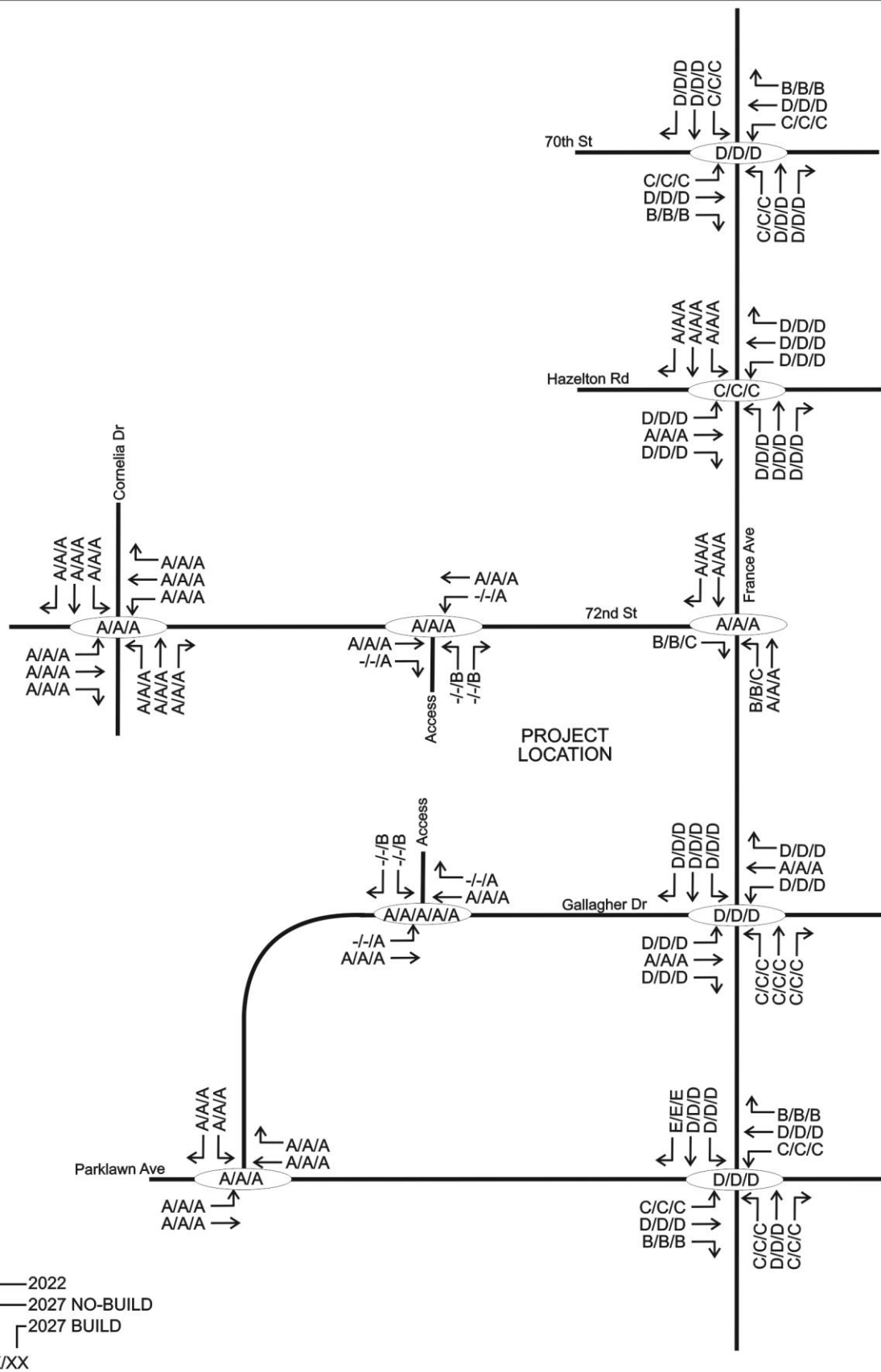
### Travel Demand Management Plan (TDM)

Per City requirements, a Travel Demand Management (TDM) plan is required for this project. The goal of the TDM plan is to reduce vehicular trips during peak hours and carbon emissions from vehicles. TDM strategies for this site include:

- Providing maps that show the area bus routes and schedules.
- Providing maps of bicycle and pedestrian facilities.
- Providing information on starting and joining commuter programs.
- Providing long-term and short-term bicycle parking spaces for site users.
- Offering a pre-paid Metro Transit Go-To Card to all new residents and employees.

The goal of the TDM plan is a 10-20 percent reduction in single occupant vehicle trips. The TDM plan strategies should be implemented at the time the project is complete and fully operational. The overall cost of the strategies is estimated at \$2,000.



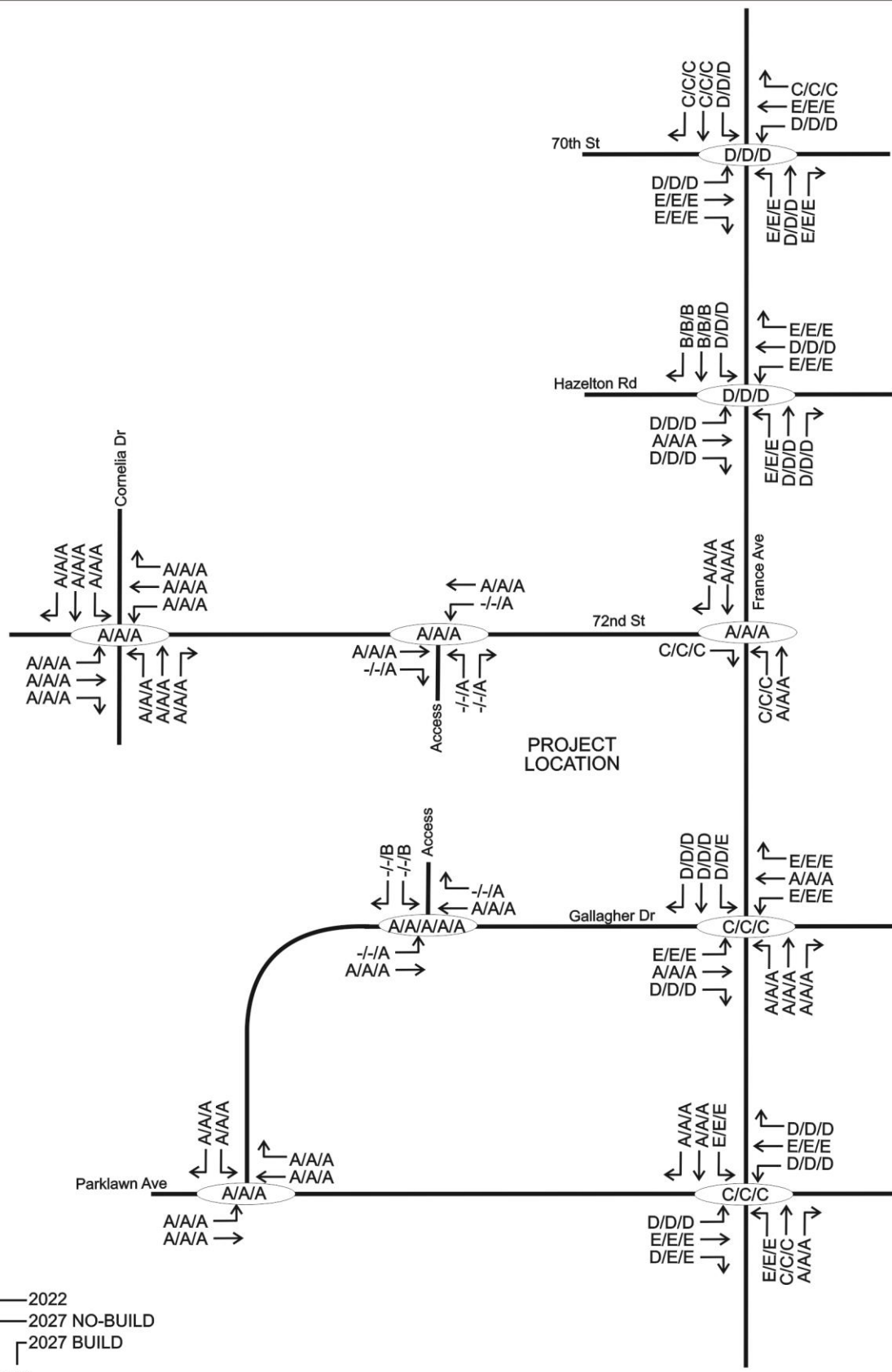


2022  
 2027 NO-BUILD  
 2027 BUILD  
 XX/XX/XX



TRAFFIC AND PARKING STUDY  
 FOR 7200 AND 7250  
 FRANCE AVENUE  
 IN EDINA, MN

**FIGURE 6**  
**WEEKDAY A.M. PEAK**  
**HR LOS RESULTS**



N  
 ↑  
 2022  
 2027 NO-BUILD  
 2027 BUILD  
 XX/XX/XX



TRAFFIC AND PARKING STUDY  
 FOR 7200 AND 7250  
 FRANCE AVENUE  
 IN EDINA, MN

**FIGURE 7**  
**WEEKDAY P.M. PEAK**  
**HOURLY LOS RESULTS**

## 6.0 Parking Analysis

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The entire project will ultimately include 468 on-site parking spaces, with 234 on the 7200 site and 234 on the 7250 site. The first phase of the project will be construction of the 7250 building, which will include 219 underground stalls, 15 surface stalls, and 83 temporary stalls on the 7200 site. Therefore the 7250 building will have access to 317 stalls until the 7200 building is constructed at a later date. The total number of parking stalls for each phase of the project is shown below:

- Phase 1 (7250 building only) – 317 stalls
- Full build (7250 and 7200 buildings) – 468 stalls

Parking data from the Institute of Transportation Engineers (ITE) was used to determine the expected parking demand for the proposed land uses. Data provided in the ITE publication *Parking Generation*, 5<sup>th</sup> Edition, indicates the various proposed uses peak at different times during the day. The ITE data was adjusted to account for the expected modal split for the site.

Based on the ITE data, the peak weekday parking demand for Phase 1 is 289 spaces, which occurs between 8 am and 11 am. The 317 spaces provided for Phase 1 can accommodate the expected peak parking demand. The peak parking demand for the entire development is 356 spaces, which occurs between 8 am and 11 am. The 468 spaces provided for the entire development can accommodate the expected peak parking demand.

If the retail and apartment for the 7200 building change from those currently assumed, the parking calculations should be updated to ensure adequate on-site parking.

Edina City code requires 1.0 parking space per apartment unit and 1 space per 300 square feet for the office, retail, and coffee shop uses. This equates to 422 total spaces for Phase 1 and 605 total spaces for the full development.

## 7.0 Conclusions and Recommendations

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The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to generate 372 trips during the weekday a.m. peak hour, 340 trips during the weekday p.m. peak hour, and 3,214 weekday daily trips.
- The traffic generated by the proposed development has minimal impact on the intersection operations at the study intersections. No improvements are needed at these intersections to accommodate the proposed project.
- Traffic volumes on 72<sup>nd</sup> Street west of Lynmar Lane are expected to increase by 57 trips during the a.m. peak hour and 48 trips during the p.m. peak hour.
- The proposed project is designed to provide both pedestrian and bicycle connections to the surrounding infrastructure. Space for pedestrian amenities is provided along all streets surrounding the project. Access to the Nine Mile Creek Regional Trail is provided at the Gallagher Drive crosswalk.
- Both short-term and long-term bicycle spaces should be provided in order to accommodate employees, customers, and residents. The short-term spaces should be located near building entrances and provide facilities to securely park each bicycle. Long-term spaces for residents should be provided in the parking ramp or in a separate room within the building. The provision of a bicycle maintenance station would help encourage bicycle use by all site users.
- The proposed number of parking spaces can accommodate the expected peak parking demand based on Institute of Transportation Engineers (ITE) data for both Phase 1 and full development of the site.
- Edina City code requires 1.0 parking space per apartment unit and 1 space per 300 square feet for the office, retail, and coffee shop uses. This equates to 422 total spaces for Phase 1 and 605 total spaces for the full development.
- Per City requirements, a Travel Demand Management (TDM) plan is required for this project. The goal of the TDM plan is to reduce vehicular trips during peak hours and carbon emissions from vehicles. TDM strategies for this site include:
  - Providing maps that show the area bus routes and schedules.
  - Providing maps of bicycle and pedestrian facilities.
  - Providing information on starting and joining commuter programs.
  - Providing long-term and short-term bicycle parking spaces for site users.
  - Offering a pre-paid Metro Transit Go-To Card to all new residents and employees.

## 8.0 Appendix

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- Level of Service Worksheets