February 12, 2020

Ms. Clarissa Burke
Planning Division
City of Mountain View
500 Castro Street
Mountain View, CA 94041

1001 North Shoreline Boulevard Project – Draft Parking Justification

Dear Ms. Burke:

As requested, W-Trans has evaluated the expected adequacy of the proposed parking supply for the proposed residential project known as The Residences at Shoreline Gateway at 1001 North Shoreline Boulevard in the City of Mountain View. The purpose of this letter is to address the projected parking demand, proposed supply, City requirements per the Model Parking Standard, and shared parking potential associated with the various land uses to be located on the project site. The proposed project would be comprised of 303 residential units, including two buildings consisting of 203 apartments and 100 condominiums, up to 3,000 square feet of general retail space, and a six-story above-grade parking garage.

The analysis presented below is conservative in that the parking demand is based on each individual land use without consideration of the interaction between them (i.e. office tenants that also live in the residences, or office employees and residents that shop in the retail site). Also, the parking reduction associated with the TDM programs of the office and residential uses has not been factored into the shared parking analysis, to be further conservative. Based solely on the requirements of the Model Parking Standard and implementation of a shared parking program, the project is not expected to result in a parking deficit.

The shared parking strategies recommended in this letter, combined with the project's TDM Plan, were developed so that the proposed project would be completely self-parked on-site, and there would be no spillover parking into the adjacent neighborhood. The recommendations of the TDM Plan include specific measures to ensure no parking spillover, including establishing a TDM Plan Coordinator, an unbundled parking strategy, support for a neighborhood Residential Permit Parking Program (if desired by neighborhood residents), annual TDM monitoring that includes on-street parking in the neighborhood, annual reporting (and adjustments if needed) of the project's trip reduction and shared parking goals, bike share program, and participation in the City's Transportation Management Association.

Project Description

The Residences at Shoreline Gateway is the second phase of a mixed-use development located at 1001 North Shoreline Boulevard. Phase I of the project, approved in 2015 and completed in 2018, includes an 111,443 square-foot office building and 371 parking spaces in a surface lot. Phase II would replace the existing surface parking lot with two, seven-story residential buildings adjacent to the newly constructed office building, and a new six-story parking garage including 359 parking spaces.

The apartment building proposed to be located on the northwest corner of the project site along Shoreline Boulevard would be comprised of 203 one-, two- and three-bedroom units along with 244 dedicated podium garage spaces. The condominium building proposed for the southeast corner of the project site on Terra Bella Avenue is to be comprised of 100 one-, two-, and three-bedroom condominiums and 128 dedicated podium garage spaces. Parking within the apartment building garage is proposed at the rate of 1.2 spaces per unit, and parking within the condominium building garage is proposed at 1.28 spaces per unit, including guest parking. The project also includes up to 3,000 square feet of retail space and 52 surface parking spaces, of which 12 will be assigned to retail, 15 assigned to residential guests, and 25 will be shared by office, retail and residential uses. At buildout, the project proposes to provide a total of 783 parking spaces (a seven percent reduction from the Model

Parking Standard). The residential portion of the project includes 399 dedicated parking spaces, which is 11 percent below the Model Parking Standard of 447 spaces. The retail portion of the project includes 12 spaces, a 60 percent reduction compared the Model Parking Standard of 30 spaces. The proposed parking supply for the project is shown in Table 1.

Table 1 – Parking Summary

Land Use	Proposed Parking Supply	Model Parking Standard	Model Parking Standard Guest Requirement
111.44 ksf Office Building (ITE LU#701)	359	371**	-
203 Apartment Units (ITE LU#222)	244	286	43
100 Condominium Units (ITE LU #230)	128	161	24
3,000 Retail*	12	30**	-
Assigned Guest Parking Surface Spaces	15	-	-
Unassigned Shared Surface Parking Spaces	25	-	-
Total	**783**	**848**	**67**

Note: * = No tenant(s) is slated for the 3,000 square foot retail space at this time; ** = City Municipal Code applied as no applicable Model Parking Standard rates available; ksf = thousand square feet

Parking for the project is designed to be efficient and to make full use of the on-site supply during and after business hours and on weekends. During business hours, the 359 parking spaces within the six-story office garage would be dedicated for use by tenants of the office building. However, after business hours, as further described below, the project would make available 100 spaces within the office garage as needed for shared use with the apartments and condominiums, bringing the effective overall parking ratio for the residential project to 1.61 (244 + 128 + 100 + 15 = 487; 487/303 = 1.61). At buildout, the project proposes to provide a total of 783 spaces, including the 100 shared office garage spaces, for an effective capacity of 883 parking spaces.

Additionally, the apartments will include 203 bicycle parking spaces for residents and 21 guest bicycle spaces, for a total of 224 bicycle spaces. The condominiums will provide 100 bicycle parking spaces for residents and 10 bicycle spaces for guests, for a combined total of 110 bicycle spaces.

Required Parking per Model Parking Standard

Vehicle Parking

The City of Mountain View uses the Model Parking Standard for new multi-family residential developments to estimate the anticipated parking demand. The Model Parking Standard prescribes parking spaces based on the number of bedrooms at a rate of one parking space per bedroom, including up to two spaces per bedroom for residential units of two bedrooms or more. The Model Parking Standard also notes that guest parking shall be provided at a rate of 15 percent of the total required parking.

Requirements for each land use at the project site are listed in Table 1. Application of the City's Model Parking Standard indicates that the 203 apartment units would be required to provide 286 parking spaces including 43

guest spaces. The 100 condominiums would be required to provide 161 parking spaces including 24 guest spaces, for a total of 447 parking spaces. As there is no Model Parking Standard for retail, the number of spaces required for the 3,000 square feet retail portion of the project was conservatively analyzed under the City's municipal code as a coffee shop. The retail space would be required to provide 30 parking spaces. Similarly, the Model Parking Standard does not specify rates for office buildings. Rather, the municipal code requires a total of 371 spaces be provided based on the building square footage (1 space per 300 square feet of office), which is the number of parking spaces currently provided within the existing surface parking lot. In total, 848 spaces are required based on the City's Model Parking Standard and the Municipal Code, where applicable.

Proposed Vehicle Parking Supply

The proposed project includes 244 parking spaces within the apartment building garage, or 42 fewer spaces than the 286 spaces required under the Model Parking Standard. Similarly, the condominium garage would provide 128 parking spaces, 33 fewer spaces than the 161 required. Within the surface parking lot, 15 spaces would be dedicated to residential guest parking. Additionally, a total of 12 spaces would be provided to retail customers, 18 spaces fewer than required. Overall, the project as proposed would provide 399 parking spaces for the residential units and retail space, 88 spaces fewer than 472 required by the Model Parking Standard. The proposed project supply of 399 spaces would be 19 percent fewer parking spaces than the required combined parking supply of 477 spaces for the retail and residential portions of the project under the Model Parking Standard.

As stated above, the City's Model Parking Standard does not provide parking ratios for retail and office land uses. To analyze the required parking associated with the retail and office portions of the project, rates included in the Mountain View Municipal Code under the office and retail were applied. The office building would be required to provide 371 parking spaces for 111,443 square feet of office space (1 per 300 square feet), or 12 spaces more than the 359 proposed spaces in the office garage. The 3,000 square feet of potential retail space would be required to provide 30 spaces, or 18 more spaces than the proposed 12 dedicated spaces. However, to meet the Municipal Code requirements, 25 additional shared spaces will be available in the surface parking lot for patrons of the retail spaces as well as and residential guests. Further, the surface lot spaces will be accompanied by time limits to promote turnover between users.

Combined, the project proposes a total supply of 783 parking spaces, which is 65 spaces fewer than required under the Model Parking Standard and Municipal Code, where applicable. The proposed vehicle supply of 783 spaces is eight percent less than the City's Model parking requirements of 848 spaces.

Bicycle Parking

Required bicycle parking ratios for new developments are also provided in Chapter 36.32.50 of the Mountain View Municipal Code. For residential land uses, bicycle parking is required at the rate of 1.0 space per unit, and 1.0 space per every 10 units for guests. The apartment building is required to provide 203 bicycle parking spaces and 21 guest bicycle spaces, for a total of 224 bicycle spaces. The condominium building is required to provide 100 bicycle parking spaces for residents and 10 bicycle spaces for guests, for a combined total of 110 bicycle spaces. As described above, the proposed bicycle parking supply for the project meets the required standard.

According to the code, the office building is required to provide bicycle parking at the rate of five percent of vehicle parking. The total number of bicycle parking spaces required is 18 spaces. At buildout of Phase I, 23 bike racks were constructed on-site near the entrances of the office building, accommodating a total of 46 bikes, which exceeds the required number of bicycle parking spaces

Shared Parking Principles

To accommodate all parking needs on-site, the project would implement a shared parking plan. As such, in addition to the City's Model Parking Standard analysis, a shared-use analysis was performed. A parking demand

methodology that considers "shared parking" principles can significantly improve the accuracy of determining actual parking demand. The ULI publication *Shared Parking*, 2nd Edition, 2006, includes methodologies for determining parking demand based on the various components of a specific project.

The ULI shared parking methodology focuses on temporal data, determining when the overall peak demand for various land uses occurs, including what time of day, whether it is a weekday or weekend. The recommended parking supply is then tied to that maximum demand period. The ULI model considers the proposed mix of land uses, including intensities of each type of use.

The ULI shared parking model separately considers the hourly parking demand created by residents, employees and visitors of the office building as well as the proposed retail land use. The methodology takes into consideration the interactions among the distinct land uses, such as office workers and residents also being patrons and visitors of the retail space, and vice versa. It is important to note that the shared parking demand calculations do not include reductions typically applied related to internal trip capture between the distinct land uses. Therefore, this approach more conservatively analyzes the amount of shared parking spaces needed for the proposed project.

The parking in the office garage (359 spaces) would be underutilized during the evenings and weekends when residential parking is most needed. Therefore, best practices suggest the office garage should be utilized to meet the additional demand generated by the residential uses. The project also includes 25 surface parking lot spaces to be shared by residential guests and retail patrons. As stated above, Phase I of the project includes 111,443 square feet of office space while Phase II proposes two multi-family buildings including 303 residential units and 3,000 square feet of retail space. Residential parking demand is highest during early mornings and late nights, while office buildings typically exhibit a higher demand during the mid-morning and afternoon hours, and the peak parking demand associated with a coffee shop is expected to occur during midday. Each distinct land use is expected to exhibit a peak parking demand at different times over the course of a normal day.

On weekdays, the residential units are expected to exhibit a peak demand of 442 occupied parking spaces between 11:00 p.m. and 6:00 a.m. The office building is expected to exhibit a peak parking demand between 10:00 a.m. and 11:00 a.m. including 334 parked vehicles. The retail space is expected to result in a peak of 52 occupied parking spaces at 8:00 a.m.

Similarly, on weekdays the residential units are expected to exhibit a peak demand of 442 occupied parking spaces between 11:00 p.m. and 6:00 a.m. The office building is expected to exhibit a peak demand between 11:00 a.m. and 12:00 a.m. including 56 parked vehicles. The retail space is expected to result in a peak of 52 occupied parking spaces at 7:00 a.m.

The site-wide peak parking demand, based on the Model Parking Standard space requirements and the temporal distribution of parking demand from ULI's *Shared Parking*, would occur on weekdays at 9:00 a.m. with an expected demand of 668 shared parking spaces. The site-wide parking demand on weekends is expected to occur at 7:00 a.m. with a demand of 483 occupied parking spaces. The cumulative weekday parking demands for weekdays and weekends are shown in Figure 1 and Figure 2 below. With plans to provide 783 total spaces, the proposed supply would adequately meet the anticipated maximum parking demand of 668 spaces, with a projected surplus of 115 parking spaces. It is important to note that the allocation of 100 shared spaces within the six-story garage will increase the effective parking capacity to 883 total spaces.

Figure 1 - Weekday Shared Parking Demand

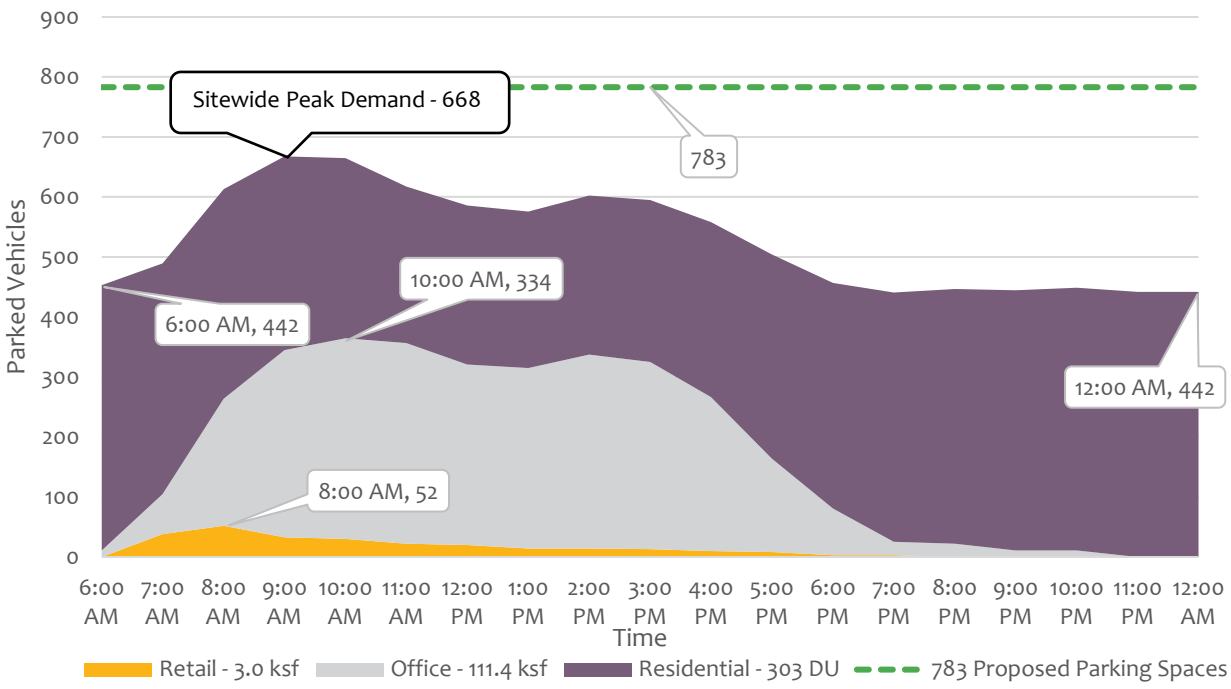
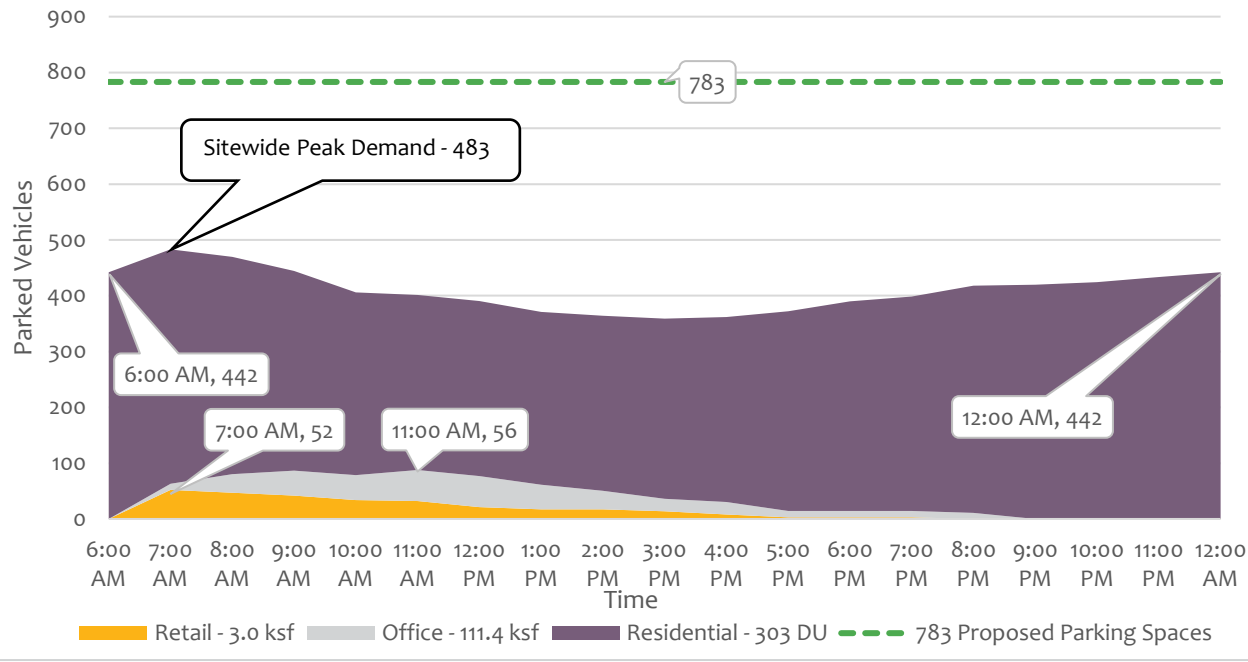


Figure 2 - Weekend Shared Parking Demand



In order for the proposed parking supply to adequately serve the anticipated demand, the Applicant has indicated that a shared parking or facilities agreement would be established to fulfill the parking needs of office, retail, and residential land uses.

As stated above, the project as proposed would provide a total of 372 dedicated parking spaces within the two podium garages of the residential buildings and 15 space within the surface lot. The apartments will provide 41 parking spaces using an "unbundled" approach. Each unit will include access to one parking space; an additional space may be leased on a first come, first served basis with priority considered for units with high room counts. The unbundled parking will be provided at a rate of at least $100 per month to ensure that parking demand does not exceed supply. Guest parking would be dedicated and marked with signage restricting use for apartment guests only between the hours of 6:00 p.m. and 8:00 a.m. within the office garage. These hours will be adjusted as needed.

An unbundled parking approach is not being applied to the condominium buildings. Rather, the condominiums will allow 28 spaces to be purchased on a first come, first serve basis. Each unit will be guaranteed one parking space at no cost. The condominium garage includes six tandem spaces (with a combined total of 12 parking spaces); the tandems will be prioritized for the two- and three-bedroom units are larger. Residents will have the option to purchase an additional unbundled or tandem space on a first come, first served basis at market rates. Guest parking will also be dedicated and marked with signage restricting use for condominium guests only between the hours of 6:00 p.m. and 8:00 a.m.

To address the shortfall of 75 spaces within the apartment (42 spaces) and condominium (33 spaces) garages, the project will make 100 parking spaces available to guests of residents within the office parking garage on a first come, first serve basis after business hours and on weekends subject to a shared parking agreement between the residential buildings and the office building. Additionally, 15 parking spaces will be reserved for guests of the residential buildings within the surface parking lot.

The 100 shared parking spaces would be located on the first and second levels of the six-story parking garage; combined with the garage parking within the apartment and condominium buildings, the project provides sufficient parking to adequately serve the full residential parking demand on-site. Guests of residents would have access to the 100 additional parking spaces in the office garage only between the hours of 6:00 p.m. and 8:00 a.m. on weekdays. The shared spaces within the office garage will be enforced via an attendant, and penalties will be enforced in the event that vehicles are left unattended within the office garage beyond the allotted hours, such as towing or fees.

It should be noted that the 100 shared parking spaces and 15 surface spaces provide a surplus of 40 spaces above and beyond the of 75 spaces residential required but not available within the podium garages. On weekends, residents and their guests will be allowed to park their additional vehicles in the office garage all day as the peak parking demand associated with the office building is expected to be significantly lower, as shown in Figures 1 and 2. As the project is implemented, the Applicant may propose for City approval a modified number of shared parking spaces and/or modified hours when they can be accessed in order to reflect actual usage of the parking garage. Any modifications may only be implemented upon approval by the City.

The required 67 residential guest spaces (43 for the apartments and 24 for the condominiums), per the Model Parking Standard, will be accommodated within the office parking garage and surface parking lot. Residents of the apartment and condominium buildings should be restricted from parking within the surface lot at all times so that these spaces remain available for guests, retail patrons, and office visitors.

The project is proposing to provide 12 dedicated spaces in the surface lot for the retail portion of the project, compared to the 30 parking spaces required by the City's municipal code. Signage will be posted adjacent to the 12 spaces restricting parking to retail patrons only. Based on the location of the potential retail as well as the

expected demand from non-vehicle trips generated by project and the surrounding office and industrial neighborhoods, 12 spaces should be adequate to serve the anticipated demand. However, if the retail parking demand exceeds the 12 dedicated spaces, there will be 25 unassigned and shared parking surface spaces in the surface lot for retail customers as well as for residential guests.

Summary of Shared Parking Plan:

By Parking Location

- Office Garage (359 spaces): all 359 spaces assigned to office use on weekdays (8:00 a.m. – 6:00 p.m.), 100 shared spaces available for residential tenants at night (6:00 p.m. – 8:00 a.m.) and on weekends and holidays (6:00 p.m. Friday - 8:00 a.m. Monday)
- Residential Apartment Podium (244 spaces): 203 spaces assigned to apartments; 41 unbundled spaces
- Residential Condominium Podium (128 spaces): 100 spaces assigned to condominiums; 28 guest spaces
- Surface Lot (52 spaces): 12 spaces assigned to retail, 15 spaces assigned to apartment guests; 25 shared spaces for retail and residential guest parking (time limited)

By Land Use

- Office: 359 parking spaces in office garage
- Apartments:
    - Residents: 203 reserved and 41 unbundled spaces in podium garage,
    - Guests: 61 guest spaces within office garage, 10 assigned spaces in surface parking lot
- Condominiums:
    - Residents: 100 reserved and 28 unbundled spaces in podium garage
    - Guests: 39 guest spaces within office garage, 5 assigned spaces in surface parking lot
- Retail: 12 dedicated spaces in surface lot, 25 spaces in shared surface lot

In summary, the project proposes to make more efficient use of parking on-site through the use of effective shared parking principles. Based on existing site conditions, as well as the concerns of neighborhood residents regarding the lack of on-street parking, no further reduction in the amount of office parking is recommended.

Transportation Demand Management

The project proposes a range of Transportation Demand Management (TDM) measures to lessen the overall trip generation and parking demand resulting from the proposed project. Based on the proposed TDM strategies, the residential portion of the project is expected to reduce the number of trips as well as the anticipated parking demand. Potential TDM measures to be implemented at buildout of the project are detailed in the project's TDM Plan, and summarized as follows:

- **Participation in MVTMA**. The City of Mountain View requires the project to participate in the Mountain View Transportation Management Association (MVTMA). The MVTMA operates in all employment centers in the city, including Whisman, North Bayshore, San Antonio, and East Whisman. By participating in the MVTMA, the project would partially fund the MVgo shuttle which operates within convenient walking distance of the project site, including stops located at Shoreline Boulevard/Terra Bella Avenue. The standard trip reduction applied by VTA for partially funding a shuttle is two-percent (2%).

- **On-Site TDM Coordinator.** The on-site transportation coordinator will play a key role in marketing, implementing, and monitoring the various TDM strategies intended to reduce single occupant vehicle trips and parking demand. The coordinator will be in charge of providing up-to-date information to residents regarding parking, on-site bike share opportunities, shuttles, transit facilities, and shared mobility

opportunities. This includes informing residents not to park on local streets in the Stierlin Estates neighborhood and acting as a liaison between the property and the Stierlin Estates neighborhood association. Additionally, the TDM Coordinator will enroll the project and join the Mountain View Transportation Management Association on behalf of the development. The coordinator will also encourage activities such as walking school buses, bike trains, and other promotional events for alternative modes of transportation. Finally, the Coordinator will arrange and manage the annual monitoring and reporting program which will establish the efficacy of the TDM plan itself.

- **TDM Marketing.** The TDM Coordinator will provide materials to residential management employees and tenants to make sure they are aware of the programs available, the benefits of trip and parking reduction, alternate mode options, and local street parking restrictions. Marketing materials will include welcome packets to new residents and also include relevant information regarding the Mountain View TMA.

- **Subsidized Transit Passes.** The project applicant will offer a VTA SmartPass to any resident or employee of the apartment building who requests one (in order to prevent waste). Homebuyers at the condo building will be given a one-year VTA SmartPass with the purchase of their new home. The SmartPass benefits will be loaded onto a Clipper Card that residents and employees can also use for transit agencies across the Bay Area.

- **Pedestrian Connections.** The mixed-use nature of the project and the proposed site plan encourages residents to walk instead of drive for their daily commute trips and errands. The on-site pedestrian network is designed to conveniently link the residential units and office space to the common open space and proposed on-site retail. The design does not include physical barriers such as walls, landscaping, or slopes that could impede pedestrian circulation. The on-site pedestrian network seamlessly connects to the public sidewalks on North Shoreline Boulevard, Terra Bella Avenue, and Linda Vista Avenue and will include pedestrian scale lighting on-site to enhance pedestrian safety. Based on the California Air Pollution Officers Association (CAPCOA) report *Quantifying Greenhouse Gas Mitigation Measures*, CAPCOA 2010, it is estimated that the seamless on-site pedestrian connections would reduce the site's trip generation due to the mixed-use nature.

- **On-Site Bicycle Amenities.**

  a. **Long Term Bicycle Storage.** In accordance with City of Mountain View Municipal Code, the proposed residential project includes long-term bicycle parking for 303 bicycles split between the two residential buildings, including 100 secure spaces serving the condominium building and 203 secure spaces in the apartment building. The Class I (restricted access) bicycle storage areas will be accessed via the lobbies of each residential building. The office the office project provides a total of 25 secure parking spaces 57 indoor bicycle spaces for their employees. Based on the CAPCOA report *Quantifying Greenhouse Gas Mitigation Measures*, CAPCOA 2010, long-term bicycle storage has a minimal effect on trip generation and parking demand but supports the greater trip reduction program by providing opportunities for non-motorized travel.

  b. **Short Term Bicycle Storage.** In accordance with the City of Mountain View Municipal Code, the project will also provide 21 short-term outdoor bike parking spaces for the apartments and 10 for the condominiums. According to the existing TDM program for the office building approved by the City on February 22, 2016 and updated on March 31, 2016, the office project provides a total of 17 outdoor bike racks (34 spaces) for their employees. Similar to long term bicycle storage, the provision of short-term bicycle storage is expected to have a minimal effect on trip generation and parking demand.

  c. **Bike Share.** A bike share program will be established and administered by the on-site TDM coordinator. A total of 10 bike share bicycles will be provided on-site located within the apartment ground floor lobby. Residents will be able to check-out and reserve bikes via the bike share program. The TDM coordinator

will be responsible for procurement and maintenance of the bike share fleet. Based on the CAPCOA report *Quantifying Greenhouse Gas Mitigation Measures*, CAPCOA 2010, a bike share program has a minimal effect on trip generation but supports the greater trip reduction program by providing opportunities for non-motorized travel.

d. **Bicycle Repair Facility.** The bicycle repair stations will consist of tools and amenities to make it convenient for residents and employees to repair bicycles on-site. Two bicycle repair stations will be constructed, one within the apartment building, and the other within the condominium building. Both facilities will be conveniently located.

- **Unbundled Parking.** This is discussed on page 7 of this letter.

- **On-Site Transit Amenities.** The applicant proposes to install an alternative mode kiosk and monitors to provide residents with information about (1) transit routes and schedules, (2) carpooling and vanpooling, (3) bicycle lanes, routes, paths and facilities. The proposed kiosks will be located in the primary ground-floor elevator lobbies of each building. The monitors will display real-time arrival and departure times for nearby transit stops using a Google Transit feed. Each ground level residential lobby will have a monitor prominently positioned to provide this data. This information will be maintained by the designated TDM Coordinator. Additionally, residents will be provided with welcome packets that include information on transit passes, bike share options, transit maps and schedules, and contact information for the TDM coordinator. Based on the CAPCOA report *Quantifying Greenhouse Gas Mitigation Measures*, CAPCOA 2010, it is estimated that the above on-site transportation amenities will reduce the site's trip generation by four percent (4%).

- **Telecommuting Facilities.** The implementation of telecommuting facilities such as high-speed internet connections will allow residents to individually reduce the amount of vehicle miles traveled associated with the project. Based on the CAPCOA report *Quantifying Greenhouse Gas Mitigation Measures*, CAPCOA 2010, it is estimated that residents who participate in telecommuting will reduce their respective vehicle miles traveled and greenhouse gas emissions by approximately one percent (0.7%).

The project includes implementation of numerous TDM strategies intended to reduce the number of peak hour trips and parking demand associated with the project, which in turn will reduce the number of parked vehicles on-site. Specifically, the project includes unbundled parking in both the apartment and condominium buildings as described above; unbundled parking is considered one of the most effective strategies for reducing on-site parking demand in residential projects. The proposed TDM strategies are expected to result in approximately 15 fewer trips during the a.m. peak hour (15-percent of 90 a.m. trips), and 23 fewer trips during the p.m. peak hour (15-percent of 113 p.m. trips) compared to the unmitigated peak hour trips. It is also important to note that the existing office building has implemented an ongoing TDM plan dated Mach 31, 2016. A trip reduction goal of 20 percent for the office associated trips during peak periods has been set and accepted by City staff.

The goal will be monitored on a cyclical basis by the office tenant to ensure that the reduction of trips is met. Implementation of the TDM plan associated with the existing office building will further reduce the demand for parking on-site, thus reducing the overall parking demand for shared spaces in the surface lot as well as the six-story parking garage.

Although some reduction in parking attributable to TDM will be realized, to be conservative, no reduction in parking attributable to TDM has been assumed in the shared parking program or the parking justification.

Parking Justification

For Phase II of the proposed development, a parking ratio less than that of the City's Model Parking Standard is being requested. A ratio of 1.2 to 1.28 parking spaces per residential unit is proposed in conjunction with a shared

parking plan. The supply of 412 residential spaces, plus 100 shared spaces during nights and weekends within the office garage, would bring the effective parking capacity of the project to 512 spaces. These measures would increase the overall parking ratio provided for the apartments and condominiums to approximately 1.69. The shared parking program demonstrates that there is sufficient on-site parking to accommodate the parking demand as well as satisfy the City's Model Parking Standard. Also, the development as proposed includes unbundled parking to reduce the expected parking demand on-site, and is within close proximity to the Mountain View Caltrain Station, three MVgo bus stops, and three VTA bus stops. Additionally, Class II bike lanes are present along Shoreline Boulevard which provide access to and from the project and additional improvements, including cycle tracks and a reversible bus lane are planned.

It should also be noted that a portion of residents living in the condominiums and apartment building are likely to work at the newly constructed office building or close by within the North Bayshore Area. If this were to be the case, the number of vehicle trips generated by the project and the associated parking demand would be significantly reduced due to the proximity. As it is speculative to estimate the number of residents who would potentially work in the immediate or nearby area, no associated reduction in parking demand was included in this analysis. It is important to note that the 2015 American Community Survey estimated approximately nine percent of residents living in Mountain View also worked in Mountain View.

Based on feedback from public meetings held by the City, and from outreach meetings between the project applicant and neighborhood residents, it is understood that residents of the adjacent neighborhoods are experiencing issues with non-residents parking on local streets, ultimately negatively impacting the availability of parking for residents. Some residents have expressed an interest in restricted parking within the neighborhood, including the possibility of establishing a Resident Parking Program (RPP). The project has proposed several measures to prevent parking spillover. The shared parking strategies recommended in this letter, combined with the project's TDM Plan, were developed so that the proposed project would be completely self-parked on-site, and there would be no spillover parking into the adjacent neighborhood. The recommendations of the TDM Plan include specific measures to ensure no parking spillover, including establishing a TDM Plan Coordinator, an unbundled parking strategy, annual TDM monitoring that includes on-street parking in the neighborhood, annual reporting (and adjustments if needed) of the project's trip reduction and shared parking goals, bike share and program, and participation in the City's Transportation Management Association.

With respect to a Residential Permit Parking Program (RPP), if desired by neighborhood residents, the applicant will support the Stierlin Estates neighborhood's petition for a RPP and assist them with fulfilling the requirements of the City's Residential Parking Permit Program (for example, the TDM Monitoring includes annual parking surveys of the neighborhood, which is one of the requirements to establish a RPP).

Finally, the City allows parking reductions for developments on a case-by-case basis. The development at 1001 North Shoreline Boulevard adheres to the City's parking reduction guidelines as it (1) includes parking for land uses with distinct and different peak periods, and (2) includes a robust shared parking and TDM program.

Conclusions

Based upon the projected ITE demand and the proposed supply within the residential and office garages, as well as the proposed surface parking provided, there is ample opportunity for shared parking on-site which would adequately and efficiently satisfy the projected parking demand of all land uses at build-out. Based on the shared parking principles provided in ULI *Shared Parking*, residents would be able to utilize parking spaces associated with the adjacent office building subject to a shared parking agreement to be worked out between the project applicant and the existing office tenant. In this case, there is ample capacity in the office garage after business hours to satisfy the potential need for residential spaces during peak residential parking hours, which are nights and weekends when office parking demand is typically lowest.

With regard to the proposed retail space, the coffee shop land use is a conservative estimate of the expected number of occupied parking spaces based on the specific land use type and the relative size. Coffee shops are typically 1,500 square feet, and based on the location and constraints on access, the retail tenant(s) could be a less vehicle intensive use, thus a supply of 52 parking spaces would be considered conservative. Additionally, the retail land use is expected to be patronized by employees of the office building and residents who are already parked elsewhere on-site, as well as residents and employees in the neighboring residential and industrial areas who may reach the site via alternative modes of travel, such as walking or biking. Therefore, a proposed supply of 12 dedicated retail spaces, 15 spaces for residential guests, and shared use of an additional 25 surface parking spaces is expected to be sufficient to accommodate the parking needs of the retail space on-site.

The project proposes to make more efficient use of parking on-site through the use of effective shared parking principles. Based on existing site conditions, as well as the concerns of neighborhood residents regarding the lack of on-street parking, no further reduction in the amount of office parking is recommended.

In addition to each land use exhibiting a distinct peak demand period, and as proposed, a robust TDM program would be implemented, including several strategies which are expected to reduce vehicle trips and the associated parking demand on-site. The project applicant has also indicated they will commit to entering into a shared parking agreement between the office and residential uses to manage and accommodate all parking on-site. Although the proposed parking supply of 783 is 65 spaces less than the Model Parking Standard requirement of 848 spaces, with the shared parking program, the proposed parking supply of 783 spaces would to fully satisfy the anticipated weekday peak parking demand of 668 parked vehicles and weekend peak parking demand of 486 parked vehicles.. The effective parking capacity of 883 spaces, including 100 shared spaces in the office garage would adequately satisfy the parking demand generated by the proposed project, and prevent spillover into the adjacent neighborhood. The TDM plans associated with the existing office building and the proposed residential uses will further reduce parking demand.

In summary, the proposed development includes 783 parking spaces within three podium garages and a surface parking lot. Under the Model Parking Standard, the proposed parking supply of 783 spaces is 65 fewer spaces than the required 848 spaces. Due to the shared parking program and the allocation of parking spaces within the garages, the parking supply is expected to adequately serve the expected demand from all project components.

As a result of the combination of the aforementioned factors, the proposed project is not expected to result in a parking deficit or negatively impact neighborhood streets within the project area.

Please contact us with any questions or comments regarding this letter.

Sincerely,

Andre Huff
Assistant Transportation Planner

Mark Spencer, PE
Principal

MES/arh/MVI011-1.L1

C: Chris DeHaan, Assistant Vice President, Residential Development, Sares Regis Group of Northern California