HEXAGON TRANSPORTATION CONSULTANTS, INC.

747 Dana Street Commercial Development

Multi-modal Transportation Analysis

Prepared for:

City of Mountain View

October 13, 2021

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Executive Summary

This report presents the results of the multi-modal transportation analysis (MTA) conducted for the proposed commercial development at 747 Dana Street in Mountain View, California (see Figure 1). The project is located within the Downtown Precise Plan (DPP) area. The project comprises a 3-story mixed-use building with 6,958 square feet of office space and 1,594 square feet of retail space on the ground floor (see Figure 2). The project would replace the 2,342 square foot one-story retail building on the site.

The project site is located within the Parking District of the Downtown Precise Plan area. The project would not provide on-site parking but shall pay an in-lieu fee for the required parking spaces for office employees to park in the public parking lots/garages in the Parking District.

The MTA evaluates potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Mountain View's *MTA Handbook.* Since the project is estimated to generate fewer than 50 peak hour trips, the MTA includes an evaluation of existing conditions, conformance with City policies, site access, on-site circulation, parking, and traffic calming.

The site plan shows adequate site access and on-site circulation for trucks, pedestrians, and bicyclists, and no significant on-site circulation issues are expected to occur as a result of the project.

1. Introduction

This report presents the results of the multi-modal transportation analysis (MTA) conducted for the proposed commercial development at 747 Dana Street in Mountain View, California (see Figure 1). The project is located within the Downtown Precise Plan (DPP) area. The project comprises a 3-story mixed-use building with 6,958 square feet of office space and 1,594 square feet of retail space on the ground floor (see Figure 2). The project would replace the 2,342 square foot one-story retail building on the site.

The project site is located within the Parking District of the Downtown Precise Plan area. The project would not provide on-site parking but shall pay an in-lieu fee for the required parking spaces for office employees to park in the public parking lots/garages in the Parking District.

Scope of Study

The purpose of the MTA is to evaluate potential transportation operational effects of the project in accordance with the standards and methodologies set forth by the City of Mountain View. Since the project is estimated to generate fewer than 50 peak hour trips (see Table 1), the MTA includes an evaluation of existing conditions, conformance with City policies, site access, on-site circulation, parking, and traffic calming.

Table 1
Project Trip Estimates

Land Use	ITE Land Use Code	Size	Daily		AM Peak Hour				PM Peak Hour			
						Trip				Trip		
			Rate	Trip	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Land Uses												
General Office Building [1]	710	6,958 Square Feet	9.740	68	1.160	7	1	8	1.150	1	7	8
Employment near Major Transit (6%) [3]				*-4*		*0*	*0*	*0*		*0*	*0*	*0*
Office & Retail Internal Capture (3%) [4]				*-2*		*0*	*0*	*0*		*0*	*0*	*0*
Shopping Center [2]	820	1,594 Square Feet	37.750	60	0.940	1	0	1	3.810	3	3	6
Employment near Major Transit (6%) [3]				*-4*		*0*	*0*	*0*		*0*	*0*	*0*
Office & Retail Internal Capture (3%) [4]				*-2*		*0*	*0*	*0*		*0*	*0*	*0*
Retail Passby (30%) [5]				*-2*		*0*	*0*	*0*		*-1*	*-1*	*-2*
Total Project Trips				**114**		**8**	**1**	**9**		**3**	**9**	**12**
Existing Land Uses												
Shopping Center [2]	820	2,342 Square Feet	37.750	88	0.940	1	1	2	3.810	4	5	9
Employment near Major Transit (6%) [3]				*-5*		*0*	*0*	*0*		*0*	*0*	*0*
Retail Passby (30%) [5]				*-3*		*0*	*0*	*0*		*-1*	*-2*	*-3*
Total Existing Trips				**80**		**1**	**1**	**2**		**3**	**3**	**6**
Net Project Trips				**34**		**7**	**0**	**7**		**0**	**6**	**6**

Source: ITE Trip Generation Manual, 10th Edition 2017
Notes:
1. Average rates for Land Use 710 used.
2. Average rates for Land Use 820 used.
3. Per the 2014 Santa Clara VTA TIA guidelines, a transit trip reduction of 6% is applied to employment developments within a 2,000-foot walking distance of an LRT, BRT, or Caltrain station.

4. A 3% trip reduction off the employment component was applied to the retail and employment components of the project per the 2014 Santa Clara VTA TIA Guidelines.
5. An average 34% pass-by trip reduction was applied to the retail PM peak-hour trips based the ITE Trip Generation Handbook, 3rd Edition, for Shopping Center. Per VTA TIA guidelines, a maximum reduction of no more than a 30% reduction is suggested.

Report Organization

This report has a total of three chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 presents the analysis of transportation-related issues, including conformance with the DPP, site access and on-site circulation, traffic calming, and parking.

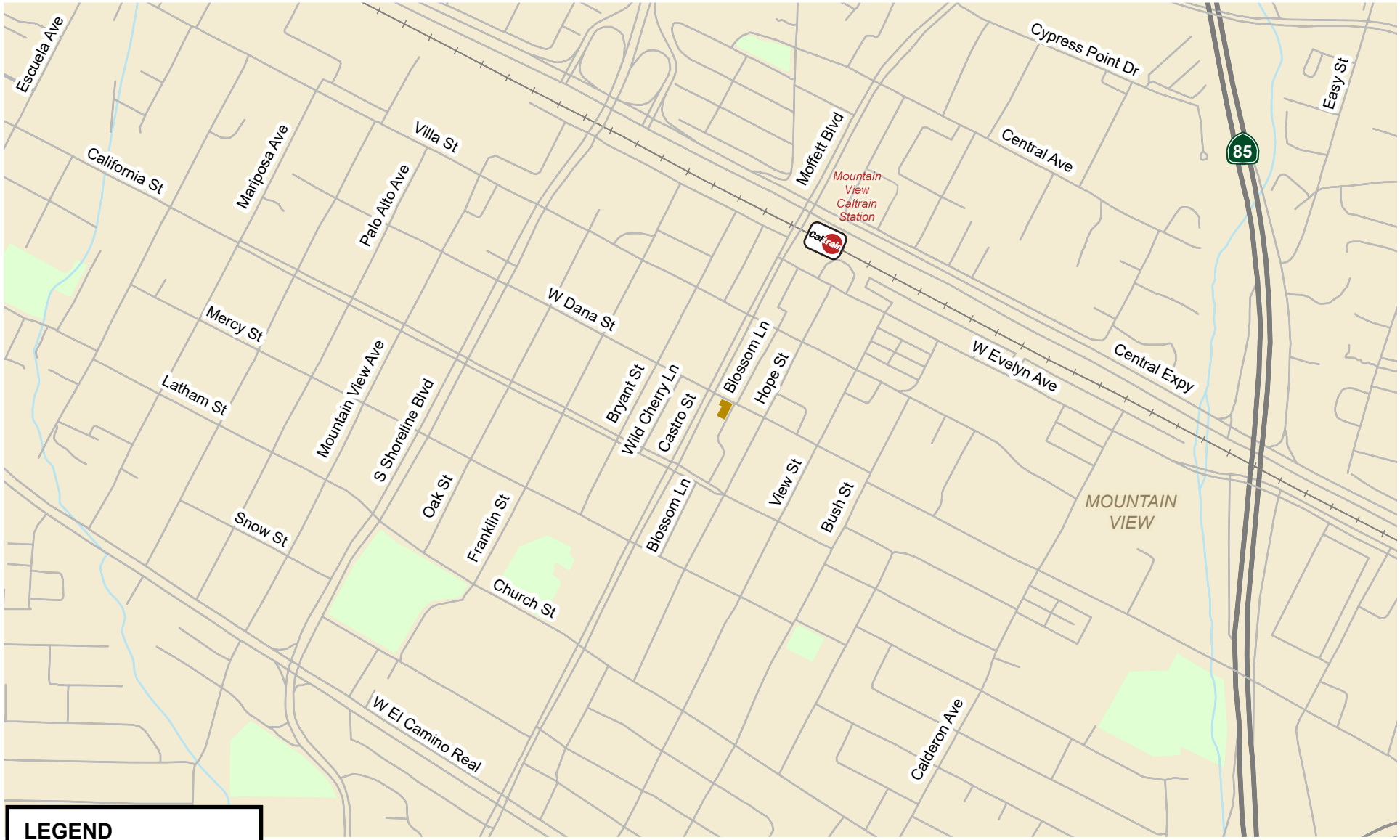

Figure 1
Site Location

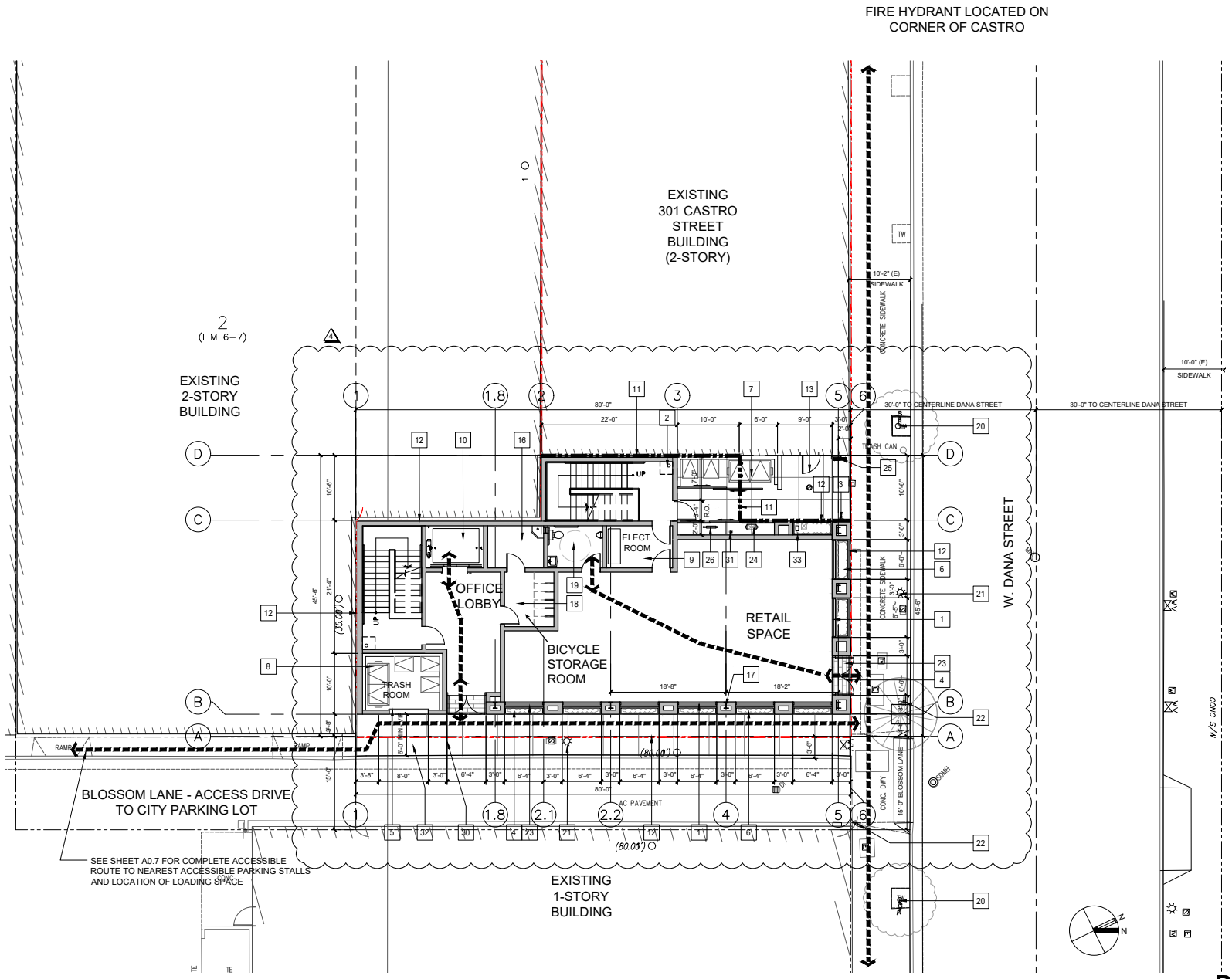

Figure 2
Proposed Site Plan

2.
Existing Transportation Conditions

This chapter describes existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit services, pedestrian and bicycle facilities.

Existing Roadway Network

Roadway access to the project site is provided via California Street, Mercy Street, Shoreline Boulevard, Bryan Street, and Castro Street.

California Street is an east-west two-lane collector between Bush Street in the east and San Antonio Road in the west. California Street has a landscaped median with left-turn pockets at intersections between Castro Street and Mariposa Avenue. On-street parking is permitted along both sides of the street. Between Bryant Street and Castro Street, on-street parking is restricted to 2 hours between 9 AM to 6 PM on weekdays. There are bike lanes west of Castro Street, bike routes east of Castro Street, and sidewalks on both sides of the street for the entire street. The speed limit is 35 miles per hour (mph) west of Castro Street and 25 mph east of Castro Street. Site access would be provided via Castro Street or Hope Street to Dana Street.

Dana Street is a two-lane east-west local street between Mariposa Park in the west and Moorpark Way in the east. On-street parking is permitted along both sides of the street. Between Hope Street and Franklin Street, on-street parking is restricted to 2 hours between 9 AM to 6 PM on weekdays. Dana Street has sidewalks on both sides of the street. The speed limit is 25 mph. Dana Street would provide direct access to the project site.

Hope Street is a two-lane north-south local street between El Camino Real in the south and Evelyn Avenue in the north. On-street parking is permitted along both sides of the street for the entire street. Between California Street and Evelyn Avenue, on-street parking has a 2-hour restriction between 9 AM to 6 PM on weekdays. There are sidewalks along both sides of the entire street. The speed limit is 25 mph. Hope Street would provide access to the project site via its intersection with Dana Street.

Castro Street is a two-lane north-south collector street starting from Miramonte Avenue in the south and transitioning into Moffett Boulevard at Central Expressway in the north. Castro Street has a landscaped median with left-turn pockets at intersections south of California Street. On-street parking is permitted along both sides of the street between Mercy Street and Villa Street with a 1-hour restriction between 8 AM to 5 PM on weekdays. There are sidewalks along both sides of the entire street in the project vicinity. The speed limit is 25 mph. Due to Covid-19, Castro Street is closed to vehicular traffic between California Street and Evelyn Avenue in the northbound direction and between California Street and Central Expressway in the southbound direction. The street is scheduled to reopen and return to

normal two weeks after the local state of emergency has been rescinded. Access to the project site would be provided via its intersection with Dana Street.

Existing Transit Services

Existing public transit services in the study area are provided by the Santa Clara Valley Transportation Authority (VTA), the Mountain View Transportation Management Association (TMA), and the City of Mountain View. VTA operates bus and light-rail transit (LRT) services in Santa Clara County; the TMA provides free MVgo shuttle service between the Mountain View Transit Center and corporate campuses in the North Bayshore and Whisman areas, and Google, partnering with Mountain View, voluntarily provides free community shuttle service in the City.

The project site is within walking distance (1,350 feet) of the Mountain View Caltrain and LRT stations at the Mountain View Transit Center, which is served by numerous connecting buses.

The VTA bus routes, MVgo shuttle routes, MV community shuttle route, and Caltrain/LRT stations in the project vicinity and the bus/shuttle stops near the project site are summarized in Table 2 and shown on Figure 3.

VTA Service

There are three existing VTA bus routes serving the project vicinity with bus stops located within 1/4 mile of the site: Routes 21, 40, and 52. The closest bus stops (545 feet from the project site) are located on Hope Street, north of Dana Street, with service provided by local routes 21 and 52.

Prior to Covid-19, Route 51 served the project site with bus stops on Castro Street at California Street. However, due to the closure of Castro Street between California Street and Central Expressway, Route 51 has been rerouted to travel on Shoreline Boulevard, with no stops within 1/4 mile of the site. Route 52 has also been rerouted to travel on Hope Street, with the closest bus stops along Hope Street near Dana Street. The bus routes are planned to return to their typical routes with the reopening of Castro Street.

Mountain View Transit Center

The Mountain View Transit Center provides connections to Caltrain, VTA LRT, several VTA bus routes, MVGo shuttle routes, and the Mountain View Community Shuttle. The transit center is within a reasonable walking and biking distance from the project site (1,350 feet).

Caltrain Commuter Train Service

Caltrain provides frequent commuter train service between San Jose and San Francisco seven days a week, with stops at most cities in between. During the AM peak period between 7:00 and 10:00, there are 6 limited-stop northbound trains and 6 limited-stop southbound serving the Mountain View station. During the PM peak period between 4:00 and 7:00, there are 6 limited-stop and 6 limited-stop southbound trains serving the Mountain View station. Bicycles are permitted on Caltrain, and there are bicycle racks and bicycle lockers available at the Mountain View Transit Center.

VTA Light-Rail Transit Service

The VTA operates the 42.2-mile LRT system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day. The Mountain View-Alum Rock LRT line (Orange Line) operates along Central Expressway within the project vicinity and stops at the Mountain View Transit Center.

Table 2
Existing Transit Services

Route	Route Description	Weekday Hours of Operation	Headways[1] (minutes)	Nearby Bus Stops/Stations	Walking Distance from Nearest Stop to Project Site (feet)
VTA Bus Routes					
Local Route 21	Stanford Shopping Center - Santa Clara Transit Center	4:30 AM - 8:00 PM	30	Hope Street north of Dana Street	545
Local Route 40	Foothill College - Mountain View Transit Center via North Bayshore	6:30 AM - 8:30 PM	20-45	Villa Street at Castro Street	775
Local Route 52	Foothill College - Mountain View Transit Center via El Monte	7:30 AM - 4:00 PM	60	Hope Street north of Dana Street	545
MVgo Shuttle and Mountain View Community Shuttle					
MVgo Shuttles[2]	Mountain View Transit Center - Bayshore and Whisman areas	6:30 AM - 10:15 AM, 3:30 - 8:15 PM	30-60	Mountain View Transit Center	1,350
MV Community Shuttle[3]	Through out Mountain View	10:00 AM - 6:00 PM	30	Castro Street south of Mercy Street	1,190
VTA Light Rail Transit and Caltrain Commuter Rail					
Orange Line (LRT)	Mountain View - Alum Rock	5:30 AM - 12:45 AM (next day)	20	Mountain View Transit Center	1,350
Caltrain	Gilroy - San Francisco	4:30 AM - 1:45 AM (next day)	15 - 25	Mountain View Transit Center	1,350

Notes:
1. Headways during weekday peak periods as of August 2021.
2. Operated by Mountain View Transportation Management Association. It provides free transportation connections between Mountain View Transit Center and the Bayshore/Whisman areas.
3. Operated by Mountain View and Google. It provides free transportation connections between many residential neighborhoods, senior residences and services, city offices, library, park and recreational facilities, medical offices, shopping centers, and entertainment venues throughout Mountain View.

Mountain View Transportation Management Association (TMA) Shuttles

The TMA operates the MVgo shuttle system. This shuttle system is provided through the collection of TMA member dues. MVgo operates four shuttle routes that provide service to employment areas from the Mountain View Transit Center. Three routes serve the North Bayshore area, and one route serves the N. Whisman area. The shuttles are timed to meet Caltrain arrivals during the AM and departures during PM commute periods. The nearest shuttle stops for all three routes are the Mountain View Transit Center, about 1,350 feet from the site.

Mountain View Community Shuttle

The Mountain View Community Shuttle is operated by the City of Mountain View and Google. The Community Shuttle route forms a loop around the city. The Community Shuttle route includes stops at the Mountain View Transit Center, along Middlefield Road, at El Camino Hospital, the Civic Center, and along Rengstorff Avenue. The Community Shuttle operates seven days a week from 10:00 AM to 6:00 PM with 30-minute headways on weekdays. The nearest Community Shuttle stop is located approximately 1,190 feet south of the project site near the Castro Street/Mercy Street intersection.

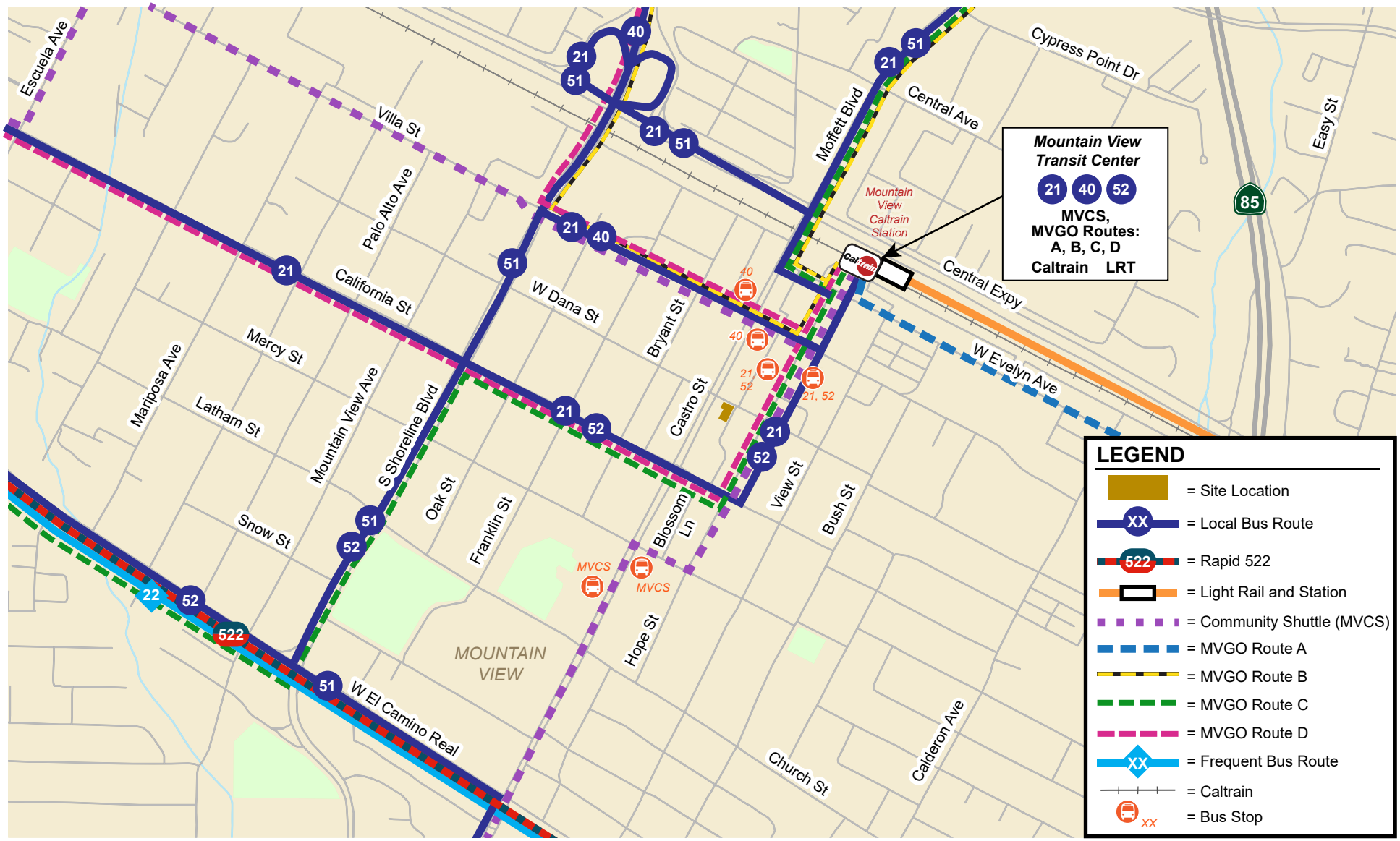

Figure 3
Existing Transit Services

Existing Pedestrian Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Dana Street, Castro Street, and Hope Street. Crosswalks with pedestrian signal heads are located at the signalized intersections in the downtown area. Crosswalks are also provided at several unsignalized intersections on Hope Street and Dana Street in the project vicinity. Continuous pedestrian facilities are present from the site to the Transit Center. Overall, the existing network of sidewalks and crosswalks provides pedestrians with safe routes to transit services and other points of interest within the downtown area.

Existing Bicycle Facilities

The bicycle facilities that exist within one mile of the project site (see Figure 4) include a multi-use trail (Class I bikeway), striped bike lanes (Class II bikeway) and shared bike routes/boulevards (Class III bikeway). Bike paths or multi-use trails are shared between pedestrians and bicyclists and separated from motor vehicle traffic. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are signed bike routes where bicyclists share a travel lane with motorists. Bike boulevards are modified bike routes with additional treatments that offer convenient and efficient through-routes for bicyclists of all skill levels.

The Stevens Creek trail runs from the North Bayshore Area north of US 101 to Dale Avenue/Heatherstone Way in the south. The trail is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The trail can be accessed from Dana Street, approximately 0.5 mile east of the project site. A short Class I bikeway runs along the east side of Shoreline Blvd between Wright Ave in the north and Villa St in the south.

Striped bike lanes are present along the following street segments:

- Shoreline Boulevard between El Camino Real and Charleston Road,
- California Street between Castro Street and Del Medio Ave,
- Evelyn Avenue east of Hope Street,
- Dana Street between Calderon Avenue and Moorpark Way,
- Calderon Avenue between Mercy Street and Evelyn Avenue,
- Castro Street between Miramonte Avenue and El Camino Real, and
- Moffett Boulevard between Central Expressway and Jackson Street.

Bike routes are typically designated with signs and/or sharrows (shared-lane markings). Bike routes are present along the following street segments:

- Church Street between Shoreline Boulevard and Calderon Avenue,
- California Street between Castro Street and Bush Street,
- View Street between California Street and Evelyn Avenue,
- Bush Street between California Street and Dana Street
- Dana Street between Bush Street and Calderon Avenue,
- Evelyn Avenue between Castro Street and Hope Street, and
- Castro Street between Evelyn Avenue and Central Expressway.

Figure 4
Existing Bicycle Facilities

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NORTH
Not to Scale

Central Avenue is designated as a bike boulevard. Bike boulevards prioritize convenient and safe bicycle travel through traffic calming strategies, wayfinding signage, and other measures. One key feature is that stop signs are “flipped” - removed from the boulevard and placed on cross streets - to favor the bicycle direction of travel. This change improves bicyclists’ average speed by minimizing unneeded stops. Bike boulevard improvements are coupled with traffic calming features to discourage motor vehicle speeding.

Bicyclists are also permitted on Central Expressway. However, due to high speeds and traffic volume, the expressway is recommended for use only by bicyclists with advanced skills.

3. Transportation Analysis

This chapter presents transportation analyses associated with the project, including:

- Conformance to the Downtown Precise Plan
- Site access and circulation
- Traffic calming/neighborhood amenities
- Parking

The analyses in this chapter are based on the City's *MTA Handbook* and professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Conformance with Downtown Precise Plan

The project is located within the Downtown Precise Plan (DPP) area, which is bounded by Evelyn Avenue to the north, Franklin Street, to the west, El Camino Real to the south, and Hope Street and View Street to the east (see Figure 5). The project site is in the Historic Retail District within the Parking District of the DPP area, for which the DPP has developed area-specific standards and guidelines for the subareas. The project's conformance with the DPP was evaluated for the following aspects: neighborhood character of the Historic Retail District, service access, and TDM requirements.

Historic Retail District

The Historic Retail District is bounded by Bryant Street, Evelyn Avenue, Hope Street, and California Street. The area policy is to reinforce the continuous frontage of retail and restaurant uses and strengthen the pedestrian environment by requiring that all new development provide active ground-level retail uses. New developments are desirable in the Historic Retail District to increase the diversity and activity of the area.

The project proposes office use with ground floor retail at the corner of Dana Street and Blossom Lane, which meets the development standard for the district.

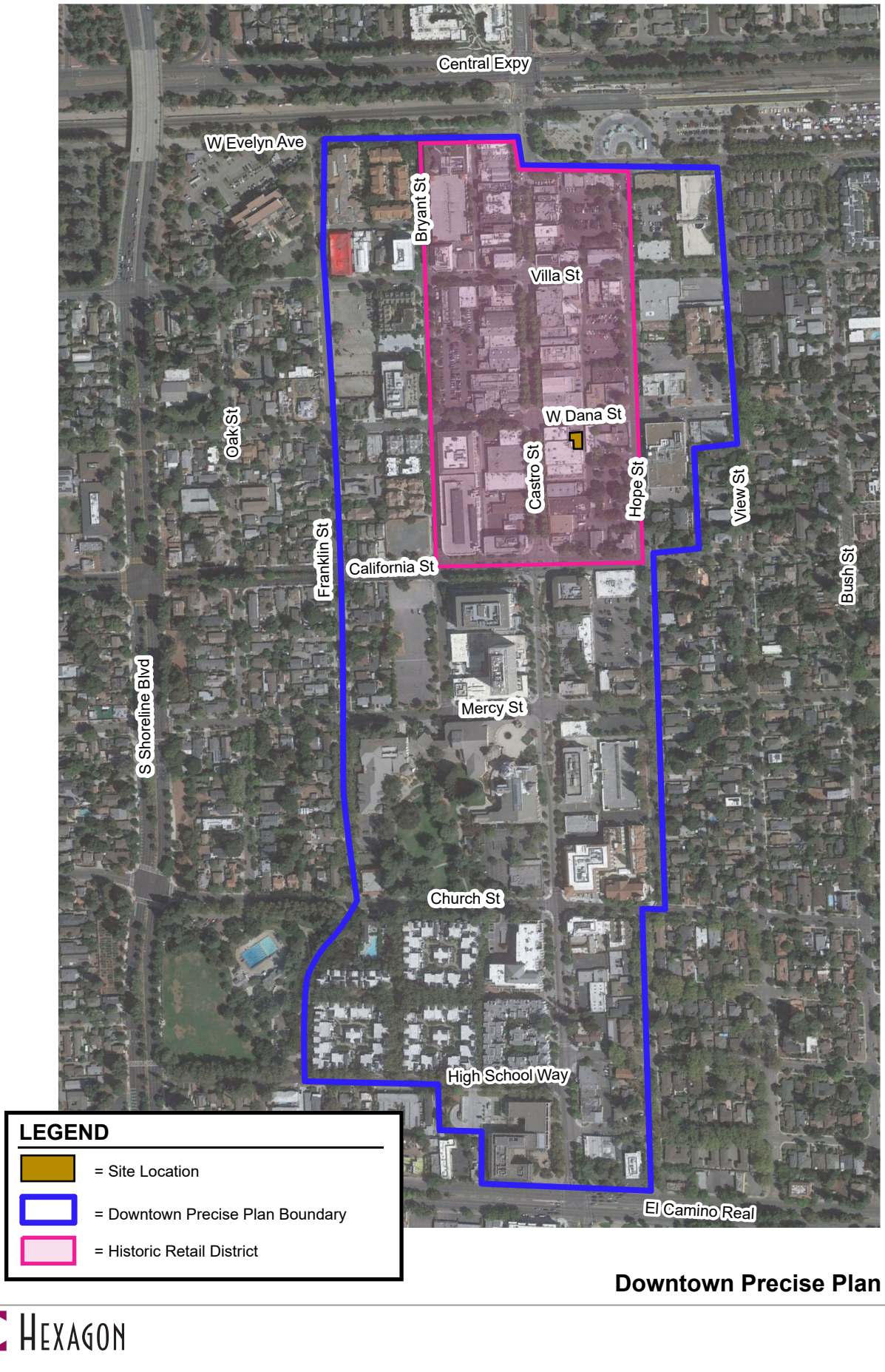


Figure 5
Downtown Precise Plan Boundary

Service Access

Developments adjacent to rear alleys must maintain service access from the rear and provide attractive rear entrances. Trash and loading areas should be well screened from public. On-street loading and unloading would only be permitted for developments that are not adjacent to rear alleys. On-site trash receptacles should be consolidated in one area that is easily accessible for garbage pickup from a street or alley.

The project would be located adjacent to Blossom Lane, a southbound-only alley. It provides access to a City public parking lot located on Hope Street between Dana Street and California Street. The sidewalk along Blossom Lane would provide access to the trash room. Trash bins will be wheeled out to Dana Street on garbage pickup days.

TDM Requirements

Based on the City's Parking Study, there is a parking deficiency in the Parking District of the Downtown Precise Plan area. Because the project would not provide any on-site parking, the City requires the project applicant to develop and implement a TDM plan to reduce vehicle trips and parking demand generated by the project. The TDM plan should be approved by city staff prior to approval of the project.

The project would be required to conduct annual monitoring to ensure the TDM plan is successful in reducing the parking demand of office employees. Annual employee surveys should be conducted for the office portion of the project. The project would submit a TDM monitoring report one year after final occupancy and subsequent reports would be collected annually. Additionally, city staff have indicated that the project's TDM plan would be required reduce peak hour trip by at least 20%.

Reduction in Vehicle Miles Traveled (VMT) as a result of the implementation of a TDM plan was estimated using the VTA VMT Evaluation Tool. Without the project, the VTA VMT Evaluation Tool estimates 15.83 VMT per employee. The tool also estimates that with the TDM plan, the average project-generated VMT per employee is 13.63, representing a 13.9% reduction in VMT. The results of the VTA VMT Evaluation Tool can be found in Appendix A.

Site Access and Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation are provided and to identify any access or circulation issues that should be improved. This review is based on the site plan prepared by Kenneth Rodrigues & Partners, Inc., dated May 17, 2021, presented on Figure 2 and in accordance with generally accepted traffic engineering standards. A streetscape plan of Blossom Lane is provided on Figure 6.

Blossom Lane Operations

The project site plan shows that it would reconstruct the sidewalk along the Blossom Lane frontage to a 7-foot-wide sidewalk (curb-to-building), replacing an existing 3.5-foot-wide sidewalk. The proposed sidewalk would conform to the existing sidewalk, north of the project frontage. The project would not reduce vehicle travel lane width or sidewalk width along Blossom Lane. Since the office entrance is located along Blossom Lane, vehicles may temporarily stop in the alley to drop off visitors.

Figure 6
Blossom Lane Streetscape View

Truck Access and Circulation

Emergency response vehicles would access the project site from Dana Street.

The project would provide a trash room on the ground floor in the southeast corner of the building facing Blossom Lane. A truck turning template for a SU-30 design vehicle turning into Blossom Lane is provided in Appendix B. The turning templates show that longer garbage collection vehicles may have difficulty turning onto Blossom Lane in one maneuver. Therefore, it is recommended that trash bins be wheeled out onto Dana Street on garbage pick-up days.

Pedestrian/Bicycle/Transit Access and Circulation

Pedestrian Access and Circulation

Pedestrian access to the project site is provided via sidewalks on Castro Street, Dana Street, Blossom Lane, Hope Street, and surrounding streets. The project would continue to provide a 10.2-foot sidewalk along Dana Street. The project would replace the existing 3.5 foot sidewalk along its frontage on Blossom Lane with a 7-foot wide sidewalk. The retail front door would be located on Dana Street, and the access to the office lobby would be via Blossom Lane.

In the project vicinity, there are public parking lots on Dana Street and Hope Street, which can be accessed from the site via sidewalks and crosswalks at the Hope Street/Dana Street intersection.

Bicycle Access and Circulation

There are bike lanes on Shoreline Boulevard, California Street west of Castro Street, and Dana Street east of Calderon Avenue. There are bike routes on Dana Street between Bush Street and Calderon Avenue and California Street east of Castro Street that connect cyclists from the project site to the surrounding areas. The project would provide 5 secure bicycle parking spaces in a bicycle storage room on the ground floor of the office space, which would be accessible through the lobby via Blossom Lane.

Transit Facilities, Service, and Access

The project site is served by VTA Routes 21, 40, and 52 with bus stops located on surrounding streets within 800 feet of the project site. The site is located within 1,500 feet of the Mountain View Transit Center with Caltrain and VTA stations and VTA buses. Adequate pedestrian facilities exist between the project site and the nearby bus stops and Mountain View Transit Center, including crosswalks at signalized intersections and sidewalks along Dana Street and Hope Street. According to the California Public Resources Code Section 21155, a major transit stop is defined as an existing rail or bus rapid transit station or as the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods. Therefore, the project is located in a transit proximity area because it is within a half mile of a major transit stop.

Off-Site Parking and Circulation

Most properties in the Historic Retail District are not physically able to provide parking on-site due to their small size and shape, so they are allowed to pay fees in lieu of providing parking to expand buildings or build new ones. These one-time fees are paid to the Parking District, which uses the funds to create additional shared public parking facilities to increase parking efficiency, reduce parking costs, and make effective use of the parking facilities within the District.

New ground floor retail space does not require parking. New developments with administrative office uses on the upper floors require parking. However, up to 100 percent of the required parking may be supplied with in-lieu fees.

The project would provide ground floor retail space with upper floor office use. Therefore, the project would need to pay in-lieu fees. City staff have indicated that the in-lieu fees will be a condition of approval for the project. Needed parking would be provided in the nearby public parking lots, subject to availability. Parking permits for public parking lots will be available through the Downtown Parking Permit Program.

In the project vicinity, there are public parking lots on Dana Street and Hope Street within one block of the project site. The closest parking lot is located on Hope Street south of Dana Street, which can be accessed via Blossom Lane and Hope Street. Employees and customers of the project would be able to access the parking lot via the inbound only driveway on Blossom Lane and full access driveways on Hope Street. Egress from the parking lot is provided via driveways on Hope Street and an outbound only driveway on California Street.

Traffic Calming/Neighborhood Amenities

The site plan shows that the project would include a ground floor retail space facing Dana Street. The project would construct new sidewalks along the project frontages on Dana Street and Blossom Lane. The retail space would contribute to the creation of an active daytime environment to be used by nearby residents and downtown commuters. The retail space would provide residents and commuters with a new option, and the new sidewalks would enhance the pedestrian environment and encourage walking within the Downtown. The project would reinforce the continuity and strength of a lively pedestrian environment in the Downtown.

Because the project would not provide any on-site parking and is expected to generate a small number of new vehicle trips, the increase of vehicle and pedestrian conflicts would be minimal.

Parking

Vehicle Parking

City of Mountain View Downtown Precise Plan

The Downtown Precise Plan (DPP) provides parking ratios for areas within the plan area. The parking ratios provided in the DPP are lower than the City-wide ratios, as the area provides shared parking facilities and a mix of uses (retail, restaurant, office, etc.) within walking distance of each other and of transit. The DPP typically requires offices to provide one space per 333 square feet and retail to provide one space per 300 square feet. However, because the project is located in the Historic Retail District and within the Parking District, the DPP does not require any parking for retail located on the ground floor. Thus, the project would be required to provide 21 parking spaces for the office use. The project would pay an in-lieu fee for the 21 required parking spaces for the office use.

ITE Parking Generation Manual

The parking demand generated by a new development can be estimated by applying to the size of the project the applicable parking demand rates contained in the ITE *Parking Generation Manual*, 5th Edition. The parking demand that would be generated by the proposed project was estimated using the average ITE parking rate for “General Office” (Land Use 710) and “Shopping Center” (Land Use 820). General Office and Shopping Center rates are expressed per 1,000 s.f. (ksf). Based on ITE rates of 2.39 spaces per ksf for office and 1.95 spaces per ksf for retail, the project would require 20 parking spaces: 17 spaces for the office and 3 space for the ground floor retail space. The parking demand for the project based on ITE rates would be slightly lower than the DPP required parking spaces. Thus, the project should pay an in-lieu fee based on the DPP requirements.

Bicycle Parking

The bicycle parking requirements for the project were calculated based on the City of Mountain View municipal code. For office developments, the Mountain View Zoning Code requires bicycle parking spaces equal to 5 percent of motorized vehicle parking spaces.

The project would require 21 vehicle parking spaces. Thus, the project would require 2 bicycle parking spaces. The project would provide 5 secure bicycle parking spaces in a bicycle storage room on the ground floor of the office space, which would be accessible through the lobby. The retail use does not require any vehicle or bicycle parking.

Parking Demand at City Owned Lots

As previously discussed, the project shall pay an in-lieu fee instead of providing parking on-site. The City conducts annual parking counts at city-owned lots to monitor parking demand. Due to the COVID-19 pandemic, many workers have been working remotely. Therefore, the discussion below utilizes parking occupancy data from October 2019.

The City offers parking permits for businesses and their employees located in the Downtown Parking District. The parking permits are valid at five downtown parking lots. Therefore, it is assumed that future tenants and their employees of the proposed project can park at any of the five downtown parking lots where parking permits are valid.

As summarized in the Downtown Parking Strategy, weekday peak parking demand occurs at 12 PM, when most people are visiting shops, services, restaurants, and most office employees are at work. Therefore, it is assumed that peak parking demand will occur at 12 PM. Table 3 summarizes the peak parking demand on a typical Wednesday, Thursday, and Friday at lots where parking permits are valid. Table 4 shows the number of parked vehicles with parking permits at Lot 6.

The counts show that there are sufficient spaces in downtown parking lots that allow parking permits. The parking occupancy counts show that Lot 6, which is the closest lot to the proposed project, is at or near capacity during the peak demand hour on weekdays. However, the counts show that only a maximum of 53 of the parked vehicles were parking permit holders. Since the peak parking demand does not exceed the capacity at downtown parking lots, it is assumed that the downtown parking lots would be able to accommodate parking for future tenants and their employees at the proposed project.

Table 3
Parking Occupancy in Downtown Lots

	Parking Spaces Provided	Parking Demand (Spaces Occupied)		
		Wednesday	Thursday	Friday
Lot 1	313	280	294	304
Lot 3	405	158	189	153
Lot 6	98	100	103	99
Lot 7	94	103	100	89
Lot 9	90	89	88	91
Total	1000	730	774	736
Source: Parking Study prepared by National Data & Surveying Services Notes: Parking demand reported represents the parking demand at 12 PM.				

Table 4
Permit Parking at Lot 6

	Parking Spaces Provided	Parking Demand (Spaces Occupied)		
		Wednesday	Thursday	Friday
Lot 6	98	52	50	53
Source: Parking Study prepared by National Data & Surveying Services Notes: Parking demand reported represents the parking demand at 12 PM. Parking demand represents number of permit holders parked.				

Appendix A

VTA VMT Evaluation Tool Output

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

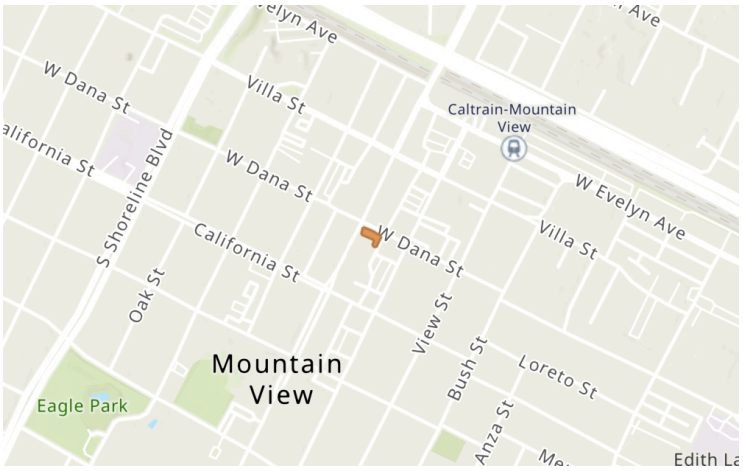
Timestamp of Analysis	October 13, 2021, 10:49:27 AM
Project Name	747 Dana Street
Project Description	6,958 s.f. office space, 1,594 s.f. retail

Project Location Map

Jurisdiction:

Mountain View

APN	TAZ
15823042	413



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	TAZ
Baseline Year	2015

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

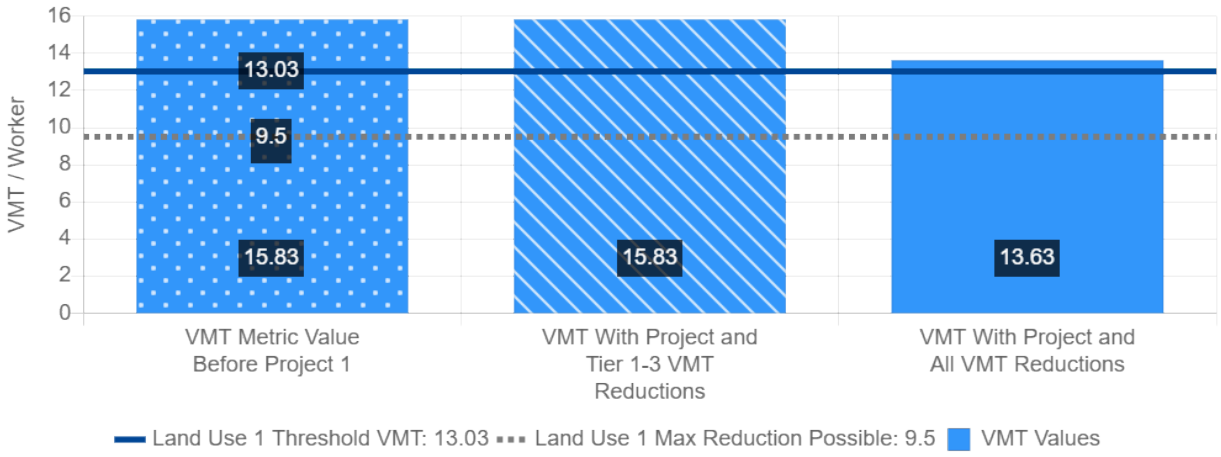
Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Metric 1:	Home-based Work VMT per Worker
VMT Baseline Description 1:	Bay Area Regional Average
VMT Baseline Value 1:	15.33
VMT Threshold Description 1 / Threshold Value 1:	-15% / 13.03
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	15.83	15.83	13.63
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



Tier 1 Project Characteristics

PC04 Increase Employment Density

Existing Employment Density:	105.42
With Project Employment Density:	105.42

Tier 3 Parking

PK01 Limit Parking Supply

Minimum Parking Required by City Code:	21
Is the Surrounding Street Parking Restricted?:	Yes

PK02 Provide Bike Facilities

Tier 4 TDM Programs

TP04 CTR Marketing and Education

CTR Marketing/Education Percent Expected Participants:	100 %

TP07 Subsidized Transit Program

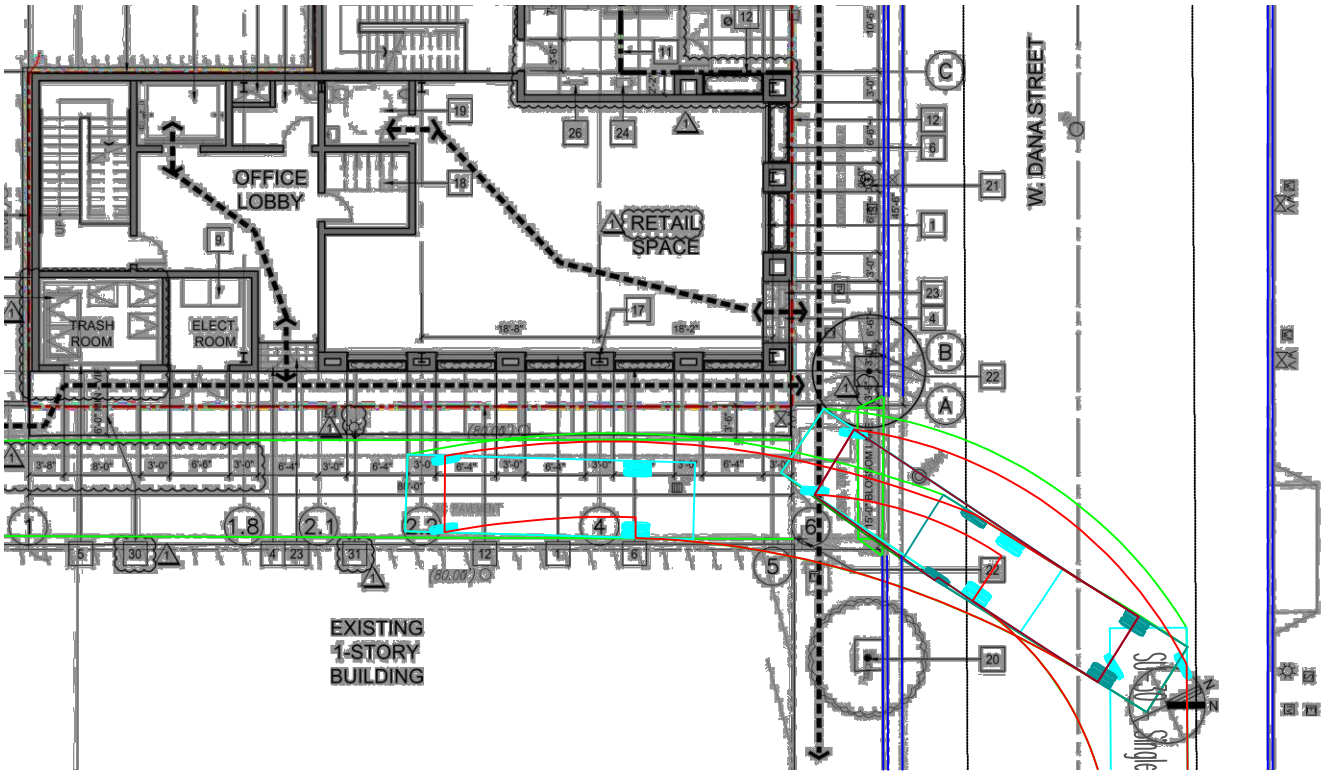
Percent of Transit Subsidy:	99 %

TP08 Telecommuting and Alternative Work Schedules

Telecommuting and Alternative Work Schedule Type:	Telecommute 1.5 days/ week
Alternative Work Schedule Percent Participants:	40 %

Appendix B

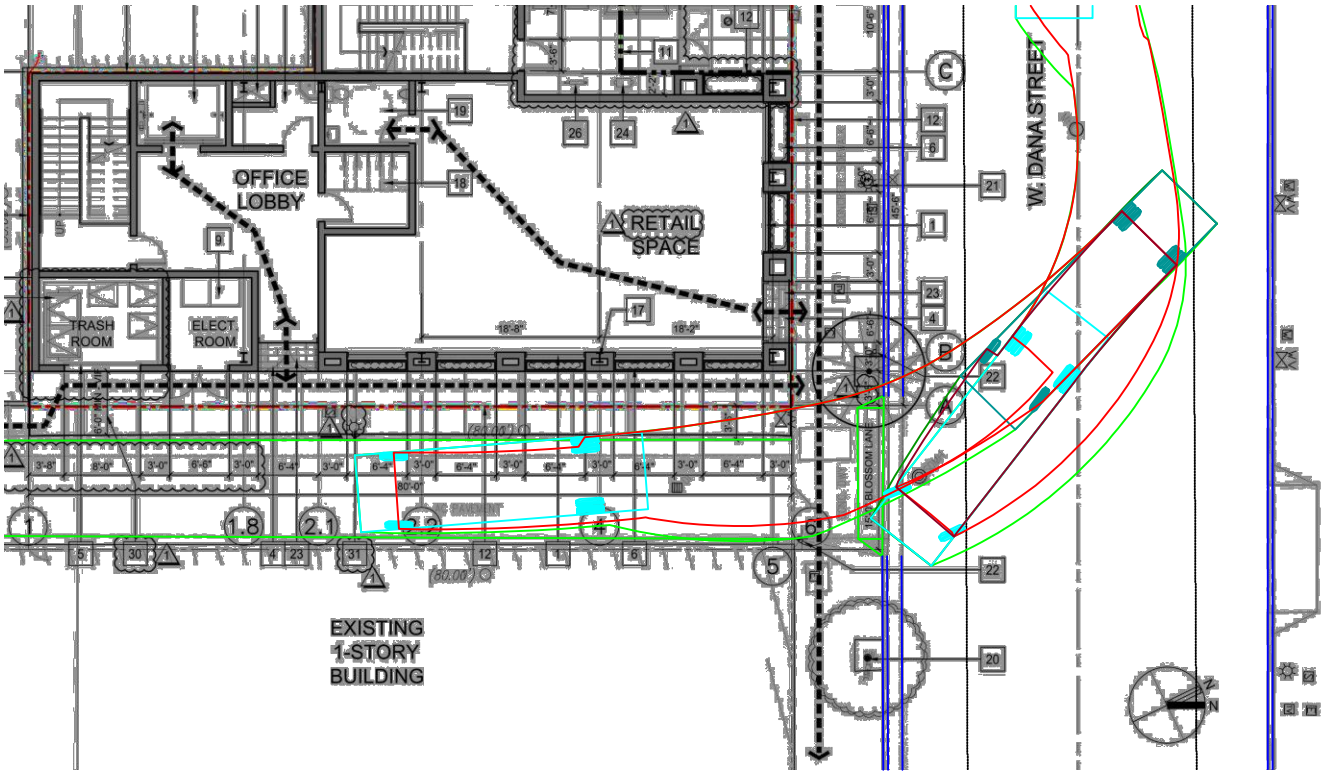
Truck Turning Templates

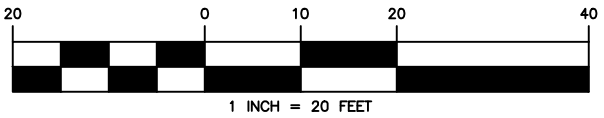


20 0 10 20 40

1 INCH = 20 FEET

DRAWN ----	SCALE 1" = 20'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 4 North Second Street, Suite 400 San Jose, California 95113 Ph: (408) 971-6100 www.hextrans.com	**CITY OF SAN JOSE**	FIGURE NO.
CHECKED ----	DATE 9/21/2021		747 DANA STREET TURNING TEMPLATE	1





DRAWN ----	SCALE 1" = 20'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 4 North Second Street, Suite 400 San Jose, California 95113 Ph: (408) 971-6100 www.hextrans.com	**CITY OF SAN JOSE**	FIGURE NO.
CHECKED ----	DATE 9/21/2021		747 DANA STREET TURNING TEMPLATE	1