



October 31, 2024

Mr. Michael Ducote
Prometheus Real Estate Group, Inc.
1900 South Norfolk Street, Suite 150
San Mateo, CA 94403

Transportation Demand Management Plan for 675/685 East Middlefield Road

Dear Mr. Ducote;

As requested, W-Trans has prepared a transportation demand management (TDM) plan for the 675/685 East Middlefield Road Mixed-Use Project. The purpose of this letter is to identify TDM measures that are required of the development per the *East Whisman Precise Plan* (EWPP) as well as other measures proposed as part of the project, and to quantify their trip reduction impacts to confirm that mandatory City targets are achieved.

Project Description

The proposed project includes both residential and office uses on a 10.58-acre site. The project would be comprised of three residential buildings, including 686 market-rate apartment units and 150 affordable units as well as 277,600 square feet of office space and 2,344 square feet of retail space. Existing development on the site includes two office buildings totaling approximately 163,000 square feet, which are currently vacant. There are 1,482 vehicle parking spaces proposed for the project, with 682 spaces exclusively for the market rate residential units, 33 spaces for the affordable rate residential units, 638 spaces exclusively for the office portion of the project, and 124 spaces to be shared between the office, market-rate residential, and retail uses. In addition, there would be 21 spaces for truck and passenger loading, drop-off services, carshare vehicles and visitor parking, located primarily along the service street as surface stalls.

The project would provide a total of 980 long-term bicycle parking spaces plus 128 short-term spaces, including 839 long-term bicycle parking spaces and 98 short-term spaces for the residential uses, 139 long-term and 14 short-term bicycle parking spaces for the office uses, two long-term and eight short-term spaces for the retail use, and eight short-term spaces available for public use.

Trip Generation

The anticipated peak hour trip generation for the proposed project was estimated for the 675-685 East Middlefield Road Mixed-Use Development MTA, 2024, using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021 for Mid-Rise Residential (ITE LU #221) and Strip Retail Plaza (ITE LU #822) as these were determined to be most similar to the project. For the office use, the daily and peak hour trip rates were applied from the 465 Fairchild Drive office project. It is noted that the residential trip generation estimate reflects a larger number of units than is currently proposed by the project but was applied to this TDM plan to provide consistency with the MTA; as a result, the trip generation estimate represents a conservative analysis.

The expected peak hour trip generation for the proposed project is indicated in Table 1 and was used as a baseline to compare against the peak hour trip requirements of the EWPP, as discussed in greater detail below. The proposed project is expected to generate an average of 514 trips during the a.m. peak hour and 504 during the p.m. peak hour.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
General Office	277.6 ksf	5.25	1,457	0.83	231	203	28	0.72	201	34	167
Mid-Rise Multifamily Housing	858 du	4.54	3,895	0.37	317	73	244	0.39	335	204	131
<i>Housing/Office Internal Capture</i>	-3%		-117		-10	-2	-8		-10	-6	-4
<i>Housing/Retail Internal Capture</i>			-19		-1	0	-1		-2	-1	-1
<i>Transit Reduction</i>	-9%		-338		-28	-6	-22		-29	-18	-11
Subtotal Residential			3,421		278	65	213		294	179	115
Retail	2,344 ksf	54.45	128		6	4	2		15	8	7
<i>Retail/Housing Internal Capture</i>	-15%		-19	-15%	-1	-1	0	-15%	-2	-1	-1
<i>Pass-by</i>	-30%		-33	-0%	0	0	0	-30%	-4	-2	-2
Subtotal Retail			76		5	3	2		9	5	4
Total			4,954		514	271	243		504	218	286

Note: du = dwelling unit; ksf = 1,000 square feet

Source: 675-685 East Middlefield Road Mixed-Use Development MTA, 2024

Alternative Modes

Transit Facilities

Santa Clara Valley Transportation Authority (VTA) provides light rail and fixed route bus service in Santa Clara County. VTA Route 21 provides service between Palo Alto and Santa Clara, including two destinations in Mountain View and Sunnyvale. The Orange Line light rail service stops at the Middlefield station less than 500 feet west of the project driveway on East Middlefield Road at Logue Avenue. The Orange line operates seven days a week, from 5:30 a.m. to 12:45 a.m., with 15-minute headways most of the day and 30-minute headways in the early morning and late evening hours. On weekends, service runs from 6:00 a.m. until 12:45 a.m. approximately every 30 minutes.

The site is also served by Route 21 with stops along East Middlefield Road less than one block west of the light rail station. Route 21 operates seven days a week, with weekday service from 5:30 a.m. until 10:00 p.m., with 30-minute headways until 8:00 p.m. and 60-minute headways afterward. On weekends there is hourly service, with Saturday service from 8:30 a.m. until 7:00 p.m. and Sunday service from 5:30 a.m. until 6:00 p.m.

The Mountain View Transportation Management Association (known as “MVgo”) operates several shuttle services designed to connect the regional transit system to residential and employment sites during peak commute times. Route A includes a stop on East Middlefield Road near the Middlefield light rail station, approximately 600 feet from the project site. The shuttle operates from 7:00 a.m. to 10:30 a.m. and 3:30 p.m. to 8:00 p.m. on weekdays.

The Mountain View Community Shuttle also operates in the vicinity of the project. The shuttle includes 50 stops, including one near the intersection of North Whisman Road and East Middlefield Road, approximately one-half

mile from the project site. The shuttle operates every 30 minutes from 7:00 a.m. to 7:00 p.m. on weekdays and from 10:00 a.m. to 6:00 p.m. on weekends and holidays.

All light rail trains are equipped with bike racks which can accommodate up to four bicycles at a time; up to two additional bicycles are permitted to be transported standing in the articulated section of the train, if accompanied by the bicyclist. All VTA buses are equipped with racks that can accommodate up to two bicycles, and up to two additional bicycles can be transported inside the bus if adequate space is available.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. VTA ACCESS Paratransit is designed to serve the needs of individuals with disabilities in VTA's service area, which includes Santa Clara County.

A map of transit services in the project area is enclosed.

Bicycle Facilities

There are bike lanes present along East Middlefield Road along the project site's frontage. Other existing and planned bicycle facilities in the vicinity of the project site are summarized in Table 2.

Table 2 – Bicycle Facility Summary				
Status Facility	Class	Length (miles)	Begin Point	End Point
Existing				
E Middlefield Rd	II	3.85	City Limit	City Limit
Logue Ave	II	0.22	E Middlefield Rd	Maude Ave
Maude Ave	II	2.07	Logue Ave	Wolfe Ave
Ellis St	II	0.52	E Middlefield Rd	Fairchild Dr
N Whisman Rd	II	1.30	S Whisman Rd	Fairchild Dr
Planned				
Future St	III	0.43	E Middlefield Rd	Gladys Ave

Notes: Class II bicycle facilities are defined as bicycle lanes; Class III facilities are defined as bicycle routes

Source: *City of Mountain View Bicycle Transportation Plan Update, 2015*

A map of existing and proposed bicycle facilities in the project area is enclosed.

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site. East Middlefield Road and the larger area in the vicinity of the project site have a complete sidewalk network, with marked crosswalks at intersections near the site. Traffic signals in the area include pedestrian phases and curb ramps are present.

Precise Plan TDM Requirements

The EWPP establishes TDM requirements for both residential and non-residential projects. Projects are required to provide specified TDM program elements at a minimum, with additional measures to be included if the program elements do not meet specified performance objectives.

Residential Developments

The EWPP establishes TDM requirements for residential projects that include 100 or more units. The following elements are required at a minimum:

- Transportation Management Association (TMA) membership;
- Site design features as defined by the EWPP including maximum parking and carshare parking; bicycle parking facilities; a shared, common, collaborative workspace available to residents and guests; site design that supports alternative modes; and accessible, secure storage space for grocery and package delivery;
- Access to onsite or nearby bikeshare service;
- Provision of local transportation information to residents;
- Support for Safe Routes to Schools programs;
- Monetary incentives for alternative modes such as subsidized transit passes, bikeshare, and/or unbundled parking pricing;
- Parking rationale to demonstrate that the proposed parking would be adequate to serve the needs of the project and shall consider the project's trip reduction measures;
- Annual TDM and parking monitoring and reporting.

Non-Residential Projects

The following are the minimum TDM requirements for office projects with new construction or additions greater than 10,000 square feet:

- Site design features as specified in the EWPP including priority parking for carpools and vanpools; bicycle parking and shower and changing facilities; maximum parking and carshare parking; and site design that supports alternative modes;
- Transportation Management Association (TMA) membership;
- Monetary incentives for alternative modes such as subsidized transit passes, bikeshare, or carpools;
- Parking rationale to demonstrate that the proposed parking would be adequate to serve the needs of the project and shall consider the project's trip reduction measures;
- Annual TDM monitoring and reporting.

In addition to providing the minimum TDM program elements, office projects must limit the number of trips to and from the site, in accordance with the EWPP trip cap requirements. The long-term trip cap for the EWPP area is an average of 0.95 a.m. and 0.88 p.m. peak-hour trips per 1,000 square feet across all office, research and development, and industrial sites.

Recommended TDM Plan

The following measures are proposed for the 675/685 East Middlefield Road project:

Residential TDM Measures

- **On-Site TDM Coordinator:** The on-site TDM Coordinator will administer TDM services; the Coordinator may be an independent position or may be designated as part-time responsibilities to another person with on-site management duties. They will perform a key role in marketing, implementing, and monitoring the various

TDM strategies intended to reduce single occupant vehicle trips and parking demand. The TDM Coordinator will be in charge of providing up-to-date information to residents regarding parking, bike share opportunities, transit facilities, and shared mobility opportunities. Finally, the Coordinator will arrange and manage the annual monitoring and reporting program, which will establish the efficacy of the TDM plan itself.

- **Mountain View Transportation Management Association (MVTMA) Membership:** The TDM Coordinator will enroll the project and join the MVTMA on behalf of the development. The MVTMA provides a variety of transportation services through its MVgo program including a fare-free shuttle system, a carpool-matching program, and a Guaranteed Last Mile (GLM) program that reimburses commuters up to 15 dollars for the cost of alternative transportation when an MVgo shuttle is at least 15 minutes late or leaves more than three minutes early from a designated MVgo stop.
- **TDM Marketing:** The TDM Coordinator will provide materials to residents to ensure they are aware of the programs available, including the benefits of trip and parking reduction, and alternate mode options. Marketing materials will include welcome packets for new residents, relevant information regarding the MVTMA, and other transportation information made available in a central location within the development.
- **Safe Routes to School:** The TDM Coordinator will facilitate activities such as walking school buses, bike trains, and other promotional events for alternative modes of transportation, and oversee the matching of resident students.
- **Maximum Parking Supply:** Given the number of units and bedrooms per unit, the residential portion of the project is allowed a maximum of 1,066 vehicle parking spaces. The project proposes 715 spaces designated solely for the residential units; in addition, 124 spaces would be shared by the market-rate residential units, the retail use, and office employees. Therefore, residents would have access to up to 839 spaces, depending on availability.
- **Carshare Parking:** With 839 vehicle spaces, the residential portion of the project is required to provide five designated carshare spaces. Carshare facilities act as both a transportation solution and an attractive building amenity. The program would allow for 24/7 on-demand access to a shared vehicle.
- **Bicycle Parking:** In accordance with EWPP, the proposed project includes 839 long-term and 98 short-term bicycle parking spaces for use by residents and visitors.
- **Common Workspace:** There will be an on-site shared workspace available for resident use to help ensure an effective work-from-home arrangement if needed.
- **Alternative Mode Site Design Features:** The design of the project will facilitate access to sidewalks, bus stops, and rail transit stops.
- **Secure Storage:** A storage area will be provided to receive groceries and package deliveries. Since vehicle transportation is sometimes used to enable people to transport such items, this will support use of alternative options for many trips.
- **Bikeshare Access:** A bikeshare vendor will be sought, and if not available, residents will be provided with access to a fleet of up to five shared bicycles. As indicated on the site plan, a centrally-located space has been reserved for the location where residents can access the bikeshare fleet; the site is approximately 15 feet from the entrance to the market rate north Leasing Office, facing East Middlefield Road.

Non-Residential TDM Measures

- **Mountain View Transportation Management Association (MVTMA) Membership and On-Site TDM Coordinator:** See the description of these measures under Residential TDM Measures, above. While the residential and office components of the project are subject to different TDM requirements, these initiatives would be administered as a single program.
- **TDM Marketing:** A kiosk will be provided to provide employees with access to information about transportation options. This will include information about available transit and shuttle services as well as local bike maps.
- **Priority Parking for Carpools and Vanpools:** Parking spaces closest to the office buildings would be reserved exclusively for carpool and vanpool vehicles to provide greater convenience and incentivize these behaviors.

- **Bicycle Parking and Shower and Changing Facilities:** Based on the EWPP requirements, the project would provide 139 long-term bicycle parking spaces and 14 short-term spaces for employees and visitors to the offices. In addition, six unisex showers and accompanying changing facilities would be provided as part of the project. For the retail use, two long-term and eight short-term bicycle parking spaces would be provided, bringing the total long-term non-residential bicycle parking spaces to 141 and the short-term spaces to 22. An additional eight spaces would be provided on the site for use by the general public.
- **Maximum Parking Supply:** The project will provide 638 spaces exclusively for office use (three of which would be designated for carshare), which is less than the maximum of 805 permitted spaces for office use.
- **Carshare Parking:** Per the EWPP, the non-residential part of the project will provide the required minimum of three carshare parking spaces.
- **Alternative Mode Site Design Features:** The design of the project will facilitate access to sidewalks, bus stops, and rail transit stops.
- **Guaranteed Ride Home Program:** Employers will be required to register for the countywide Guaranteed Ride Home program operated by the Santa Clara Valley Transportation Authority (VTA). Information about program services and how to access them will be included in the transportation marketing materials available at the on-site kiosk.
- **Parking Cashout:** Employers with 50 or more employees that are subsidizing leased parking spaces for their employees will provide a cash-out option in compliance with state requirements. The specific details of how this is implemented will depend on the terms of each employer's lease agreement.

Estimated Trip Reduction from TDM Measures

The impacts of the proposed TDM measures were estimated using information published in the California Air Pollution Officers Association (CAPCOA) report *Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, CAPCOA, 2022. CAPCOA is a widely-accepted standard in measuring VMT impacts from TDM strategies and serves as a valuable point of comparison.

Residential

The EWPP requires all new residential developments to meet a trip reduction target set either by the City's Greenhouse Gas Reduction Program (GGRP) or another undefined City trip reduction standard. The GGRP identified a nine percent reduction in peak-hour solo commute trips for non-residential development in the Whisman/Pioneer Greenhouse Gas Strategy Area; since no trip reduction target was provided for residential development, the nine percent reduction was assumed to be applicable for the residential portion of the project as well.

The expected vehicle trip reductions associated with the various TDM measures were calculated based on the CAPCOA model. It is noted that several project elements expected to reduce project trips are not accounted for in this analysis, including provision of a reduced parking supply, the inclusion of a shared workspace to facilitate remote work, site design to facilitate access to alternative transportation modes, and the availability of storage for package deliveries. Therefore, this estimate understates the expected trip reduction to be achieved through the implementation of the TDM Plan. The analysis with the CAPCOA model found that the proposed residential TDM measures would reduce VMT by 9.3 percent, which exceeds the nine percent required reduction; calculations from CAPCOA are summarized in Table 3.

Table 3 – Residential VMT Reduction - CAPCOA

TDM Measure	Project VMT % Reduction Estimate
Affordable Housing	5.7
Education, Outreach, and Marketing	2.3
Shuttle Access	1.5
Carshare/Bicycle Parking	Supportive
Total Potential VMT Reduction	9.5
Adjusted to Account for Combined Measures	9.3

Notes: TDM = transportation demand management; VMT = vehicle miles travelled

Accounting for the residential trip reduction due to the implementation of the TDM program, the estimated trips would be below the GGRP trip reduction target. The estimated trip reduction associated with the TDM program and the consistency of the project with the City's trip reduction target are summarized in Table 4.

Table 4 – Trip Reduction Due to Residential TDM Strategies

Land Use	Units	AM Peak Hour			PM Peak Hour		
		Trips	In	Out	Trips	In	Out
Residential	858 du*	278	65	213	294	179	115
Trips with TDM Reduction – CAPCOA	-9.3%	252	59	193	267	162	104
GGRP Trip Reduction Target	-9.0%	253	59	194	268	163	105

Notes: du = dwelling unit; * The number of units was based on an earlier iteration of the project that was analyzed for the MTA and is used here for consistency.

Non-Residential

The EWPP includes a requirement for office projects to include a TDM plan and to comply with a trip cap. The long-term trip cap across the entire East Whisman area is an average of 0.95 a.m. and 0.88 p.m. peak hour trips per 1,000 square feet of office space. The EWPP notes that this requirement may be increased based on capacity-increasing improvements at the gateways identified in the EWPP. Regarding the project's trip generation, the MTA prepared for this project estimated that for each 1,000 square feet of office space, projects would generate 0.83 trips during the a.m. peak hour and 0.72 trips during the p.m. peak hour. Both peak hour rates are below the EWPP trip cap rates, and since the retail use would generate only five trips during the a.m. peak hour and nine trips in the p.m. peak hour, the total trips generated by the non-residential uses would remain below the trip cap during both peak hours. With the addition of TDM programs, which are not assumed in the estimation based on ITE trip generation rates, the nonresidential component of the project would be expected to reduce its trip generation further below the trip cap. This includes the availability of the free MVgo shuttle service.

As noted, the GGRP requires non-residential development in the Whisman/Pioneer Greenhouse Gas Strategy Area to reduce trips by nine percent. Applying the CAPCOA model, the estimated VMT reduction from the project's non-residential TDM measures would be 13.3 percent, which exceeds the required trip reduction for office projects. It is noted that some of the EWPP-required TDM elements are not accounted for by this analysis, and these additional measures are expected to further support the use of non-vehicle transportation. Therefore, it is likely that the estimated trip reduction is conservative and would therefore be greater than what is indicated. The VMT reduction estimates from CAPCOA are summarized in Table 5.

Table 5 – Non-Residential VMT Reduction - CAPCOA

TDM Measure	Project VMT % Reduction Estimate
Bicycle Parking and Changing Facilities	4.4
TMA Rideshare Program	4.0
Education, Outreach, and Marketing	4.0
Shuttle Access	1.5
Total Potential VMT Reduction	13.9
Adjusted to Account for Combined Measures	13.3

Notes: TDM = transportation demand management; VMT = vehicle miles travelled

Accounting for the non-residential trip reduction due to the implementation of the TDM program, the trip reduction would exceed the EWPP requirement for office uses of nine percent and the project would generate fewer trips than the areawide trip cap. The estimated trip reduction associated with the TDM program and the consistency of the project with the City's GGRP target and EWPP trip cap are summarized in Table 6.

Table 6 – Trip Reduction Due to Non-Residential TDM Strategies

Land Use	Units	AM Peak Hour				PM Peak Hour			
		Rate	Trips	In	Out	Rate	Trips	In	Out
Office	277.6 ksf	231	203	28		201	34	167	
Retail	2.344 ksf	5	3	2		9	5	4	
Total Non-Residential		236	206	30		210	39	171	
Estimated TDM Reduction – CAPCOA	-13.3%	205	179	26		182	34	148	
GGRP Trip Reduction Target	-9.0%	212	185	27		189	35	154	
Trip Cap per EWPP	277.6 ksf	0.95	224	196	29	0.88	185	34	150

Note: ksf = 1,000 square feet

Parking Rationale

The EWPP requires that the adequacy of the parking supply be evaluated for both residential and non-residential projects. Parking demand for the project was assessed using the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 6th Edition, 2023. Based on the average weekday and Saturday peak demand, the proposed parking supply for the project was determined to exceed the peak demand during both periods and would therefore be adequate to accommodate the proposed project. This is summarized in Table 7.

Table 7 – Adequacy of Proposed Parking Supply

Land Use	Units	Weekday		Saturday	
		Rate	Spaces	Rate	Spaces
Peak Demand per ITE Estimates					
Multifamily Residential	686 du	0.70 spaces/du	480	0.76 spaces/du	521
Affordable Housing	150 du	0.65 spaces/du	98	1.04 spaces/du	156
Office	277.6 ksf	1.58 spaces/ksf	439	N/A	N/A
Retail	2.344 ksf	1.95 spaces/ksf	5	2.91 spaces/ksf	8
Total Peak Demand			1,022		685
Supply					
Reserved Parking Spaces			1,358		720
Shared/ Undesignated Spaces			124		762
Total Supply			1,482		1,482

Note: du = dwelling unit; ksf = 1,000 square feet

Staff requested that the proposed parking supply be assessed to ensure that it would not incentivize driving by the site's office employees. Therefore, in addition to comparing the proposed parking supply to the EWPP parking requirements and the estimated demand, the proposed supply was also compared to the standard City minimum parking requirements. Using the City's standard parking requirements the project would be required to provide 805 spaces, while the proposed parking supply for office employees would be 21 percent less than the minimum number of spaces the City typically requires for office developments. Given the substantial reduction in the number of spaces compared with typical developments, the proposed parking supply is consistent with the City's VMT policy and does not appear to overly incentivize the use of vehicle transportation.

Vehicle Miles Traveled (VMT)

The City of Mountain View adopted a policy to guide the application of SB 743 for analyzing transportation impacts under CEQA. This policy establishes screening criteria for development projects, indicating the projects meeting any of these criteria shall be presumed to have a less-than significant VMT impact. This includes a criterion regarding a location within one-half mile of a major transit stop or a stop along a high-quality transit corridor. The Middlefield Light Rail Station qualifies as such a facility. The policy also states that for a project to screen from VMT analysis, it can include none of four factors, each of which is discussed below:

- Floor Area Ratio (FAR) of less than 0.75: As proposed, the project's FAR is 2.717, which exceeds required levels.
- Inconsistent with the applicable Sustainable Communities Strategy (SCS): *Plan Bay Area 2050* is the San Francisco Bay Area's SCS. The plan includes a strong emphasis on concentrating development in the vicinity of transit service to support trip and greenhouse gas (GHG) reduction. The project's location in the Whisman Priority Development Area, close proximity to the Middlefield Light Rail Station, inclusion of affordable housing, and proposed implementation of trip reduction measures are all supportive of the goals of *Plan Bay Area 2050* and is consistent with the SCS.
- Provides more parking than required by the jurisdiction: As discussed above, the project's proposed parking is below the maximum levels established by the East Whisman Precise Plan for the proposed uses.
- Replaces affordable housing with a fewer number of moderate or high-income residential units: The proposed includes 150 units of affordable housing and does not eliminate any housing units.

Since the project is consistent with the transit screening criteria in the City of Mountain View's adopted VMT policy, the project is presumed to have a less-than-significant impact for VMT for the purposes of the California Environmental Quality Act (CEQA) and therefore does not require a VMT analysis; this is consistent with the finding of the City's Multimodal Transportation Analysis (MTA). The VMT reduction measures included in this TDM plan are therefore focused on meeting the City's requirements, not as a mitigation for VMT impacts.

TDM Monitoring and Reporting

To measure travel behaviors associated with the development, the project must institute an annual monitoring and reporting program to assess parking demand and the success of the TDM plan, as indicated in Section 3.9 of the EWPP. Annual parking counts must be conducted to measure peak parking demand for both the residential and non-residential components of the project.

For the residential uses, the TDM report would include the parking rate per unit and bedroom; for the office use, the parking rate per employee would be calculated. For the office use, an employee survey is required as part of the report, and compliance with the trip cap would need to be verified. Counts at the entrance to the parking lot for the office use and for the shared parking lot would be taken during daytime hours, since that would not be used by residents at that time. The monitoring and preparation of the TDM report must be conducted by a third party and paid for by the property owner or their representative. The annual report must also include a description of all TDM measures in place and an explanation of any new or modified measures since the last monitoring period.

If the project is found to not meet the trip reduction requirements, a revised TDM plan would need to be prepared to outline steps that would be taken to ensure that the targets are met.

Conclusions and Recommendations

- The project is estimated to generate 514 trips during the a.m. peak hour and 504 trips during the p.m. peak hour.
- Based on the City's GGRP, the office and residential portions of the project were both assumed to require a nine-percent reduction in peak-hour solo vehicle trips.
- Since the size of the proposed retail uses is below the threshold for TDM plans, trip reduction measures are not required for the retail component of the project.
- According to the CAPCOA model, the required set of residential TDM measures and other proposed measures are conservatively estimated to result in a trip reduction of 9.3 percent, which exceeds the required nine-percent threshold. Since some features of the project are not accounted for in this analysis, this likely underestimates the actual trip reduction to be achieved. The residential TDM measures included in this TDM plan as proposed meet the requirements of the EWPP for residential projects of 100 units or more.
- For the office component of the project, the estimated trip reduction is 13.3 percent according to the CAPCOA model, which exceeds the nine-percent threshold. Since some of the proposed measures are not included in this analysis, it is expected that the trip reduction would actually exceed this level. The employee-focused TDM measures address the EWPP's requirements for office projects greater than 10,000 square feet.
- An annual monitoring and reporting effort must be conducted to ensure that the trip reduction thresholds are achieved, and that traffic generated by the office use complies with the trip cap. If the trip reduction is determined to be inadequate, the TDM Coordinator would work with City staff to identify additional TDM measures and to implement the agreed-upon measures.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



Barry Bergman, AICP
Senior Planner



Brian Canepa, TDM-CP
Principal



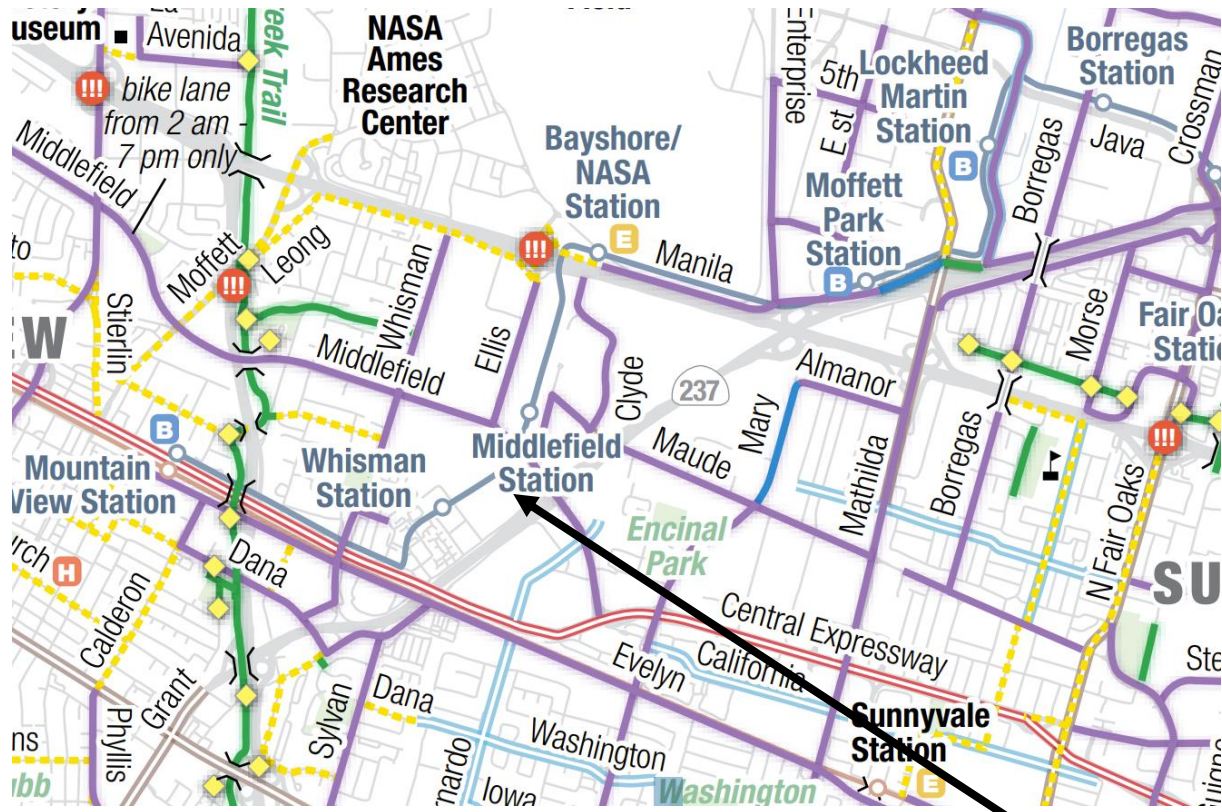
Mark Spencer, PE
Senior Principal



MES/bac-bdb/MVI025.L1

Enclosures: Project Area Bikeways Map, Project Area Transit Service Map

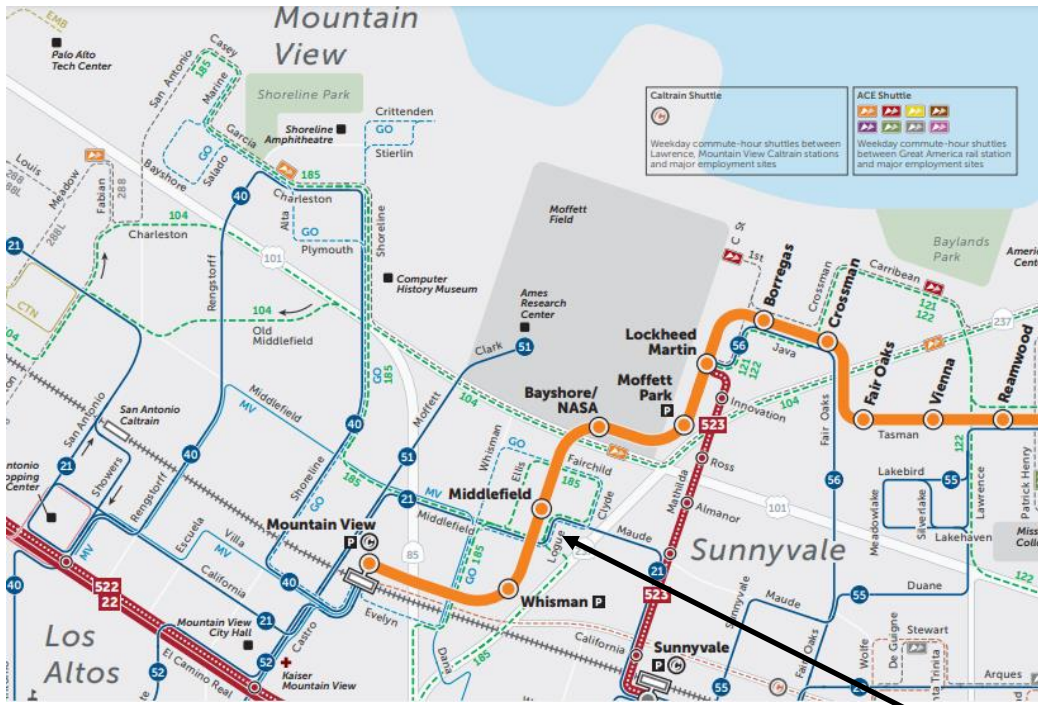
Valley Transportation Authority (VTA) Bikeways Map



Source: Santa Clara Valley Transportation Authority,
www.vta.org/sites/default/files/2023-01/VTA_MainMap_011623.pdf

Project Site

Project Area Transit Services

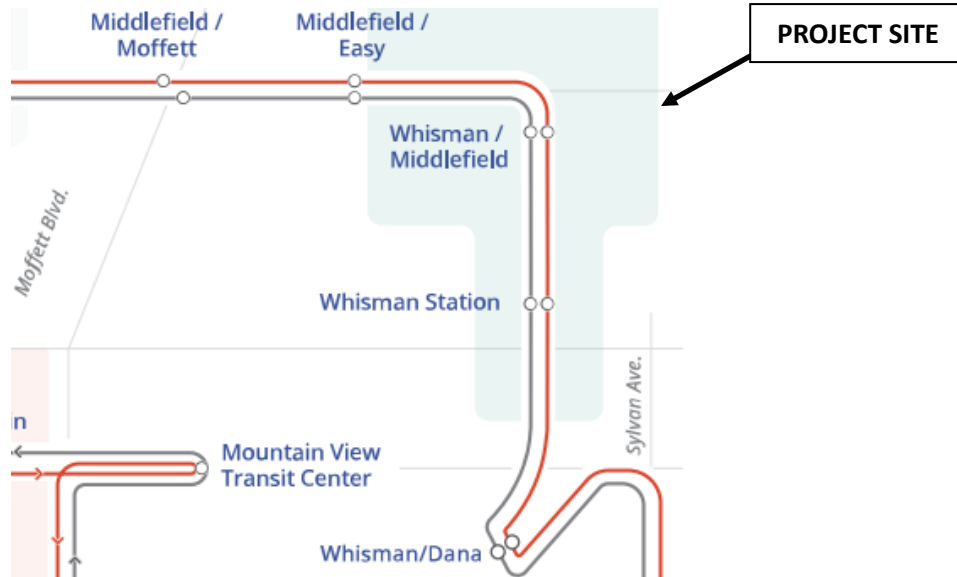


Source: Santa Clara Valley Transportation Authority,

<https://www.vta.org/sites/default/files/2019-11/VTA%20Transit%20Map.pdf>

PROJECT SITE

Mountain View Community Shuttle Service – 675 East Middlefield Road Vicinity



Source: https://mvcommunityshuttle.com/files/Route_Map.pdf