

756 California Street Development

Traffic and Parking Study
Final Submittal

February 2022



10 South Almaden Boulevard, Suite 1250
San Jose, CA 95113

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Executive Summary

This traffic study evaluates transportation operations and site circulation conditions for the proposed 756 California Street project in the City of Mountain View. The project site is in the City's historic downtown retail district located on California Street between Castro Street and Hope Street. The project proposes to demolish the existing 3,075 square-foot dental office building and construct a three-story mixed-use building consisting of approximately 7,092 square-feet of total floor space.

Project Trip Generation

Trip generation for the proposed project land uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. Per the 2014 VTA *Transportation Impact Analysis Guidelines*, trip generation reduction credits were applied to the project including transit mode share and removal of existing uses.

Development of the proposed project with applicable trip reductions is anticipated to generate a net total of 72 daily, 8 AM peak hour, and 10 PM peak hour vehicle trips. The proposed 756 California Street project is not anticipated to exceed the VTA vehicle trip threshold. Therefore, the project will not require a full VTA traffic impact study and level-of-service analysis of study intersections.

Vehicle Miles Traveled Assessment

The project consists of office and retail mixed-use components. The Santa Clara Countywide VMT Evaluation Tool was used to estimate VMT impacts for the project.

The City of Mountain View's baseline average VMT is 18.54; therefore, application of the 15% VMT per employee threshold for office land uses would require developments to achieve a 15.76 or lower VMT per worker. For the surrounding land use area, the existing VMT around the project site is 15.83. The proposed project is anticipated to generate a VMT per employee of 15.82. The evaluation tool estimates that the project would generate per employee VMT above the recommended OPR VMT threshold and would trigger a VMT impact.

Disregarding any applicable screening criteria, the project VMT would exceed the office thresholds of significance. As a result, the project would need to mitigate its VMT transportation impact by implementing a variety of alternative transportation options and transportation demand management (TDM) measures. These potential TDM measures are described in Section 6 of this report.

Site Access and Circulation

Site access and circulation for the project is based on the latest site plan prepared by Studio 02. The project is located west of the existing Blossom Lane driveway that provides exit only access to Parking Lot 6 owned and operated by the City. Vehicle maneuverability and access for the Blossom Lane driveway adjacent to the project was analyzed using AutoTURN software. Passenger cars, heavy trucks, and emergency vehicles could adequately maneuver and access the Blossom Lane driveway without conflict next to the project site.

Parking Analysis

The proposed project is located in the City's historic downtown retail district (Area H) and subject to the vehicle parking standards and policies established in the Downtown Precise Plan (June 2019). The project site plan does not provide on-site vehicle parking spaces; however, the project site plan

proposes up to two (2) short-term bicycle spaces along Blossom Lane and up to four (4) long-term bicycle spaces in a ground floor storage room. Based on the project description, the site plan satisfies the City's bicycle parking standard but does not meet the minimum vehicle parking requirements.

A parking occupancy survey was conducted for City owned Parking Lot 6 and Parking Lot 7 as well as on-street parking spaces near the project site to determine the existing parking condition. The combined existing parking occupancy for the City parking lots and on-street spaces during the peak period exceed the 85% parking occupancy threshold

The project is anticipated to create a significant parking impact that would exceed the existing parking supply and parking condition, since the adjacent City owned lots and on-street spaces are already operating at peak capacity.

The project is located in the Downtown Parking District, Area H, which allows up to 100% of required parking to be paid through an in-lieu fee. Based on the Downtown parking requirements, the project requires 14 parking spaces. The project lot size is only 0.07-acres and due to its small size and configuration, is unable to accommodate any on-site parking. The project is proposing to pay the Parking-In-Lieu fee for all required parking. The project also proposes a Transportation Demand Management (TDM) Program to reduce parking demand on site.

The City will monitor the project's TDM plan with a trip cap to ensure that the project remains compliant with their parking management strategy. The City can assess a financial penalty if annual monitoring counts show the project trip cap is not being met.

1: Introduction

1.1 Project Description

This traffic study evaluates transportation operations and site circulation conditions for the proposed 756 California Street project in the City of Mountain View. The project site is in the City's historic downtown retail district located on California Street between Castro Street and Hope Street. The project proposes to demolish the existing 3,075 square-foot dental office building and construct a three-story mixed-use building consisting of approximately 7,092 square-feet of total floor space. When completed, the ground level will be retail commercial use, the second level will be professional office use, and the third floor will be dental office use. On-site parking spaces are not provided, and the applicant intends to implement a Transportation Demand Management (TDM) plan and/or pay a fee in lieu of parking in conformance with City parking standards and policies pending coordination with City staff. An overview map locating the project site is shown in **Figure 1**, and the project site plan is presented in **Figure 2**.

Kimley-Horn was retained to provide a traffic and parking study for the proposed project based on the scope of work approved by the City of Mountain View. This report evaluates several project and transportation criteria including project trip generation, trip distribution, site access and circulation, sight distance, vehicle queuing, parking, bicycle, pedestrian, and transit facilities.

Figure 1: Project Site Map

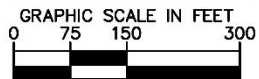
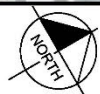
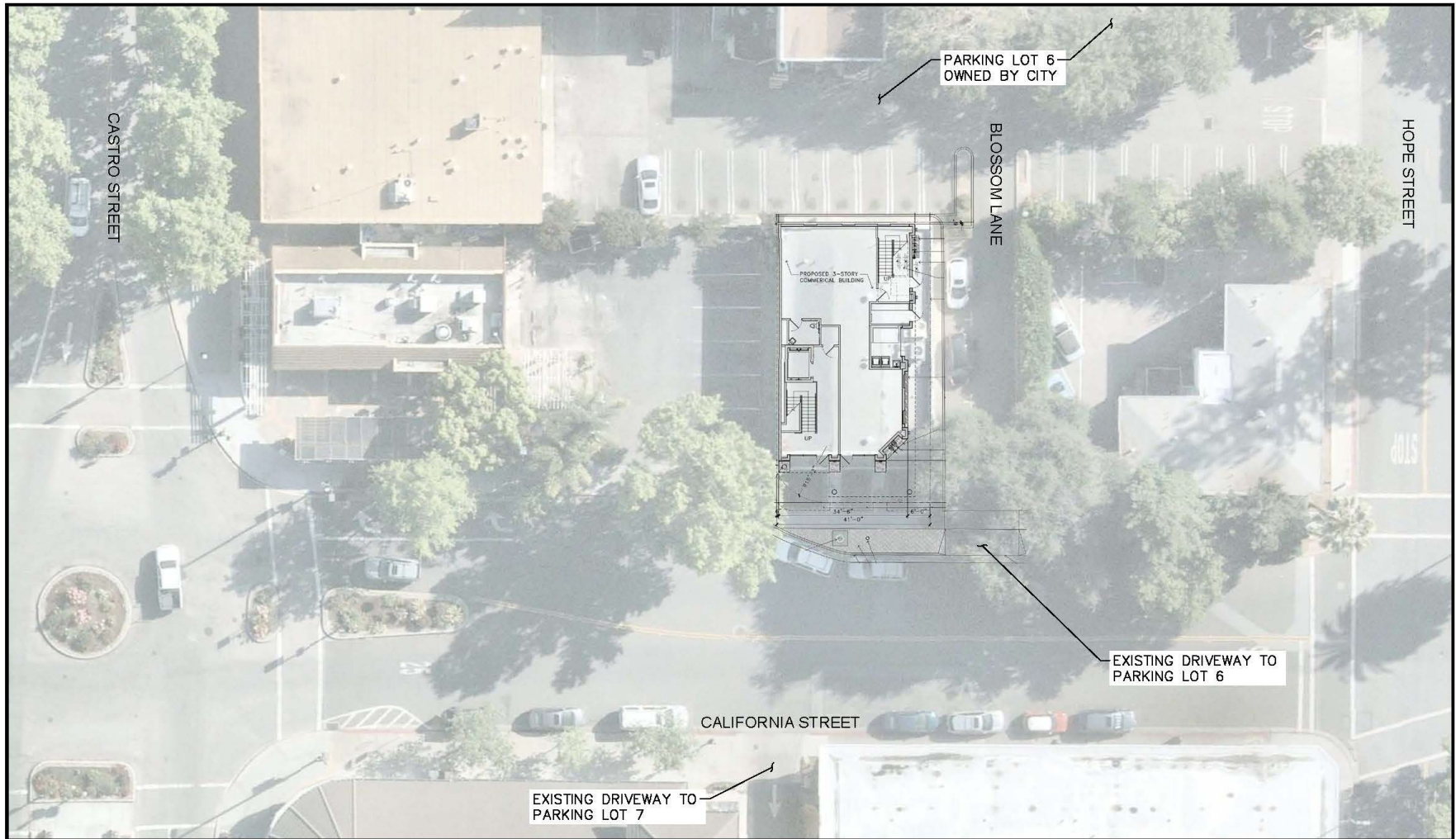


Figure 2: Project Site Plan



GROUND FLOOR SITE PLAN

756 CALIFORNIA ST TRAFFIC AND PARKING STUDY - MOUNTAIN VIEW

2: Existing Transportation Conditions

2.1 Existing Roadway Network:

The following local and regional roadways provide access to the project site:

Castro Street (Main Street) is a north-south running street that provides primary access through the center of Downtown Mountain View, the historic center, and retail district of the City. This roadway runs from the Central Expressway / Moffett Boulevard intersection north of the Caltrain Station to Miramonte Avenue south of the downtown district. Along Castro Street north of El Camino Real, on-street parking, transit stops, and wide sidewalk facilities are provided for multi-modal use and access. South of El Camino Real, Castro Street features a protected Class IV bike facility.

California Street is a two to four lane roadway that runs in the east-west direction from Bush Street to San Antonio Road. This facility is classified as a residential collector that provides primary access to residential neighborhoods between Downtown Mountain View and the San Antonio Road Shopping Center. California Street provides direct access to the proposed project as well as bicycle and pedestrian access with designated Class II bike lanes, Class III shared bike routes, and sidewalks.

Shoreline Boulevard is a multi-lane north-south roadway that provides major access to residential and business developments from El Camino Real to the south to the upper city limits north of the Shoreline Amphitheatre. The Mountain View General Plan classifies Shoreline Boulevard as a residential collector and arterial road with major cross-street access to El Camino Real, Central Expressway, and US Highway 101. Class II bike lanes, bus stops, and pedestrian sidewalk facilities are provided along Shoreline Boulevard.

El Camino Real (State Route 82) is a state highway that runs from Interstate I-880 in San Jose to I-280 in San Francisco that runs parallel to the nearby Caltrain line and is classified as a historic mission trail. In Mountain View, El Camino Real provides primary east-west access as a multi-lane arterial boulevard to many commercial and residential developments with transit stops and sidewalks provided along the corridor. The Mountain View General Plan, El Camino Real Precise Plan, and Grand Boulevard initiative identify El Camino Real as a linear activity center/corridor and envision the corridor as a vibrant place to live, work, and play while balancing the need for vehicular transportation with biking, transit, and walking alternatives.

Central Expressway (County Route G6) is a four-lane east-west route and part of the Santa Clara County Expressway System from Palo Alto to San Jose. It runs parallel with the nearby Caltrain line, provides local access through the City of Mountain View, and provides regional access to SR-85 and SR-237. This expressway intersects with Castro Street in the Mountain View downtown district and provides bicycle access along the roadway shoulder.

2.2 Existing Pedestrian and Bicycle Facilities:

Near the proposed project, several bikeway and pedestrian facilities exist as discussed in the 2015 Mountain View Bicycle Transportation Plan, 2015 Downtown Precise Plan, and field reviews.

Class I facilities are paved bicycle paths physically separated from the vehicular travel lane and referred to as multi-use or shared-use paths. There are over 15 miles of Class I bike paths in the City which

include the Stevens Creek Trail, Permanente Creek Trail, Hetch Hetchy Trail, and San Francisco Bay Trail. However, these Class I paths are not located near the proposed project site in Downtown Mountain View.

Class II facilities are generally bicycle lanes on roadways for one-way bicycle travel. These facilities are sometimes augmented with painted buffers that add a few feet of separation between the bike lane and traffic lane or with green thermoplastic paint for improved visibility. Near the project site, Class II bike lanes are provided along California Street west of Castro Street, Shoreline Boulevard, and Evelyn Avenue east of the Mountain View Transit Center.

Class III facilities are classified bike routes denoted by signs and pavement markings that are shared with vehicles along the roadway. A bicycle boulevard is a type of Class III bikeway with additional treatments such as traffic calming and wayfinding signs that prioritize bicycle use and bicycle direction of travel. Near the project site, Class III bike routes are provided along California Street east of Castro Street, View Street, and Evelyn Avenue near the Mountain View Transit Center.

Class IV facilities are classified as separated bikeways or cycle tracks which are on-street facilities reserved for bicycle use with a physical separation between the vehicle travel lane and bikeway. The physical separation can include concrete curbs, landscaping, parking lanes, bollards, or other vertical elements to provide additional comfort and safety for bicyclists. Existing Class IV facilities in the City include Castro Street south of El Camino Real, the Permanente Creek Trail between Charleston Road and Middlefield Road, and the Fitness Trail along Charleston Road. The Mountain View Bicycle Transportation Plan Update identifies new potential Class IV facilities on Moffett Boulevard north of Central Expressway as well as other streets in North Mountain View.

Pedestrian facilities with a complete network of sidewalks, crosswalks, and ADA curb ramps are provided in the immediate vicinity of the project site on Castro Street and California Street in Downtown Mountain View which promotes an active and attractive pedestrian environment for all users. The distinct downtown character emphasized in the Downtown Precise Plan creates strong pedestrian connections to adjacent areas including residential neighborhoods, downtown businesses, and the Mountain View Transit Center.

2.3 Existing Transit Facilities:

There are several transit operators serving the City of Mountain View. The Valley Transportation Authority (VTA) operates transit services that runs through Downtown Mountain View with several bus and light rail routes. Caltrain offers commuter rail service with daily routes along the San Francisco Peninsula and South Bay at the Downtown Mountain View Station. Several local transit programs are also provided with community partnerships with the City such as the Mountain View Transportation Management Association (MTMA) and the Mountain View Community Shuttle. Per the updated December 28, 2019 VTA service schedule, the project is served by the following transit services.

Bus Services

- **VTA Local Route 21** is a regional service that operates between Santa Clara, Sunnyvale, Mountain View, and Palo Alto. This route services major destinations such as the Stanford Shopping Center, the Palo Alto Transit Center, the Mountain View San Antonio Shopping Center, the Mountain View Transit Center, the Sunnyvale Caltrain Station, and the Santa Clara Transit

Center. This route runs along California Street and Castro Street with a bus stop approximately 100-feet from the project site. Route 21 operates weekdays and weekends from 6:00 AM to 10:00 PM with 30-minute peak headways between each bus.

- **VTA Frequent Route 22** is a regional service that operates between San Jose, Santa Clara, Sunnyvale, Mountain View, and Palo Alto. This route runs along El Camino Real and services major destinations between the Palo Alto Transit Center and the Eastridge Transit Center. This route has a bus stop at the El Camino Real / Castro Street intersection approximately 1/2 mile from the project site. Route 22 operates weekdays and weekends 24-hours a day with 15 to 30-minute peak headways between each bus.
- **VTA Local Route 40** operates between the Foothill College in Los Altos, the San Antonio Shopping Center, the Shoreline Amphitheatre, and the Mountain View Transit Center in Downtown. This route runs along Villa Street and Castro Street with a bus stop approximately 500-feet from the project site. Route 40 operates on weekdays and Saturdays from 9:00 AM to 3:30 PM with 60-minute peak headways between each bus.
- **VTA Local Route 51** is a regional service that operates between Saratoga, Cupertino, Los Altos, and Mountain View. This route services major developments such as Moffett Field / Ames Center, Mountain View Transit Center, Vallco Shopping Center, Santa Clara Transit Center, and San Jose State University. This route runs along Castro Street with a bus stop approximately 100-feet from the project site. Route 81 operates on weekdays and weekends from 6:00 AM to 10:00 PM with 30-minute peak headways between each bus.
- **VTA Local Route 52** operates between the Mountain View Transit Center in Downtown to Foothill College in Los Altos Hills and travels across El Camino Real, Foothill Expressway, and I-280. This route runs north-south along Castro Street with a bus stop approximately 100-feet from the project site. Route 52 operates on weekdays and weekends from 7:00 AM to 10:00 PM with 30-minute peak headways between each bus.
- **VTA Rapid Route 522** is a regional service that provides limited stop service at frequent intervals every 15-minutes or better during peak times between San Jose and Palo Alto. The route runs along El Camino Real similar to Frequent Route 22. This route has a bus stop at the El Camino Real / Castro Street intersection approximately 1/2 mile from the project site and operates weekdays and weekends from 5:00 AM to 12:00 AM.

Shuttle Services

- **MVgo Shuttle** is a service provided by MTMA, a nonprofit organization run by local Mountain View businesses and landowners to reduce traffic on Mountain View streets. It is a fare-free service open to the public that runs on weekdays and operates from the Mountain View Transit Center to many business developments including Google, Intuit, Microsoft, Samsung, and Symantec. The closest shuttle stop near the proposed project is at the Mountain View Transit Center along Evelyn Avenue which is approximately 1,500-foot walking distance from the project site. The shuttle consists of four routes through the City; East Bayshore, West Bayshore, East Whisman, and West Whisman. Each MVgo route operates between 6:30 – 11:00 AM and 3:00 – 9:00 PM with 15 to 60-minute peak headways between each shuttle.

- **Mountain View Community Shuttle** is a partnership between the City and Google that provides free local transit service between many residential neighborhoods, business districts, and recreational facilities. It operates on weekdays and weekends from 10:00 AM to 6:00 PM with 30 to 60-minute peak headways between each shuttle and runs on Castro Street and Hope Street in Downtown. The closest shuttle stop near the proposed project is at the Mountain View Transit Center along Evelyn Avenue (1,500-foot walking distance from project site) and at the intersection of Castro Street / Mercy Street (500-foot walking distance from the project site). The community shuttle consists of two routes through the City; Red Route and Gray Route.

Rail Services

- **VTA Orange Line (Mountain View – Alum Rock)** is a light rail train that operates between the Downtown Mountain View and Alum Rock rail stations. The VTA light rail provides regional access between San Jose, Milpitas, Santa Clara, Sunnyvale, Campbell, and Mountain View with connecting rail lines along several stations within Santa Clara County. The Orange Line runs weekdays and weekends from 5:00 AM to 1:00 AM with peak headways between 15 and 30 minutes. The light rail station is located at the Mountain View Transit Center which is approximately 1,500-foot walking distance from the project site.
- **Caltrain** is a commuter rail service in the Bay Area with access between San Francisco, San Jose, and Gilroy. Northbound and southbound rail lines stop at the Downtown Mountain View Caltrain station located at 600 Evelyn Avenue next to the Mountain View Transit Center which is approximately 1,500-foot from the project site. The station provides multi-modal accessibility with over 340 off-street parking spaces, 23 bike racks, 116 lockers, and bus stop facilities for transit connections. Trains operate daily with 30-minute average peak headways and updated typical service timetables on their website.

3: Project Trip Generation, Distribution and Assignment

To determine typical single occupancy vehicle trips generated by the project, a trip generation analysis was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. This ITE publication is a standard reference used by jurisdictions throughout the country for estimating trip generation potential.

A trip is defined as a single or one-directional vehicle movement in either the origin or destination at the project site. In other words, a trip can be either “to” or “from” the site. In addition, a single customer visit to a site is counted as two trips (i.e. one to and one from the site). Daily, AM, and PM peak hour trips for the project were calculated with average trip rates. Due to the project description and unknown future tenants for the retail and office uses, the following ITE land uses were conservatively applied to the proposed 756 California Street development:

- 2,139 square-foot retail use (tenant to be determined) - ITE 712 Small Office Building
- 2,574 square-foot office use (tenant to be determined) - ITE 712 Small Office Building
- 2,396 square feet dental office use (Dental Fabulous tenant) - ITE 720 Medical Office Building

Per the 2014 VTA *Transportation Impact Analysis Guidelines*, trip generation reduction credits can be applied to the project. The project site is located in Downtown Mountain View and is within walking distance (1/3 mile) to several existing shuttle services, bus stops, and transit centers. Therefore, a 6% trip reduction rate was applied for the project being located within 2,000-foot walking distance to the Mountain View Transit Center and Caltrain Station.

The project will involve demolishing the existing 3,075 square-foot dental office at 756 California Street and would be eligible for an existing use trip credit. The existing Dental Fabulous tenant will remain at the project site with no expansion of services. For conservative analysis, the existing use trip credit for the project is the same number of trips generated by the proposed 2,396 square-foot dental office even though the existing 3,075 square-foot dental office is larger. Field observations confirm that the daily trips generated by the existing dental office is consistent with ITE rates of similar land use size.

Development of the proposed project with applicable trip reductions is anticipated to generate a net total of 72 daily, 8 AM peak hour, and 10 PM peak hour vehicle trips. Of the 8 new AM peak hour trips, approximately 6 trips are inbound to the project and 2 trips are outbound from the project. For the 10 new PM peak hour trips, approximately 2 trips are inbound while 8 trips are outbound. **Table 1** provides a summary of the proposed trip generation and trip reductions.

Per VTA guidelines, a traffic impact analysis (TIA) for congestion management (CMP) program purposes shall be performed for any project in Santa Clara County expected to generate 100 or more net new weekday (AM or PM peak hour) or weekend peak hour trips, including both inbound and outbound trips. In addition, any intersection at which the project will add ten (10) or more trips per lane shall be studied. Based on the trip generation, the proposed 756 California Street development is not anticipated to exceed the VTA vehicle trip threshold. Therefore, the project will not require a full traffic impact study and level-of-service analysis of study intersections.

Table 1 – Project Trip Generation

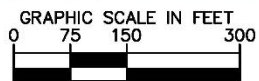
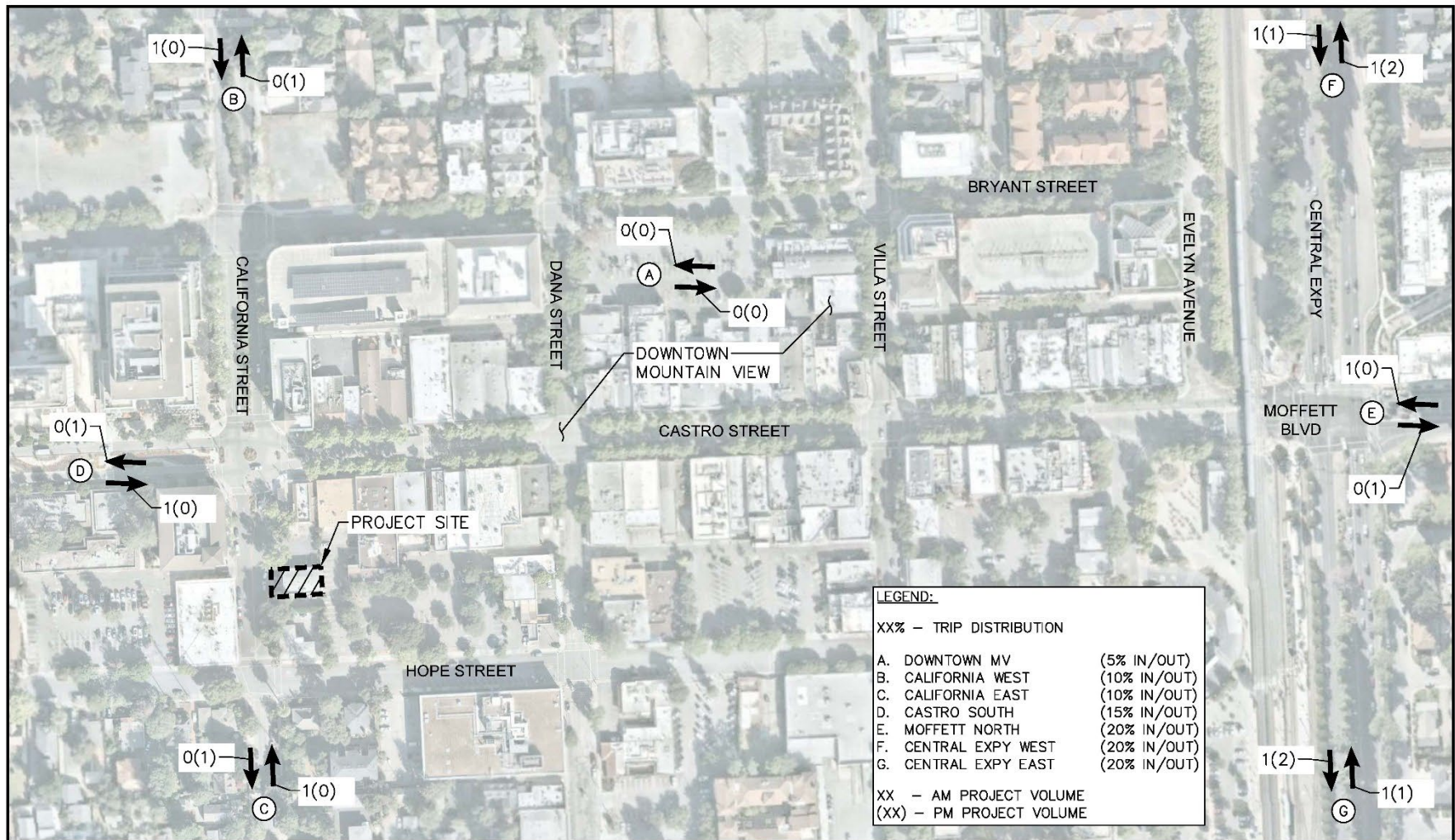
LAND USE / DESCRIPTION	PROJECT SIZE	TOTAL DAILY TRIPS	AM PEAK TRIPS		PM PEAK TRIPS	
			TOTAL	IN / OUT	TOTAL	IN / OUT
Trip Generation Rates (ITE)						
Small Office Building [712]	Per KSF	16.19	1.92	83% / 17%	2.45	16% / 84%
Medical Office Building [720]	Per KSF	34.80	2.78	78% / 22%	3.46	28% / 72%
756 California Proposed Development						
Dental Fabulous Office Tenant (Floor 3)	2.40 KSF	83	7	5 / 2	8	2 / 6
Potential Office Tenant (Floor 2)	2.57 KSF	42	5	4 / 1	6	1 / 5
Potential Retail Tenant (Floor 1)	2.14 KSF	35	4	3 / 1	5	1 / 4
Gross Project Vehicle Trips		160	16	12 / 4	19	4 / 15
Trip Reductions						
Existing Dental Fabulous Office	-2.40 KSF	(83)	(7)	(5) / (2)	(8)	(2) / (6)
VTA Transit Reduction (MV Transit Center) - Existing	-6%	5	0	0 / 0	0	0 / 0
VTA Transit Reduction (MV Transit Center) - Project	-6%	(10)	(1)	(1) / 0	(1)	0 / (1)
Vehicle Trip Reductions		(88)	(8)	(6) / (2)	(9)	(2) / (7)
Net Total Project Vehicle Trips		72	8	6 / 2	10	2 / 8
Notes:						
Daily, AM, and PM trips based on ITE Trip Generation Manual 10th Edition						
ITE Small Office and Medical Office Building Land Uses assumed based on proposed site plan from Studio 02 (12/05/2018). For conservative analysis, Small Office assumed for unknown retail tenant.						
A 6% Transit Facility reduction from VTA Transportation Impact Analysis Guidelines 2014 was applied to the employment uses since the project is located within 2,000-foot walking distance from the Mountain View Transit Center & Caltrain Station.						
The project will involve demolishing the existing 3,075 square-foot dental office at 756 California Street and would be eligible for an existing use trip credit. The existing Dental Fabulous tenant will remain at the project site with no expansion of services. For conservative analysis, the existing use trip credit for the project is the same number of trips generated by the proposed 2,396 square-foot dental office even though the existing 3,075 square-foot dental office is larger. Field observations confirm that the daily trips generated by the existing dental office is consistent with ITE rates of similar land use size.						

Due to the nature of the proposed development, most retail and office vehicle project trips are anticipated to access the local streets or the major roadways with access to the regional freeway ramps. Trip distribution and assignment for the 756 California project was assumed based on the project location, regional expressway location, community characteristics, and professional engineering judgement. Project trips to and from the site are anticipated to access the following regional facilities and destinations:

- Downtown Mountain View
- Moffett Blvd North
- Central Expressway East
- California Street West
- Castro Street South
- California Street East
- Central Expressway West

The project trip assignment and distribution for the project is presented in **Figure 3**. The trip assignment shown represents the shortest paths to and from the project site under ideal traffic conditions.

Figure 3: Project Trip Distribution



4: Vehicle Miles Traveled (VMT) Assessment

The California Environmental Quality Act (CEQA) was enacted in 1970 to ensure environmental protection through review of discretionary actions approved by all public agencies. For Santa Clara County, a transportation analysis requires an evaluation of a project's potential impacts related to VMT and other significance criteria per CEQA and Senate Bill 743.

VMT is defined as the total miles of travel by a personal motorized vehicle a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. For a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. For an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have a lower project VMT than the average area VMT, while a project located in a suburban area is expected to have a higher project VMT than the average area VMT.

4.1 VMT Analysis Methodology

In December 2018, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory on Evaluating Transportation Impacts in CEQA which details typical guidelines for analyzing VMT. The Valley Transportation Authority (VTA) has developed the Santa Clara Countywide VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic to determine whether a project would result in CEQA transportation impacts related to VMT. The County's Travel Demand Model can also be used to determine project VMT for non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns.

The project's VMT was compared to the City's existing level VMT and VMT thresholds of significance as established in the OPR Technical Advisory. Per OPR guidelines, achieving a 15 percent (15%) lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals. Project VMT exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact, and the project would need to mitigate this impact by implementing various VMT reduction strategies described below.

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

Land use characteristics, multimodal network improvements, and parking are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to

reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

4.2 Project VMT Analysis

For this project, the traffic analysis was assessed using the Santa Clara Countywide VMT Evaluation Tool to determine the potential VMT impact from the project's description, location, land use attributes. For projects that would trigger a VMT impact, VMT reduction strategies such as introducing TDM or additional multimodal infrastructure can be used to mitigate the VMT impact which is estimated from research literature and case studies.

The proposed project (APN #15823082) was evaluated in the Countywide VMT tool assuming 2,139 square-feet of retail use and 4,970 square feet of office use.

The City of Mountain View's baseline average VMT is 18.54; therefore, application of the 15% VMT per employee threshold for office land uses would require developments to achieve a 15.76 or lower VMT per worker. For the surrounding land use area, the existing VMT around the project site is 15.83. The proposed project is anticipated to generate a VMT per employee of 15.82. The evaluation tool estimates that the project would generate per employee VMT above the recommended OPR VMT threshold and would trigger a VMT impact.

Disregarding any applicable screening criteria, the project VMT would exceed the office thresholds of significance. As a result, the project would need to mitigate its VMT transportation impact by implementing a variety of alternative transportation options and transportation demand management (TDM) measures. These potential TDM measures are described in Section 6 of this report.

A summary of the project VMT outputs/results using the Santa Clara Countywide Evaluation Tool is presented in **Figure 4** and in the **Appendices**.

4.3 Screening Criteria

It should be noted that the City of Mountain View currently does not establish a screening criterion for projects that are expected to result in less-than-significant VMT impacts. The OPR technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing (described below).

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact.

Based on the trip generation results in Section 3, this criterion could potentially be applied to the project pending City direction which would result in a less-than-significant VMT impact.

Map-Based Screening for Residential and Office Projects

Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

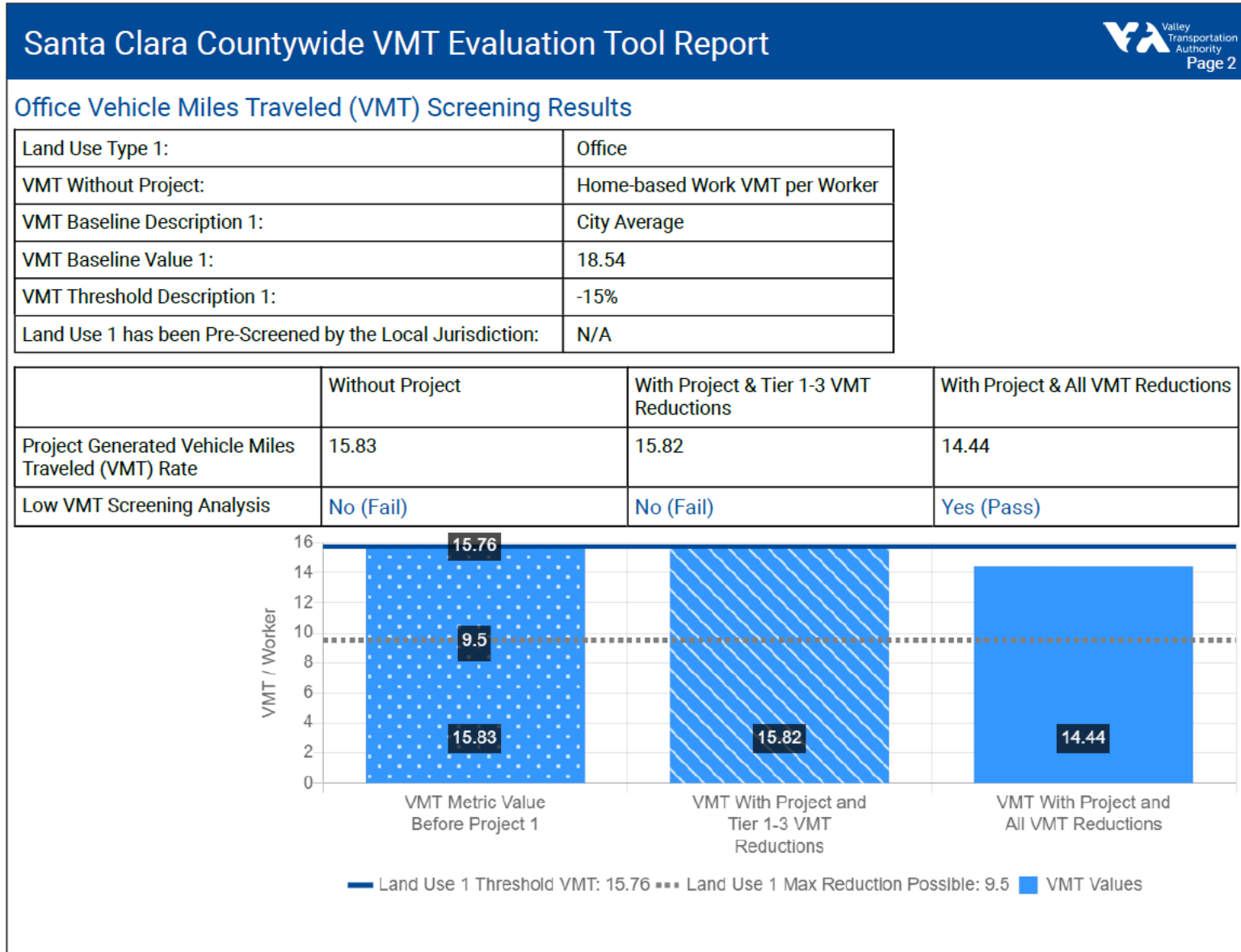
Presumption of Less Than Significant Impact Near Transit Stations

Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Since the project is located within ½ mile of the Mountain View Transit Center, this criterion could potentially be applied to the project pending City direction which would result in a less-than-significant VMT impact.

Figure 4: Santa Clara Countywide VMT Evaluation Tool Report



5: Site Access and Circulation

5.1 Driveway Site Access

Site access and circulation for the project is based on the latest site plan prepared by Studio 02 shown in the **Appendix**. The 756 California project does not provide its own private driveway or on-site parking for vehicle access. It is assumed that most patrons and employees will access the project by parking their vehicle at the nearby parking lots in downtown Mountain View. A small percentage of project trips will access the site via walking, biking, ride-share or taking public transit. The applicant intends to implement a Transportation Demand Management (TDM) plan and/or pay a fee in lieu of parking in conformance with City parking standards and policies pending coordination with City staff.

The project is located west of the existing Blossom Lane driveway that provides exit only access to Parking Lot 6 owned and operated by the City. This driveway is approximately 20-foot wide and provides up to three (3) parallel parking spaces with two-hour parking limits along the east side of the project. Full outbound access for the Blossom Lane driveway is allowed on California Street. Vehicles exiting Blossom Lane would be allowed to make left and right turns out of the public parking lot when there are sufficient vehicle gaps in between the adjacent intersections at Castro Street and Hope Street. Vehicle queues and delays at this parking lot driveway are not expected to be significant issues. Some minor vehicle queues are expected due to a combination of inherent unpredictability of vehicle departures at driveways and the random occurrence of gaps in traffic; however, these conditions are typical of driveways in downtown commercial districts. To improve vehicle sight distance of approaching pedestrians and bicycles on California Street, the project's ground floor façade is pulled back with a chamfered corner along the Blossom Lane driveway.

5.2 Passenger Vehicle Access and Circulation

The existing City Parking Lot 6 located north of the project provides up to 98 total parking spaces. This lot allows eight-hour parking for monthly permit holders as well as two-hour parking limits for public users from 8AM to 5PM Monday through Friday. Access to the surface parking lot layout is provided along Hope Street with a two-way driveway and Blossom Lane with a one-way driveway. Vehicle maneuverability and access for the Blossom Lane driveway adjacent to the project were analyzed using AutoTURN software which measures design vehicle swept paths and turning through simulation and clearance checks. A passenger car design from the American Association of State Highway and Transportation Officials (AASHTO) was assessed.

Analysis using the AASHTO template revealed that passenger vehicles could adequately access the Blossom Lane driveway, maneuver through the lot, and park in the stalls without conflict next to the project site.

5.3 Heavy Vehicle Truck Access and Circulation

Per City Municipal Code Section 19.60, Castro Street north of Evelyn Avenue is designated as a truck route for heavy vehicles with direct access to the project. In addition, per Section 36.32.60, unless modified/adjusted by the zoning administrator in compliance with Section 36.48, off street freight and equipment loading spaces shall be provided for all nonresidential uses. Commercial, industrial, institutional, and service uses with a gross floor area of 10,000 to 30,000 square-feet are required to provide one (1) loading space, while uses 30,001 square-feet and more are required to provide one (1)

loading space per each additional 20,000 square-feet. Since the retail component of the proposed project does not meet these criteria, it was assumed that the project does not require off-street loading spaces.

For the purposes of this analysis, it is assumed that delivery and loading activity for the project would occur on California Street or in areas where on-street parking or temporary loading is allowed. Next to the project site, short-term on-street parking is allowed on California Street except between Hope Street and Blossom Lane on the northside which is enforced with red curb striping and no parking signs. A temporary loading zone is also provided within Parking Lot 6 and Parking Lot 7 near the project.

The SU-40 truck based on AASHTO was assumed as the maximum size delivery truck that would be allowed due to truck route and maneuverability constraints in the Mountain View Downtown area. Fire apparatus and garbage trucks were also checked for site access, and these vehicle dimensions were based on NCHRP 659 – Guide for the Geometric Design of Driveways.

SU-40 delivery trucks would be able to maneuver on California Street adjacent to the project site. Delivery truck would also be able to access the designated loading zones within Parking Lot 6 and Parking Lot 7 to load/unload next to the project site.

Garbage and recycling bins for the project would be located on the ground level and moved outside for pickup along California Street or Blossom Lane. Waste collection vehicles would be able to conduct trash and recycling collection activity on California Street and Blossom Lane with the bins returned to the project site immediately after pickup.

In the event of an emergency, it is assumed that fire apparatus vehicles will stage adjacent to the project site on California Street and Blossom Lane. The project site proposes a new fire hydrant on California Street as well as fire backflow assemblies at the building frontage for emergency personnel. The existing driveway on Blossom Lane is 20-feet wide, at least 10-feet high, and satisfies the 20-foot horizontal and 10-foot- vertical minimum access clearances from the 2016 CA Fire Code.

Figures 4 – 7 show site access and vehicle turn templates at the project frontage and along Blossom Lane for the design vehicles described above.

Figure 4: Passenger Vehicle Access

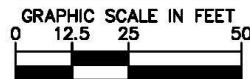
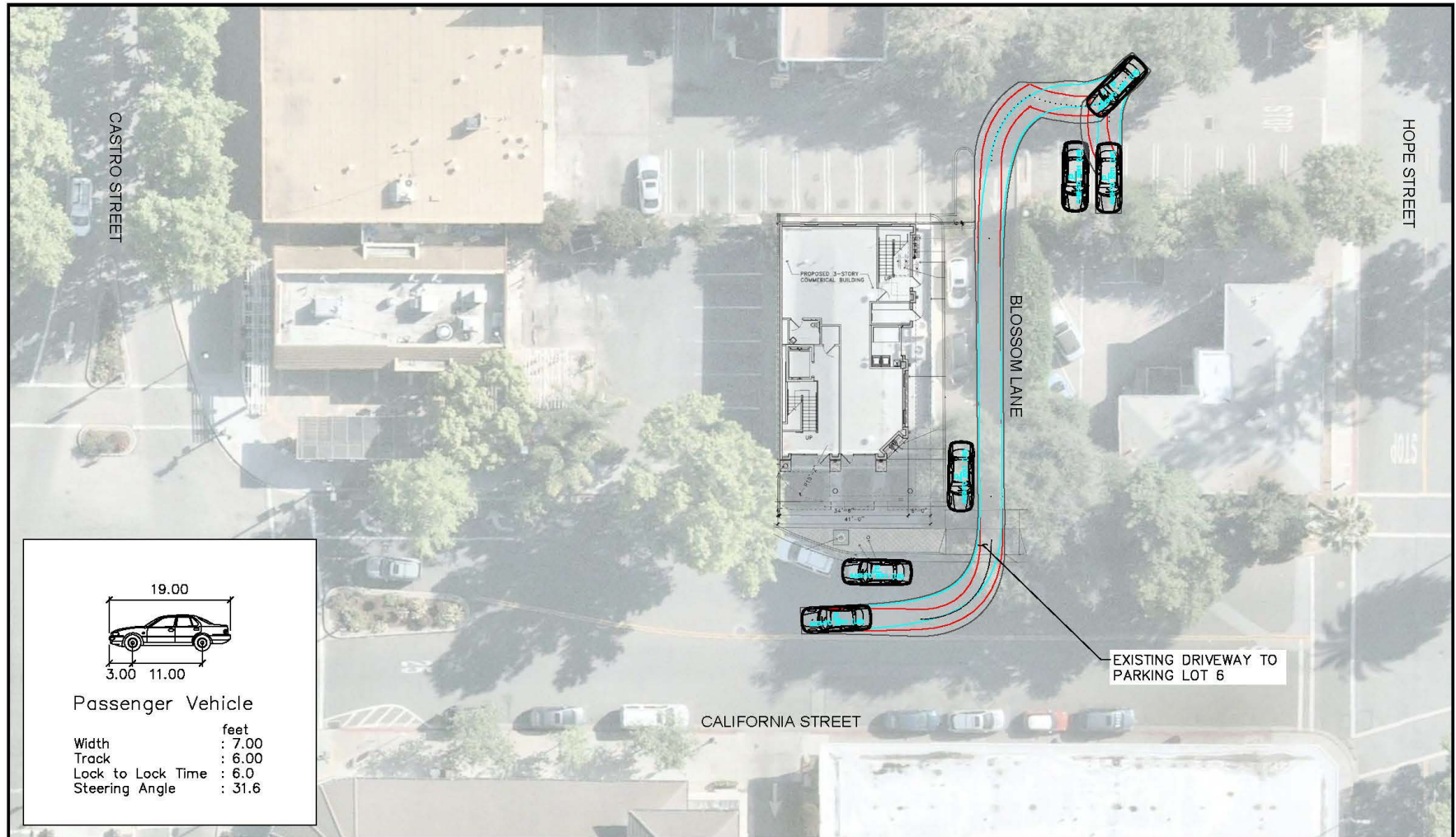


Figure 5: Delivery Vehicle Access

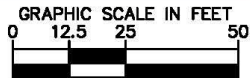
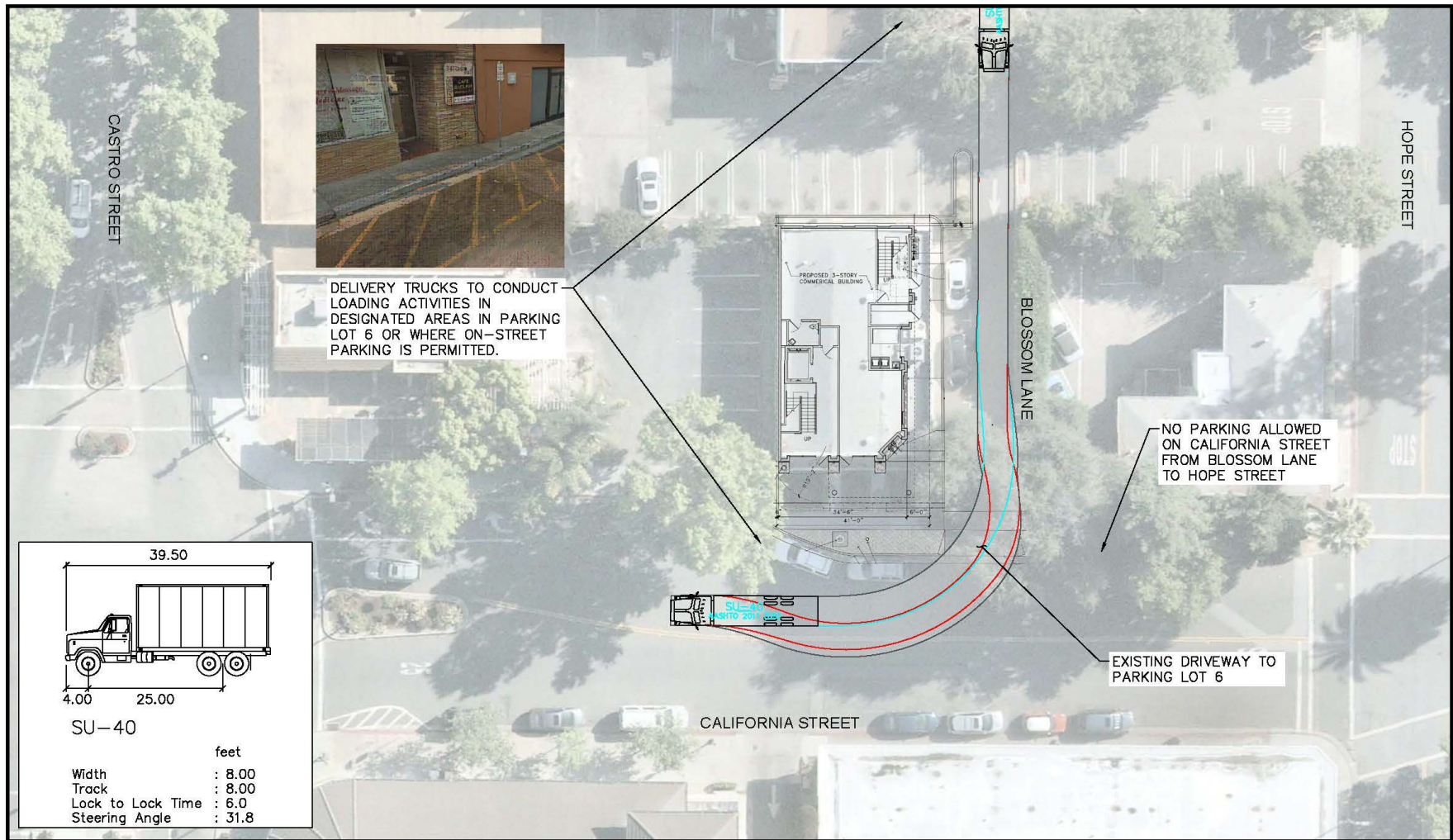


Figure 6: Garbage Truck Access

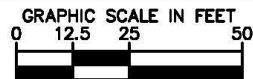
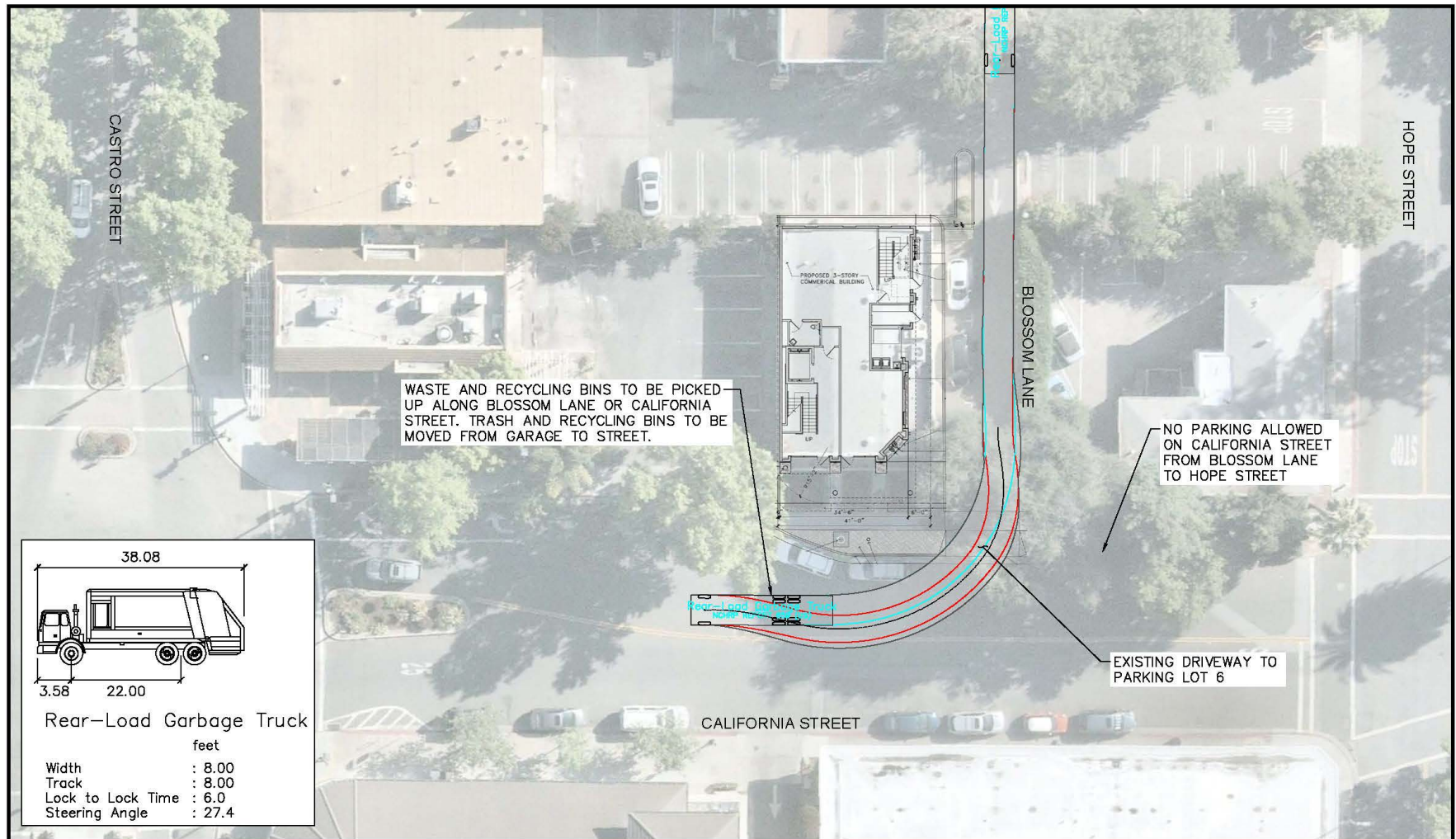
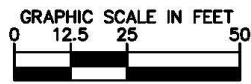
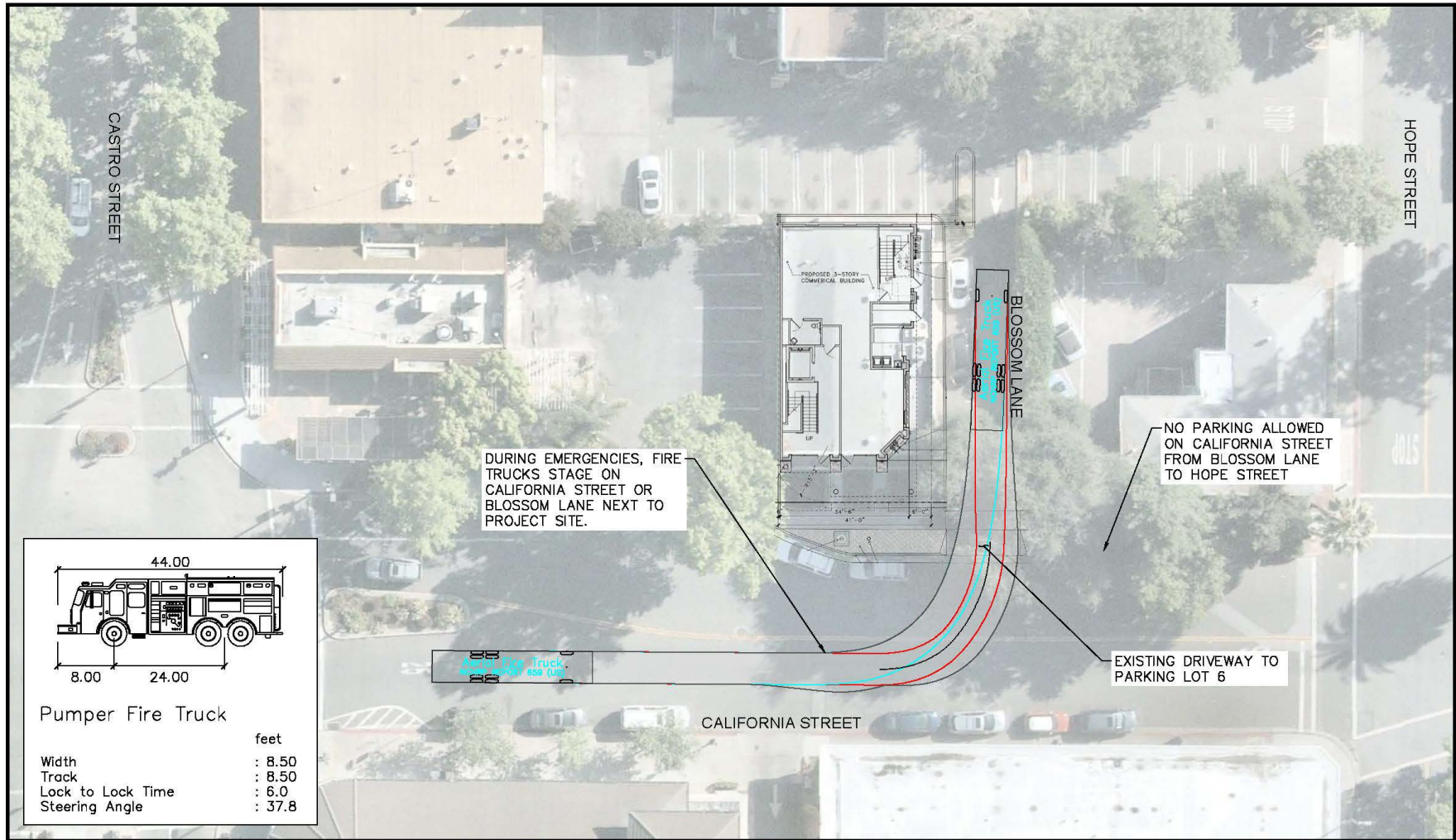


Figure 7: Fire Truck Access



5.4 Vehicle Sight Distance Analysis

A preliminary stopping sight distance and intersection sight distance analysis was conducted to determine the feasibility of the proposed project driveway location. The AASHTO methodology was used in this analysis. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.

Stopping sight distance is defined as the sum of reaction distance and braking distance. The reaction distance is based on the reaction time of the driver while the braking distance is dependent upon the vehicle speed and the coefficient of friction between the tires and roadway as the vehicle decelerates to a complete stop. This sight distance analysis indicates the minimum visibility that is required for an approaching vehicle on California Street to stop safely if a vehicle from the project driveway enters or exits the approaching road. The driver should also have an unobstructed view of the intersection, including any traffic-control devices, and sufficient lengths along the intersecting road to permit the driver to anticipate and avoid potential collisions.

For vehicles entering California Street from the existing Blossom Lane driveway, the AASHTO method evaluates sight distance from a vehicle exiting the driveway to a vehicle approaching from either direction. The intersection sight distance is defined along intersection approach legs and across their included corners known as departure sight triangles. These specified areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. Intersection sight distance is measured from a point 3.5-feet above the existing grade (driver's eye) along the potential driveway to a 3.5-foot object height in the center of the approaching lane on California Street. A vehicle setback in a stopped position from the back of sidewalk was assumed for determining intersection sight distance.

Minimum sight distance criteria for the potential driveway along California Street was determined from the AASHTO Geometric Design of Highways and Streets 6th Edition (Green Book). For the purposes of this analysis, a design speed of 30 mph (25 mph posted speed limit) was assumed along California Street. AASHTO standard time gap variables for passenger cars stopped on the proposed project driveways were used. Based on the existing traffic control, minimum sight distance was calculated for the following scenarios:

- Stopping Sight Distance on California Street
- Intersection Sight Distance Case B – Stop control at the proposed project driveway
 - Case B1 – Left turn from the minor road
 - Case B2 – Right turn from the minor road

From Table 9-6 and Table 9-8 of the Green Book, the minimum stopping sight distance is 200 feet. The intersection sight distance is 335 feet for Case B1 and 290 feet for Case B2 assuming approach grades of 3 percent or less at 30 mph.

A site visit was taken to measure the available sight distance and departure sight triangles at the proposed driveway locations. From a 15-foot setback from the edge of travel way, the measured available sight distance is over 400 feet in the eastbound and westbound directions on California Street.

The proposed project driveway location satisfies the 200 feet minimum stopping sight distance required for all approaches on California Street. Vehicles on the road will have sufficient sight distance to react and stop safely if a vehicle from the project driveway enters or exits the road. It is assumed that vehicles turning left or right at the California Street/Castro Street and California Street/Hope Street intersections would be travelling less than 30 mph and would have sufficient visibility and stopping sight distance to stop and avoid any conflicting vehicles. Vehicles entering California Street from the Blossom Lane driveway next to the project will also have sufficient intersection sight distance in either direction to make a right or left turn onto the road per AASHTO Case B1 and B2 scenarios.

Overall, the existing driveway and its location next to the project is feasible and provides sufficient sight distance for traffic conditions. An exhibit comparing the design and measured available stopping and intersection sight distances is shown in **Figure 8**.

5.5 Project Impacts to Bicycle, Pedestrian, and Transit Access

The existing sidewalk along the project frontages on California Street would be reconstructed to provide direct bicycle and pedestrian access at the ground floor. The walkway in front of the project would be 18.25-feet wide with a 7-foot wide path of travel outside the building footprint. The main building entrance would be located along California Street, and one flight of emergency exit stairs is located on the east side of the building with access to Blossom Lane. The existing network of sidewalks and crosswalks in the study area have adequate connectivity and would provide staff and patrons with walkable routes to nearby bus stops, retail, and other points of interest in the immediate Mountain View downtown area. Many of the residential and commercial streets near the project feature lighting, landscaping, and wide sidewalks, which improve pedestrian perceptions of comfort and safety and provide a positive pedestrian experience.

Bicycle Access

The project is not anticipated to impact the existing bicycle facilities within the study area. Cyclists will be able to use the existing Class II bike lanes on California Street to access the project.

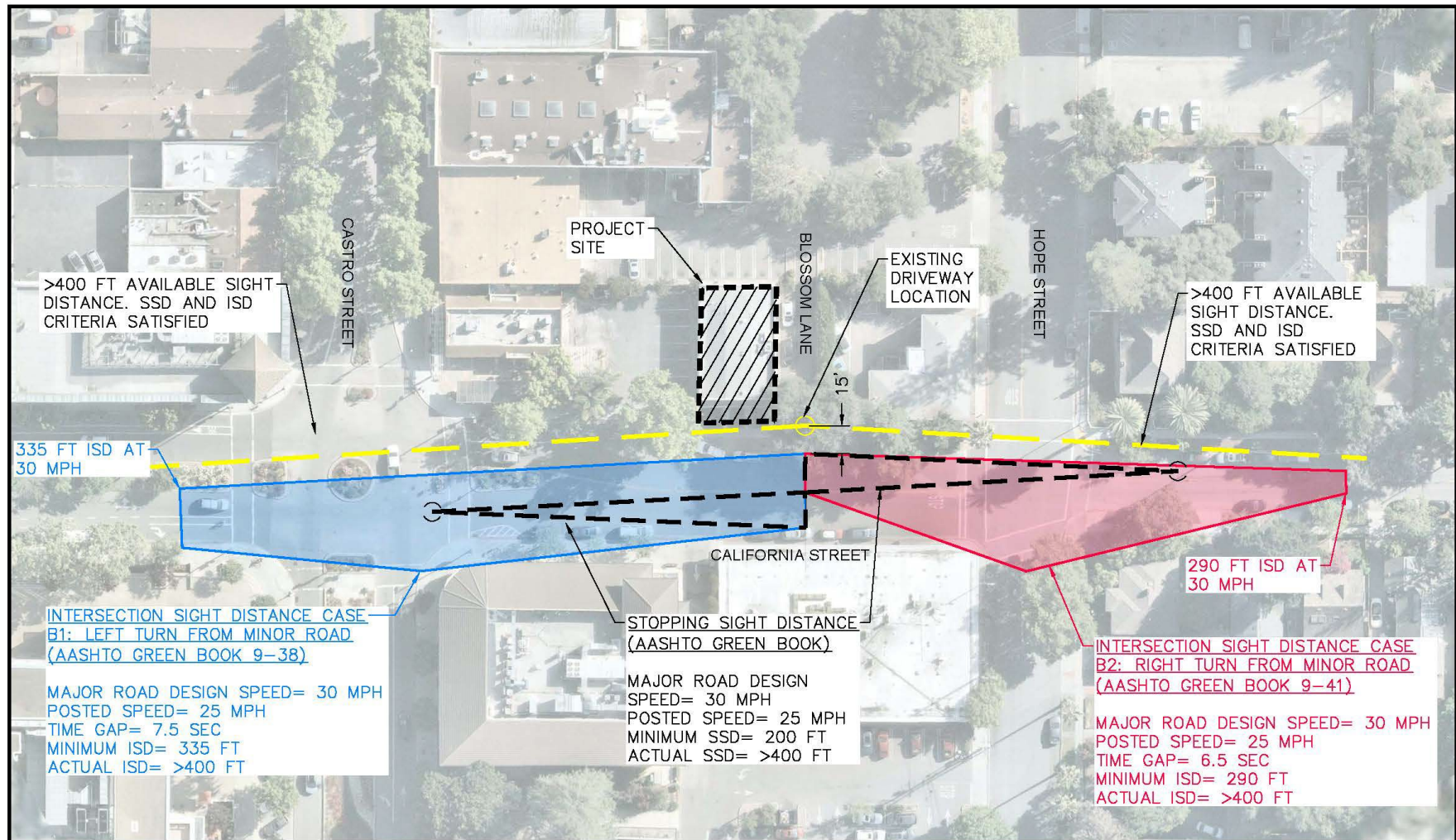
Pedestrian Access

The project would improve the sidewalk facilities along the project frontage and enhance the pedestrian experience along this section of California Street.

Transit Access

The project is not anticipated to impact the existing transit facilities within the study area. Visitors and employees accessing the project will be able to use the existing VTA transit stops located along California Street, Castro Street, and at the Mountain View Transit Center.

Figure 8: California Street Sight Distance Analysis



6: Parking Analysis

6.1 Vehicle and Bicycle Parking Supply and Requirements

The proposed project is located in the City's historic downtown retail district (Area H) and subject to the vehicle parking standards and policies established in the Downtown Precise Plan (June 2019). Chapter 36 Article 10 of the City Municipal Code also states bicycle parking requirements for community developments. Per Section 36.62.50 and 36.32.85 of the City Municipal Code and Table II-1 to Table II-2 of the Downtown Precise Plan, the proposed 756 California project land uses are required to provide the following minimum on-site parking:

- Retail (assumed use due to unknown future ground floor tenant)
 - One (1) vehicle parking space per 300 square-feet of gross floor area
 - Ground floor uses in Area H are exempt from parking requirements
 - Bicycle parking equal to five (5) percent of required vehicle spaces
- Administrative and Corporate Office (assumed use due to unknown future second floor tenant)
 - One (1) vehicle parking space per 333 square-feet of gross floor area
 - For upper floors, up to 100% of required parking can be supplied with in-lieu fees
 - Bicycle parking equal to five (5) percent of required vehicle spaces
- Medical and Dental (Dental Fabulous third floor tenant)
 - One (1) vehicle parking space per 166 square-feet of gross floor area
 - For upper floors, up to 100% of required parking can be supplied with in-lieu fees
 - Bicycle parking equal to five (5) percent of required vehicle spaces

The existing dental office site is eligible for a parking credit of up to eight (8) parking spaces. Based on the parking ratios and parking credits, the project is required to provide a minimum total of 14 on-site vehicle parking spaces and 1 on-site bicycle parking space for the proposed office, retail, and dental uses.

The project site plan does not provide on-site vehicle parking spaces; however, the project site plan proposes up to two (2) short-term bicycle spaces along Blossom Lane and up to four (4) long-term bicycle spaces in a ground floor storage room.

Based on the project description, the site plan satisfies the City's bicycle parking standard but does not meet the minimum vehicle parking requirements. The project applicant intends to implement a Transportation Demand Management (TDM) plan and/or pay a fee in lieu of parking in conformance with City parking standards and policies pending coordination with City staff.

Table 2 summarizes the vehicle and bicycle parking requirements for the 756 California project.

Table 2 – Project Parking Supply and Requirements

GUIDELINE SOURCE	PARKING TYPE	LAND USE	PARKING STANDARD PER GUIDELINE	PROJECT SIZE (SQFT)	VEHICLE PARKING (# SPACES)	BICYCLE PARKING (# SPACES)
Mountain View Downtown Precise Plan	Vehicle	Retail	1 vehicle space per 300 SQFT Area H Ground Floor uses exempt	2,139	0	-
		Administrative / Corporate Office	1 vehicle space per 333 SQFT	2,574	8	-
		Medical / Dental	1 vehicle space per 166 SQFT	2,396	14	-
Mountain View Municipal Code	Bicycle	Retail	Bicycle parking equal to 5% of required vehicle spaces	-	-	0
		Administrative / Corporate Office		-	-	0
		Medical / Dental		-	-	1
Subtotal Parking Requirement				7,109	22	1
Existing Parking Credit (Current Dental Office)					8	
Total Parking Requirement					14	1
Proposed Parking Supply				-	0	6
Sufficient On-Site Parking?				-	NO	YES
Parking Mitigation				-	TDM Plan and/or In-Lieu Parking Fees	N/A
NOTES:						
SQFT = Square Feet; GFA = Gross Floor Area						
Proposed parking supply based on project description from applicant						
Parking requirements based on Mountain View Municipal Code and Downtown Precise Plan						

6.2 Vehicle Parking Demand

Table 3 provides a summary of on-site vehicle parking demand for the existing site and the proposed project utilizing the following parking demand rates:

- Small Office Building land use from *ITE Parking Generation Manual 5th Edition* (ITE Code 712)
 - Weekday average peak demand of 2.56 vehicles per 1,000 square-feet of floor space
 - Applied to future retail and office tenant spaces (4,713 square-feet)
- Medical-Dental Office land use from *ITE Parking Generation Manual 5th Edition* (ITE Code 720)
 - Weekday average peak demand of 3.23 vehicles per 1,000 square-feet of floor space
 - Applied to existing and future Dental Fabulous tenant (2,396 square-feet)

Table 3 – Estimated ITE Parking Demand for Existing and Project Conditions

LAND USE / DESCRIPTION	PROJECT SIZE	AVG		
		33%	85%	
Parking Demand Rates (ITE)				
Small Office Building [712]	Per KSF	2.56	2.12	4.17
Medical Office Building [720]	Per KSF	3.23	2.73	4.59
Project Conditions				
Dental Fabulous Office Tenant (Floor 3)	2.40 KSF	8	7	11
Potential Office Tenant (Floor 2)	2.57 KSF	7	5	11
Potential Retail Tenant (Floor 1)	2.14 KSF	5	5	9
Gross Project Parking Demand		20	17	31
Existing Conditions				
Existing Dental Fabulous Office	-2.40 KSF	(8)	(7)	(11)
Gross Project Parking Demand		(8)	(7)	(11)
Net Total Parking Demand		12	10	20
Notes:				
Parking demand based on ITE Parking Generation Manual 5th Edition				
ITE Small Office and Medical Office Building Land Uses assumed based on proposed site plan from Studio 02 (12/05/2018). For conservative analysis, Small Office assumed for unknown retail tenant.				
The existing dental office will remain with no expansion of services. Existing parking condition for project is the same demand generated by the proposed dental use.				

LAND USE DESCRIPTION	AVERAGE DEMAND PER TIME OF DAY												
	8am	9am	10am	11am	Noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Parking Demand Percentages (ITE)													
Small Office Building [712]	27%	69%	88%	100%	81%	81%	84%	86%	92%	85%	4%	0%	0%
Medical Office Building [720]	43%	88%	99%	100%	83%	74%	94%	93%	86%	54%	0%	0%	0%
Project Conditions													
Potential Office and Retail Tenant (F1,F2)	3	8	11	12	10	10	10	10	11	10	0	0	0
Dental Fabulous Office Tenant (F3)	3	7	8	8	7	6	8	7	7	4	0	0	0
Gross Total Parking Demand													
	7	15	18	20	16	16	18	18	18	15	0	0	0
Notes:													
Parking demand based on ITE Parking Generation Manual 5th Edition													

conducted for City owned Parking Lot 6 and Parking Lot 7. It is assumed that the increased parking demand from the project would only utilize Parking Lot 6 and 7 for the purposes of this study.

To verify the availability of parking spaces at Parking Lot 6 and Parking Lot 7 during the project's peak operating times, an actual parking count was conducted. For most public parking, it is typical for commercial areas with mixed tenants to have shared parking utilization with each tenant land use having different parking peaks throughout the day. As a result, an occupancy count was performed to confirm if the combined demand for parking is less than what typical parking rates and requirements would indicate.

6.3 Downtown Parking Action Plan

The City of Mountain View conducted a parking study to increase public parking capacity within the existing public parking system, reduce public parking demand, and provide a roadmap on how to implement paid parking in the downtown district. In January 2019, the *Downtown Parking Action Plan* (PAP) was prepared by Dixon Resources Unlimited to implement an effective and efficient parking program for the City. To help with the overall management of the downtown public parking facilities, the PAP collected parking occupancy counts on April 25-28, 2018 (Wednesday through Saturday) from 10AM to 8PM.

From the data collected, weekdays had the highest average parking demand for Parking Lot 6 and Parking Lot 7, with the peak parking demand occurring during the 12PM lunch and 6PM dinner hours. For the weekend, parking demand was low throughout the day until the evening dinner hours. The parking occupancy data for the downtown parking facilities are attached in the **Appendix**.

6.4 Vehicle Parking Lot Occupancy Survey

Parking occupancy counts were conducted at Parking Lot 6 and Parking Lot 7 to document the existing parking occupancy and demand. Parking occupancy was observed at 11AM and 4PM on Wednesday August 28, 2019. Both the 11AM and 4PM survey times on a typical weekday represent the peak parking demand period for the project land uses based on ITE parking study data. In addition, the survey times represents the typical morning and afternoon peak hour for commercial and retail land uses in the downtown area.

The existing Parking Lot 6 provides of a total of 99 vehicle parking spaces while Parking Lot 7 provides a total of 97 vehicle parking spaces. When combining Parking Lot 6 and Parking Lot 7, a total of 182 parking spaces (93% of the 196 spaces available) were observed to be occupied at 11AM and 166 parking spaces (85% of the 196 spaces available) were observed to be occupied at 4PM.

Table 4 summarizes the existing Lot 6 and Lot 7 parking occupancy count and the forecasted parking occupancy with buildout of the proposed project. With project implementation, the shared Parking Lot 6 and 7 are anticipated to have a total of 194 occupied parking spaces (99% of the total spaces) during 11AM and 178 occupied parking spaces (91% of the total spaces) during 4PM which indicates a shortfall of available parking.

Table 4 – Parking Occupancy Count (Existing and Project Conditions)

TIME OF DAY	PARKING SUPPLY (# SPACES)			OCCUPIED PARKING (# SPACES)			EXISTING PARKING OCCUPANCY (%)			NET PROJECT PARKING DEMAND (# SPACES)	TOTAL OCCUPIED PARKING WITH PROJECT	PARKING OCCUPANCY WITH PROJECT (%)	ADEQUATE PARKING? (<85%)
	LOT 6	LOT 7	TOTAL	LOT 6	LOT 7	TOTAL	LOT 6	LOT 7	TOTAL				
-	-	-	-	-	-	-	-	-	-	-	-	-	
11:00 AM	99	97	196	95	87	182	96%	90%	93%	12	194	99%	NO
4:00 PM				92	74	166	93%	76%	85%	12	178	91%	NO
NOTES:													
Parking count observed on Wednesday August 28, 2019													
85% parking occupancy assumed as the maximum parking capacity threshold for adequate parking operations.													

When considering shared parking principles, Parking Lot 6 and Parking Lot 7 are anticipated to have insufficient parking spaces under peak weekday condition with project implementation. It should be noted that the 85% occupancy threshold is a typical parking industry standard that reflects when drivers will typically spend excess time and have trouble finding open spaces in parking lots with capacity above 85%. The combined existing parking occupancy for Lot 6 and 7 during the peak period already exceeds the 85% occupancy threshold, and the project is anticipated to create a significant parking impact that would exceed the existing parking supply and parking condition.

6.5 Vehicle On-Street Parking Occupancy Survey

On-street parking occupancy counts were also collected on California Street and Hope Street adjacent to the project site, Parking Lot 6, and Parking Lot 7. The on-street parking count was observed at 11AM and 4PM during the peak parking demand period for the project land uses based on ITE parking study data.

The results of the on-street parking count and the forecasted parking occupancy with buildout of the proposed project are summarized in **Table 5**. During the AM peak, on-street parking next to the project was fully occupied apart from Hope Street between California Street and Dana Street. During the PM peak, some on-street parking is available next to the project on California Street and Hope Street.

Assuming all project trips utilize nearby on-street parking spaces, the total on-street parking condition would have insufficient parking capacity to accommodate the additional project trips. For the peak periods, the total parking occupancy would exceed or reach the 85% parking occupancy threshold.

It should be noted that the on-street parking count represents a single day of data and does not reflect typical weekday parking conditions. Based on the results, adjacent on-street parking would generally not be available for employees and patrons accessing the project during the AM and PM peak parking demand if Parking Lot 6 and 7 are fully occupied.

Table 5 – On-Street Parking Occupancy Count (Existing and Project Conditions)

TIME OF DAY	CALIFORNIA STREET (CASTRO TO HOPE)			HOPE STREET (CALIFORNIA TO DANA)			HOPE STREET (CALIFORNIA TO MERCY)		
	ON-STREET PARKING SUPPLY (# SPACES)	OCCUPIED PARKING (#SPACES)	EXISTING PARKING OCCUPANCY (%)	ON-STREET PARKING SUPPLY (# SPACES)	OCCUPIED PARKING (#SPACES)	EXISTING PARKING OCCUPANCY (%)	ON-STREET PARKING SUPPLY (# SPACES)	OCCUPIED PARKING (#SPACES)	EXISTING PARKING OCCUPANCY (%)
11:00 AM	9	9	100%	36	17	47%	32	32	100%
4:00 PM		8	89%		19	53%		22	69%
	TOTAL								
TIME OF DAY	ON-STREET PARKING SUPPLY	OCCUPIED PARKING (#SPACES)	EXISTING PARKING OCCUPANCY (%)	NET PROJECT PARKING DEMAND (# SPACES)	TOTAL PARKING WITH PROJECT	PARKING OCCUPANCY WITH PROJECT (%)	ADEQUATE PARKING? (<85%)		
11:00 AM	77	58	75%	12	70	91%	NO		
4:00 PM		49	64%	12	61	79%	YES		
NOTES:									
Parking count observed on Wednesday August 28, 2019									
85% parking occupancy assumed as the maximum parking capacity threshold for adequate parking operations.									

6.6 Parking Strategies and Recommendations

The project is anticipated to create a significant parking impact that would exceed the existing parking supply and parking condition, since the adjacent City owned lots and on-street spaces are already operating at peak capacity.

The project is located in the Downtown Parking District, Area H, which allows up to 100% of required parking to be paid through an in-lieu fee. Based on the Downtown parking requirements, the project requires 14 parking spaces. The project lot size is only 0.07-acres and due to its small size and configuration, is unable to accommodate any on-site parking. The project is proposing to pay the Parking-In-Lieu fee for all required parking. The project also proposes a Transportation Demand Management (TDM) Program to reduce parking demand on site.

An overview of applicable parking strategies that could be implemented for the project is described below. The potential parking strategies listed are not all inclusive for the project and would need to be coordinated between the project applicant and the City for approval.

Bicycle Parking, Showers, and Changing Facilities

The provision of bicycle parking and storage are important ways to enhance convenience and security for cyclists since inadequate facilities and fear of theft are major deterrents to bicycle transportation. In general, bicycle racks improve convenience for short-duration stops and bicycle storage facilities

improve security for longer-duration stops. Class I parking facilities are intended for long-term parking for employees and include bicycle lockers, restricted rooms, and enclosed cages. These on-site amenities can support biking and promote it as an alternative commuting method.

Bicycle Sharing

A bike share program provides flexibility for members to rent/borrow a bicycle and use it to travel to and from their destination. As of 2017, the City is no longer participating in the Bay Area Bike Share program but is currently pursuing options to join a new smart-bike sharing system. Alternatively, the project could also supply its own complimentary shared bicycles for tenants that can be stored in a on-site bike storage room.

Telecommuting/Flexible Work Schedule Program

Telecommuting allows employees to work remotely and reduces trips to the work site while flexible work schedules allow employees to modify their work hours to be able to use transit or other travel modes. Depending on project development, these policies can be incorporated into the retail and office component of the project site to encourage alternative transportation. Lease arrangements to tenants would adopt a telecommute/flexible work schedule with parameters to who is eligible to participate.

Guaranteed Ride Home Program

A guaranteed ride home (GRH) program provides an occasional subsidized ride to commuters who use alternative modes and eliminates a common constraint to the use of alternative transportation. This TDM measure would provide a guaranteed ride home for people who do not drive to work alone to ensure they are not stranded if they need to go home in the middle of the day due to an emergency or stay late and need a ride at a time when transit service is not available. The applicant can augment the GRH program through partnering with a Transportation Network Company (TNC such as Uber, Lyft, or Sidecar) to provide reliable transportation options for non-drivers.

Rideshare Matching Services

A rideshare program helps facilitate carpool and vanpools by matching drivers and passengers based on location and schedules which provides convenience and promotes commuters to use alternative modes. The applicant would promote existing rideshare services such as 511.org and vRide to its office and retail tenants to facilitate carpooling for the project. The applicant could also create a location map graphic to share the information about potential carpool matches.

Shuttle Services

The proposed project is located in Downtown Mountain View and is within walking distance (less than ¼ mile) to several VTA bus stops and transit centers. The walking and biking accessibility to these transit and shuttle routes will encourage commuters to take alternative transportation as a mean to get to and from their desired destinations.

Marketing and Information

A strong marketing campaign will increase awareness to retail and office tenants and will improve participation in alternative transportation programs. An on-site employee transportation coordinator could be established to manage the TDM program and serve as a liaison. The transportation coordinator can distribute the following for marketing its TDM plan:

- Information “Welcome” packets for new tenants

- Building / Project website with information and links to relevant TDM agencies, forms, and services
- Regularly published electronic newsletter and e-blasts
- Information boards located in the lobby of the project posting updates to relevant TDM programs and incentives
- Describe the project's TDM plan in the covenants, conditions, and restriction (CC&R) for tenants

6.7 TDM Monitoring, Evaluation, and Enforcement

The City will monitor the project's TDM plan to ensure that the project remains compliant with their parking management strategy. After the development is constructed and the floor space is occupied, the property owner and/or transportation coordinator will need to maintain their contact information with the City. It is assumed that the property owner and/or on-site Transportation Coordinator will assume responsibility for implementing the ongoing TDM measures for the project site.

All new development or building additions greater than 1,000-square feet shall establish a peak period vehicle trip cap. The trip cap is the metric by which TDM compliance will be measured which is calculated based on a single occupancy vehicle (SOV) mode share and a carpool mode share as determined by the City.

To aid in the monitoring process, it is recommended to conduct an annual employee survey that will provide insight into the success of the various TDM measures. The survey would be used to determine the mode share between single-occupancy-vehicle trips and alternative transportation trips and employee feedback on how to modify less effective measures and expand upon successful ones.

The project's TDM plan will need to be re-evaluated annually for the life of the project and have reports submitted to the City of Mountain View per the latest TDM guidelines. The report should include the following elements:

- Annual vehicle trip counts conducted by a third party
- Status of all existing TDM programs including data on participation rates if available
- Description of the data collection methodology
- Results of the employee TDM survey
- Evaluation of the site's performance compared to the City's requirements
- Description of next steps (if needed) including future TDM modifications and implementation timeline.

If the vehicle trip count result in more trips than the trip cap, the property owner will need to adjust the TDM program to satisfy the required trip reduction measures. It is recommended that the TDM program review is conducted in conjunction with the employee survey results to identify refinements to existing strategies and new strategies to implement. Since some TDM measures take longer to implement and become widely used, the City may consider whether the property owner has made a good-faith effort to meet the TDM goals and may allow the property owner a certain "grace period" time. At the City's discretion, the project may be given a grace period to adjust the TDM program before project trips counts are reassessed.

If subsequent annual monitoring counts show the trip cap is still not being met, the City will assess a financial penalty based on the employer/property owner's TDM and penalty programs developed by the City. These non-compliance penalties would be applied every year thereafter that the site is not in compliance with the established trip cap.

6: Appendices

Appendix A – 756 California Street Site Plan

Appendix B – Santa Clara Countywide VMT Evaluation Tool Report

Appendix C – Parking Rates from ITE Parking Generation Manual 5th Edition

Appendix D – Downtown Parking Action Plan (January 2019) by Dixon Resources Unlimited



PROJECT INFORMATION

APN	158-23-082	CODE REFERENCE	SECTION
ZONE	P-19 DOWNTOWN PRECISE PLAN AREA H		
LOT AREA	3,075 SF		
ZONE	AREA H - HISTORIC RETAIL DISTRICT	MV DOWNTOWN PRECISE PLAN	AREA H
PROPOSED BUILDING AREA	7,092 SF		
	GROUND FLOOR = 2,139 SF (GROSS)		
	2ND FLOOR = 2,574 SF (GROSS)		
	3RD FLOOR = 2,398 SF (GROSS)		
FLOOR AREA RATIO	2.34		
PROPOSED # OF STORY	3		
PROPOSED LOT COVERAGE	70% (100% MAX.)	MV DOWNTOWN PRECISE PLAN	AREA H
PROPOSED BUILDING HEIGHT	47'-0" (50' MAX.)	MV DOWNTOWN PRECISE PLAN	AREA H
CURRENT USE	DENTAL / OFFICE		
PROPOSED USE	GROUND FLOOR - RETAIL SECOND FLOOR - OFFICE THIRD FLOOR - DENTAL		
PARKING REQUIRED	GROUND FLOOR - 1187 SF (EXEMPTED) SECOND FLOOR - 1708 SF / 333 = 6 THIRD FLOOR - 1693 SF / 166 = 11 SUBTOTAL = 17	MV DOWNTOWN PRECISE PLAN MV DOWNTOWN PRECISE PLAN MV DOWNTOWN PRECISE PLAN	TABLE II-1, II-2 TABLE II-1, II-2 TABLE II-1, II-2
PARKING PROVIDED	0		
BICYCLE SPACES REQUIRED	GROUND FLOOR = 0 X 2K = 0 ORANGE SECOND FLOOR = 6 X 5K = 0.3 ORANGE THIRD FLOOR = 11 X 2K = 0.22 ORANGE TOTAL = 0.52	MOUNTAIN VIEW ZONING MOUNTAIN VIEW ZONING MOUNTAIN VIEW ZONING ORANGE MOUNTAIN VIEW ZONING ORANGE	A36.37.040 A36.37.040 A36.37.040 A36.37.040
BICYCLE SPACES PROVIDED	(2) SHORT TERM SPACES + (4) LONG TERM SPACES		
PROPOSED OCC GROUP	M (GROUND FLOOR) B (2ND AND 3RD FLOORS)	CALIFORNIA BUILDING CODE	SEC 309
PROPOSED BUILDING TYPE	V-B	CALIFORNIA BUILDING CODE	TAB 506.2
BASE ALLOWABLE BUILDING AREA	27,000 SF (SM)	CALIFORNIA BUILDING CODE	TAB 506.2
SPRINKLER	YES		

CODE REFERENCE	PROJECT TEAM
2016 CALIFORNIA BUILDING CODE WITH MOUNTAIN VIEW CITY CODE AMENDMENTS 2016 CALIFORNIA RESIDENTIAL CODE 2016 CALIFORNIA ADMINISTRATIVE CODE MOUNTAIN VIEW GREEN BUILDING CODE 2016 CALIFORNIA MECHANICAL CODE 2016 CALIFORNIA PLUMBING CODE 2016 CALIFORNIA ELECTRICAL CODE 2016 CALIFORNIA FIRE CODE WITH MOUNTAIN VIEW CITY CODE AMENDMENTS 2016 INTERNATIONAL PROPERTY MAINTENANCE CODE (WITH MOUNTAIN VIEW AMENDMENTS) TITLE 24, PART 6, CALIFORNIA ENERGY CODE (2008 EDITION)	LANDLORD 756 CALIFORNIA LLC 756 CALIFORNIA STREET #B . MOUNTAIN VIEW . CA 94041 CONTACT: HUY DO (T) 850.998.6077 (E) BHUYDODDS@DENTALFABULOUS.COM ARCHITECT STUDIO 02 INC. 1136 E HAMILTON AVE . #100 . CAMPBELL . CA 95008 CONTACT: SUNNY TAM AIA LEED BD+C (T) 408.730.8877 (F) 408.716.2996 (E) SUNNY@STUDIO02.NET CIVIL GREEN CIVIL ENGINEERING, INC 1500 S NORFOLK ST #550 . SAN MATEO, CA 94403 CONTACT: AMBROSE WONG (T) 650.931.2514 (E) AWONG@GREEN-CE.COM LANDSCAPE ARCHITECT W. JEFFREY HEID 8179 ONELDA DRIVE . SAN JOSE . CA 95123 CONTACT: JEFFREY HEID (T) 408.691.5207 (F) 408.226.6085 (E) WJHEIDASLA@COMCAST.NET

LOCATION MAP



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A1.0 PROPOSED SITE PLAN
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PROJECT DESCRIPTION / DESIGN CONCEPT

DESCRIPTION

LOCATED IN THE HEART OF THE DOWNTOWN HISTORIC RETAIL DISTRICT AREA H, THE PROPOSED PROJECT IS A 3-STORY MIXED-USE BUILDING THAT WILL REPLACE THE EXISTING 1 STORY BUILDING CURRENTLY OCCUPIED BY A TECH COMPANY AND DENTAL FABULOUS WHO ALSO OWNS THE PROPERTY. WHEN THE BUILDING IS COMPLETED, DENTAL FABULOUS WILL OCCUPY THE THIRD FLOOR WHILE THE GROUND FLOOR WILL BE USED FOR RETAIL AND THE SECOND FLOOR WILL BE FOR PROFESSIONAL OFFICE USE. ALL PROPOSED USES ARE PERMITTED PER THE DOWNTOWN PRECISE PLAN.

GIVEN THIS DEMOGRAPHIC HAS A BIG DEMAND ON SPACES FOR SMALL TO MEDIUM COMPANIES, IT IS THE PROPERTY OWNER'S INTENT TO TAILOR THIS PROJECT TO THE COMMUNITY NEEDS. THE PROPOSED BUILDING CONSISTS OF 3 STORIES, EACH CONNECTED WITH A FRONT LOBBY AND OPEN STAIRS AS WELL AS A STARWELL AT THE BACK. THESE MAIN COMPONENTS ARE STRATEGICALLY PLACED AT THE OPPOSITE CORNERS ALONG WITH STRUCTURAL FRAMES AND COLUMNS BEING LOCATED ALONG THE PERIMETER TO CREATE FLEXIBLE FLOOR PLATES THAT CAN EASILY BE SUBDIVIDED INTO MULTIPLE TENANT SPACES.

THERE IS NO ON-SITE PARKING PROPOSED DUE TO LOT SIZE CONSTRAINT. THE APPLICANT INTENDS TO PAY A FEE IN LIEU OF PARKING IN CONFORMANCE WITH THE PARKING STANDARDS AND POLICIES.

DEVELOPMENT MASSING

THE PROPOSED BUILDING IS 3 STORIES HIGH, WITH A PARAPET WALL TOPS OFF AT 41.5 FEET TO THE TOP OF DECORATIVE CORNICES WHICH IS IN COMPLIANCE WITH MAXIMUM 55 FEET AND FOUR STORIES ALLOWED IN AREA H. IT WILL BE CONSTRUCTED WITH STEEL FRAMING AND LIGHT WEIGHT CONCRETE FILLED METAL DECKING AS THE MAIN STRUCTURAL SYSTEM WITH DRAINAGE EXTERIOR INSULATION AND FINISH SYSTEMS (EIFS) OVER METAL STUD FRAMING AS EXTERIOR WALLS. TYPICAL FLOOR TO FLOOR HEIGHT IS 12 FEET WITH A MINIMUM OF 10' CEILING ON THE GROUND FLOOR PER THE DOWNTOWN PRECISE PLAN. THE TOP OF THE ELEVATOR SHAFT WILL BE TUGGED TO THE MIDDLE ON THE LEFT SIDE, WITH PROPOSED ROOFTOP MECHANICAL UNITS LOCATED TOWARD THE BACK SIDE AND WILL BE SCREENED BY THE PARAPET WALL.

STEPBACK HAS BEEN INTRODUCED ON THE THIRD FLOOR STREET FRONT TO BETTER PRESERVE THE HISTORICAL CHARACTER OF THE EXISTING BUILDINGS. WITH A DEEPER STEPBACK AT THE REAR OF THE BUILDING. SKYLIGHTS ARE UTILIZED TO ALLOW NATURAL LIGHT TO REACH THE DARKEST CORNER ON THE SECOND FLOOR. IT ALSO PROVIDE ENOUGH PROPERTY LINE SEPARATION IN THE REAR THAT WOULD ALLOW HAVING WINDOW OPENINGS.

DUE TO PUBLIC WORKS SIDE STREET/DRIVEWAY TRIANGLE OF SAFETY DESIGN GUIDELINES, THE GROUND LEVEL STREET FRONT FACADE HAS BEEN PULLED BACK WITH A CHAMFERED CORNER ON THE BLOSSOM LANE SIDE. FURTHERMORE, THE SUPPORTING COLUMNS ARE KEPT TO MINIMUM SIZES IN ORDER TO BE IN COMPLIANCE. THE CHAMFERED CORNER ALSO PROVIDES THE CLOSEST LOCATION FROM CALIFORNIA STREET FOR THE FIRE DEPARTMENT ASSEMBLY WITHOUT OBSTRUCTING THE STREET FRONT FACADE. A 4-FOOT SEPARATION BETWEEN THE BUILDING FACADE AND THE BLOSSOM LANE PROPERTY LINE HAS BEEN CREATED ALONG THE REAR HALF OF THE BUILDING IN ORDER TO ACCOMMODATE WINDOW OPENINGS IN COMPLIANCE WITH THE REQUIREMENT AND TO PROVIDE ACCESS TO THE ELECTRICAL ROOM AND THE REAR EXIT STAIRWELL, AS WELL AS BICYCLE PARKING. THE FRONT HALL, HOWEVER, WILL HAVE A WIDER SEPARATION OF 8 FEET FOR THE TRASH ROOM AND DUMPSTER MANEUVER CLEARANCE PER PUBLIC WORKS REQUIREMENT.

ARCHITECTURAL STYLE

THE PROPOSED BUILDING DESIGN ECHOES THE ARCHITECTURE OF THIS SPECIFIC ZONE WITH A COMPARABLE, CONSISTENTLY LIGHT EARTH TONE FACADE AND ARCHITECTURAL FEATURES SUCH AS RECESSED STOREFRONT WINDOWS THAT CREATE SHADE AND SHADOW, COMPOSITIONAL CHANGE IN FACADE, AND DECORATIVE CORNICES THAT ARE COMPATIBLE WITH EXISTING SURROUNDING STRUCTURES.

THE GROUND LEVEL STREET FRONT IS TREATED WITH HIGH PERFORMANCE CLEAR STOREFRONT WINDOW SYSTEM WITH WALL BASE, AND NARROW BUILDING INCREMENTS TO MAINTAIN AN INVITING AND INTERACTIVE EXPERIENCE FOR PEDESTRIANS SIMILAR TO REST OF THE AREA. COMPOSITIONAL CHANGE IN FACADE AT APPROXIMATELY 13 FEET TO 18 FEET IS RELATIVELY NARROW DUE TO THE SMALL BUILDING FOOTPRINT. IN ADDITION, THE GROUND LEVEL STREET FRONT IS RECESSED AS THE SECOND FLOOR CANTILEVERS OUT. IT PROVIDES A NATURAL OVERHANG THAT PROTECTS THE ENTRANCE FROM WEATHER IN CONJUNCTION WITH THE SIDE STREET/DRIVEWAY TRIANGLE OF SAFETY DESIGN GUIDELINES. IT ALSO ESTABLISHES A MORE DEFINED APPROACH TO THE ENTRANCE OF THE PROJECT. PLANTER BOXES ARE PLACED ALONG THE GROUND LEVEL TO REINFORCE THE PEDESTRIAN EXPERIENCE. DEEPENED PLANTING AREA ARE LOCATED IN FRONT OF UTILITY AREA SUCH AS THE FIRE DEPARTMENT ASSEMBLY AND THE GAS METER FOR SCREENING, TRASH AND SERVICE ACCESS WILL BE FACING BLOSSOM LANE AND AWAY FROM STREET VIEW. UTILITY DOORS, ROLL-UP SERVICE DOOR WILL BE PAINTED TO MATCH BUILDING WALL. WINDOW OPENINGS ARE LIMITED ON BLOSSOM LANE SIDE AND IS PROHIBITED ON THE REAR PARKING LOT SIZE DUE TO THE PROXIMITY TO THE EXISTING PROPERTY LINE PER THE BUILDING CODES. INSTEAD, INDENTATIONS ARE INTRODUCED TO MIMIC THE RECESSED WINDOWS ESPECIALLY ON THE REAR FACADE TO BREAK UP THE BLANK CONTINUOUS WALL AND TO MAINTAIN THE RHYTHM OF THE OVERALL ARCHITECTURAL DESIGN.

HORIZONTAL MOLDINGS ARE INTRODUCED AT EACH WINDOW BAY FOR VISUAL ENHANCEMENT. THE ROOF EAVE WILL RECEIVE HORIZONTAL MOLDINGS AS WELL AS DECORATIVE CORBELS WHICH ARE EXISTING HISTORICAL DETAILS IN THE AREA, TO BREAK UP THE ROOF LINE. WALL REVEALS ARE USED TO ESTABLISH A RHYTHM AND TO BREAK UP THE LARGE WALL AREA.

SUNSHADING DEVICES ARE UTILIZED TO CONTROL THE AMOUNT OF SOUTHERN SUN ADMITS INTO THE BUILDING. ALONG WITH HIGH PERFORMANCE WINDOW SYSTEMS THEY WILL PROVIDE OPTIMAL NATURAL LIGHT QUALITY TO THE BUILDING INTERIORS AS WELL AS USER VISUAL COMFORT. AWNING WINDOWS ARE PROPOSED THROUGHOUT THE BUILDING TO PROMOTE NATURAL VENTILATION, WITH OTHER MEASURES SUCH AS HIGH EFFICIENCY HVAC SYSTEM, ENERGY EFFICIENT LIGHTING, DROUGHT TOLERANT PLANTING, THE DESIGN WILL MEET THE INTENT OF LEED GOLD.

THE FACADE FACES THE 383 CASTRO STREET PROPERTY WILL BE FINISHED WITH NO DESIGN ELEMENT BUT EXPANSION JOINTS. THIS IS ASSUMED THE ADJACENT PROPERTY WILL BE REDEVELOPED SOON. THUS, THE WALL WILL NOT BE IN SIGHT FROM THE STREET.

PROPOSED THIRD FLOOR DENTAL OFFICE

HOURS OF OPERATION: MON-FRI 9A-6P, SAT 9A-2P
NUMBER OF EMPLOYEES: 5 - 7



FORMAL REVIEW SUBMITTAL
NEW 3-STORY BUILDING
756 CALIFORNIA STREET
MOUNTAIN VIEW . CA 94041

01.31.18 ISSUED FOR PLANNING
04.02.18 PLANNING COMMENT
12.05.18 PLANNING COMMENT

PROJECT: 16-5650

PROJECT INFORMATION

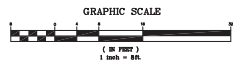


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NO.	DATE	COMMENTS

DRAWN BY: J. D. DUNN
 CHECKED BY: J. D. DUNN
 DATE: 06/11/2016
 SCALE: 1" = 10'-0"

SITE SURVEY
 387 CASTRO STREET (APN 156-29-094) & 756 CALIFORNIA STREET (APN 156-29-092)
 CITY OF MOUNTAIN VIEW, COUNTY OF SANTA CLARA, CALIFORNIA



GENERAL NOTES:

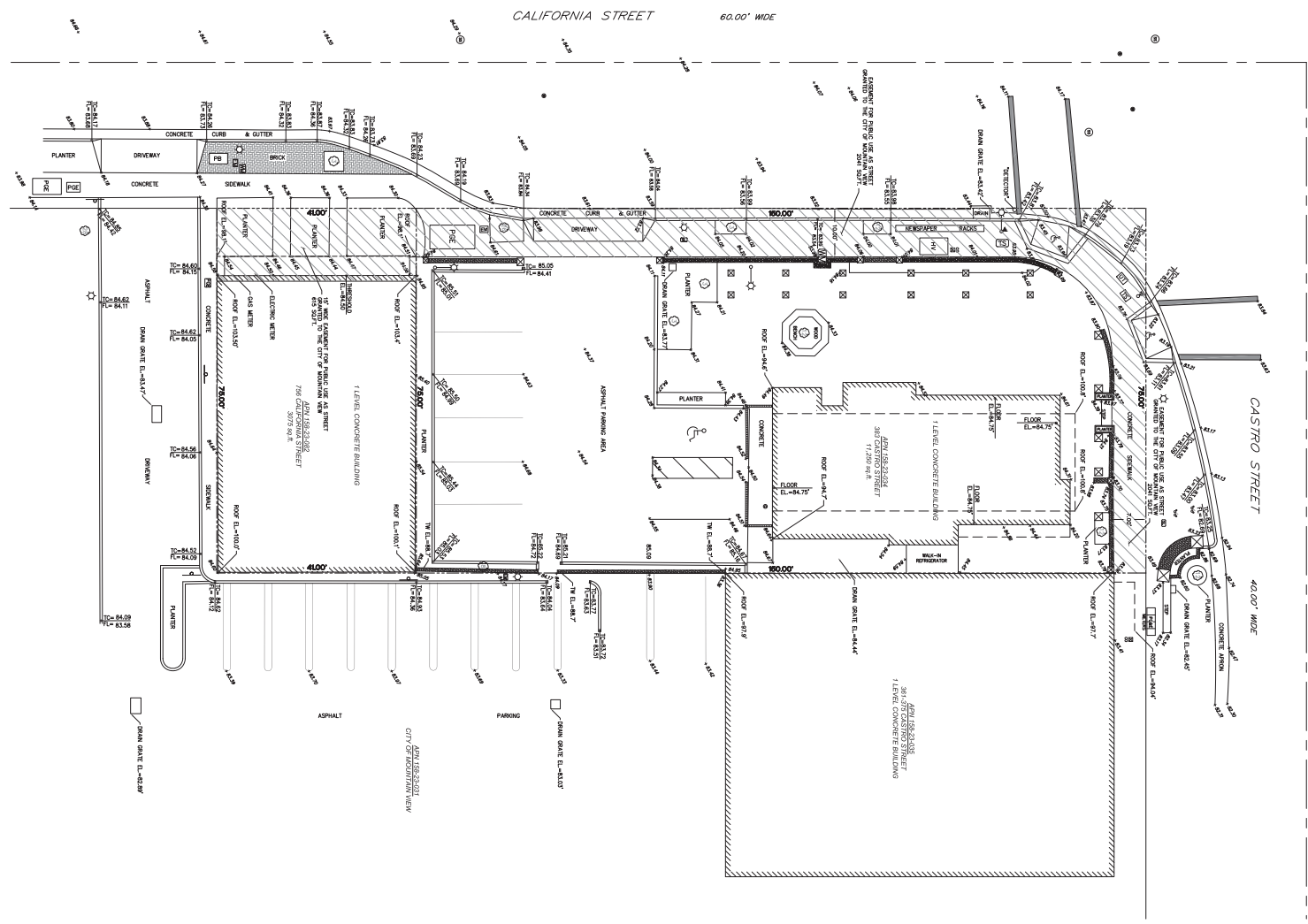
1. ALL DISTANCES ARE IN DECIMAL FEET UNLESS OTHERWISE NOTED.
2. ALL ANGLES ARE AT 90° UNLESS OTHERWISE NOTED.
3. THIS MAP REPRESENTS THE SITE CONDITIONS ON DATE OF FIELD SURVEY: JUNE 14, 2016.
4. ELEVATIONS ARE BASED UPON THE CITY OF MOUNTAIN VIEW VERTICAL CONTROL BENCHMARK V-31 LOCATED AT THE NORTHWEST CORNER OF DANA STREET AT HOPE STREET. BEING A BRONZE DISK STAMPED "V-31" ELEVATION 80.76 FEET (MVD 1000).
5. THE PROPERTY LINES SHOWN ON THIS MAP ARE BASED ON RECORD INFORMATION FROM THE CURRENT DEED.

BOUNDARY NOTE:

PROPERTY AND RIGHT-OF-WAY LINES SHOWN HEREON ARE BASED ON RECORD DATA AND NOT INTENDED TO BE A RETAILED FINAL SURVEY OF THE PROPERTY. BOUNDARY INFORMATION SHOWN HEREON IS FOR PLANNING PURPOSES ONLY.

LEGEND

- PROPERTY LINE
- ROOF LINE
- WATER WEIR
- STREET LIGHT POLE
- UTILITY BOX
- TRAFFIC SIGNAL BOX
- PAC-BELL BOX
- HIGH VOLTAGE BOX
- FIRE BOX
- WATER VALVE
- GAS VALVE
- SEWER CLEANOUT
- SIGN POST
- SEWER MANHOLE
- CONCRETE WALL
- RAILING FOOTPRINT
- WOOD FENCE
- TREE WITH DIA.
- STREET LIGHT
- LAMP POST
- TRAFFIC SIGNAL
- BIKE RACK
- WELDING RAMP OR UNRECORDED PARKING
- PILAR OR BASE OF COLUMN
- TOP OF CURB
- FLORENE
- TOP OF HILL



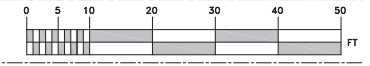
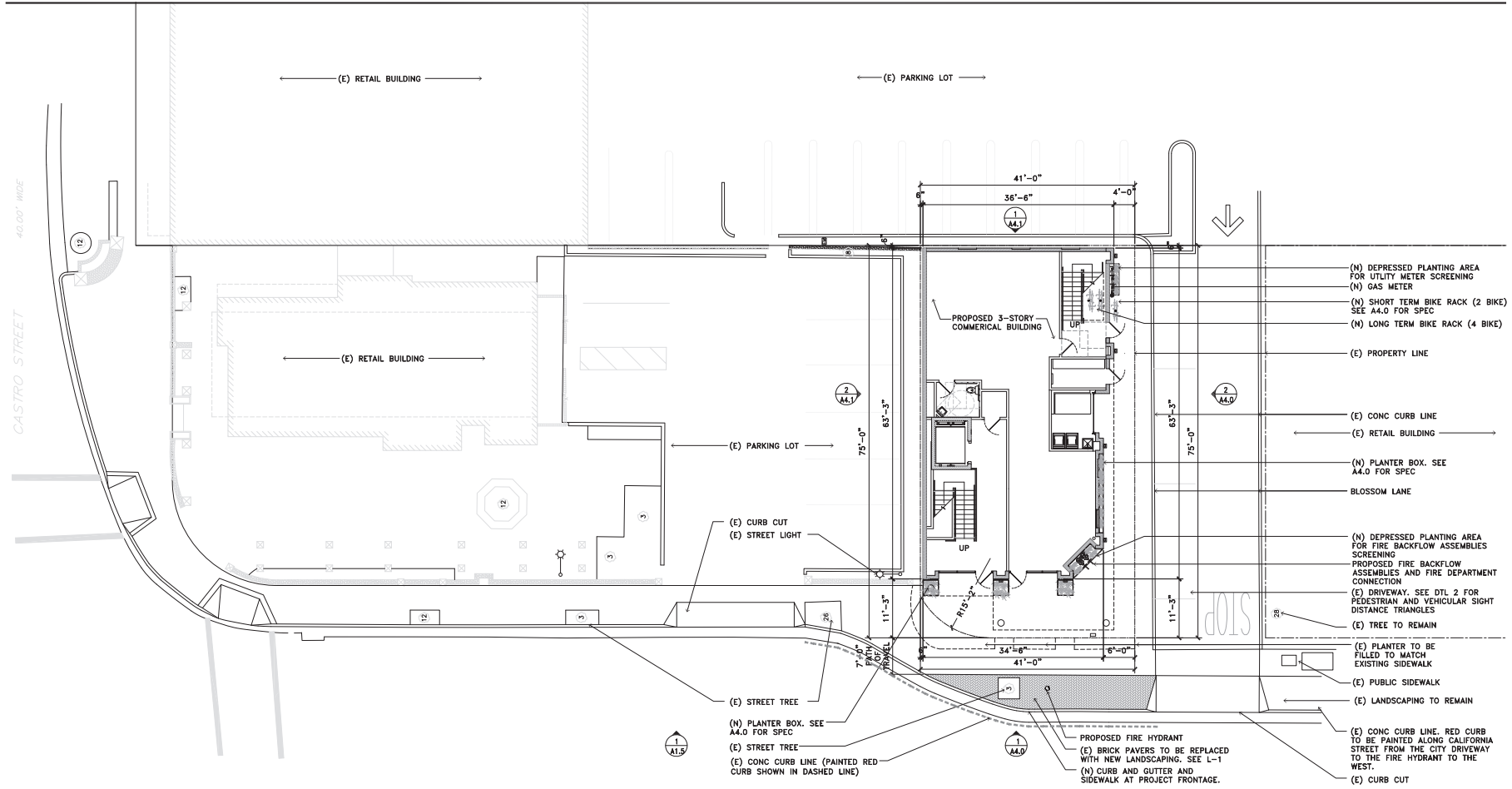
SURVEYOR'S STATEMENT
 This map was prepared by me or under my direction and is based upon a field survey at the request of W.S. Westover Group in June of 2016.

BY: [Signature]
 DANIEL J. WESTOVER, E.L.T.S.
 LICENSE EXPIRES: 12/31/17
 DATE: 07/17/16

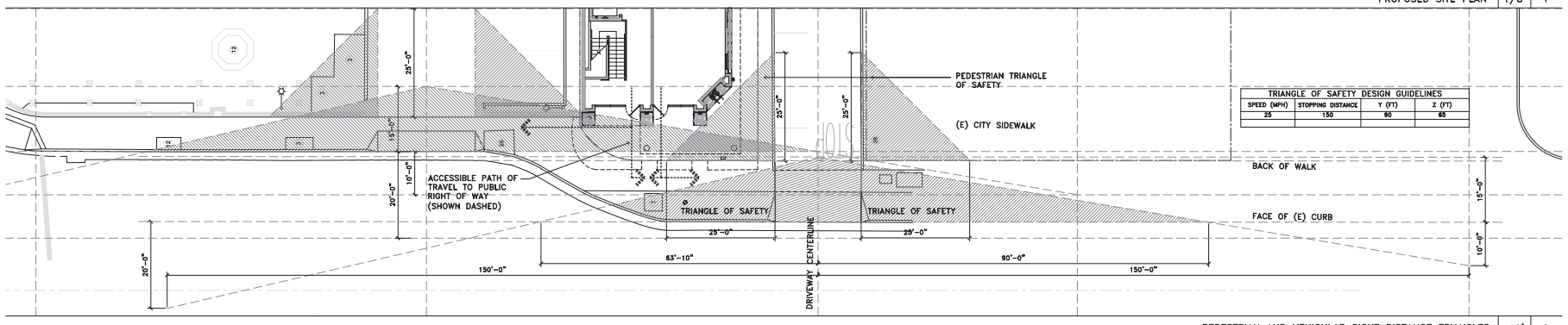


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PROPOSED SITE PLAN 1/8" = 1'



TRIANGLE OF SAFETY DESIGN GUIDELINES			
SPEED (MPH)	STOPPING DISTANCE	v (FT)	z (FT)
25	150	90	65

PEDESTRIAN AND VEHICULAR SIGHT DISTANCE TRIANGLES 10' = 2'

PROJECT: 16-5650

PROPOSED SITE PLAN





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FIRE HYDRANT LAYOUT



A1.3

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TO CASTRO STREET



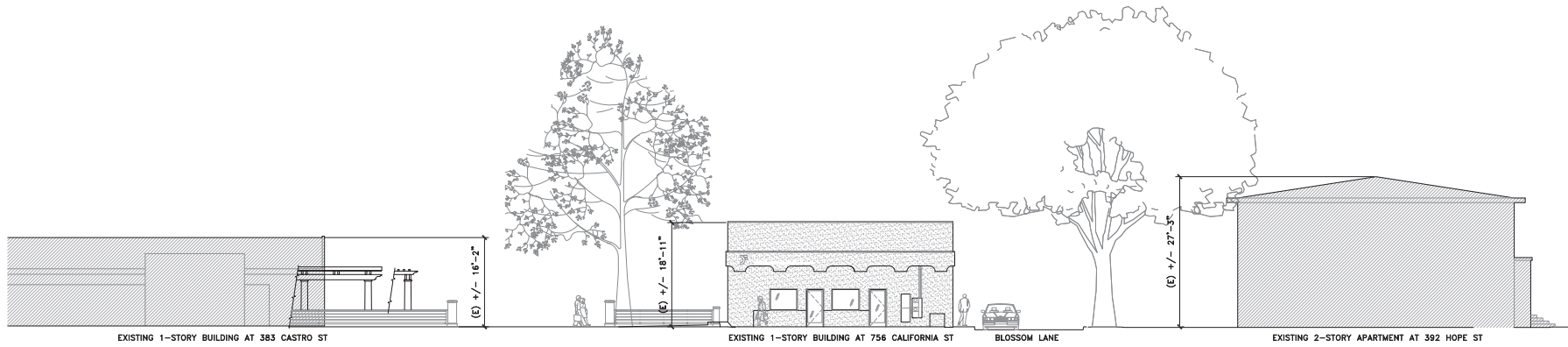
EXISTING PHOTOS AT 756 CALIFORNIA STREET



TO HOPE STREET



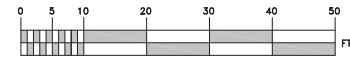
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1 EXISTING STREETScape ELEVATION AT 756 CALIFORNIA STREET
 1/8" = 1'-0"



1 PROPOSED STREETScape ELEVATION AT 756 CALIFORNIA STREET
 1/8" = 1'-0"



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STREETScape ELEVATIONS



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CONCEPTUAL RENDERINGS



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VIEW FROM CALIFORNIA STREET



VIEW FROM HOPE STREET PARKING LOT 6



VIEW FROM CALIFORNIA STREET



VIEW FROM CALIFORNIA STREET / BLOSSOM LANE

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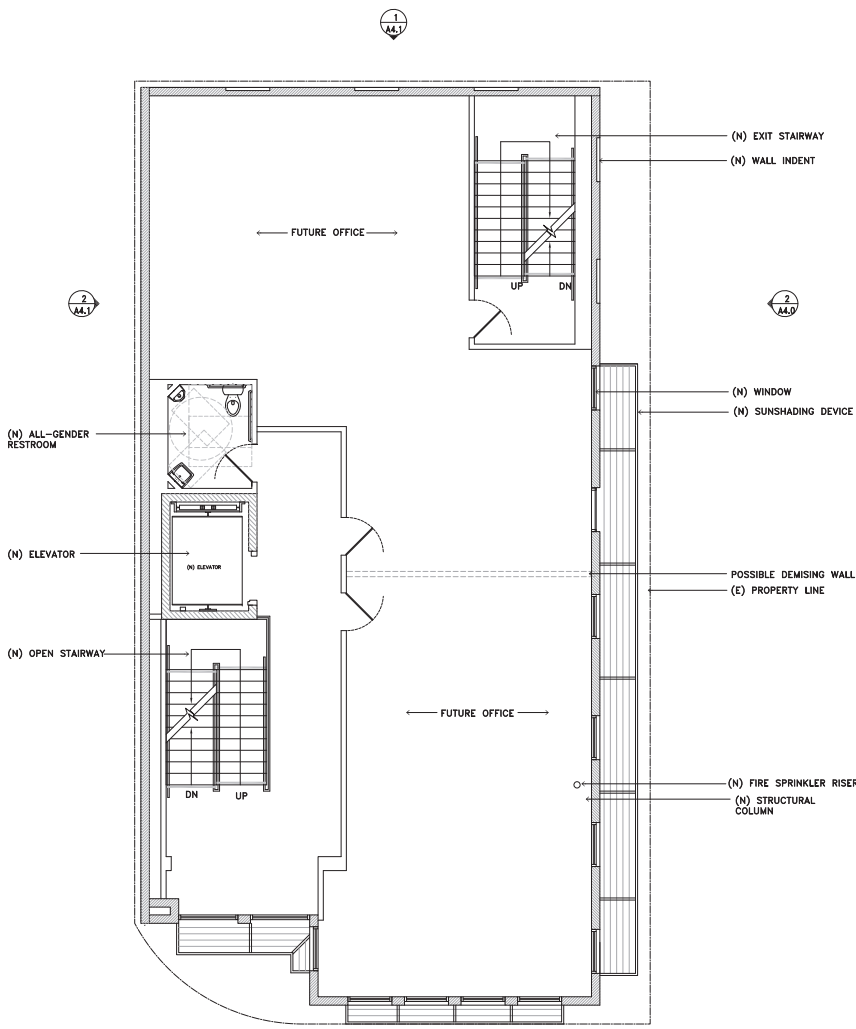
PROJECT: 16-5650

PROPOSED LAYOUT PLANS

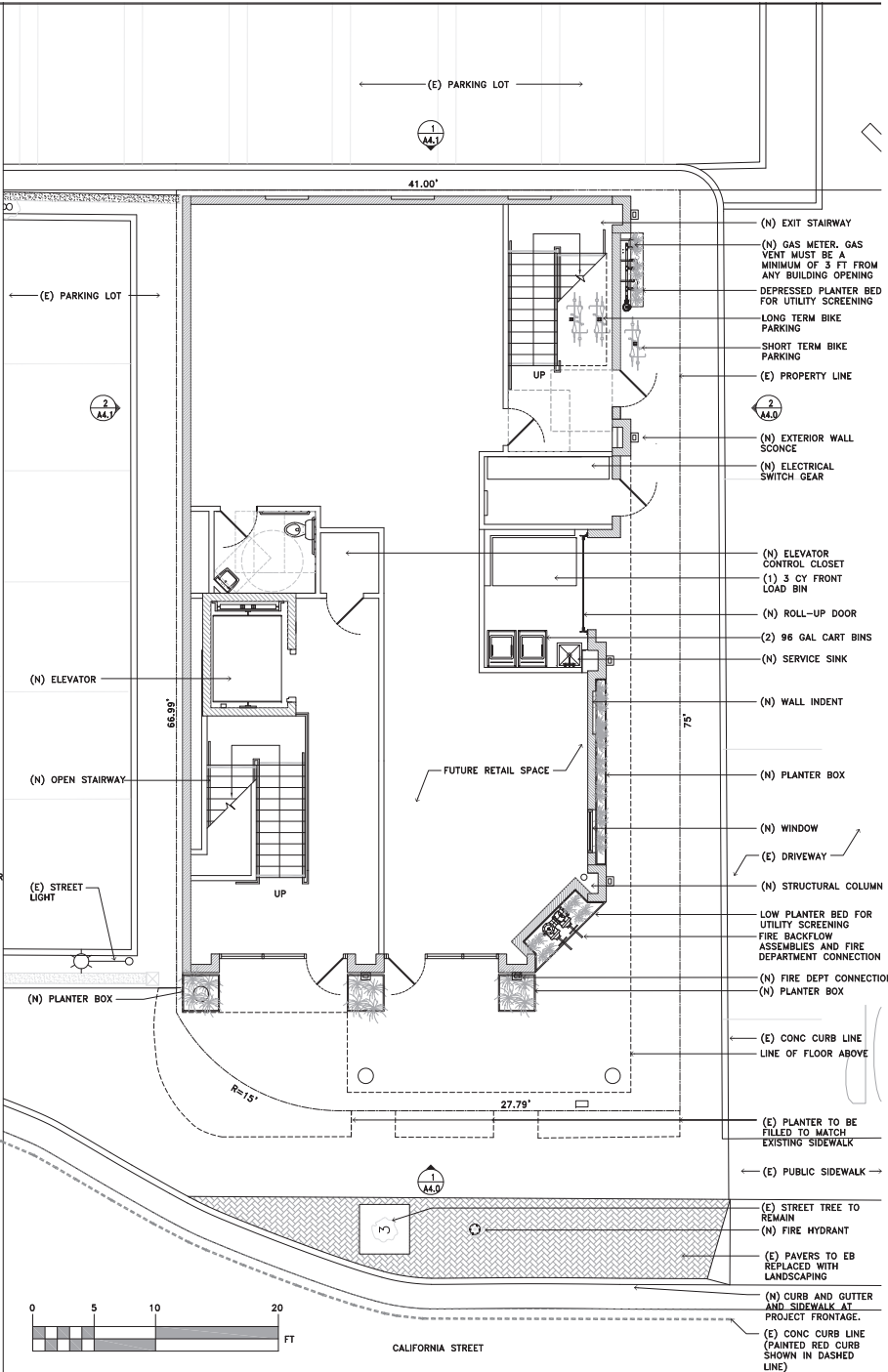


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OVERALL LAYOUT PLAN - SECOND FLOOR 1/4" 2



OVERALL LAYOUT PLAN - GROUND FLOOR 1/4" 1

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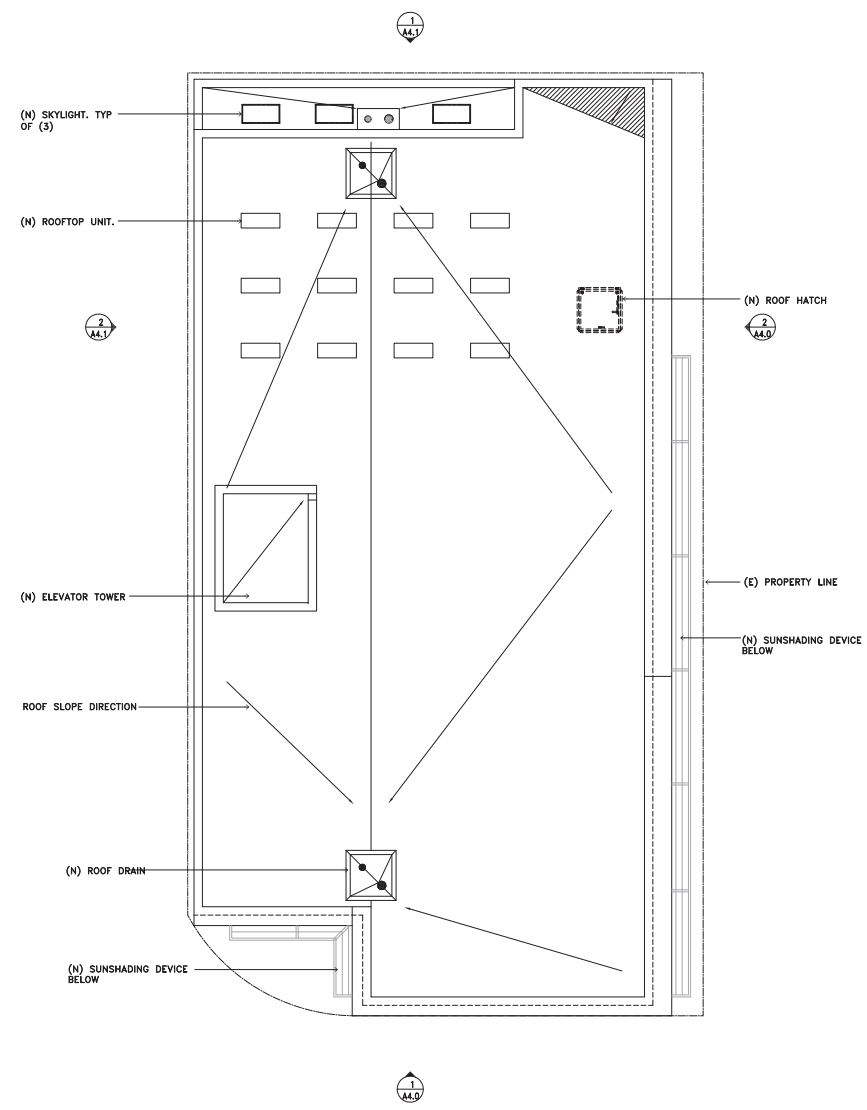
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PROPOSED LAYOUT PLANS

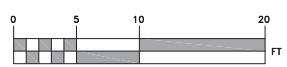
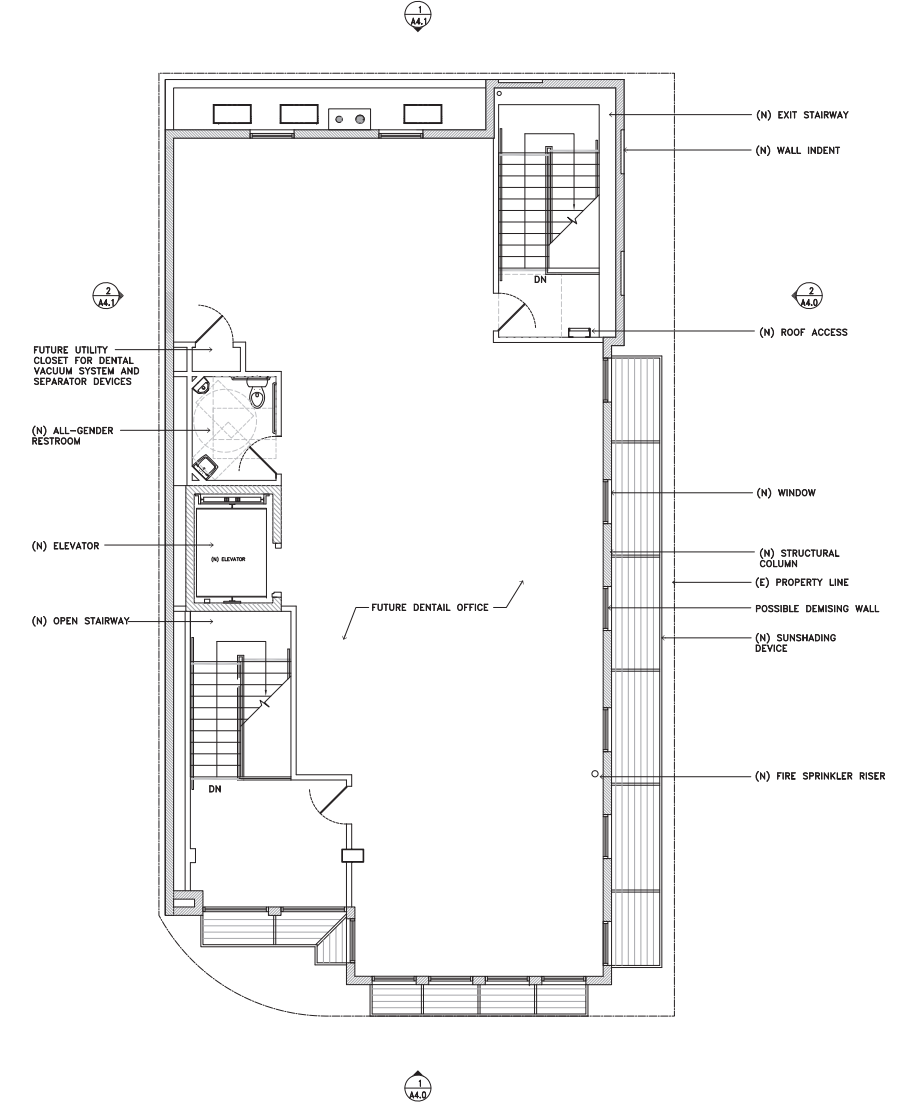


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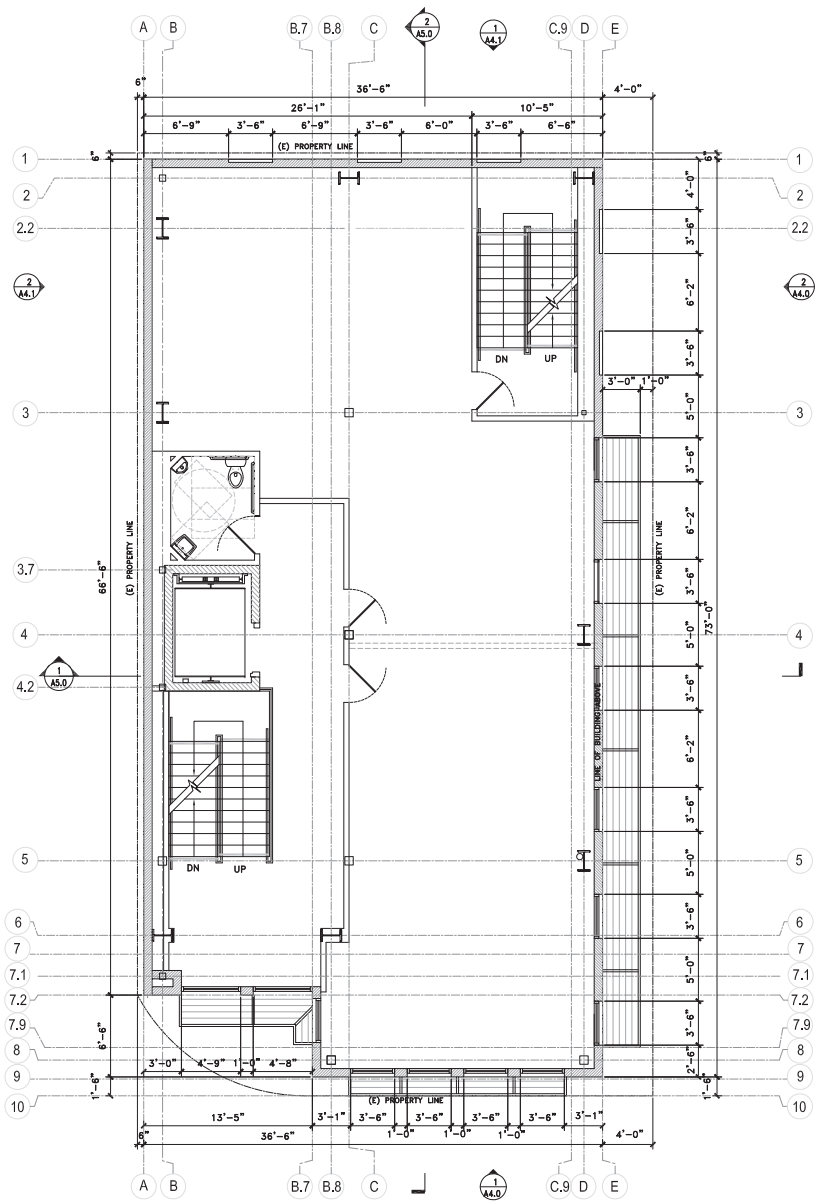
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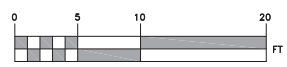
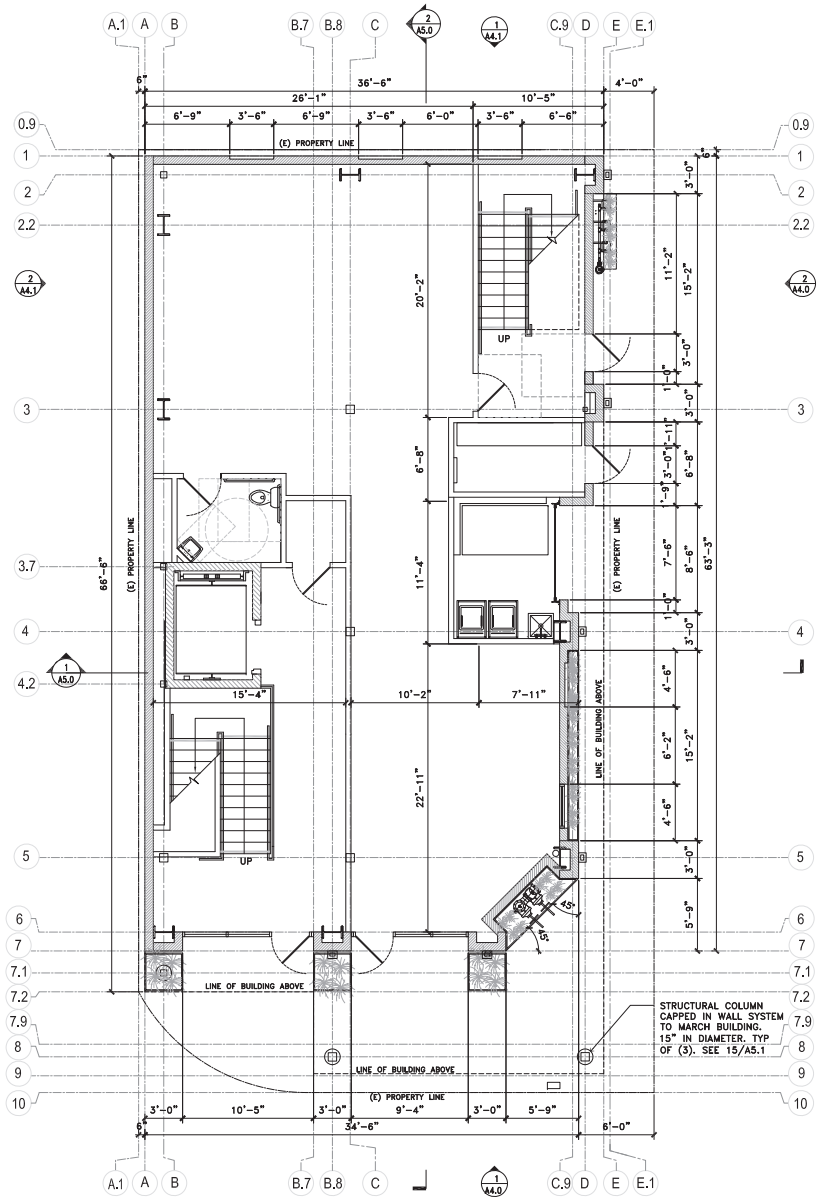
OVERALL LAYOUT PLAN - ROOF LEVEL | 1/4" | 2



OVERALL LAYOUT PLAN - THIRD FLOOR | 1/4" | 1



DIMENSIONED FLOOR PLAN - SECOND FLOOR 1/4" 2



DIMENSIONED FLOOR PLAN - GROUND FLOOR 1/4" 1



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DIMENSIONED FLOOR PLANS



A3.0

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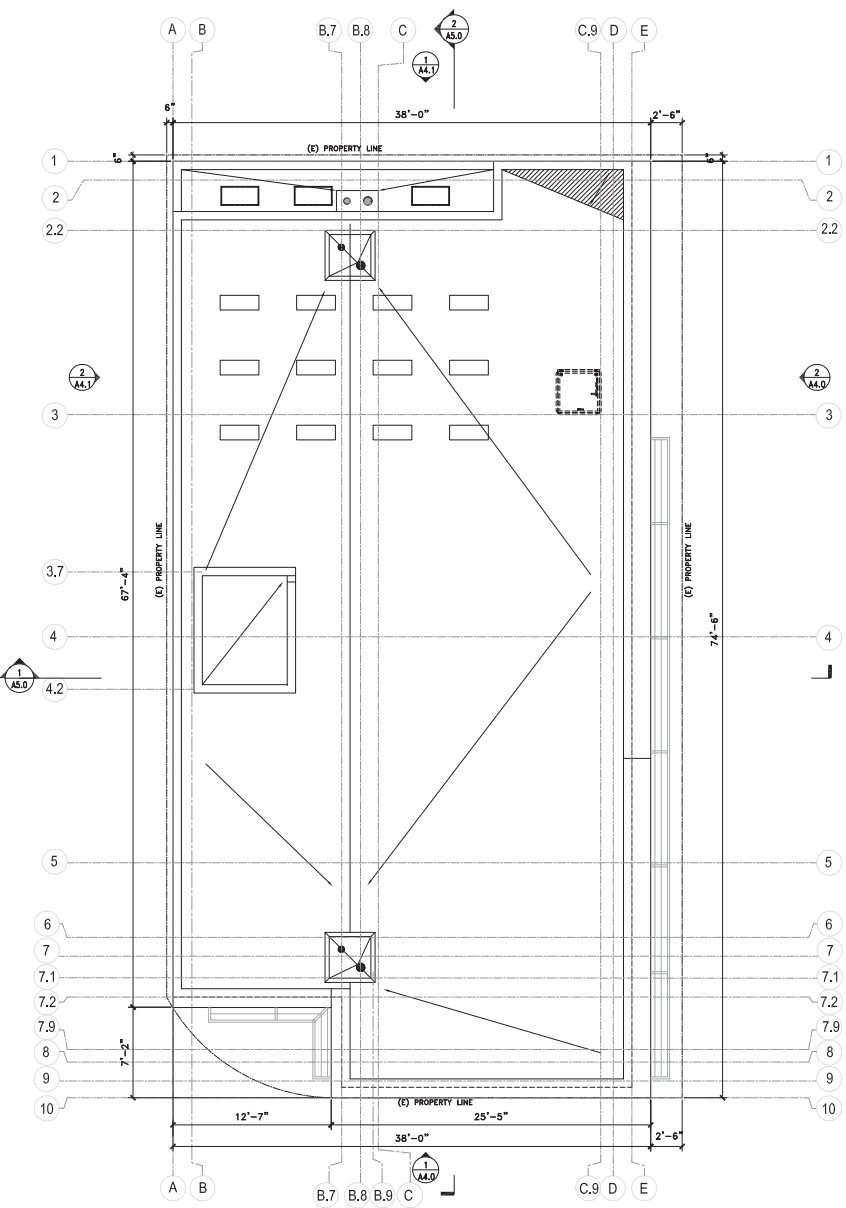
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DIMENSIONED FLOOR PLANS

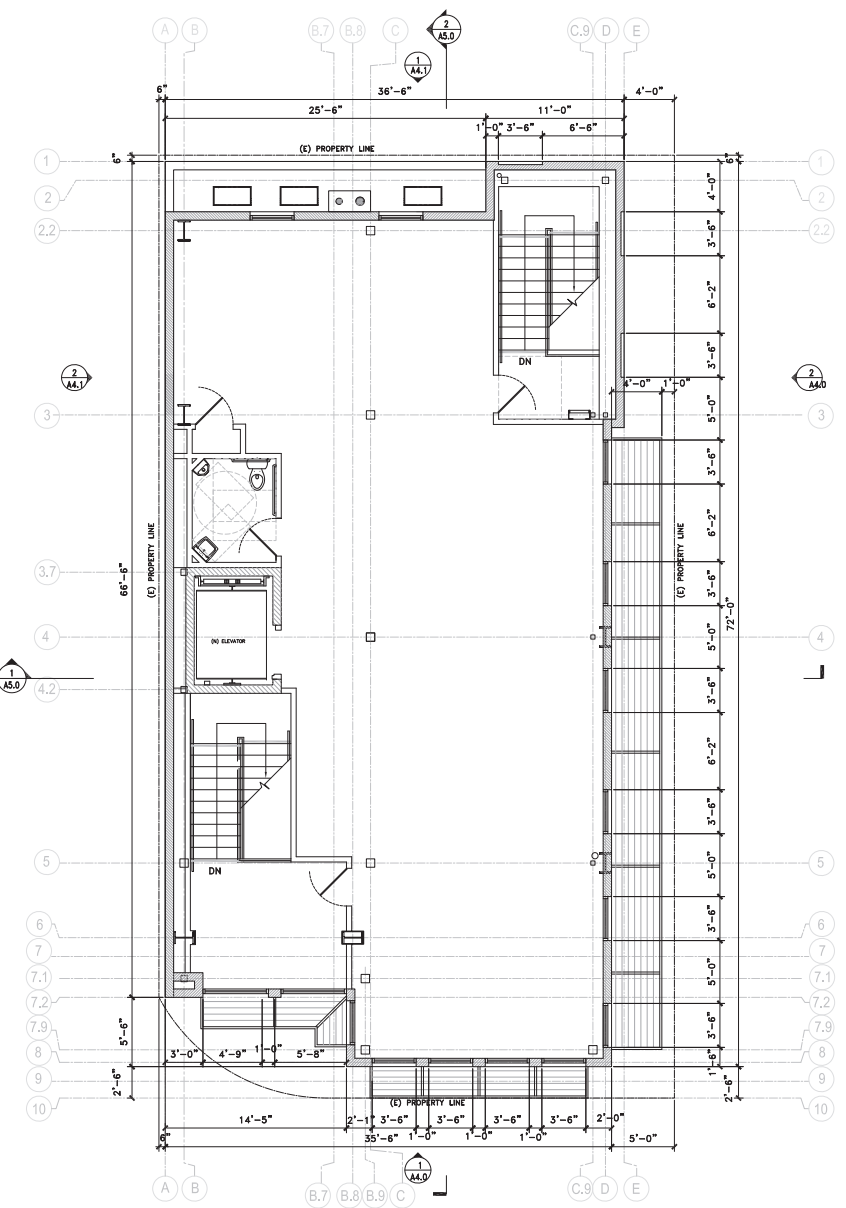


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OVERALL LAYOUT PLAN - ROOF LEVEL | 1/4" | 2



OVERALL LAYOUT PLAN - THIRD FLOOR | 1/4" | 1



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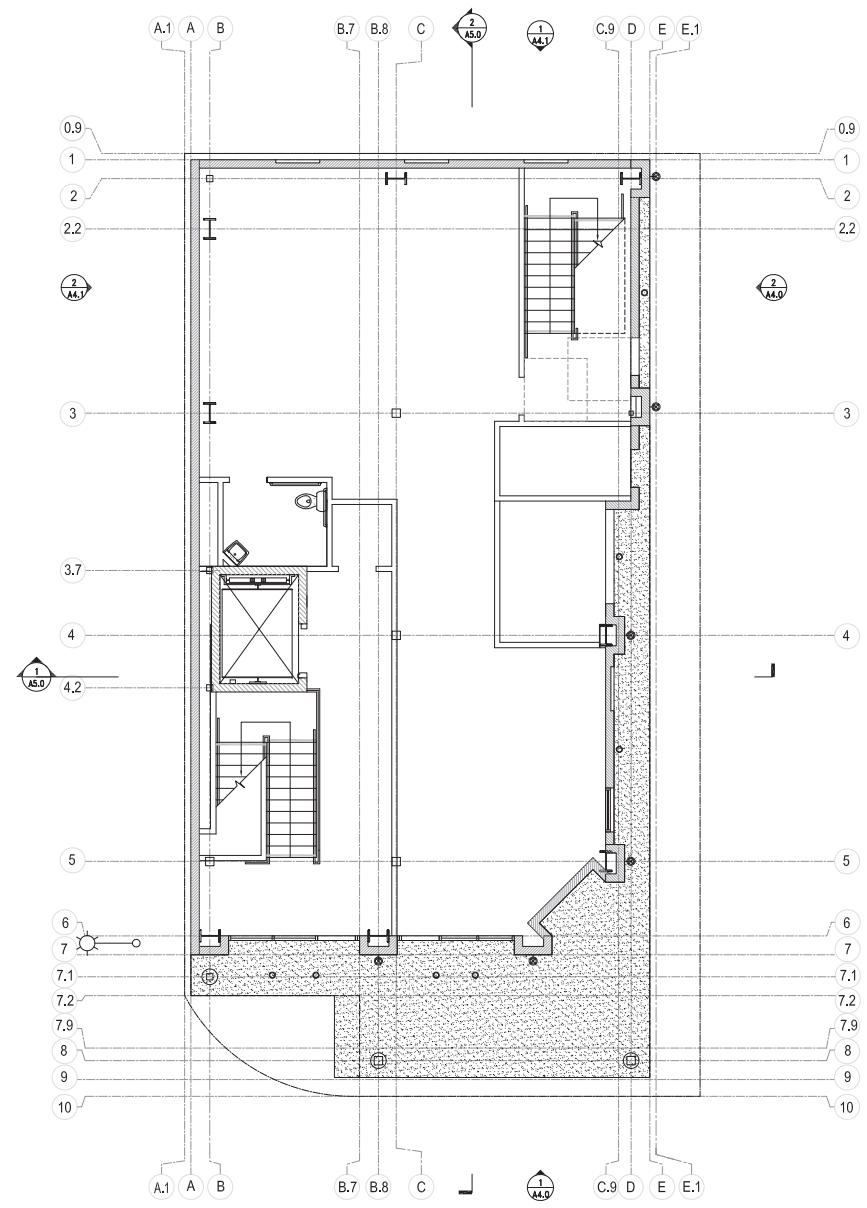
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REFLECTED CEILING PLAN






A3.8

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CEILING PLAN LEGEND

-  SOFFIT WITH DRAINAGE EIFS
FINISH: PAINTED TO MATCH
FACADE.
-  4" EXTERIOR RECESSED LED DOWNLIGHT
TRIM: ELCO EL441
COLOR: BRONZE
-  EXTERIOR WALL SCONCE
MFG: VISA LIGHTING
MODEL: OWZ209-NRW
COLOR: BRONZE

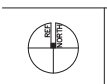


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 12.05.18 PLANNING COMMENT

PROJECT: 16-5650

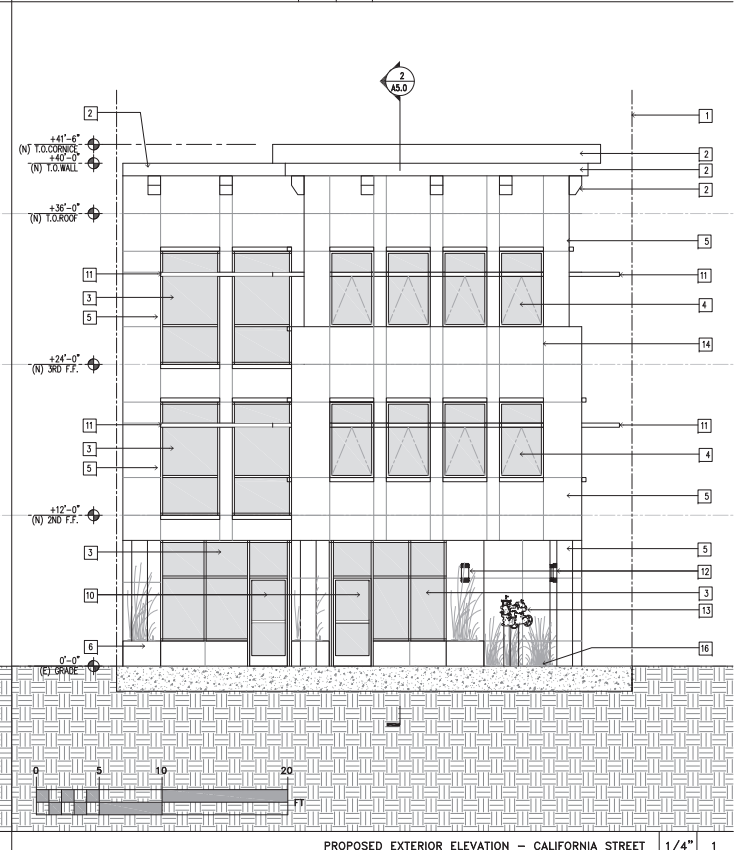
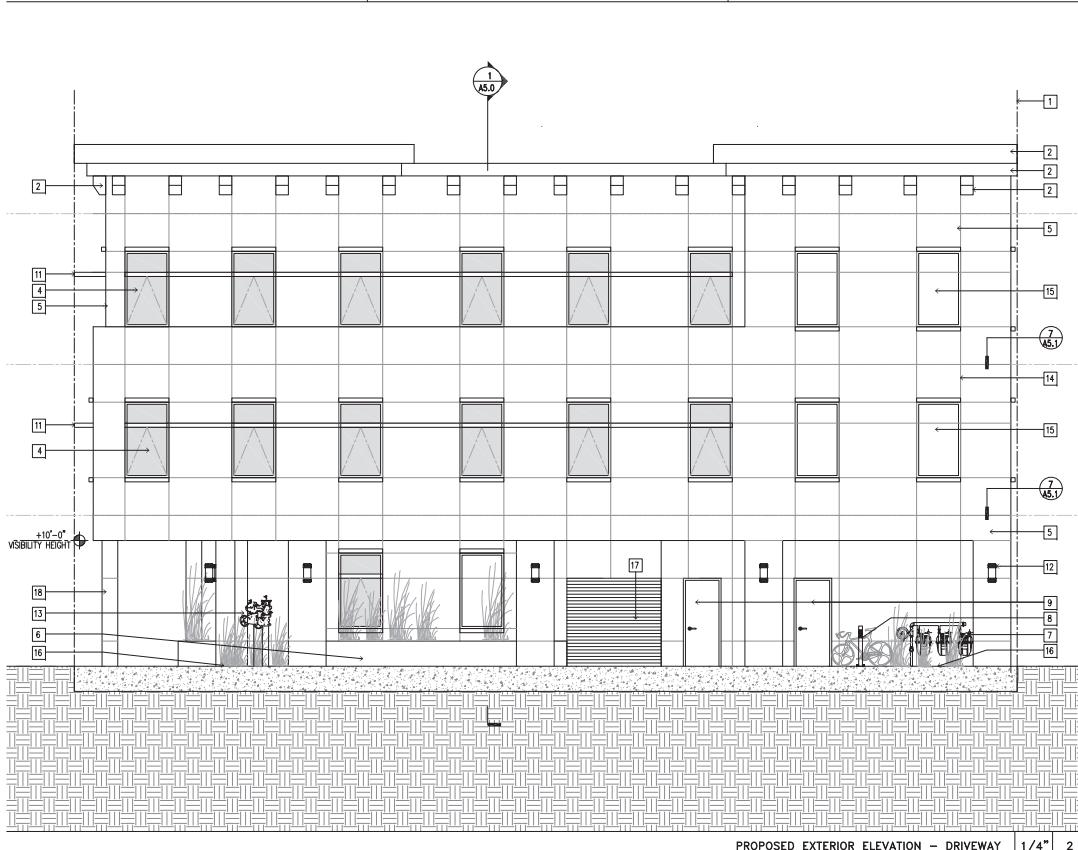
PROPOSED EXTERIOR ELEVATIONS



A4.0

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		 <p>SHORT TERM BIKE RACK BY GRABER MANUFACTURING 'MADRAX'</p>	 <p>24" HIGH FIBERGLASS RECTANGULAR PLANTER BY PLANTERS UNLIMITED</p>	<p>ELEVATION LEGEND</p> <ol style="list-style-type: none"> 1 EXISTING PROPERTY LINE 2 DECORATIVE CORNICE/FIBER REINFORCED FOAM CORNICE COLOR: BENJAMIN MOORE 'BEAR CREEK 1470' 3 ALUM STOREFRONT WINDOW SYSTEM. CLEAR ANODIZED FINISH. STOREFRONT COLOR: SPECIAL-LITE 'CLEAR ANODIZED S317-3' GLASS COLOR: BENDHEIM 'WS02-571 CLEAR' 4 AWNING WINDOW STOREFRONT COLOR: SPECIAL-LITE 'CLEAR ANODIZED S317-3' GLASS COLOR: BENDHEIM 'WS02-571 CLEAR' 5 ACROWALL -ES PLUS DRAINAGE EIFS BY BASF COLOR: 401 SNOW 6 EXTERIOR FIBERGLASS PLANTER BOX BY PLANTER UNLIMITED COLOR: DARK CHOCOLATE 7 GAS METER. GAS VENT MUST BE A MINIMUM OF 3 FT FROM ANY BUILDING OPENING 8 SHORT TERM BIKE RACK BY GRABER MFG 'MADRAX' -PPB-2-SF COLOR: POWDER COATED 'SILVER' 9 EXTERIOR HOLLOW METAL DOOR. COLOR: BENJAMIN MOORE 'SHORELINE 1471' 10 ALUMINUM STOREFRONT DOOR STOREFRONT COLOR: SPECIAL-LITE 'CLEAR ANODIZED S317-3' GLASS COLOR: BENDHEIM 'WS02-571 CLEAR' 11 SUNSHADING DEVICE WITH POWDER COATED FINISH COLOR: SPECIAL-LITE 'SEA WOLF - KA3C28665' 12 EXTERIOR WALL SCONCE BY VISA LIGHTING COLOR: BRONZE FINISH 13 FIRE BACKFLOW ASSEMBLIES AND FIRE DEPARTMENT CONNECTION 14 EXTERIOR REVEAL. SEE 8/A5.1. 15 3" EXTERIOR WALL DEPRESSION 16 LOW PLANTER BED FOR UTILITY SCREENING 17 ROLL-UP SERVICE DOOR. COLOR: BENJAMIN MOORE 'SHORELINE 1471' 18 ROUND COLUMN WITH ACROWALL -ES PLUS DRAINAGE EIFS BY BASF COLOR: 401 SNOW
	<p>SHORT TERM BIKE RACK IMAGE</p> <p style="text-align: right;">5</p>	<p>PLANTER BOX IMAGE</p> <p style="text-align: right;">3</p>	 <p>EXTERIOR WALL SCONCE BY VISA LIGHTING 'PLA' SERIES</p> <p style="text-align: right;">4</p>	





FORMAL REVIEW SUBMITTAL
 NEW 3-STORY BUILDING
756 CALIFORNIA STREET
 MOUNTAIN VIEW, CA 94041

01.31.18 ISSUED FOR PLANNING
 04.02.18 PLANNING COMMENT
 12.05.18 PLANNING COMMENT

PROJECT: 16-5650

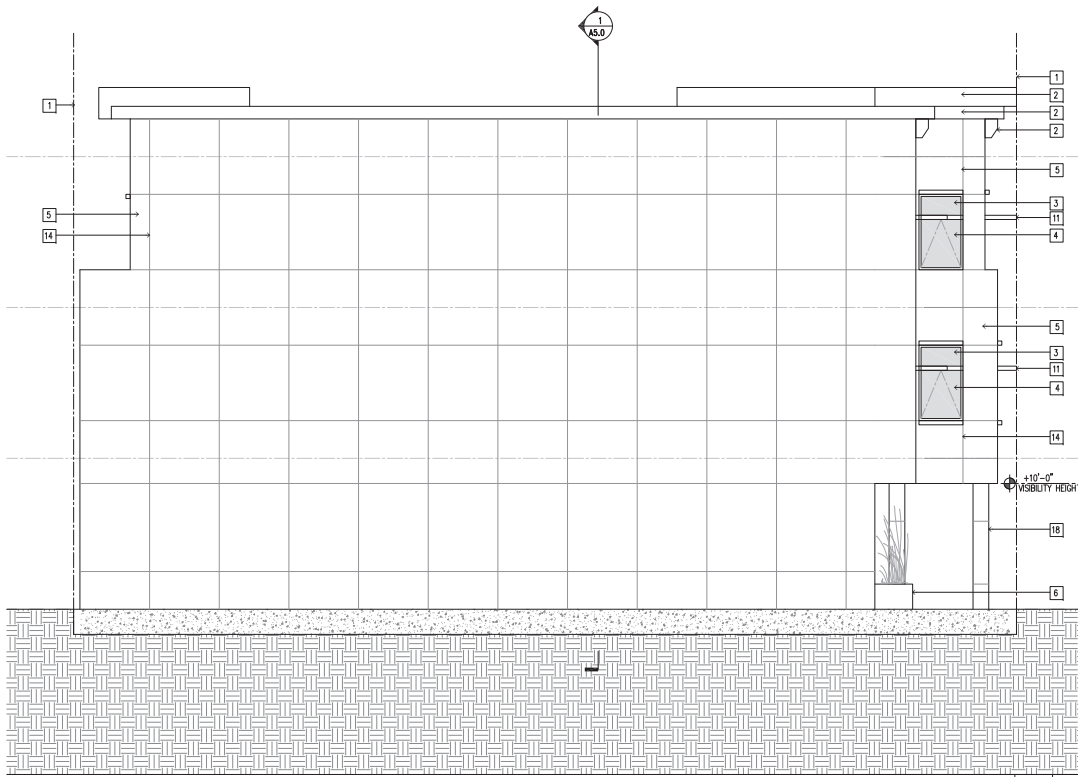
PROPOSED EXTERIOR ELEVATIONS



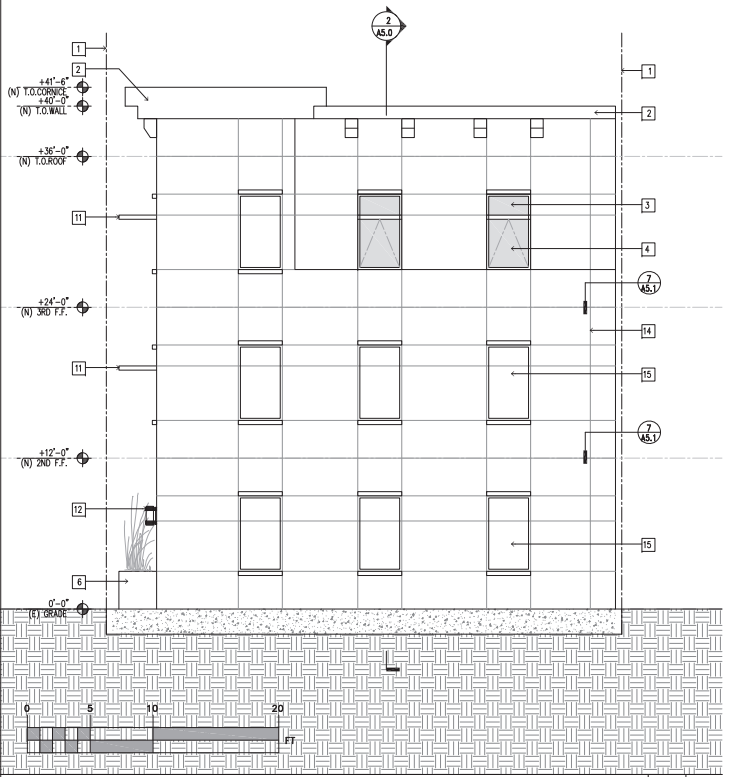
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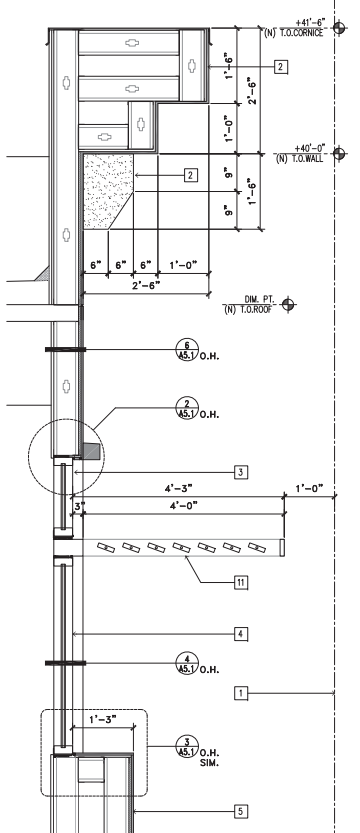
- ELEVATION LEGEND**
- 1 EXISTING PROPERTY LINE
 - 2 DECORATIVE CORNICE/FIBER REINFORCED FOAM CORNICE
COLOR: BENJAMIN MOORE "BEAR CREEK 1470"
 - 3 ALUM STOREFRONT WINDOW SYSTEM, CLEAR ANODIZED FINISH.
STOREFRONT COLOR: SPECIAL-LITE "CLEAR ANODIZED S317-3"
GLASS COLOR: BENDHEIM "WS02-571 CLEAR"
 - 4 AWNING WINDOW
STOREFRONT COLOR: SPECIAL-LITE "CLEAR ANODIZED S317-3"
GLASS COLOR: BENDHEIM "WS02-571 CLEAR"
 - 5 ACROWALL --ES PLUS DRAINAGE EIFS BY BASF
COLOR: 401 SNOW
 - 6 EXTERIOR FIBERGLASS PLANTER BOX BY PLANTER UNLIMITED
COLOR: DARK CHOCOLATE
 - 7 GAS METER, GAS VENT MUST BE A MINIMUM OF 3 FT FROM
ANY BUILDING OPENING
 - 8 SHORT TERM BIKE RACK BY GRABER MFG "MADRAX" --PBP-2-SF
COLOR: POWDER COATED "SILVER"
 - 9 EXTERIOR HOLLOW METAL DOOR.
COLOR: BENJAMIN MOORE "SHORELINE 1471"
 - 10 ALUMINUM STOREFRONT DOOR
STOREFRONT COLOR: SPECIAL-LITE "CLEAR ANODIZED S317-3"
GLASS COLOR: BENDHEIM "WS02-571 CLEAR"
 - 11 SUNSHADING DEVICE WITH POWDER COATED FINISH
COLOR: SPECIAL-LITE "SEA WOLF -- K43C28865"
 - 12 EXTERIOR WALL SCONCE BY VISA LIGHTING
COLOR: BRONZE FINISH
 - 13 FIRE BACKFLOW ASSEMBLIES AND FIRE DEPARTMENT CONNECTION
 - 14 EXTERIOR REVEAL. SEE 8/AS.1.
 - 15 3" EXTERIOR WALL DEPRESSION
 - 16 LOW PLANTER BED FOR UTILITY SCREENING
 - 17 ROLL-UP SERVICE DOOR.
COLOR: BENJAMIN MOORE "SHORELINE 1471"
 - 18 ROUND COLUMN WITH ACROWALL --ES PLUS DRAINAGE EIFS BY BASF
COLOR: 401 SNOW



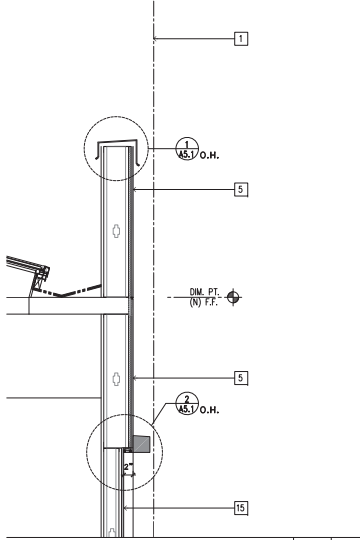
PROPOSED EXTERIOR ELEVATION - ADJACENT BUILDING SIDE 1/4" 2



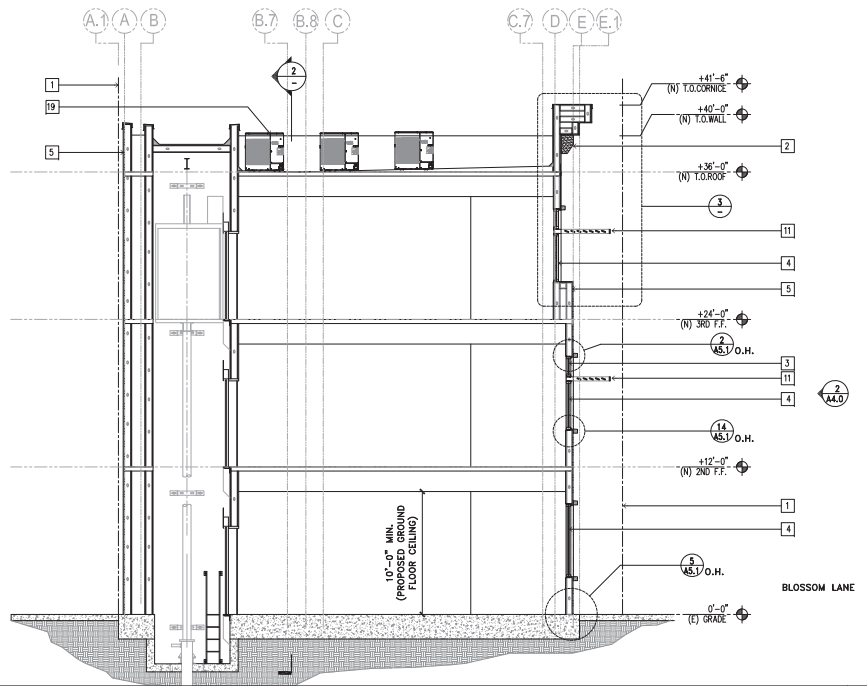
PROPOSED EXTERIOR ELEVATION - REAR PARKING LOT 1/4" 1



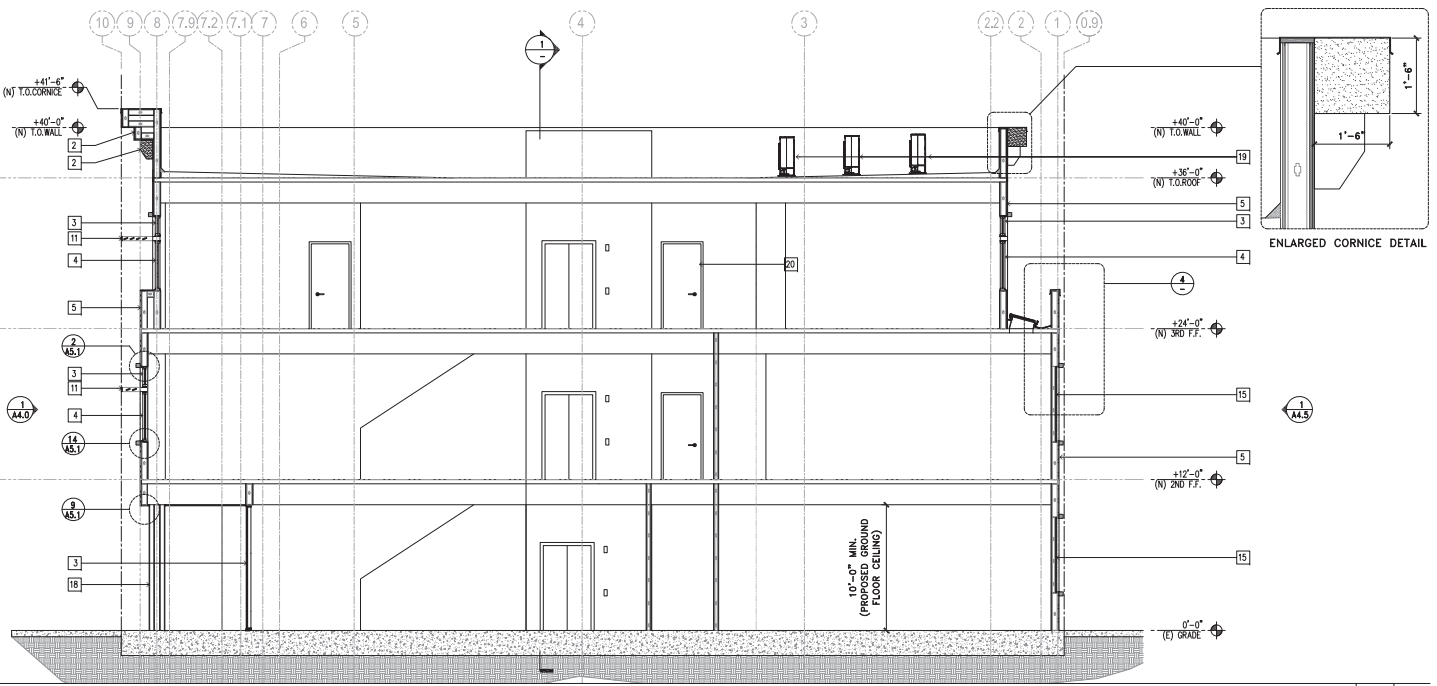
ENLARGED BUILDING SECTION 1" 3



ENLARGED BUILDING SECTION 1" 4

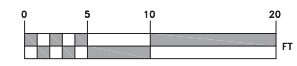


PROPOSED BUILDING SECTION 1/4" 1



PROPOSED BUILDING SECTION 1/4" 2

- ELEVATION LEGEND**
- EXISTING PROPERTY LINE
 - DECORATIVE CORNICE/FIBER REINFORCED FOAM CORNICE
COLOR: BENJAMIN MOORE 'BEAR CREEK 1470'
 - ALUM STOREFRONT WINDOW SYSTEM, CLEAR ANODIZED FINISH,
STOREFRONT COLOR: SPECIAL-LITE 'CLEAR ANODIZED S317-3'
GLASS COLOR: BENDHEIM 'WS02-571 CLEAR'
 - AWNING WINDOW
STOREFRONT COLOR: SPECIAL-LITE 'CLEAR ANODIZED S317-3'
GLASS COLOR: BENDHEIM 'WS02-571 CLEAR'
 - ACROWALL -ES PLUS DRAINAGE EIFS BY BASF
COLOR: 401 SNOW
 - EXTERIOR FIBERGLASS PLANTER BOX BY PLANTER UNLIMITED
COLOR: DARK CHOCOLATE
 - GAS METER, GAS VENT MUST BE A MINIMUM OF 3 FT FROM
ANY BUILDING OPENING
 - SHORT TERM BIKE RACK BY GRABER MFG 'MADRAX' -PBP-2-SF
COLOR: POWDER COATED 'SILVER'
 - EXTERIOR HOLLOW METAL DOOR,
COLOR: BENJAMIN MOORE 'SHORELINE 1471'
 - ALUMINUM STOREFRONT DOOR
STOREFRONT COLOR: SPECIAL-LITE 'CLEAR ANODIZED S317-3'
GLASS COLOR: BENDHEIM 'WS02-571 CLEAR'
 - SUNSHADING DEVICE WITH POWDER COATED FINISH
COLOR: SPECIAL-LITE 'SEA WOLF - K33C28665'
 - EXTERIOR WALL SCANCE BY VISA LIGHTING
COLOR: BRONZE FINISH
 - FIRE BACKFLOW ASSEMBLIES AND FIRE DEPARTMENT CONNECTION
 - EXTERIOR REVEAL, SEE B/A5.1.
 - 3" EXTERIOR WALL DEPRESSION
 - LOW PLANTER BED FOR UTILITY SCREENING
 - ROLL-UP SERVICE DOOR,
COLOR: BENJAMIN MOORE 'SHORELINE 1471'
 - ROUND COLUMN WITH ACROWALL -ES PLUS DRAINAGE EIFS BY BASF
COLOR: 401 SNOW
 - ROOFTOP MECHANICAL UNIT



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PROJECT: 16-5650

BUILDING SECTIONS



A5.0

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Appendix B – Santa Clara Countwide VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: August 24, 2020, 05:14:14 PM
Project Name: 756 California
Project Description: Mixed Use Development

Project Location

Jurisdiction:
Mountain View

APN	TAZ
15823082	413

Inside Transit Priority Area (TPA)?
Yes (Pass)

Analysis Details

Santa Clara Countywide VMT Evaluation Tool Version: 1
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: 5
Local Serving Retail KSF: 2
Industrial KSF:

Residential Affordability (percent of all units):

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

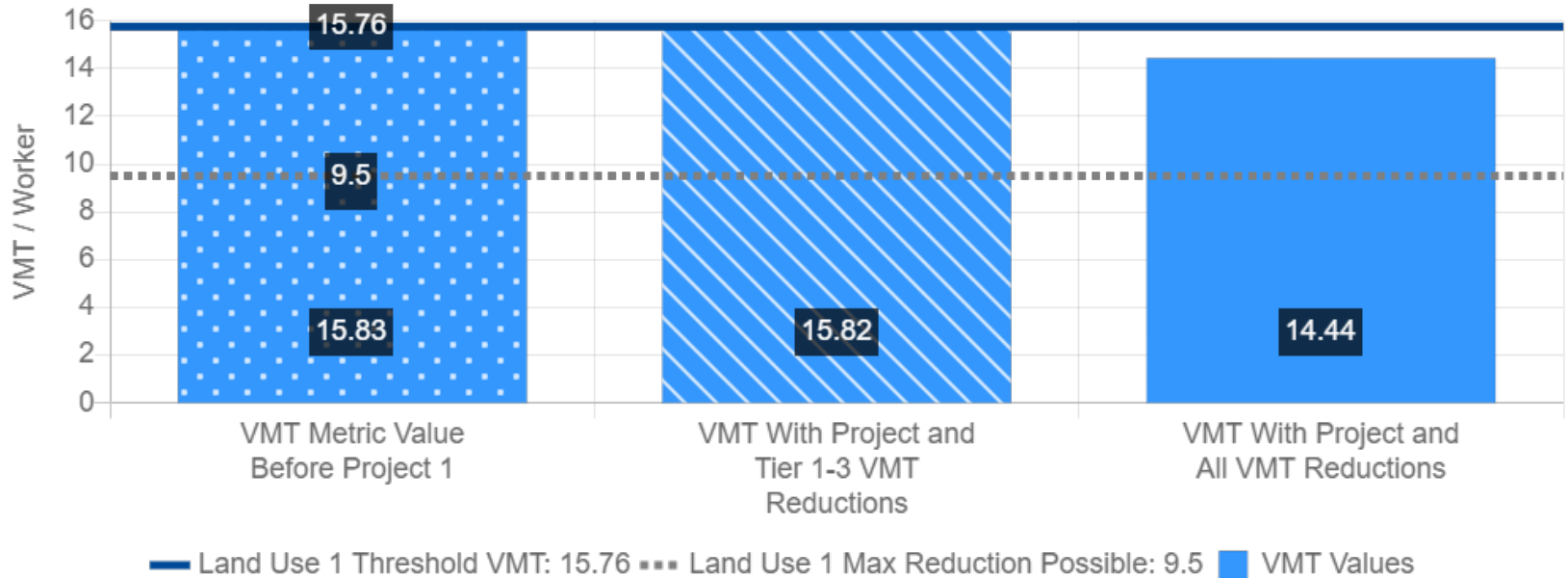
Parking:

Motor Vehicle Parking:
Bicycle Parking:

Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Without Project:	Home-based Work VMT per Worker
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	18.54
VMT Threshold Description 1:	-15%
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	15.82	14.44
Low VMT Screening Analysis	No (Fail)	No (Fail)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	16.05
With Project Residential Density:	16.05

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.89
With Project Residential Diversity Index:	0.88

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	105.42
With Project Employment Density:	106.84

Tier 2 Multimodal Infrastructure

Tier 3 Parking

Tier 4 TDM Programs

TP04 CTR Marketing and Education

CTR Marketing/Education Percent Expected Participants:	15 %
--	------

TP08 Telecommuting and Alternative Work Schedules

Telecommuting and Alternative Work Schedule Type:	4/40 schedule
---	---------------

TP13 Ride-Sharing Programs

Expected Percent of Ride-Sharing Participants:	15 %
--	------

Land Use: 712 Small Office Building

Description

A small office building typically houses a single tenant and is less than or equal to 5,000 gross square feet in size. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. General office building (Land Use 710) is a related use.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 16 study sites in a general urban/suburban setting and one study site in a dense multi-use urban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand	
	General Urban/Suburban	Dense Multi-Use Urban
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	0	8
8:00 a.m.	27	17
9:00 a.m.	69	17
10:00 a.m.	88	75
11:00 a.m.	100	67
12:00 p.m.	81	75
1:00 p.m.	81	75
2:00 p.m.	84	92
3:00 p.m.	86	100
4:00 p.m.	92	67
5:00 p.m.	85	83
6:00 p.m.	4	50
7:00 p.m.	0	0
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

Additional Data

The average parking supply ratio for the three study sites with parking supply information is 3.9 spaces per 1,000 square feet GFA.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in California, Oklahoma, Texas, and Washington.

Source Numbers

47, 217, 527, 571, 572

Small Office Building (712)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 10:00 a.m. - 5:00 p.m.

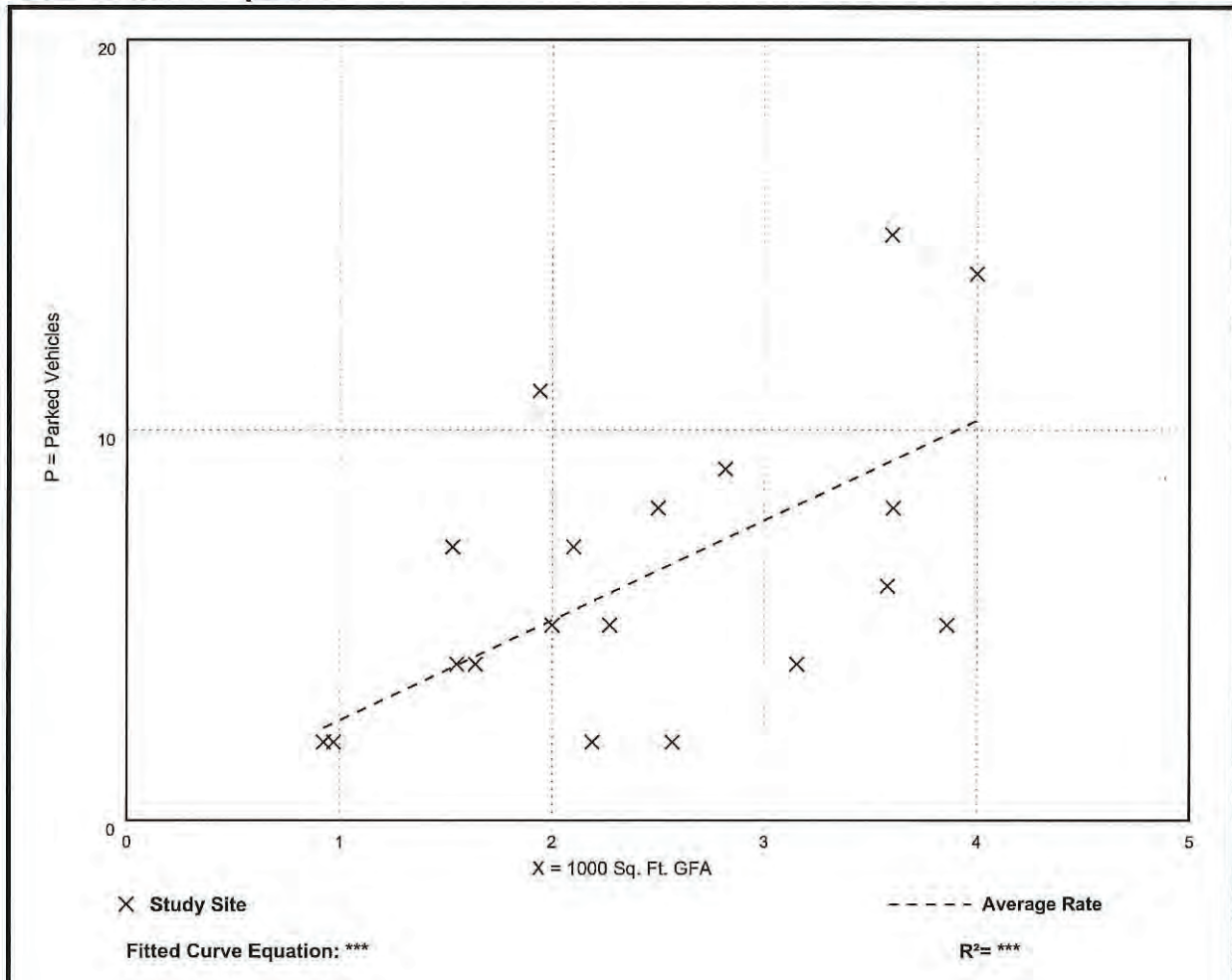
Number of Studies: 19

Avg. 1000 Sq. Ft. GFA: 2.5

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.56	0.78 - 5.66	2.12 / 4.17	***	1.26 (49%)

Data Plot and Equation



Land Use: 720 Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710), small office building (Land Use 712), and clinic (Land Use 630) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 27 study sites in a general urban/suburban setting and two study sites in a dense multi-use urban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand	
	General Urban/Suburban	Dense Multi-Use Urban
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	12	–
8:00 a.m.	43	61
9:00 a.m.	88	62
10:00 a.m.	99	96
11:00 a.m.	100	56
12:00 p.m.	83	29
1:00 p.m.	74	67
2:00 p.m.	94	100
3:00 p.m.	93	82
4:00 p.m.	86	79
5:00 p.m.	54	71
6:00 p.m.	–	–
7:00 p.m.	–	–
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

Additional Data

Some of the study sites in the database are located within a hospital campus. The limited number of data points did not reveal a definitive difference in parking demand from stand-alone sites.

The average parking supply ratio for the 80 study sites with parking supply information is 4.3 spaces per 1,000 square feet GFA.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Connecticut, Florida, Georgia, Illinois, Indiana, Maryland, Massachusetts, Minnesota, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Texas, and Washington.

Source Numbers

36, 37, 84, 86, 120, 121, 153, 161, 173, 217, 218, 224, 239, 308, 309, 310, 315, 416, 428, 433, 527, 530, 531, 532, 553, 555, 563, 564

Medical-Dental Office Building (720)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 9:00 a.m. - 4:00 p.m.

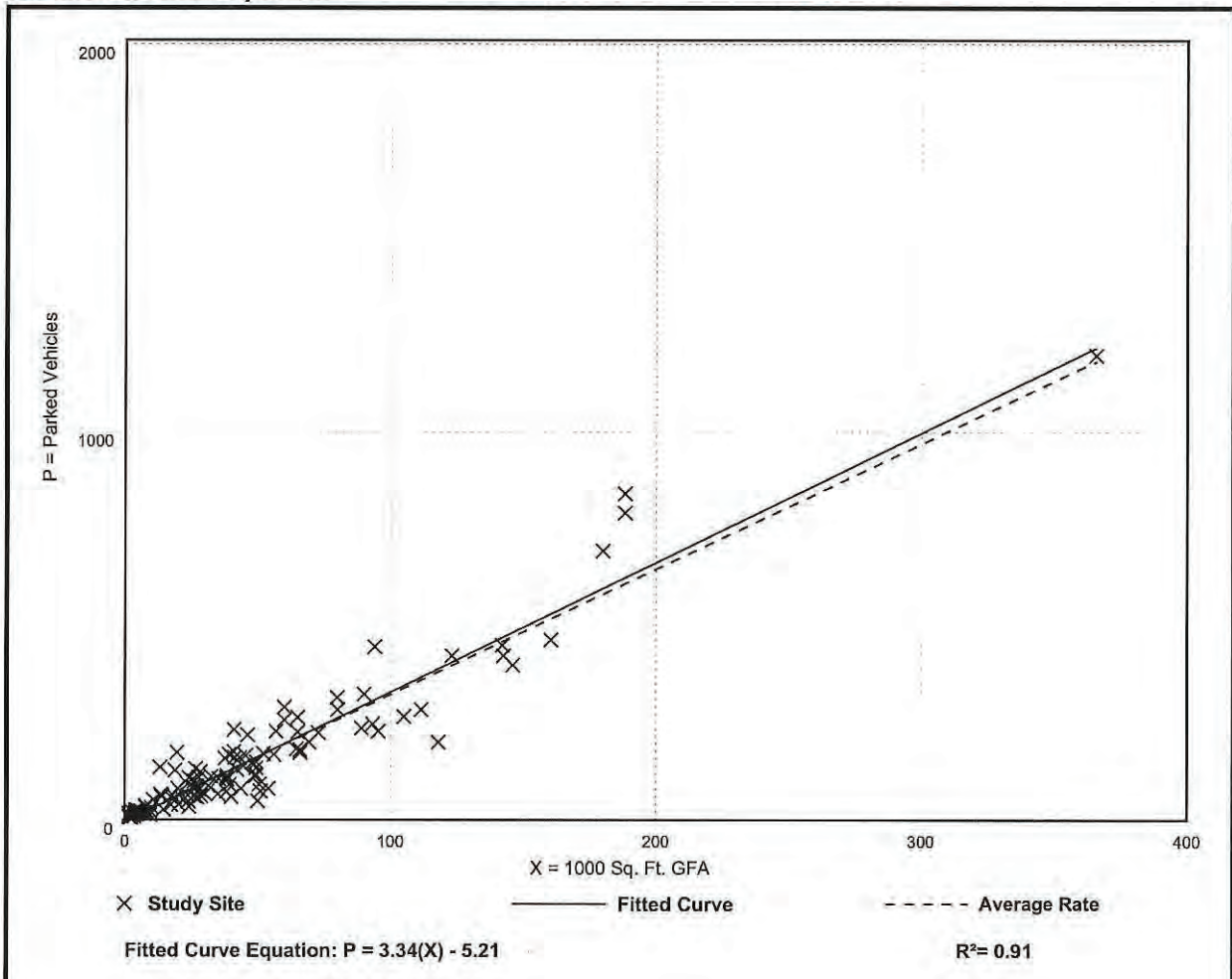
Number of Studies: 117

Avg. 1000 Sq. Ft. GFA: 46

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
3.23	0.96 - 10.27	2.73 / 4.59	3.04 - 3.42	1.05 (33%)

Data Plot and Equation



Appendix D. April 2018 Downtown Parking Analysis

Wednesday - 04/25/18	Spaces	10 AM	12 PM	2 PM	4 PM	6 PM	8 PM
Parking Lot 2	104	62%	98%	89%	98%	100%	100%
Parking Lot 4	88	39%	92%	75%	82%	100%	98%
Parking Lot 5	94	77%	93%	80%	98%	98%	91%
Parking Lot 6	98	96%	94%	93%	100%	100%	99%
Parking Lot 7	94	72%	99%	63%	100%	100%	93%
Parking Lot 8	61	25%	79%	48%	41%	100%	72%
Parking Lot 9	90	91%	83%	82%	66%	21%	7%
Parking Lot 11	77	34%	100%	100%	87%	100%	96%
Parking Lot 12	160	24%	93%	64%	48%	84%	81%
Parking Structure 1	313	<u>78%</u>	<u>99%</u>	<u>96%</u>	<u>77%</u>	<u>90%</u>	<u>89%</u>
Parking Structure 3	405	<u>34%</u>	<u>90%</u>	<u>60%</u>	<u>59%</u>	<u>47%</u>	<u>46%</u>

Thursday - 04/26/18	Spaces	10 AM	12 PM	2 PM	4 PM	6 PM	8 PM
Parking Lot 2	104	71%	100%	88%	97%	95%	100%
Parking Lot 4	88	70%	90%	98%	86%	100%	100%
Parking Lot 5	94	62%	94%	78%	97%	99%	98%
Parking Lot 6	98	53%	98%	88%	48%	74%	100%
Parking Lot 7	94	77%	100%	97%	100%	100%	85%
Parking Lot 8	61	3%	59%	43%	34%	100%	85%
Parking Lot 9	90	87%	99%	90%	92%	98%	98%
Parking Lot 11	77	32%	100%	60%	99%	100%	100%
Parking Lot 12	160	38%	85%	38%	37%	100%	49%
Parking Structure 1	313	<u>100%</u>	<u>100%</u>	<u>88%</u>	<u>76%</u>	<u>100%</u>	<u>81%</u>
Parking Structure 3	405	<u>49%</u>	<u>72%</u>	<u>58%</u>	<u>52%</u>	<u>59%</u>	<u>75%</u>

Friday - 04/27/18	Spaces	10 AM	12 PM	2 PM	4 PM	6 PM	8 PM
Parking Lot 2	104	54%	100%	92%	100%	100%	100%
Parking Lot 4	88	69%	100%	88%	82%	100%	100%
Parking Lot 5	94	78%	95%	88%	87%	95%	97%
Parking Lot 6	98	78%	100%	97%	97%	98%	100%
Parking Lot 7	94	98%	99%	86%	100%	100%	99%
Parking Lot 8	61	16%	100%	43%	30%	72%	100%
Parking Lot 9	90	93%	99%	93%	96%	100%	99%
Parking Lot 11	77	18%	86%	79%	66%	100%	100%
Parking Lot 12	160	36%	93%	23%	44%	94%	93%
Parking Structure 1	313	<u>75%</u>	<u>99%</u>	<u>88%</u>	<u>82%</u>	<u>100%</u>	<u>100%</u>
Parking Structure 3	405	<u>39%</u>	<u>81%</u>	<u>60%</u>	<u>50%</u>	<u>52%</u>	<u>87%</u>

Saturday - 04/28/18	Spaces	10 AM	12 PM	2 PM	4 PM	6 PM	8 PM
Parking Lot 2	104	47%	100%	87%	86%	97%	98%
Parking Lot 4	88	31%	100%	88%	95%	100%	99%
Parking Lot 5	94	71%	91%	84%	76%	100%	98%
Parking Lot 6	98	30%	73%	94%	66%	81%	99%
Parking Lot 7	94	74%	78%	73%	55%	56%	100%
Parking Lot 8	61	13%	23%	54%	39%	98%	95%
Parking Lot 9	90	13%	51%	63%	29%	93%	100%
Parking Lot 11	77	19%	65%	74%	70%	100%	100%
Parking Lot 12	160	13%	29%	48%	45%	57%	76%
Parking Structure 1	313	<u>22%</u>	<u>45%</u>	<u>36%</u>	<u>33%</u>	<u>85%</u>	<u>98%</u>
Parking Structure 3	405	<u>8%</u>	<u>18%</u>	<u>25%</u>	<u>14%</u>	<u>21%</u>	<u>30%</u>