



HEXAGON TRANSPORTATION CONSULTANTS, INC.



# 194-198 Castro Street Mixed-Use Development

## Transportation Demand Management Plan

Prepared for:

**City of Mountain View on Behalf of Hanson America LLC**

**August 23, 2023**



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# 1. Introduction

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This transportation demand management (TDM) plan has been prepared for the mixed-use renovation project at 194-198 Castro Street in Mountain View, California. TDM is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purposes of TDM are to (1) reduce the amount of traffic generated by new developments; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for alternative transportation usage; (3) reduce the parking demand generated by new developments and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

The project is required by the City of Mountain View to prepare and implement a TDM plan. The purpose of the proposed TDM plan is to reduce employees' peak-hour SOV commute trips and parking demand. The City of Mountain View has requested that the project aim for a trip reduction of at least 20%.

## Project Description

The mixed-use development is located on the northwest corner of the intersection of Castro Street and Villa Street in downtown Mountain View. The project proposes to expand an existing three-story retail/restaurant and office building by constructing new retail/restaurant space on the first floor and new office space on the second and third floors. The total proposed area would be 13,084 square feet, including 5,748 square feet of retail/restaurant space and 7,336 square feet of office space. No parking would be provided. Figure 1 shows the location of the project. Figure 2 shows the site plan.

## Project Setting

The project is located in downtown Mountain View, near the Mountain View Transit Center. The Transit Center provides Caltrain and Santa Clara Valley Transportation Authority (VTA) transit services, as well as local shuttle services. Existing transportation facilities in the project vicinity are described in Chapter 2. The project location by itself provides the following advantages in promoting transit, bicycling, and walking to reduce SOV trips generated by the project.

- **Downtown Location.** The project is located within the downtown district, and it is a short walk or bicycle ride from the retail, office, and residential land uses in the downtown and the surrounding area. The project location effectively renders it part of a large-scale mixed-use development in a pedestrian-friendly environment with a significant share of internal trips.

- **Proximity to Transit.** The project is located approximately 0.2 mile (about a 4-minute walk) from the Mountain View Transit Center. The Transit Center provides Caltrain commuter rail and VTA light rail transit (LRT) services. Caltrain and VTA provide frequent and reliable transit service to a high percentage of regional destinations. MVgo and the MV Community Shuttle also provide transit services accessible at the Mountain View Transit Center.

## Project Trip Generation

Trip generation resulting from the development is estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition (2021)*. Trips that would be generated by the proposed project were estimated using the ITE trip rates for "High-Turnover (Sit-Down) Restaurant" (Land Use 932), "Small Office Building" (Land Use 712), and "Strip Retail Plaza (<40k)" (Land Use 822). Since the proposed retail/restaurant use is not yet known, trip generation estimates using both the retail and restaurant rates are provided for informational purposes.

The "High-Turnover (Sit-Down) Restaurant" ITE land use category includes sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. The "Small Office Building" category refers to general office space but with less than or equal to 10,000 s.f. of gross floor area. The "Strip Retail Plaza (<40K)" category includes commercial establishments with less than 40,000 s.f. of gross leasable area. Since the specific use of the proposed retail space is unknown, it is reasonable to use the trip rates for strip retail plaza for the retail space.

Based on the published trip rates, the project, assuming the commercial use is retail, is expected to generate 26 trips during the AM peak hour and 54 trips during the PM peak hour (see Table 1). With the required 20% peak hour trip reduction, the required trip targets for the project are 21 vehicle trips during the AM peak hour and 43 vehicle trips during the PM peak hour.

Based on the published trip rates, the project, assuming the commercial use is restaurant, is expected to generate 67 trips during the AM peak hour and 68 trips during the PM peak hour (see Table 2). With the required 20% peak hour trip reduction, the required trip targets for the project are 54 vehicle trips during the AM peak hour and 54 vehicle trips during the PM peak hour.

**Table 1  
Project Trip Estimates with Retail Use**

Land Use	Size	Units	Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
<b>Total Proposed Use</b>									
Retail <sup>1</sup>	5,748	s.f.	313	8	6	14	19	19	38
Office <sup>2</sup>	7,336	s.f.	106	10	2	12	5	11	16
<b>Total Vehicle Trips</b>			<b>419</b>	<b>18</b>	<b>8</b>	<b>26</b>	<b>24</b>	<b>30</b>	<b>54</b>
<i>20% TDM Reduction</i>			<i>(84)</i>	<i>(3)</i>	<i>(2)</i>	<i>(5)</i>	<i>(5)</i>	<i>(6)</i>	<i>(11)</i>
<b>Net Vehicle Trips</b>			<b>335</b>	<b>15</b>	<b>6</b>	<b>21</b>	<b>19</b>	<b>24</b>	<b>43</b>
<u>Notes:</u> s.f. = square feet									
<sup>1</sup> Retail trip generation based on the average rates published in the ITE <i>Trip Generation Manual, 11th Edition (2021)</i> for Strip Retail Plaza (<40k) (Land Use Code 822).									
<sup>2</sup> Office trip generation based on the average rates published in the ITE <i>Trip Generation Manual, 11th Edition (2021)</i> for Small Office Building (Land Use Code 712).									
<sup>3</sup> Reduction applied for employment uses located within a 2,000-foot walk of a LRT, BRT or Caltrain station per the 2014 Santa Clara VTA TIA Guidelines.									

**Table 2  
Project Trip Estimates with Restaurant Use**

Land Use	Size	Units	Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
<b>Total Proposed Use</b>									
Restaurant <sup>1</sup>	5,748	s.f.	616	30	25	55	32	20	52
Office <sup>2</sup>	7,336	s.f.	106	10	2	12	5	11	16
<b>Total Vehicle Trips</b>			<b>722</b>	<b>40</b>	<b>27</b>	<b>67</b>	<b>37</b>	<b>31</b>	<b>68</b>
<i>20% TDM Reduction</i>			<i>(144)</i>	<i>(8)</i>	<i>(5)</i>	<i>(13)</i>	<i>(8)</i>	<i>(6)</i>	<i>(14)</i>
<b>Net Vehicle Trips</b>			<b>578</b>	<b>32</b>	<b>22</b>	<b>54</b>	<b>29</b>	<b>25</b>	<b>54</b>
<u>Notes:</u> s.f. = square feet									
<sup>1</sup> Restaurant trip generation based on the average rates published in the ITE <i>Trip Generation Manual, 11th Edition (2021)</i> for High-Turnover (Sit-Down) Restaurant (Land Use Code 932).									
<sup>2</sup> Office trip generation based on the average rates published in the ITE <i>Trip Generation Manual, 11th Edition (2021)</i> for Small Office Building (Land Use Code 712).									
<sup>3</sup> Reduction applied for employment uses located within a 2,000-foot walk of a LRT, BRT or Caltrain station per the 2014 Santa Clara VTA TIA Guidelines.									



**Figure 1**  
**Site Location**

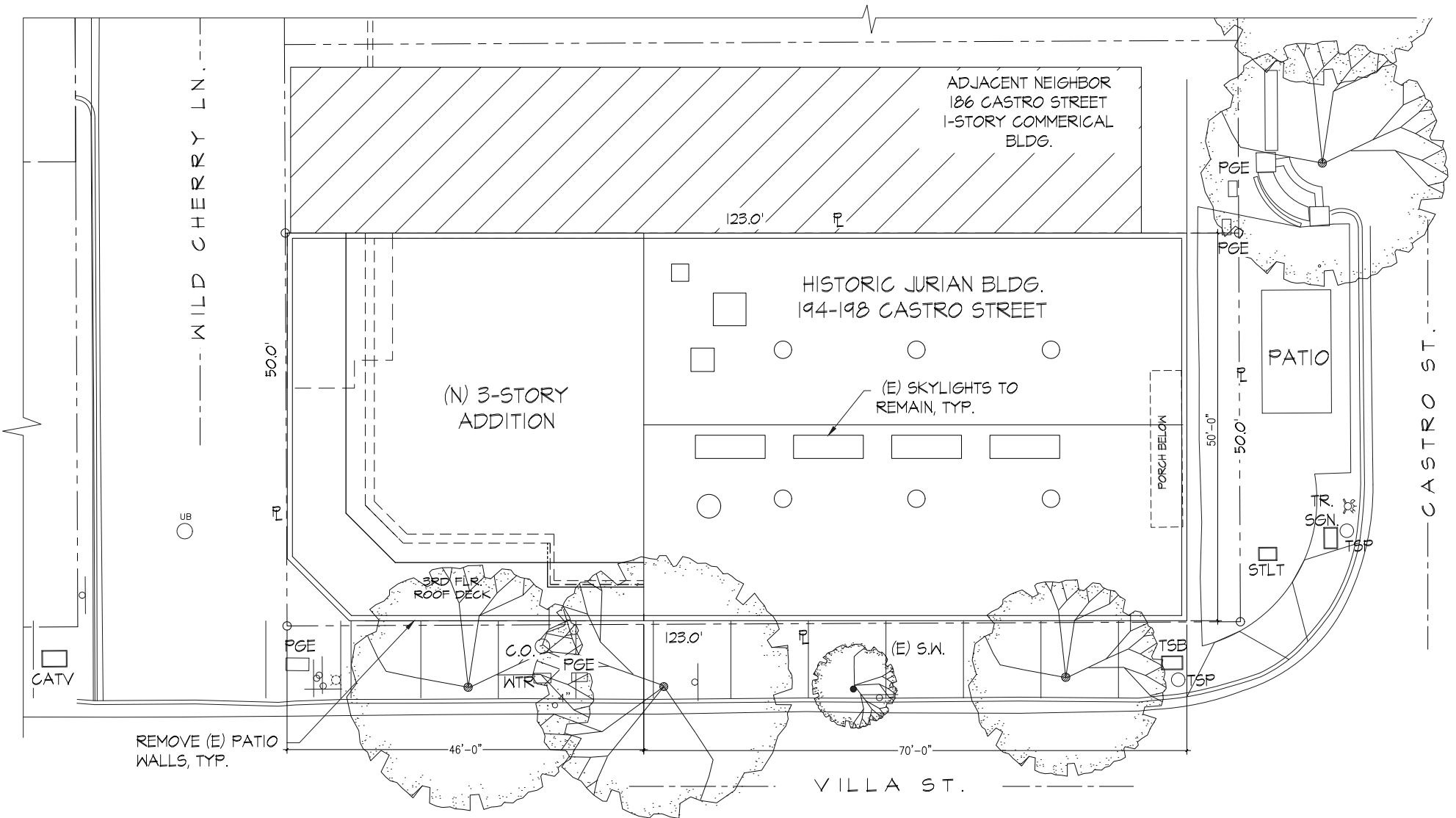


Figure 2  
Site Plan

## 2. Existing Transportation Facilities

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Transportation facilities and services that support sustainable modes of transportation include buses and shuttle buses, LRT, commuter rail, and bicycle and pedestrian facilities. This chapter describes existing facilities and services near the project site. Figure 3 shows the existing bicycle facilities and Figure 4 shows the existing bus and rail services.

### Pedestrian Facilities

A complete network of sidewalks is present along the streets in the vicinity of the project site, including Castro Street and Villa Street. Crosswalks with pedestrian signal heads are located at the signalized intersections in the downtown area. Crosswalks also are provided at several mid-block locations on Castro Street and at some of the unsignalized intersections in the project vicinity. Overall, the existing network of sidewalks and crosswalks provides pedestrians with safe routes to transit services and other points of interest within the downtown area.

### Bicycle Facilities

The bicycle facilities that exist within a half mile of the project site include shared-use bicycle and pedestrian paths (Class I bikeway), striped on-street bike lanes/buffered bike lanes (Class II bikeway), and shared bike routes/boulevards (Class III bikeway). The existing bicycle facilities are shown graphically on Figure 3.

A short Class I bikeway runs along the east side of Shoreline Boulevard between Wright Avenue in the north and Villa Street in the south. Another short Class I bikeway connects bike facilities between Stierlin Road and Moffett Boulevard.

Striped bike lanes are present along the following street segments:

- Shoreline Boulevard between El Camino Real and Charleston Road
- California Street between Castro Street and Del Medio Avenue
- Evelyn Avenue east of Hope Street
- Dana Street between Calderon Avenue and Moorpark Way
- Calderon Avenue between El Camino Real and Evelyn Avenue
- Sections of Castro Street and Moffett Boulevard between Evelyn Avenue and Jackson Street



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

- Church Street/Latham Street between Calderon Avenue and Showers Drive
- California Street between Castro Street and Bush Street
- View Street between California Street and Evelyn Avenue
- Bush Street between California Street and Dana Street
- Dana Street between Bush Street and Calderon Avenue
- Evelyn Avenue west of Hope Street on the south side of the street
- Moffett Boulevard between Central Expressway and Central Avenue on the east side of the street
- Stierlin Road for its entirety
- Central Avenue east of Stierlin Road

Bike boulevards are modified bike routes offering especially convenient and efficient through-routes for bicyclists of all skill levels. Central Avenue, Stierlin Road, and Evelyn Avenue are designated as bike boulevards.

## Transit Services

Existing transit services in the project vicinity are provided by VTA, Caltrain, the Mountain View Transportation Management Association (MTMA), and the Mountain View Community Shuttle. These transit services described below and are shown on Figure 4.

### Mountain View Transit Center

The Mountain View Transit Center provides connections to Caltrain, VTA LRT, several VTA bus routes, MVgo shuttle routes, and the Mountain View Community Shuttle. The transit center is within walking and biking distance of the project, approximately 0.2 mile.

### VTA Service

The VTA operates local bus routes, one late-night bus shuttle, and one Light Rail Transit (LRT) line within the project vicinity. The VTA bus routes with bus stops near the project site and the LRT lines are described in Table 3, including their terminus points, closest scheduled stop, and commute hour headways.

There are five existing VTA bus routes serving the project vicinity with bus stops located within ¼ mile of the site: 21, 40, 51, 51H, and 52. The bus stop closest to the project site is on the project frontage on Villa Street for local route 40.

The VTA operates the 42.2-mile LRT system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates for approximately 21 hours a day with 15-minute headways during much of the day. The Mountain View-Alum Rock LRT line (Orange Line) operates along Central Expressway within the project vicinity and stops at the Mountain View Transit Center.

### **Caltrain Commuter Train Service**

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

### **Mountain View Transportation Management Association Shuttles**

The Mountain View Transportation Management Association (MTMA) operates the MVgo shuttle system during the commute hours. This shuttle system is provided through the collection of MTMA member dues. MVgo operates four shuttle routes that provide service to employment areas from the Mountain View Transit Center. Three routes serve the North Bayshore area and one route serves the North Whisman area. The shuttles are timed to meet Caltrain arrivals during the AM and departures during PM commute periods. The shuttles are free and open to the public.

### **Mountain View Community Shuttle**

The Mountain View Community Shuttle is operated by the City of Mountain View and Google. The Community Shuttle route forms a loop around the city. The Community Shuttle route includes stops at the Mountain View Transit Center, along Middlefield Road, at El Camino Hospital, Civic Center, and along Rengstorff Avenue. The Community Shuttle operates seven days a week from 7:00 AM to 7:00 PM with 30-minute headways on weekdays and from 10:00 AM to 6:00 PM with one-hour headways on weekends. The nearest Community Shuttle stop is located at the Mountain View Transit Center.

**Table 3  
Existing Bus, Shuttle, and LRT Service**

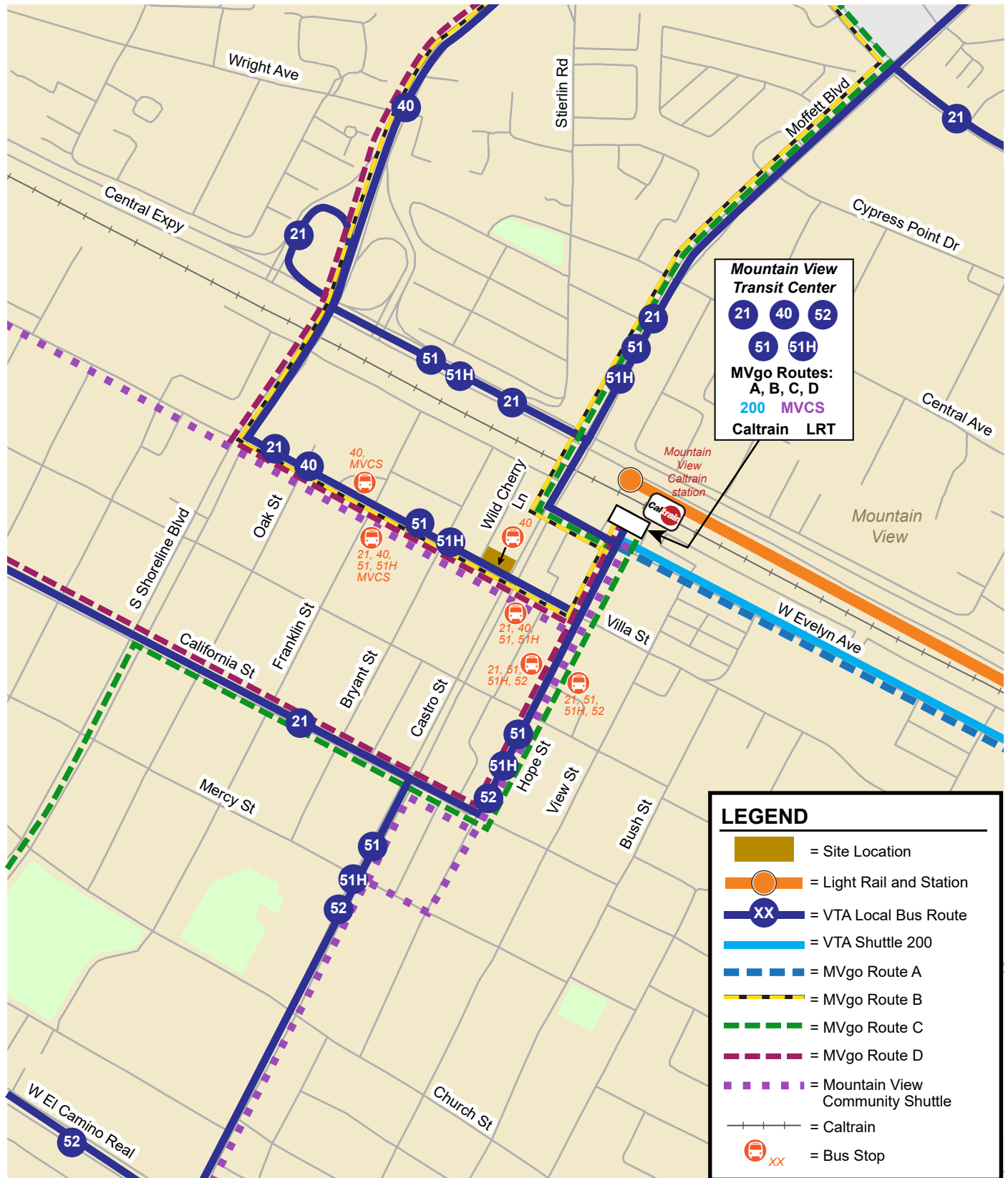
Route	Route Description	Weekday Hours of Operation	Headways <sup>1</sup> (minutes)	Nearby Bus Stops/Stations	Walking Distance from Nearest Stop to Project Site (feet)
<b><u>VTA Bus Routes</u></b>					
Local Route 21	Stanford Shopping Center - Santa Clara Transit Center	5:31 AM - 9:48 PM	30	Villa Street east of Castro Street	215
Local Route 40	Foothill College - Mountain View Transit Center via North Bayshore	6:14 AM - 10:50 PM	25 - 40	Villa Street west of Castro Street	Project frontage, 80
Local Route 51	Moffett Field/Ames Center - West Valley College	5:59 AM - 7:19 PM	25 - 60	Villa Street east of Castro Street	215
Local Route 51H	Moffett Field/Ames Center - De Anza College	6:33 AM - 9:21 AM 3:05 PM - 6:49 PM	60 - 70	Villa Street east of Castro Street	215
Local Route 52	Foothill College - Mountain View Transit Center via El Monte	7:07 AM - 6:31 PM	30	Hope Street south of Villa Street	620
Late-Night Orange Line Replacement Shuttle 200	Milpitas BART - Mountain View Transit Center	11:26 PM - 1:46 AM (next day)	50 - 55	Mountain View Transit Center	780
<b><u>MVgo Shuttle and Mountain View Community Shuttle</u></b>					
MVgo Route A <sup>2</sup>	Mountain View Transit Center to Whisman, Clyde, and Middlefield	7:05 AM - 10:36 AM 3:40 PM - 7:51 PM	30 - 55	Mountain View Transit Center	780
MVgo Route B <sup>2</sup>	Mountain View Transit Center to Shoreline, La Avenida, Stierlin	6:26 AM - 10:31 AM 3:25 PM - 8:03 PM	10 - 35	Mountain View Transit Center	780
MVgo Route C <sup>2</sup>	Mountain View Transit Center to Charleston, Garcia, San Antonio	6:35 AM - 10:35 AM 2:57 PM - 7:56 PM	15 - 35	Mountain View Transit Center	780
Mvgo Route D <sup>2</sup>	Mountain View Transit Center to San Antonio, Garcia, Charleston	6:40 AM - 10:43 AM 2:49 PM - 8:03 PM	15 - 40	Mountain View Transit Center	780
MV Community Shuttle <sup>3</sup>	Throughout Mountain View	7:00 AM - 7:00 PM	30	Villa Street east of Franklin Street	700
<b><u>VTA Light Rail Transit and Caltrain Commuter Rail</u></b>					
Orange Line (LRT)	Mountain View - Alum Rock	5:05 AM - 12:44 AM (next day)	15	Mountain View Transit Center	800
Caltrain	Gilroy - San Francisco	4:22 AM - 1:45 AM (next day)	5 - 25	Mountain View Transit Center	1,200

**Notes:**

1. Headways during weekday peak periods (except the late-night shuttle) as of March 2023.
2. Operated by Mountain View Transportation Management Association. It provides free transportation connections between Mountain View Transit Center and the Bayshore/Whisman areas.
3. Operated by Mountain View and Google. It provides free transportation connections between many residential neighborhoods, senior residences and services, city offices, the library, parks and recreational facilities, medical offices, shopping centers, and entertainment venues throughout Mountain View.



**Figure 3**  
**Existing Bicycle Network**



**Mountain View Transit Center**

21 40 52

51 51H

**MVgo Routes:**  
A, B, C, D

200 MVCS

Caltrain LRT

**LEGEND**

- = Site Location
- = Light Rail and Station
- = VTA Local Bus Route
- = VTA Shuttle 200
- = MVgo Route A
- = MVgo Route B
- = MVgo Route C
- = MVgo Route D
- = Mountain View Community Shuttle
- = Caltrain
- = Bus Stop

**Figure 4**  
**Existing Transit Services**

### 3.

## Proposed TDM Measures

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The TDM measures proposed by the 194-198 Castro Street mixed-use project include design features, programs, and services that promote sustainable modes of transportation and reduce the vehicular demand that would be generated by the project. The goal of this TDM plan is to meet the twenty percent (20%) peak-hour vehicle trip reduction target requested by the City of Mountain View.

The project's VMT reduction has been estimated using the Santa Clara Countywide VMT Evaluation Tool, which provides an initial indication of a TDM plan's likely effectiveness in various settings. After the project addition has been occupied and the TDM plan has been implemented, employee surveys should serve as the monitoring tool to determine if the goal of a 20% trip reduction has been met. Since the project would not provide parking on-site, the traditional monitoring method of using driveway counts is not applicable for this project. If the 20% trip reduction goal has not been met, the TDM Coordinator (appointed by the building management) will be responsible for implementing additional measures.

### TDM Coordinator

The project will appoint a TDM coordinator who will be the primary contact with the City and will be responsible for implementing and managing the TDM plan. The TDM coordinator will be a point of contact for employees if TDM-related questions arise and be responsible for ensuring that employees/tenants are aware of all transportation options and how to fully utilize the TDM programs. The TDM coordinator will provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide information about transit passes
- Provide transportation information packets to new employees/tenants
- Audit and review building transportation needs
- Manage travel surveys to track trends and develop new commute programs
- Provide trip-planning assistance and/or ride matching assistance to employees who are considering an alternative commute mode
- Supply up-to-date transit schedules and route maps for nearby transit services
- Monitor and enforce the TDM Program

## Commute Trip Reduction Marketing/Education Programs

### Online Information Center

A key element of this TDM plan is to set up an attractive, up-to-date online informational board with site-specific information about the transportation resources available to employees. The website will include information about transit maps/schedules (Caltrain, VTA, MVgo, Community Shuttle), locations of bus stops and Caltrain/LRT stations, and all the measures, services, and facilities discussed in this plan.

### Information Packet for Employees

In addition to the online information center, the TDM coordinator will provide “hard copy” information packets to all employees when they first occupy the building. Because all information would be available online, this packet need not be a comprehensive stack of paper about all services available, which employees tend to disregard anyway. Instead, the New Employee Packet will provide a quick easy-to-read announcement of the most important features of the TDM program for employees to know about immediately.

In addition, the packet would send a message to workers that their employer values alternative modes of transportation and takes their commitment to supporting alternative transportation options seriously. For example, it would include a flyer announcing the online/physical information center. It is recommended that the packet include information regarding how to contact the TDM coordinator. Additional packets will be provided for distribution to new employees subsequently hired or transferred to the site.

### Rideshare Matching Services

One of the greatest impediments to carpool and vanpool formation can be finding suitable riders with similar work schedules, origins, and destinations. Facilitated rideshare matching can overcome this obstacle by enabling commuters who are interested in ridesharing to enter their travel preferences into a database and receive a list of potential rideshare partners. The success of these programs is largely determined by the number of participants and, in turn, the number of potential matches that can be made.

The TDM Coordinator will provide employees with information on 511.org's ridematching service, Merge, and other ridematching services, including peer-to-peer ridematching programs that utilize mobile apps to match commuters, such as Scoop.

### Carpool Incentives

The TDM Coordinator will provide employees with information on 511.org's carpool reward program via Merge. The Merge carpool reward program encourages people to try carpooling by rewarding all carpools. According to the Merge carpool reward program, anyone can create a Merge account and carpool with others using Merge, Scoop, Casual Carpool, or a personal contact like a co-worker or neighbor. Users earn 10 points per logged carpool trip, and a \$25 reward for every 250 points earned. Rewards range from catalog items or e-gift cards or donations to a nonprofit.

## Telecommute/Flexible Work Schedule Program

Offering employees the opportunity to work from home or travel outside the peak travel periods can help reduce the number of commute trips to and from the project site. The project will include

infrastructure to support its future tenants to implement an alternative work schedule, which may include the following:

- Heating, cooling, and ventilation systems for extended schedules
- High-bandwidth internet connections to facilitate telecommuting
- Security services provided to support extended schedules

## Transit Passes

Subsidized transit passes are an effective means of encouraging employees to use transit rather than drive to work. One element of this TDM plan is to provide employees with financial incentives to utilize public transit when commuting to and from the project site.

There are a number of ways to structure a financial incentive for transit. Employers can cover the partial or total monthly cost of transit for those employees who take transit through a pre-tax benefit with Clipper Direct, purchase transit passes themselves and distribute them to employees, offer a reimbursement program requiring monthly receipts, or offer a universal transit pass program.

In order to achieve the 20% trip reduction target, it is assumed that the project will provide at least a 50% transit subsidy for all employees for the life of the project.

## Bicycle Storage

The project site plan shows five secured bike parking spaces for employee use near the Wild Cherry Lane entrance on the first floor. The secured bike storage racks are provided in a room with janitor storage near the stairwell. The project will also provide room for at least two short-term bicycle parking spaces.

## Estimated TDM Reduction

The Santa Clara Countywide Vehicle Miles Traveled (VMT) Evaluation Tool was used to calculate the trip reduction due to the TDM Program. This tool can calculate VMT reductions associated with certain TDM measures. A reduction in VMT is equivalent to a reduction in trips.

The VMT Tool provides an estimate of the amount by which a project's location and land use characteristics, its site enhancements, and the measures taken to reduce commute trips will reduce VMT. Hexagon has applied the VMT Tool to the TDM plan for the mixed-use development at 194-198 Castro Street. The results indicate that the plan would reduce the project VMT from 16.07 VMT per employee to 12.81 VMT (see Appendix A). Therefore, based on the project's TDM plan, the County's VMT Tool estimates that the project can achieve a 20% trip reduction in VMT, and thus a 20% reduction in trips, assuming the following participation is achieved:

- 100% of employees are eligible for commute trip reduction marketing/education
- The project provides at least a 50% transit fare subsidy to all employees
- At least 70% of employees participate in alternative work schedules, including telecommuting 1.5 days a week
- At least 2% of employees participate in ridesharing programs



## 4. TDM Implementation, Monitoring, and Reporting

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The purpose of this TDM plan is to reduce the overall vehicle trips generated by the proposed development. The goal of this TDM plan is to meet the twenty percent (20%) peak-hour vehicle trip reduction requested by the City of Mountain View. Routine monitoring and reporting will ensure that the TDM plan is effective at achieving the vehicle trip reduction requirement.

### Implementation

The project applicant and the property manager/TDM coordinator will be responsible for ensuring the TDM plan is implemented. In addition, all lease agreements will require tenants to participate in the TDM plan immediately upon occupancy. The lease agreements will describe the elements of this plan for which tenants have immediate or potential future responsibility.

### Monitoring and Reporting

The purpose of monitoring and reporting the TDM plan is to ensure that the program is successfully achieving the trip reduction goal. The property owner shall prepare an annual TDM report and submit it to the City to document the effectiveness of the TDM program in achieving the goal of twenty percent (20%) peak-hour vehicle trip reduction by employees of the project. The TDM report shall be prepared by an independent consultant and paid for by the property owner; the consultant shall work with the property's TDM coordinator. The TDM report will include a determination of historical employee commute methods, which shall be informed by surveying all employees working at the project site. All nonresponses to the employee survey will be counted as a drive-alone trip. Since the project would not provide parking on-site, the traditional monitoring method of using driveway counts is not applicable for this project.

The initial TDM report for the project will be submitted one year after issuance of a certificate of final occupancy and subsequent reports will be submitted annually for the life of the project. The TDM report shall either: (1) state that the project has achieved the twenty percent (20%) peak-hour vehicle trip reduction goal or higher, providing supporting statistics and analysis to establish attainment of the goal; or (2) state that the project has not achieved the twenty percent (20%) peak-hour vehicle trip reduction goal, providing an explanation of how and why the goal has not been reached and a description of additional measures that will be adopted in order to attain the TDM goal of twenty percent (20%) peak-hour vehicle trip reduction. The property owner and the consultant preparing the report will coordinate with City staff for any additional reporting requirements.

Appendix A  
**VMT Tool Output**

## Project Details

Timestamp of Analysis March 23, 2023, 11:30:02 AM

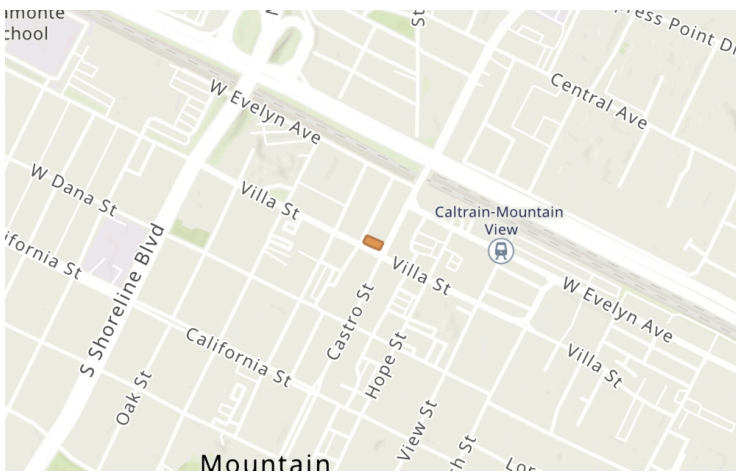
Project Name 194-198 Castro Street TDM Plan

Project Description Expansion of an existing three-story retail/restaurant/office building within downtown Mountain View.

## Project Location Map

Jurisdiction: Mountain View

APN	TAZ
15815013	378



## Analysis Details

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

## Project Land Use

### Residential:

Single Family DU:

Multifamily DU:

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Total DUs: 0

### Non-Residential:

Office KSF: 6

Local Serving Retail KSF: 5

Industrial KSF:

### Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

### Parking:

Motor Vehicle Parking: 0

Bicycle Parking:

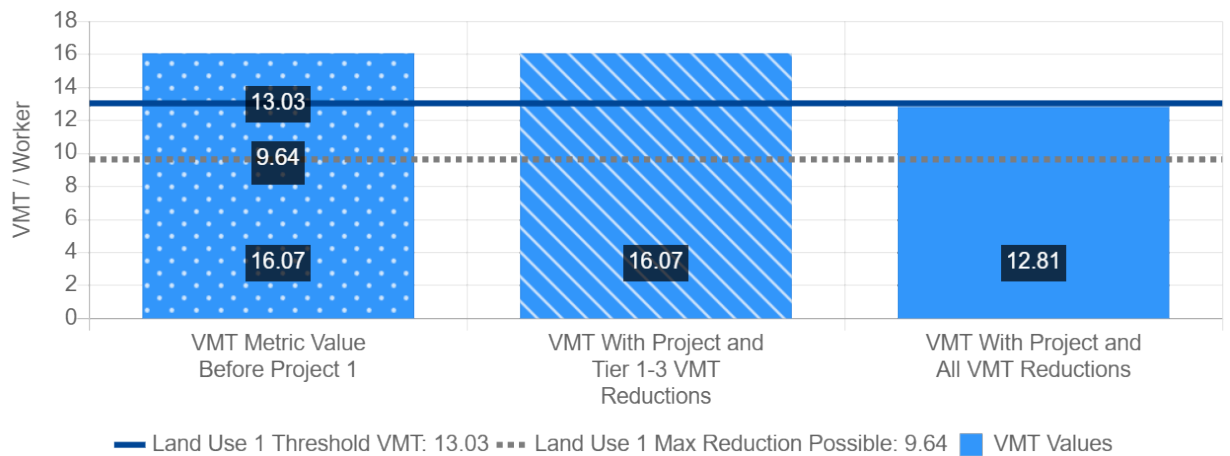
## Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

## Office Vehicle Miles Traveled (VMT) Screening Results

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

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	16.07	16.07	12.81
Low VMT Screening Analysis	No (Fail)	No (Fail)	Yes (Pass)



## Tier 4 TDM Programs

### TP04 CTR Marketing and Education

CTR Marketing/Education Percent Expected Participants:	100 %
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### TP07 Subsidized Transit Program

Percent of Transit Subsidy:	50 %
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### TP08 Telecommuting and Alternative Work Schedules

Telecommuting and Alternative Work Schedule Type:	Telecommute 1.5 days/ week
Alternative Work Schedule Percent Participants:	70 %

### TP13 Ride-Sharing Programs

Expected Percent of Ride-Sharing Participants:	2 %
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