

MEMORANDUM

To: Brian Griggs
Griggs Resource Group

From: Elizabeth Chau, PE
Kimley-Horn and Associates, Inc.

Date: November 20, 2025

Re: ***Transportation Demand Management Plan for 515 & 545 N Whisman Road in Mountain View, CA***

1. Introduction

This memorandum summarizes a transportation demand management (TDM) plan for a proposed redevelopment (the “Project”) at 515 & 545 N. Whisman Road in Mountain View (the “City”), California. The Project would demolish two existing office buildings and construct 195 rowhomes. Of the 195 townhomes, 46 homes would be below-market rate (“affordable housing”). A site plan is shown in **Appendix A**.

As part of the Project’s entitlement process, the Project applicant (Stonelex A, LLC) submitted to the City of Mountain View a Formal Planning Application for the proposed redevelopment of the Project site. In connection therewith, , the City of Mountain View requested a TDM for the Project.

2. Project Location

The Project site is located at the northeast corner of the intersection of N Whisman Road and Murlagan Avenue, as shown in **Figure 1**.

3. Existing Conditions

The following sections describe the existing transportation network near the Project site, including bicycle and transit facilities.

3.1 Existing Bicycle Facilities

Bicycle facilities serve to improve the accessibility of a built environment to cyclists. A built environment with bicycle facilities (e.g., bike lanes and separated trails) and accommodative traffic control (e.g., bike phases at signalized intersections) results in a bike-friendly environment. The four main bikeway facilities include the following:

- Class I (Multi-use Separated Trail): A completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
- Class II (Bike Lane): A designated lane for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited but with vehicle parking and cross-flows by pedestrians and motorists permitted.
- Class III (Bike Route): A route designated by signs or pavement markings and shared with pedestrians and motorists.

- Class IV (Separated Bikeway): An on-street facility reserved for use by bicyclists with physical separation between the bikeway and travel lanes. Physical separation exists which may consist of vertical elements such as curbs, landscaping, bollards, or parking lanes.

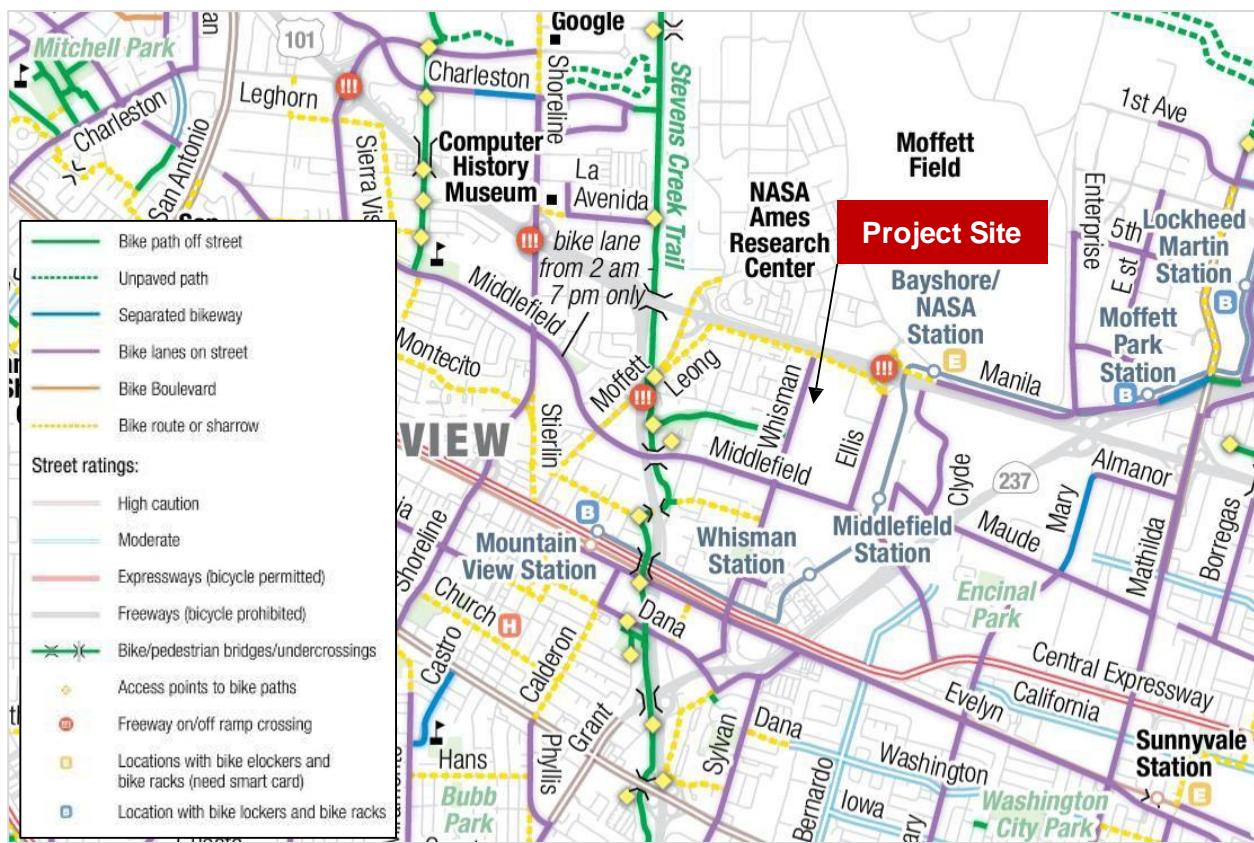
Figure 1 – Project Location



Figure 2 shows existing bicycle facilities within the study area as provided by the Santa Clara Valley Transportation Authority (VTA) Bikeways Map. Bicycle facilities are provided throughout the City of Mountain View. A list of bicycle facilities near the Project site is provided below:

- Class I
 - Along Athena Court and the Hetch Hetchy Trail between North Whisman Road and Easy Street
- Class II
 - Ellis Street between East Middlefield Road and Fairchild Drive
 - Middlefield Road between east and west of the study area
 - Whisman Road between Fairchild Drive and south of the study area
- Class III
 - Fairchild Drive between Ellis Street and west of the study area

Figure 2 – Existing Bicycle Facilities



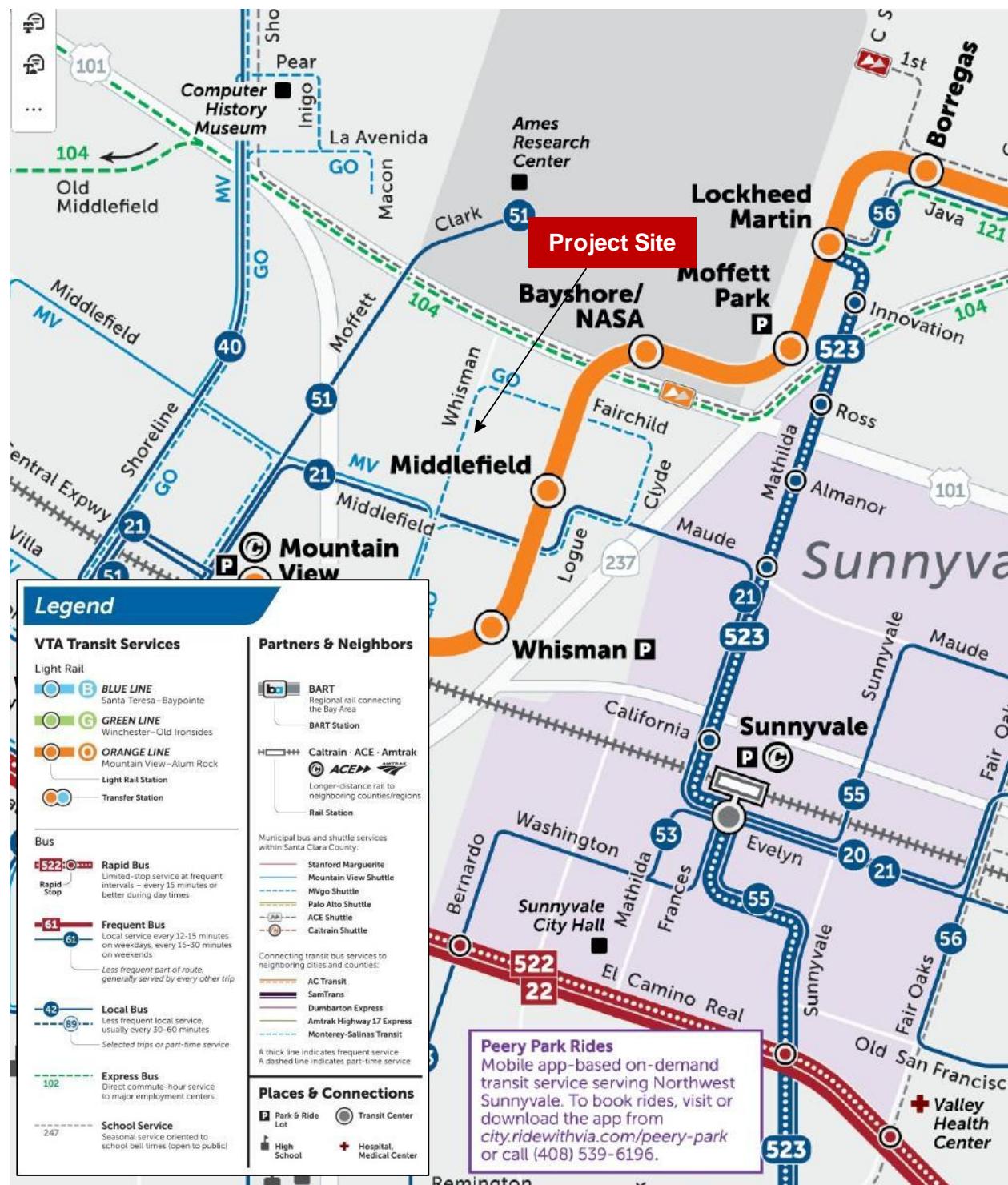
Source: Santa Clara Valley Transportation Authority Bikeways Map (https://www.vta.org/sites/default/files/2020-07/2020%20Bike%20Map_web_p2.pdf)

3.2 Existing Transit Facilities

Transit services constitute an important part of a transportation system as they provide roadway users with an alternative mode of transportation to the single-occupancy automobile. Transit services allow for a more efficient use of the local roadway network as they are typically higher capacity than automobiles, provide disadvantaged populations with an effective means of accessing services that are beyond practical walking or biking distances, and typically emit less greenhouse gas emissions per roadway user-mile than automobiles.

Transit services near the Project site are provided by the Mountain View Transportation Management Association (MTMA), the Santa Clara Valley Transportation Authority (VTA) and the Peninsula Corridor Joint Powers Board (dba “Caltrain”). The transit routes and lines are shown in **Figure 3**, as provided by VTA.

Figure 3 – Existing Transit Services



Source: VTA Main Map (<https://www.vta.org/sites/default/files/2025-10/SystemMap-102725.pdf>)

3.2.1 MTMA

MTMA is a nonprofit membership organization that operates bus shuttle services under the brand name “MVgo” throughout the City of Mountain View. The organization is funded by businesses and property owners in the City and operates four bus routes, including Route A (the “blue” route), Route B (the “orange” route), Route C (the “teal” route), and Route D (the “yellow” route).

The alignment of Route A runs near the Project site along Middlefield Road. Route A forms a circuitous loop alignment starting from Mountain View Transit Center and provides coverage to the eastern portion of the City of Mountain View. The closest MVgo stop is at 313 Fairchild Drive, approximately 500 feet north of the Project Site. Service¹ for this spans from 7:27 AM to 10:00 AM in the morning and from 3:45 PM to 7:22 PM in the afternoon.

3.2.2 VTA

VTA is an independent special district that operates light rail, fixed-route scheduled bus services, and demand-response paratransit services throughout Santa Clara County. VTA additionally provides congestion management and countywide transportation planning services.

Route 21 is a local bus service that runs near the Project site on Middlefield Road and extends from the Santa Clara Transit Center to the Arboretum & Sand Hill bus stop in Palo Alto. Service² is provided on weekdays, weekends (including Sundays) and holidays. The closest stop is E Middlefield & Ellis, approximately 0.2 miles south-east of the Project site. Service for this stop spans from 5:37 AM. to 9:04 PM on weekdays, from 8:04 AM and 8:55 PM on Saturday, and from 8:53 AM and 7:35 PM on Sundays and holidays.

The Orange Line is a light rail service that runs near the Project site and extends from the Mountain View Caltrain Station to the Alum Rock Station in San Jose. Service is provided on weekdays, weekends (including Sundays), and holidays. The Bayshore NASA and Middlefield Station are approximately 0.4 miles from the Project site. Service for these stations spans from 5:27 AM to 11:02 PM on weekdays, from 6:29 AM to 12:04 AM (next day) on Saturdays, Sundays and holidays.

3.2.3 Caltrain

Caltrain is a commuter rail service that operates a single line extending from the San Francisco 4th & King Street Station to the Gilroy Station. Caltrain stops at the Mountain View Station, which is approximately 1.7 miles from the Project site. Service is provided on weekdays, weekends (including Sundays), and holidays. Service³ for Mountain View Station spans from 5:01 AM to 1:04 AM (next day) on and from 7:15 AM to 1:05 AM (next day) on weekends. During the holidays Caltrain either runs on weekend schedule or modified schedule.

¹ Based on schedule effective 10/1/2025

² Based on schedule effective 1/13/2025

³ Based on schedule effective 6/16/2025

4. Proposed Project

The following summarizes the trip generation for the proposed project.

4.1 Project Trip Generation

A trip generation evaluation typically refers to the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 12th Edition*, which is a standard reference used by jurisdictions throughout the country to estimate the trip generation potential of proposed developments.

A trip is defined in the *Trip Generation Manual* as a single or one-directional vehicle movement with either the origin or destination at a project site. In other words, a trip can be either "to" or "from" the site and therefore, a single visitor to a site is counted as two trips.

Trips are typically calculated from trip rates in the *Trip Generation Manual* for times of the day and week during which a proposed development's worst-case traffic impacts on the surrounding roadway network would be expected to occur. These time periods are typically the a.m. peak hour (generally between the hours of 7:00 a.m. to 9:00 a.m.) and the p.m. peak hour (generally between the hours of 4:00 p.m. to 6:00 p.m.) on a typical weekday.

For the purposes of this study, ITE land use code (LUC) trip rates for LUC 215 (Single-Family Attached Housing) were utilized. A summary of the trip generation is shown in **Table 1**. The proposed Project would generate approximately 1,281 daily trips, 92 (23 in, 69 out) AM peak hour trips, and 99 (57 in, 42 out) PM peak hour trips.

Table 1 – Trip Generation Summary

ITE Land Use Code	Size	Size	Daily Rate	AM Peak			PM Peak			
				Rate	In%	Out%	Rate	In%	Out%	
215	Single-Family Attached Housing	Dwelling Unit(s)	6.57	0.47	0.25	0.75	0.51	0.57	0.43	
ITE Land Use Code	Land Use	Size	Units	Daily Trips	AM Peak			PM Peak		
					Total	In	Out	Total	In	Out
215	Single-Family Attached Housing	195	Dwelling Unit(s)	1,281	92	23	69	99	57	42

Source: ITE Trip Generation, 12th Edition

5. Required & Proposed TDM Program Elements

The proposed Project is within the boundaries of the City of Mountain View East Whisman Precise Plan. The East Whisman Precise Plan establishes TDM standards for research and development, office, and residential development projects that exceed thresholds of development intensity. The East Whisman Precise Plan requires all new residential developments to have a TDM plan with programs and measures to reduce trips in line with the City's Greenhouse Gas Reduction Program and other trip-reduction standards established by the City. The proposed Project falls

within the category of residential developments and would be subject to the TDM standards established by the East Whisman Precise Plan, which includes the following:

5.1 TMA Membership

5.1.1 *New residential developments with at least 100 units shall become TMA members.*

The Project proposes 195 residential units and thus exceeds the threshold of 100 units. The Project would be required to become a member of the MTMA. The Project TDM plan would require the Project to be a member of the MTMA to be consistent with City of Mountain View standards and plans.

5.2 TDM Plan Site Requirements

5.2.1 *Parking and carshare parking standards as defined by this chapter.*

According to the East Whisman Precise Plan vehicular off-street parking standards, the Project would be subject to residential private garages with minimum two spaces per dwelling unit. In addition, the project would need to provide 0.3 spaces per dwelling unit. This equates to a minimum requirement of 449 vehicular parking spaces (390 garage spaces and 59 guest spaces). The Project proposes a total inventory of 420 spaces (390 garage spaces and 30 guest on-street parking spaces), which satisfies EWPP residential parking requirements, but not the City's guest parking requirements. Note as discussed in **Section 5.4**, the proposed 420 spaces can accommodate average peak parking demand of 269-289 vehicles.

The East Whisman Precise Plan includes minimum carshare parking standards. The Project applicant has informed us that the Project is seeking a waiver of this requirement as providing these additional carshare parking spaces would result in a loss of residential units in the project as it is proposed.

5.2.2 *Bicycle parking as defined by this chapter.*

In terms of bicycle parking, the East Whisman Precise Plan includes minimum standards for short-term spaces and long-term spaces. The Project applicant has informed us that the Project is seeking a waiver of this requirement as providing this bicycle parking would result in a loss of residential units in the project as it is proposed.

5.2.3 *Residential projects over 100 units shall provide a shared, common, collaborative workspace available to residents and their guests. This amenity can be offered in partnership with nearby residences or businesses.*

The Project applicant has informed us that the Project is seeking a waiver of this requirement as providing this shared, common workspace would result in a loss of residential units in the project as it is proposed.

5.2.4 *Site design that supports alternative modes, such as orienting building entrances toward sidewalks, transit stop and bicycle routes.*

The Project's site design promotes alternative modes in several ways. Firstly, the frontage of the Project is along N. Whisman Road and there are six main connection

points which provide safe connections to the new, wide concrete sidewalk that will safely allow for both bicycle and pedestrian traffic. Additionally, the Project's eastern edge is adjacent to the existing path which runs through Middlefield Park and connects to the Whisman Station.

5.2.5 Accessible, secure storage space for grocery and package delivery shall be provided in multifamily development.

The Project applicant has informed us that the Project is seeking a waiver of this requirement as providing this secure storage space would result in a loss of residential units in the project as it is proposed. The Project is a single family, not a multifamily development.

5.3 TDM Plan Operational Requirements

5.3.1 Property managers or homeowner associations (HOA) shall provide access to shared bicycles if a bikeshare service is not available nearby.

The Project applicant has informed us that the Project is seeking a waiver of this requirement as providing a shared bicycle service and shared bicycles would result in a loss of residential units in the project as it is proposed. These homes will be individually owned and this concept of shared bicycles appears to be targeted to larger, single ownership, rental properties.

5.3.2 Property managers or HOAs shall provide local transportation information to all residents through a website, leasing office, or initial leasing information.

The Project HOA manager would be responsible for providing the owners with local transportation information through maps, schedules, or other programs (such as rideshare and carpools). The Project would demonstrate how the HOA addresses the provision of providing this required information to residents in its annual monitoring results to the City.

5.3.3 Property managers or HOAs shall support Safe Routes to Schools programs including facilitating parent gatherings and coordination of walking school buses and/or bike trains.

Project HOA manager would be responsible for coordinating with the City's Safe Routes to Schools program by facilitating parent gatherings and coordination of establishing programs to facilitate walking to school, to school buses, and/or bike trains. The Project would demonstrate how the HOA addresses the provision of providing this required information to residents in its annual monitoring results to the City.

5.3.4 Monetary incentives for alternative modes, such as subsidized transit passes or bike-share for residents and/or unbundled parking.

The Project HOA would be responsible for coordinating with the City and with local transit providers in providing, advertising, and facilitating the use of monetary incentives to the home owners to use alternative modes of transportation to the single-occupancy automobile, including subsidized transit passes, bike-share for residents, unbundled parking, or carpooling. The Project would demonstrate how the HOA addresses the provision of providing this required information to residents in its annual monitoring result to the City.

Table 2 summarizes the initial TDM measures proposed by the project.

Table 2 – Proposed TDM Measure Summary

No.	TDM Measure	Description
5.1.1	MTMA membership.	The Project HOA manager would be required to be a member of the Mountain View Transportation Management Association.
5.2.1	Vehicular parking requirements.	The Project as proposed would be subject to a minimum vehicular parking requirement of 499 spaces (390 residential, 59 guest). The Project proposes an inventory of 420 spaces (390 residential, 30 guest) which satisfies EWPP requirement for residential parking but not the City's requirement for guest parking. AB 2097 does not require parking for any new developments within ½ mile of a major transit stop. The proposed spaces do accommodate the anticipated 269-289 vehicle average peak parking demand.
5.2.1	Minimum carshare parking requirements.	The Project applicant has informed us that the Project is seeking a waiver of this requirement.
5.2.2	Minimum bicycle parking requirements.	The Project applicant has informed us that the Project is seeking a waiver of this requirement.
5.2.3	Shared workspace.	The Project applicant has informed us that the Project is seeking a waiver of this requirement
5.2.4	Site design that supports alternative modes to the single-occupancy vehicle.	The Project site design promotes alternative modes in several ways. Firstly, the frontage of the Project is along N. Whisman Road and there are six main connection points which provide safe connections to the new, wide concrete sidewalk that will safely allow for both bicycle and pedestrian traffic. Additionally, the Project's eastern edge is adjacent to the existing path which runs through Middlefield Park and connects to the Whisman Station.
5.2.5	Accessible and secure storage space for deliveries.	The Project applicant has informed us that the Project is seeking a waiver of this requirement
5.3.1	Bikeshare service.	The Project applicant has informed us that the Project is seeking a waiver of this requirement
5.3.2	Local transportation information.	The Project HOA manager would be responsible for providing residents with local transportation information through maps, schedules, or other programs.
5.3.3	Safe Routes to Schools	The Project HOA manager would be responsible for coordinating with the City's Safe Routes to Schools program by facilitating parent gatherings and coordination of walking to school, to school buses, and/or bike trains.
5.3.4	Monetary incentives for alternative modes.	The Project HOA manager would be responsible for coordinating with the City and with local transit providers in providing, advertising, and facilitating the use of monetary incentives to residents to use alternative modes of transportation to the single-occupancy automobile, including subsidized transit passes, bike-share for residents, or carpooling.

5.4 Parking Rationale

5.4.1 The TDM plan shall demonstrate that the parking provided is adequate to serve the needs of the development and shall consider the project's trip-reduction measures.

Peak period vehicular parking demand of the Project was estimated using the ITE *Parking Generation Manual, 6th Edition*. The average parking rates for ITE LUC 215 Single-Family Attached Housing were utilized. In addition, an inefficiency factor of 5% was applied to account that not all spaces will be fully utilized due to being reserved for ADA, staff, guest, loading, etc. or in a less desirable location.

Table 3 below shows the estimated parking demand of the proposed Project. The Project would generate vehicular parking demands of approximately 289 spaces on a typical weekday (Monday-Friday), and 269 spaces on a typical Saturday, which is less than the proposed 420 spaces. Therefore, the parking provided by the Project is adequate to serve the needs of the development.

Table 3 – Estimated Parking Demand

ITE Land Use Code	Size	Size		Weekday (Mon-Fri) Average Rate	Saturday Average Rate
215	Single-Family Attached Housing	Dwelling Unit(s)		1.41	1.31
ITE Land Use Code	Land Use	Size	Units	Weekday (Mon-Fri) Trips	Saturday Trips
215	Single-Family Attached Housing	195	Dwelling Unit(s)	275	256
Parking Inefficiency Factor (5%)				14	13
New Parking Demand				289	269

5.5 TDM Monitoring

The Project is a single-family residential development. Annual TDM monitoring is not required for single family project.

Appendix A – Site Plan



Project Summary
Address: 515 & 545 N Whisman Rd
City: Mountain View, CA
State: CA
Zoning: C-1
Character Area: General Residential
General Plan District: Residential
Planning Area: 19.3.1.5.5

Project Description
Site size of 1 acre consisting of 10 buildings totaling 195 units for the zoning of C-1. The proposed development consists of 10 buildings with 195 units and 195 ground floor parking spaces.

Unit Summary
Site Unit Footprint: 10 buildings with 195 units and 195 ground floor parking spaces.

Neighborhood 1	Rec / Park Count	Rooms	Units	%	Accessible Ground Floor	Units	Rooms	Units	Total NSF
P-1-1-1-1-1-1-1-1	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-1-2	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-2-1	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-2-2	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-2-3	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-2-4	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-2-5	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-2-6	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-2-7	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-2-8	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
P-1-1-1-1-1-1-2-9	0 units	8-10	24 du	70%	0 du	123 du	12-14	1,711 sf	13,716 sf
Total			97 du	100%					

Interlocking Structure: Other Type: 10-story Interlocking with Tandem Garage

Neighborhood 2	Rec / Park Count	Rooms	Units	%	Accessible Ground Floor	Units	Rooms	Units	Total NSF
P-2-1-1-1-1-1-1-1	0 units	10-12	48 du	48%	0 du	62 du	12-14	1,882 sf	56,496 sf
P-2-1-1-1-1-1-1-2	0 units	10-12	48 du	48%	0 du	62 du	12-14	1,882 sf	56,496 sf
P-2-1-1-1-1-1-1-3	0 units	10-12	48 du	48%	0 du	62 du	12-14	1,882 sf	56,496 sf
P-2-1-1-1-1-1-1-4	0 units	10-12	48 du	48%	0 du	62 du	12-14	1,882 sf	56,496 sf
P-2-1-1-1-1-1-1-5	0 units	10-12	48 du	48%	0 du	62 du	12-14	1,882 sf	56,496 sf
Total			240 du	100%					

Site Total

235 du 20 du 1,825 sf/du 1,825 sf/du 1,825 sf/du

1,825 sf/du 1,825 sf/du 1,82