



# 705 WEST DANA STREET

*Transportation Demand Management Plan*



# 705 W. Dana Street Mountain View

## Transportation Demand Management Plan



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August 15, 2021

*Updated:* January 21, 2022

*Finalized:* March 18, 2022

*Revised:* October 24, 2022

*Revised:* July 21, 2023

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**TDM SPECIALISTS, INC. QUALIFICATIONS**

## TDM EXECUTIVE SUMMARY

The Transportation Demand Management (TDM) plan (herein known as the Plan) for the Transit project at 705 W Dana St. (project) provides a viable and dynamic program to support a 20 percent peak-hour vehicle trip reduction. The applicant understands that the efficacy of this Plan is paramount, and therefore, the applicant placed a series of checks and balances that address compliance with the Plan. Mechanisms in the Plan will obligate both the applicant and future tenants. The project and the Plan will set a precedent for future developments in the downtown Mountain View area.

Important factors set the proposed Plan apart from typical TDM plans:

- **Site Amenities:** The Plan will include robust TDM infrastructure, programs, and monitoring. In addition to the conventional TDM measures, the Plan consists of preferential carpool parking, bike parking, telework options, and annual online surveys. The Plan will also include the following:
  - \$900 in monthly vanpool group subsidies (\$500 MTC/511 and \$400 VTA)
  - Ongoing ETC commuter services
  - A transportation information kiosk and mobile app for employee commuter use.
- **Location:** The project is conveniently located in downtown Mountain View, with immediate access to several buses, shuttles, and train routes.
- **Enforcement Mechanisms:**
  - Obligate Tenants to Perform: Language codified into the office leases will obligate future tenant(s) to achieve trip reduction goals and offer employee commuter benefits, such as transit subsidies.
    - Leases will also prohibit tenants and their employees (all personnel) from purchasing City parking permits, parking in the neighborhood, or parking in the Caltrain parking lot.
  - City Penalty Structure: The City has the most stringent financial penalties in the greater Bay Area for failing to comply with TDM goals. This monetary penalty is the direct responsibility of the applicant. Additionally, the project's approval conditions will provide a financial penalty structure that, in the event of failure to perform or deliver annual reporting, will be more onerous than the cost of implementing TDM programs.
  - Self-Audit: The applicant will perform an annual self-audit of the TDM program and its efficacy. Additionally, the applicant will cover the cost (up to a certain threshold) for the city to perform its independent audit.

- **Active Role for Designated Employee Transportation Coordinator (ETC):** The ETC will implement the TDM plan actively. Ongoing responsibilities may include:
  - Pre-occupancy engagement with tenants to transition drive-alone commuters to alternative transportation options before tenants move to the site
  - New employee (all personnel) orientation to alternative transportation options
  - Quarterly on-site promotions and events for all employees that highlight public transit, pedestrian and biking, and carpooling transit options and rewards
  - Support tenants with Employee Wellness/Health/Commuter Transportation Fair/Earth Day/Bike to Work Day/Spare the Air events and promotions
  - Support tenants by promoting subsidies and incentives available to commuters
  - Robust surveys of tenants and their staff to ensure compliance
  - Report TDM performance to the city.

The TDM measures listed below will reduce 20 percent of peak-hour trips. These measures are consistent with other well-performing TDM plans and trip-reduction programs in Mountain View, Palo Alto, the San Francisco Bay Area, and other national locations.

The following outline provides a summary of the applicant's Plan for the project:

#### **TDM INFRASTRUCTURE AND PHYSICAL MEASURES**

- Infill development
- Wayfinding
- Building design
- Long-term bike parking (with potential for expansion)
- Short-term bike parking
- Fix-it bicycle repair station
- Shower and clothes lockers
- Reduced parking supply
- Carpool/Vanpool designations
- Clean air, clean-fuel vehicle charging facilities
- Electric vehicle parking
- Transportation information kiosk
- Employee commuter resource flier
- Roof deck leisure space
- Nearby amenities

These infrastructure measures will contribute to a successful commuter program by enabling alternative mode-use.

## TDM PROGRAMMATIC MEASURES

### ***Tenant Commuter Benefits (encourages the office tenant to offer)***

- Bay Area Commuter Benefits Program
- Subsidies
  - Transit subsidies
  - Vanpool subsidies
- Pre-tax transit deduction payroll option
- Pre-tax parking deduction payroll option (for parking at a transit station)
- Regional bikeshare participation – conceptual
- Telework option
- Alternative work schedule option (flextime, compressed workweek)

The applicant will encourage the tenant to offer these commuter benefits, which may motivate commuters to take alternative transportation modes.

### ***Tenant Commuter Service & Resources (encourages the office tenant to offer)***

- Employee Transportation Coordinator
  - Commute information page
  - Promote Clipper START discounted pass
  - Promote Clipper Card grants up to \$7,500
  - Offer a Guaranteed Ride Home program
  - Promote a \$500 monthly MTC vanpool group subsidy
  - Promote a VTA \$400 vanpool monthly group subsidy
  - Carpool and vanpool ride matching services

The applicant will encourage the tenant to promote the existing incentives and services.

### ***Tenant Commuter Marketing & Outreach (encourages the office tenant to offer)***

- New employee onboarding
- Commuter marketing: transportation events
- Commuter marketing: newsletter articles and emails
- Downtown employer membership - Mountain View TMA

The applicant will encourage the tenant to utilize a strong marketing and outreach strategy to implement the program.

### ***TDM PERFORMANCE MONITORING & SURVEYING (obligates applicant and all tenants)***

- Tenant performance and lease language
- Annual employee commute survey
- Annual peak-hour driveway trip counts
- Trip generation estimate
- An annual commute survey report
- Penalty for non-compliance

A strong monitoring structure will allow the applicant, tenant, and city to monitor the impact and success of the commuter program.



## INTRODUCTION

This 705 W Dana Street Parking and Transportation Demand Management (TDM) Plan (herein known as the Plan) meets the project's specific needs, considering the site's logistical resources, opportunities, and constraints. The Plan measures provide specific elements and actions that commit the applicant and future tenant to their implementation. The plan measures will increase pedestrian, bicycle, carpool, and transit uses and achieve a 20 percent reduction in peak-hour vehicle trips.

The performance-based Plan directs the applicant and future employers (tenants) to implement employee benefits and create a formal commute program. Commute program marketing, ongoing promotions, Mountain View Transportation Management Association (TMA) membership, a guaranteed emergency ride home program, and an active commute coordinator will provide the synergism needed to create a successful program for future employees. This Plan contains appropriate measures and elements consistent with other well-performing Silicon Valley, San Francisco Bay Area region, and national commute programs. Annual monitoring via surveys will provide the documentation to demonstrate the effectiveness of the TDM programs and a 20 percent reduction of peak hour trips.

This Plan details the applicant's commitment to the City of Mountain View and its designated responsibility for implementation.

This project's TDM Plan encourages all alternate modes of transportation, including walking, bicycling, carpooling, vanpooling, and public transit. The 705 W Dana Street project (Project) will help the city thrive as a community and meet its 2030 general plan goals by balancing air quality with economic growth.

### *TDM Planning Process*

The project will include trip reduction elements and goals outlined in the Mountain View Downtown Specific Plan. It will also include Transit-Oriented Development (TOD) and commute-sustainable standards by incorporating TDM elements. Other contributing and complementary sustainable building efforts include applicable portions of California's Green Building standards. A successful development project reduces vehicle trips, air pollution, and traffic congestion and contributes to successful carbon footprint and greenhouse gas reductions for long-term operations.

The U.S. Green Building Council (USGBC) encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria ([www.usgbc.org](http://www.usgbc.org)).

## 1.0 REGULATORY AND SUSTAINABLE ENVIRONMENTS

The Plan combines services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The following are goals possible through the effective utilization of a TDM Plan with the use of TDM measures:

- *Reduce parking demand by converting SOV trips to an alternate mode of transportation (e.g., transit, carpool or vanpool, bicycling, or walking).*
- *Shift travel to less congested routes by providing traveler information systems that warn motorists about delays or alternative routes.*
- *Support other technological solutions (e.g., compressed natural gas, electric/hybrid vehicles, or zero-emission vehicles).*
- *Eliminate or shift trips from peak periods (e.g., flexible schedules, compressed workweeks, or telecommuting).*

Successes achieved from TDM Planning will also significantly impact GHG emission reductions while providing sustainable mobility solutions. The sustainable solution combines innovative strategies with proven trip reduction methods, mobility-enhancing strategies, and energy consumption-reducing programs at a City-wide level. The results include mitigating GHG emissions and other pollutants, improving traffic flow and connectivity, reducing parking demand, and lowering energy bills.

### *City of Mountain View*

The Downtown Precise Plan policies<sup>1</sup> encourage and offer incentives for more transit-oriented and sustainable development while supporting diverse land uses to serve future workers and neighbors.

*Mountain View has required trip reduction programs (sometimes called commute alternative programs) in several areas of the city. In the Transit Zone near the Middlefield light rail station, property owners can obtain approval of higher-intensity development by agreeing to implement trip reduction programs as a condition of approval.*

*Trip reduction plans are typically tailored to the unique needs of a specific employer and require time to implement, monitor and refine before they are fully effective. Most trip reduction plans occur at the employment end of commute trips because it is the employer who initiates and manages trip reduction programs.*

Source: Mountain View Downtown Precise Plan, Appendix A, Transportation Demand Management

<sup>1</sup> City of Mountain View, Mountain View General Plan 2030 (adopted July 10, 2012)

According to the Downtown Precise Plan (Appendix A), the most effective trip reduction strategies can combine to increase the range of effectiveness. The Precise Plan cited national research "that the most effective trip reduction strategies fall into the following three

Usually [TDM] measures are combined with other services to create a "package" of measures. Trip reduction packages can range from modest to aggressive and have a range of effectiveness proportionate to the range of services. The range of trip reduction packages include:

- Commute alternatives information only (trip reduction effectiveness 1 percent to 3 percent).
- Information plus services (trip reduction effectiveness 3 percent to 15 percent).
- Information plus services plus financial incentives (trip reduction effectiveness 15 percent to 33 percent).
- Financial incentives only (trip reduction effectiveness 12 percent to 25 percent).
- Parking charges where previously free (trip reduction effectiveness 18 percent to 35 percent).

Source: Mountain View Downtown Precise Plan, Appendix A, Transportation Demand Management

categories....1) Financial incentives and disincentives, 2) Shuttles to/from transit stations or remote parking lots, and 3) Subsidized vanpool programs."

Because the Plan designed for the project includes several TDM measures, it was appropriate to show that the packaged set of measures could result in significant trip reduction effectiveness.

The Plan includes most public and private services and measures identified in the Precise Plan. In addition, the Plan consists of additional measures and services to enhance its trip reduction effectiveness further to achieve a 20 percent peak hour reduction in vehicle trips.

The City's Greenhouse Gas Reduction Program (GGRP), adopted in July 2010, 2012, incorporates TDM requirements. The GGRP provides that by 2014, the city will adopt a TDM ordinance that requires all new non-residential development generating 50 employees or more to reduce home-based, drive-alone peak hour commute trips.

### *Santa Clara County Congestion Management Program<sup>2</sup>*

California's Congestion Management Program (CMP) statutes encourage local jurisdictions to develop comprehensive transportation improvement programs that reduce traffic congestion, improve land-use decision-making, and enhance air quality.

The State's CMP statutes require regular monitoring to determine whether local jurisdictions are in conformance with all elements of the CMP. In Santa Clara County, CMP member agencies submit their monitoring data to VTA annually. If a member agency fails to meet CMP standards or implement the program's requirements, it could be in non-conformance with the CMP and thus risk forfeiting a portion of its gas tax subventions from the State.

<sup>2</sup> VTA Transportation Handbook, A Primer for Understanding Transportation in the Silicon Valley, 2009

### *San Francisco Bay Area Commuter Benefits Program*

Air District Regulation 14, Rule 1, also known as the Bay Area Commuter Benefits Program, requires employers with 50 or more full-time employees to register and offer commuter benefits to their employees. This rule aims to improve air quality, reduce emissions of greenhouse gases and other air pollutants, and decrease traffic congestion in the San Francisco Bay Area by encouraging employees to commute to work by transit and different alternative commute modes, including teleworking.

1. Pre-tax commuter benefits
2. Alternative commuter benefit
3. Commuter subsidies
4. Telework option
5. Employer-provided transit

## **2.0 PROJECT DESCRIPTION**

The project includes a three-story building containing approximately 15,056 gross office area square feet and 1,459 square feet of restaurant space. The site is at the southwest corner of W. Dana Street and Hope Street. The proposed use is general office space, restaurant, and underground parking will provide 13 parking spaces. Shown below is a project location map.

On-site bicycle parking, a shower, and a rooftop deck will provide appealing amenities to enable occupants to take alternative transportation to the site. In addition, with several bus and shuttle routes making nearby stops, this project will bring valuable transit-oriented office space and a restaurant to downtown Mountain View.



### 3.0 EXISTING TRANSPORTATION FACILITIES

The project is in downtown Mountain View, with access to a park-and-ride lot, Caltrain and Valley Transportation Authority (VTA) light rail and buses, and several MVgo community shuttles. The Transit Center is 0.20 miles away from the project, and the proximity to the Transit Center creates a superior advantage for project commuters.



**Public Transportation Access (Transit, Shuttle, Commuter Rail, and Light Rail)**

The Mountain View Transit Center connects with regional transit services provided by Caltrain, VTA, MVgo, and Mountain View community shuttles.



In total, transit services provide a total of 285 trips per day. The table on page 7 shows the 705 W. Dana St. Transit Resources.

Shown on page 8 is the Santa Clara Valley Transportation Authority (VTA) map. This map identifies various VTA bus routes, the light rail line, and Caltrain.

### 705 W. Dana St. Transit Resources

Route	Span of Service	Trips per Weekday	Communities Served
21 VTA	7 Days/Week 5:47 a.m. - 7:55 p.m.	45	Arboretum & Sand Hill, <a href="#">Palo Alto Transit Center</a> , Middlefield & Embarcadero, Middlefield & Charleston, Showers & Latham, <b>Hope &amp; Villa</b> , Moffett and Central Opposite Jackson, Middlefield & Ellis, Evelyn & Frances, Evelyn & Wolfe, Monroe & Bowers, Monroe & Franklin, <a href="#">Santa Clara Transit Center</a>
40 VTA	7 Days/Week 6:31 a.m. - 11:57 p.m.	51	Foothill College, San Antonio & Almond, Showers & El Camino, Rengstorff & San Ramon, Charleston & Huff, Shoreline & Plymouth, <b>Hope &amp; Villa</b> , <a href="#">Mountain View Transit Center</a>
51 VTA	5 Days/Week 6:40 a.m. - 6:40 p.m.	30	<a href="#">Valley Fair Transit Center (Bay 4)</a> , Saratoga & Saratoga-Sunnyvale, De Anza & Prospect; Stevens Creek & Stelling, Foothill & Cupertino, Grant & Fremont, Grant & Eunice, Castro & El Camino, Moffett and Central Opposite Jackson, <b>Hope &amp; Anza</b> , North Akron & McCord
51H VTA	5 Days/Week 7:10 a.m. - 6:39 p.m.	14	Saich & Stevens Creek, Stelling & Stevens Creek, Homestead & Mary, Truman & Bryant, Grant & Fremont, Grant & Eunice, Castro & El Camino, <a href="#">Moffett and Central</a> , North Akron & McCord
52 VTA	5 Days/Week 7:28 a.m. - 4:09 p.m.	18	<a href="#">Mountain View Transit Center</a> , El Camino & Shoreline, El Monte & Marich, Foothill College
VTA Orange Line	7 Days/Week 6:09 a.m. - 11:59 p.m.	50	<a href="#">Mountain View Transit Center</a> , <a href="#">Great America</a> , <a href="#">Mipitas Bart</a> , <a href="#">Alum Rock</a>
Red Mountain View Community Shuttle	7 Days/Week 10:40 a.m. - 5:43 p.m.	15	<a href="#">San Antonio Center</a> , Middlefield & Moffett, <a href="#">Whisman Station</a> , El Camino Hospital, Castro & El Camino Real, Civic Center, <a href="#">Mountain View Transit Center</a>
Grey Mountain View Community Shuttle	7 Days/Week 10:40 a.m. - 5:43 p.m.	15	<a href="#">San Antonio Center</a> , Middlefield & Moffett, <a href="#">Whisman Station</a> , El Camino Hospital, Castro & El Camino Real, Civic Center, <a href="#">Mountain View Transit Center</a>
Route A Mvgo	5 Days/Week 7:08 a.m. - 8:05 p.m.	9	<a href="#">Mountain View Transit Center</a> , Middlefield & Whisman, <a href="#">Middlefield &amp; Ellis</a> , Clyde & Samsung, 313 Fairchild, 389 N Whisman, Ferry Morse & E. Evelyn
Route B Mvgo	5 Days/Week 7:14 a.m. - 8:10 p.m.	9	<a href="#">Mountain View Transit Center</a> , Shoreline & Terra Bella, Shoreline & Pear, Shoreline & Charleston, 2011 Stierlin Ct., Crittenden Lane, Pear & Inigo, 1045 La Avenida, 1255 Pear
Route C Mvgo	5 Days/Week 6:20 a.m. - 8:10 p.m.	14	<a href="#">Mountain View Transit Center</a> , Charleston & Google, 1950 Charleston, Garcia & Salado, Garcia & Marine, Marine & Casey, San Antonio & Miller, El Camino & Distel
Route D Mvgo	5 Days/Week 7:25 a.m. - 8:12 p.m.	15	<a href="#">Mountain View Transit Center</a> , El Camino & Distel, San Antonio & Miller, Marine & Casey, Garcia & Marine, Garcia & Salado, Charleston & Landings, Charleston & Huff
<b>Total Transit Trips/Weekday</b>		<b>285</b>	

\* All buses and trains are lift equipped for handicapped, elderly, or those in need.

VTA System Map



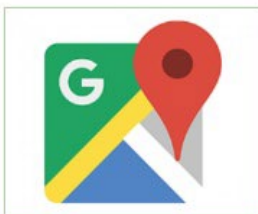


At the end of this document are route maps for each local transit service line.

- Attachment A: Mountain View Community Shuttle – Gray and Red Route
- Attachment B: MVgo Shuttle Line A
- Attachment C: MVgo Shuttle Line B
- Attachment D: MVgo Shuttle Line C
- Attachment E: MVgo Shuttle Line D
- Attachment F: VTA Route 21
- Attachment G: VTA Route 40
- Attachment H: VTA Route 51
- Attachment I: VTA Route 52
- Attachment J: VTA Orange Line

### Transit Trip Planning Resources

Online trip planning services are a helpful tool for planning bike, carpool, and public transit trips.



#### Google Maps

Compare driving, transit, biking, and walking. [Visit Website](#)

Category: *Multi-Purpose*



Google has also collaborated with select regional transit agencies to provide a public transit planner for VTA, Caltrain, BART, and other San Francisco Bay Area systems riders. This free service is available online at <https://www.google.com/maps/place>.

[RideMVGO](#) is the real-time tracking website for MVgo shuttles. Shuttle riders can see real-time traffic information and arrival estimates on the website.



The "Transit" mobile app also provides commuters with trip and route planning resources. Users can view real-time location, pending departure times, and crowding data for local transit agencies like BART, Caltrain, AC Transit, and VTA. The Transit app lets users preview routes using multiple transit modes and integrates fare purchases and Lyft/Uber requests.




### Bicycle Connections

The Santa Clara Bikeways map shown below shows various bicycle facilities for commuters. Class II bike lanes are along California Street and

Shoreline Boulevard. The City of Mountain View Bicycle Map, shown below, provides a view of bicycle facilities.

According to WalkScore.com, this project is a biker's paradise, scoring a 93 out of 100 for bikeability, indicating that daily errands can be accomplished on a bike.



**Bike Score**  
**93**

**Biker's Paradise**

Daily errands can be accomplished on a bike.

**Mountain View Bicycle Map**



### *Bicycle Commuter Resources*

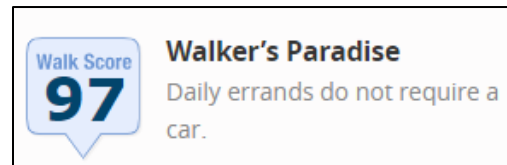
Bicycle commuters looking for a riding partner can log on to <http://bicycling.511.org/> for more information. The 511 system also provides significant resources for bicycle commuters, including:

- ◆ Bicycle maps
- ◆ Location of lockers
- ◆ How to take your bike on public transit
- ◆ How to take your bicycle across Bay Area toll bridges
- ◆ How to ride safely in traffic
- ◆ Tips on commuting
- ◆ Tips for bike selection
- ◆ Links to bicycle organizations
- ◆ Bike to Work Day



### *Pedestrian Facilities*

According to WalkScore.com, this project location scores 97 out of 100 for walkability, which means daily errands do not require a car. This type of connectivity provides a high level of pedestrian access for the project.



### *TDM Planning*

The following comprehensive Plan addresses employee commute trips typically associated with this type of project. The Plan contains appropriate measures and elements consistent with other Silicon Valley and regional commute programs.

This Plan encompasses an array of alternative transportation mode-use strategies categorized in the following three sections:

- I. TDM Infrastructure and Physical Measures
- II. Programmatic TDM Measures
- III. TDM Monitoring and Reporting

## SECTION I – TDM INFRASTRUCTURE AND PHYSICAL MEASURES

The following physical infrastructure measures are designed to support alternative transportation commuters. These Plan components will be installed during the construction of the project.

### *Infill Development*

The proposed project would develop underused parcels within the existing urban area. As a result, the area surrounding these projects is fully improved. Under these conditions, the project would be infill development, contributing to trip reduction outcomes. According to the City/County Association of Governments of San Mateo County, infill development can reduce peak-hour vehicle trips by two percent.<sup>3</sup>

Due to its infill location, the project will become a pedestrian-friendly, bicycle and transit-oriented mixed-use project that embraces the city's goals and policies. Some pedestrian and transit-oriented design features include orienting the building toward transit stops and tying it into adjacent bicycle and pedestrian circulation facilities.

### *Wayfinding*

The project will facilitate wayfinding for bicyclists and pedestrians by providing signage to help commuters navigate bicycle lockers, clothes lockers and the surrounding area's bicycle infrastructure network. Clear signage and wayfinding systems encourage bicycling by highlighting the presence of infrastructure designed to support bicyclists.

### *Building Design*

Building design will enhance pedestrian continuity by:

- Recessing doors and window features of the building to further the walkable area of the sidewalks.
- Incorporating landscaped areas to serve visitors and passersby at the entry to the building.
- Installing planters on the property adjacent to the public right-of-way.



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<sup>3</sup> City/County Association of Governments (CCAG) of San Mateo County's Congestion Management Program.

## 4.0 BICYCLE FACILITIES

The project will provide a total of 12 bicycle parking facilities. The project meets the City's Bicycle Parking code by providing long and short-term bike parking for five percent of planned vehicle parking.

### *Long-Term Bike Parking*

The applicant will provide eight Class I secure, covered Class I bicycle parking facilities. A Class I bike parking room will be provided in a protected, secure location on the first floor accessed from the office lobby. Photos of a sample bike room are shown to the right and below.



### *Short-Term Bike Parking*

The applicant will provide at least four short-term parking bike racks (Class II).

The racks will be able to secure the frame and both bike wheels. Racks will be near building entrances within constant visual range.

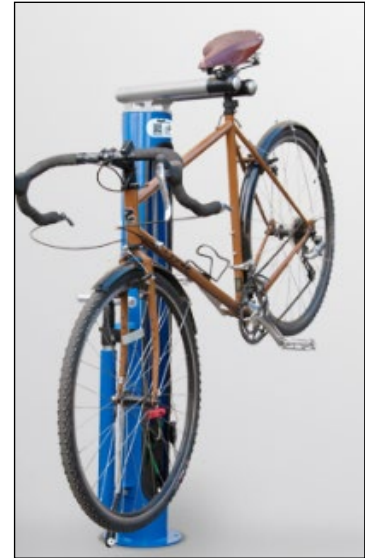


### *Fix-it Bicycle Repair Station*

The applicant will install a bicycle Fix-it station to allow cyclists to conduct minor maintenance on their bikes. The Fix-it includes all the tools necessary to perform basic repairs and maintenance, from changing a flat to adjusting brakes and derailleurs. The tools



and air pump are securely attached to the stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin while adjusting.



### *Shower and Clothes Lockers*

A unisex shower will be installed for employees who walk, jog, or bicycle to work or wish to refresh after commuting via an alternate mode of transportation on the first floor. Three two-tier clothes lockers and shower facilities will be provided free of charge for all employees. A shower, kiosk, bicycle storage, and bike maintenance amenities will be accessible to all building users.

## **5.0 PARKING FACILITIES**

The applicant will have a reduced parking supply and be responsible for stripping parking space pavement and providing appropriate signage for preferential carpool, vanpool, electric, and fuel-efficient parking throughout the site.

### *Reduced Parking Supply*

The willingness and the actual level of employee ridesharing directly link to parking convenience and availability. The project will provide on-site parking for approximately 13 stalls, representing a 71 percent reduction on required parking.

AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project within one-half mile of a Major Transit Stop. Reduced or constrained parking supports trip reduction and TDM efforts and discourages SOV commuting by limiting convenient parking options. Reduced parking availability also enhances other alternative transportation mode options.

### *Carpool/Vanpool Designations*

The project anticipates providing four parking spaces for carpool/vanpool parking.

These parking spaces will be designated for carpool and vanpool vehicles and the exclusive uses of ride-sharing employees. These parking spaces will be incorporated with the clean-air vehicle parking discussed below. The carpool/vanpool spaces will be in parking areas closest to a building's entrance or a prime location.



The carpool parking spaces may require policy development, employee registration, and permitting. Registered vanpools may receive a specially designated parking space.

### *Clean Air, Clean-Fuel Vehicle Facilities*

The project will also include four clean-air parking spaces. The applicant will be responsible for the construction of the preferential parking space's construction, stripping, and signage. A description of the designated parking space includes:

- Four clean-air vehicle parking spaces will be installed. The clean-air vehicle parking space will accommodate carpool and vanpool striping and signage.
- Space will be in the parking areas closest to the building's employee entrances or prime locations in the garage.



The designed parking space satisfies CalGreen standards.

### *Electric Vehicle Parking*

The project anticipates dedicating four parking stalls for electric vehicle (EV) parking. The applicant will pay for installing the EV charging stations and help coordinate with EV station operators directly billing EV users for charging electric utility costs.



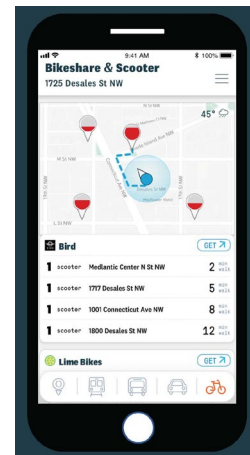
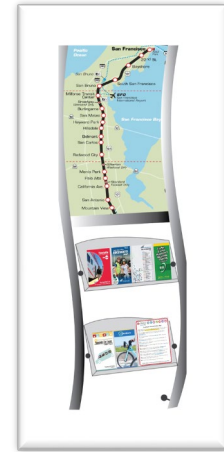
*It should be noted electric vehicle charging facilities are not a TDM measure and do not reduce vehicle trips. Instead, electric cars tend to generate drive-alone commuter trips and increase the demand for parking.*

## 6.0 TRANSPORTATION AND COMMUTE INFORMATION KIOSK

The project will provide a transportation information kiosk in the building lobby. Easily accessible transportation information will be essential for commuter outreach and employee education.

A transportation kiosk can be electronic, mobile, or a physical board containing bike maps, transit schedules, and carpool fliers. A physical unit can be wall-mounted or a floor-standing model.

Shown at the right is the mobile app version of an electronic TransitScreen. A TransitScreen app may better assist employees with their commuter planning needs.





## 7.0 EMPLOYEE COMMUTER RESOURCE FLIER

The applicant will provide all future tenants with a reproducible, editable employee commuter flier. This flier will include (but is not limited to) information about carpool parking, transit opportunities, shuttles, bicycle routes, and on-site amenities and resources. The flier will promote commuter assistance, incentives, rewards, and links to helpful resources.

Fliers will integrate tenant/employer information. New employee packets can contain the commuter resource flier. Shown below is a sample flier.

### 705 W. Dana St. Commuter Resources

#### TRANSIT & SHUTTLES

[VTA](#)  
[Caltrain](#)  
[BART](#)  
[Capitol Corridor/AMTRAK](#)  
[Transit Planner Tool](#)  
[MVgo Fare-free Last-mile Shuttles](#)

**VTA Bus Routes**

[Route 21:](#)  
[Route 40:](#)  
[Route 51:](#)  
[Route 51H:](#)  
[Route 52:](#)  
[VTA Orange Line](#)

[Mountain View Community Shuttles](#)


#### CARPOOL & VANPOOL

Preferential Carpool Parking  
Reserved Vanpool Parking  
[Carpool Savings Calculator](#)  
[511 Merge](#) – online carpool matching  
[\\$25 reward](#) for every 25 carpool trips  
\$400 monthly 511.org [Vanpool group subsidy](#)  
\$350 monthly VTA [Vanpool group subsidy](#)


#### SERVICES & INCENTIVES

[MVgo Mountain View's Mobility Link](#)  
Bay Area [Spare the Air Alert Notices](#)


Email: [Elizabeth Hughes](mailto:Elizabeth.Hughes@vta.org)  
Commuter Coordinator




COMMUTE  
with enterprise



Caltrain



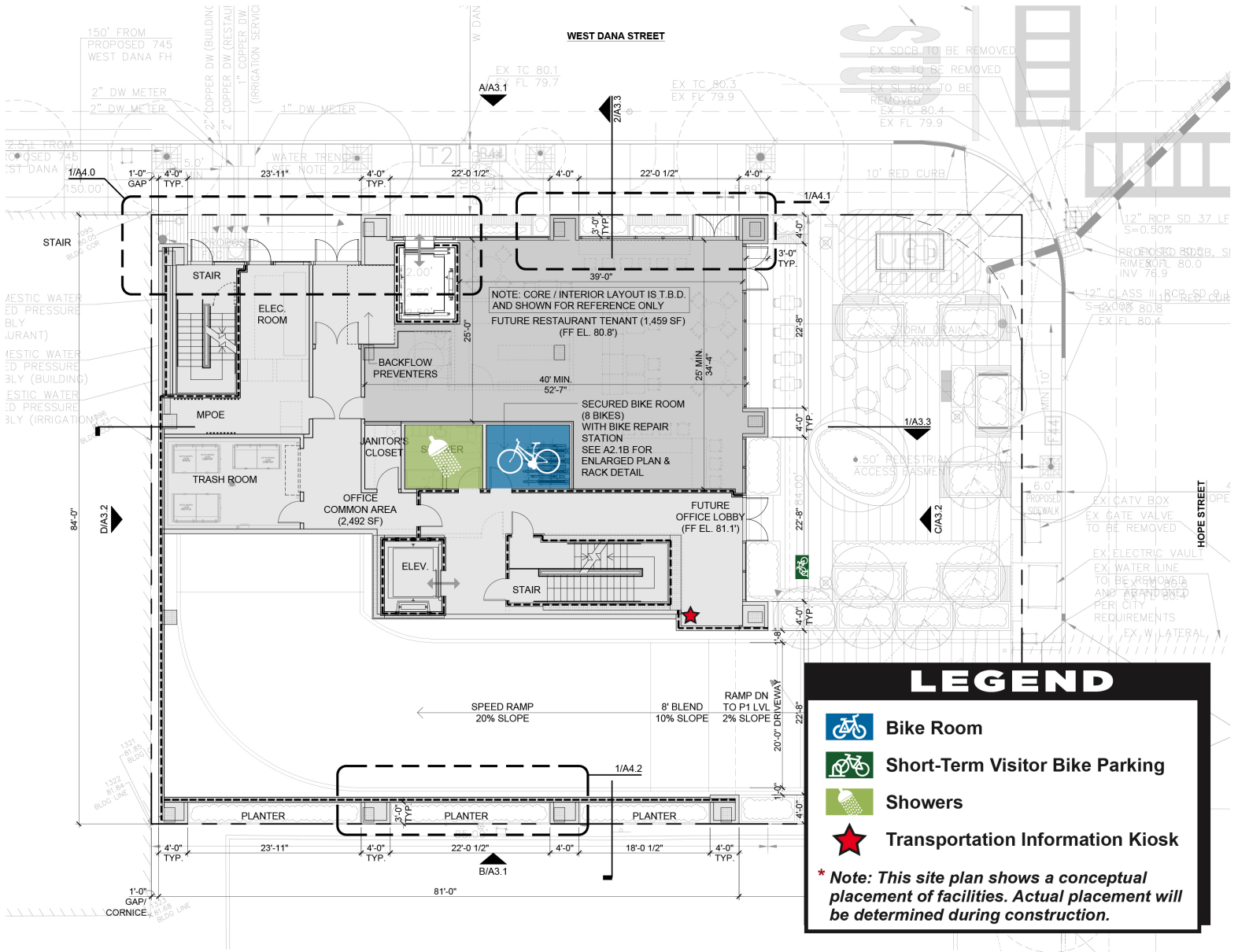
VTA  
Valley  
Transportation  
Authority

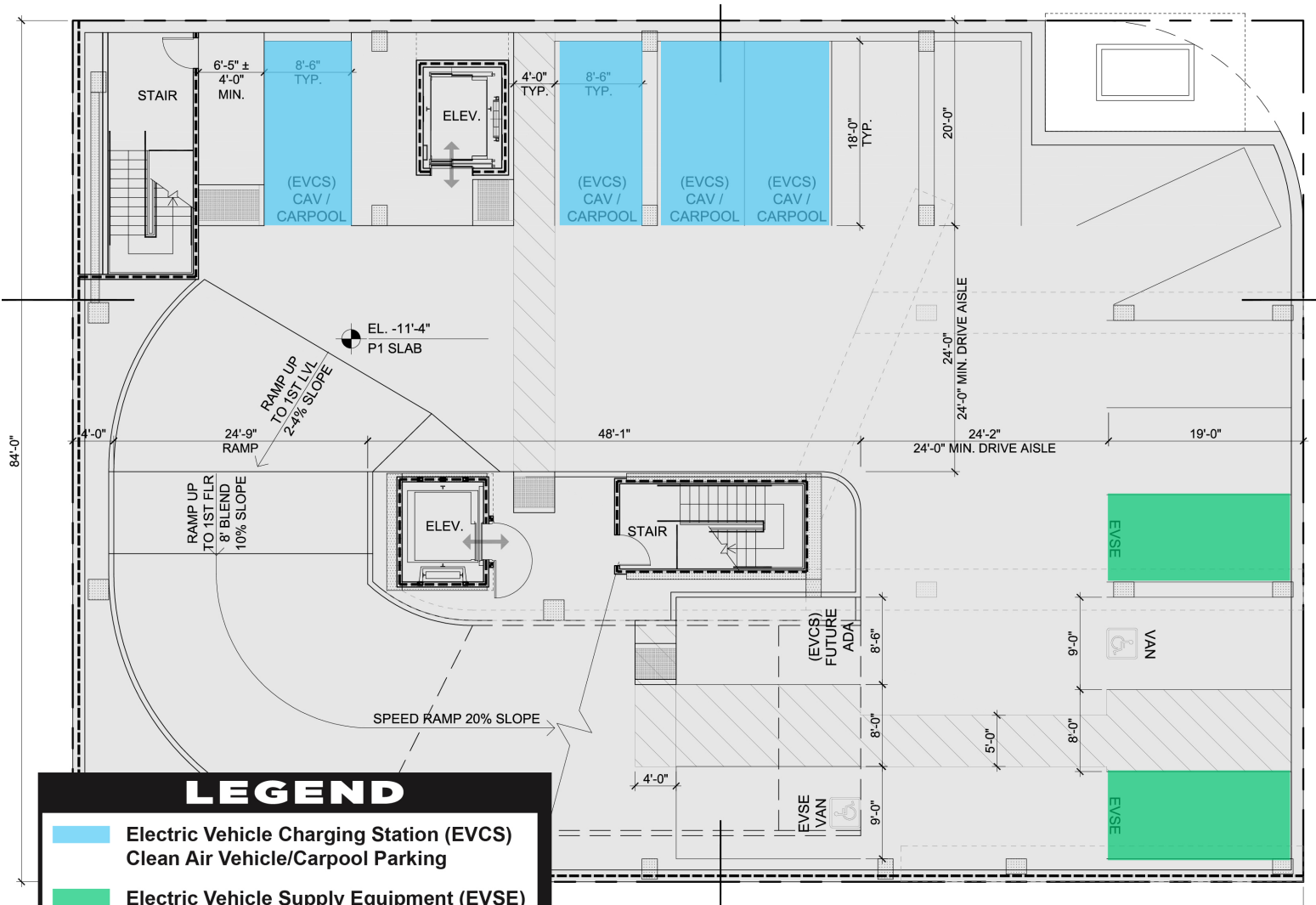


mvgo  
mountain view's  
mobility link

## 8.0 TDM SITE PLAN

Below is a site plan displaying the trip reduction features for the project. Features include short-term class II bike parking, long-term Class I bike parking, a transportation information kiosk, a bicycle fix-it repair station, and carpool/vanpool/clean-air vehicle parking.





**LEGEND**

- Electric Vehicle Charging Station (EVCS)  
Clean Air Vehicle/Carpool Parking
- Electric Vehicle Supply Equipment (EVSE)

*\* Note: This site plan shows a conceptual placement of facilities. Actual placement will be determined during construction.*

## 9.0 ON-SITE AND NEARBY AMENITIES

### *Roof Deck Space*

705 W Dana St. will feature a roof deck space as an open space for eating and gathering. A pleasant, on-site setting to take breaks and eat meals reduces employees' need to use a car throughout the workday.



### *Nearby Amenities*

This project has several delivery services and amenities nearby. Included in an attachment is a document containing more than 100 food, grocery, and personal services within walking proximity of 705 W Dana St. Provided as an attachment is a list of all the nearby amenities within 0.30 miles of the project.

## SECTION II – PROGRAMMATIC TDM MEASURES

The following programmatic measures enhance the success of the Plan. They create the "705 W. Dana St. Commute Program upon implementation." Representing various promotions and outreach activities of the Commute Program, these measures are TDM components required of tenants and employers as part of their occupancy agreements. Implementation efforts represent the backbone of a successful commuter program.

### 10.0 TENANT COMMUTER EMPLOYEE BENEFITS

#### *Bay Area Commuter Benefits Program*

State law requires employers to register with the Bay Area Commuter Benefits Program. Tenants with 50 employees or more must register with the Bay Area Commuter Benefits Program.

Air District Regulation 14, Rule 1, also known as the Bay Area Commuter Benefits Program, requires employers with 50 or more full-time employees to register and offer commuter benefits to their employees. Benefits may be pre-tax options, transit subsidies, telework, or more. This rule aims to improve air quality, reduce emissions of greenhouse gases and other air pollutants, and decrease traffic congestion in the San Francisco Bay Area by encouraging employees to commute by transit, bike, carpool, and telework or different commute modes.



#### *Transit Subsidies*

The applicant will encourage office tenants to offer all employees a transit subsidy or pass for commuting to the project site. A transit subsidy program may include participation in the Caltrain Go Pass or VTA SmartPass program or a comparable transit subsidy or commuter allowance each month.

To be successful, the future tenant will need the flexibility to choose the type and amount of transit subsidy and incorporate benefit programs that best suit their employees' needs. Subsidies will be equivalent to the cost of a three-zone Caltrain monthly pass. Subsidies may also be provided in tandem with the pre-tax payroll deduction program.

**Caltrain Go Pass:**

The Caltrain Go Pass program allows companies to purchase annual unlimited ride passes for all eligible employees. A Go Pass sticker adheres to an approved identification badge, and the user presents it on the train as proof of payment. The Go Pass is good for travel on Caltrain between all zones, seven days a week, for one low annual cost per user.<sup>4</sup>

**VTA SmartPass:**

VTA's SmartPass is an annual calendar-year pass available for institutions within Santa Clara County. It is a deeply discounted pass making it a low-cost benefit allowing employers to reduce their environmental impact while saving their employees from the expenses and hassles of driving and parking. SmartPass participants may use their pass as often as they need or choose, whether they are daily VTA riders, use the service occasionally, or are entirely new to public transit.<sup>5</sup>

**Vanpool Subsidies**

The applicant will encourage tenants to offer vanpool subsidies equivalent to the amount provided to transit riders. Employees can form vanpools through a vendor such as *Commute with Enterprise* and utilize an employer-provided (if offered) subsidy to cover gas, parking, and more. Providing vanpool subsidies in tandem with pre-tax payroll deductions is allowed. Combining vanpool subsidies with existing subsidies through Commute.org and MTC 511 can significantly lower the vanpool cost for commuters.

**Pre-tax Transit Payroll Deduction**

The office tenant(s) will offer a transit and vanpool pre-tax payroll deduction option for employers to provide transit and vanpool expenses tax-free. The monthly cap for the transit and vanpool benefits is now \$300/month as of 2023. The transit and vanpool pre-tax benefit is a valuable and easy tool for employers to provide their employees.

Employees elect to withhold funding from their paycheck to purchase fare media for transit or vanpools. The employee received the payroll amount withheld untaxed, and the employer does not pay employment taxes on those funds. The transit and vanpool pre-tax benefit helps reduce congestion, increase transit ridership, and improve air quality.

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<sup>4</sup> [http://www.caltrain.com/Fares/tickettypes/GO\\_Pass.html](http://www.caltrain.com/Fares/tickettypes/GO_Pass.html)

<sup>5</sup> <http://www.vta.org/getting-around/fares/smartpass>

### *Pre-tax Parking Payroll Deduction – Optional*

The office tenant(s) will offer a parking pre-tax payroll deduction option for employers to provide parking expenses tax-free. The monthly cap for the parking benefits is now at \$300/month as of 2023.

Employees elect to withhold funding from their paychecks to purchase payment media for parking expenses incurred at transit stations. The employee's amount withheld is untaxed, and the employer does not pay employment taxes on those funds.

### *Regional Bikeshare Participation – Conceptual*

If the city establishes a public bike sharing program, the applicant will encourage tenants to promote and offer employees discounted rides for bicycles and scooters. Bikeshare and scooter programs encourage people to use bikes and scooters as options for first- and last-mile trips while minimizing traffic and parking congestion.



### *Telework/Remote Work Option*

The office tenant(s) will allow their employees to work remotely when viable. Providing telework infrastructure and equipment may be needed to ensure that teleworkers enjoy fast, smooth data transmission between their workplace and telework office. Telework options reduce or eliminate the need for commute travel to the office.

### *Alternative Work Schedule Option – Flextime, Compressed Workweek*

The office tenant(s) will offer their employees the option to use an alternative work schedule. An alternative work schedule may include a compressed workweek (e.g., a four-day week) option or flextime (e.g., adjusting work hours to fit arrival and departure times).

A compressed workweek lets employees work longer hours but shorter weeks. The shortened workweek and shifted hours may help employees avoid rush-hour traffic and reduce commute days. Employees also have an additional day for leisure activities, personal business, and family time.

Typical compressed work options include a 9/8/80 workweek and a 4/10 schedule. A 9/8/80 schedule is eight nine-hour workdays (72 hours) plus one eight-hour day, totaling 80 hours over two weeks. This program allows employees to have one day off every two weeks. A 4/10

schedule enables the employee to work four 10-hour days per week. Employees typically are divided into two groups: one works Monday through Thursday, and the other works Tuesday through Friday.

Flextime provides versatility, enables employees to use rideshare options more conveniently, and avoids congestion and transit crowding. It is also an attractive employee recruitment tool that allows employees to work around childcare or school schedules.

To maximize alternative transportation mode use, the project tenant(s) will prefer alternative work schedules to employees who use an alternative mode.

## 11.0 TENANT COMMUTER SERVICE & RESOURCES

Office tenants will partner with the Applicant and property management to develop employee commute programs and services. As written in the lease agreement, the tenant will be required to provide an employee transportation coordinator, participate in the emergency ride home program (ERH), and may offer their employees a transit subsidy or transit passes to all employees.

### *Employee Transportation Coordinator/Employee Assistance*

The tenant shall identify an employee transportation coordinator (ETC) to manage and monitor the alternative commute program. The ETC's primary responsibility will be implementing many of the programs and features described in the Plan. The ETC will provide ongoing commute assistance to employees, produce on-site transportation fairs and promotional events, collaborate with VTA to promote the SmartPass program, 511 to maximize rideshare resources, conduct the annual survey, and create the yearly commute report.

The ETC will provide the following services:

- Promote trip reduction and air quality strategies to employees at the project site.
- Maintain membership in the TMA and promote the emergency ride home program to employees.
- Be the main point of contact for tenants/employers and employees who wish to commute using an alternative transportation mode.
- Work with local agencies such as Caltrain, VTA, 511 Rideshare, Silicon Valley Bicycle Coalition, and the Bay Area Air Quality Management District (BAAQMD).
- Post informational materials on the campus commuter resource website and the transportation kiosks and disperse alternative program information to employees via



designated employer contacts, posters, flyers, banners, e-newsletters, new employee orientation, etcetera.

- Participate in the BAAQMD Spare the Air program to encourage employees not to drive to work alone.
- Provide timely transit alerts to riders of VTA and Caltrain.
- Coordinate various aspects of the program that require periodic updating or monitoring, such as the guaranteed ERH program, car and vanpool registration, parking enforcement, and locker assignment and enforcement; and,
- Develop and manage transportation and commute information webpage. The webpage will contain transportation information, resources, links, promotions, incentives, prizes, or awards, spare the air notices, transit links, 511 ride-matching, and other related information.



Alternate transportation programs will be presented to commuters comprehensively and proactively like any other employee program by participating in and supporting employee orientation forums or transportation fairs, posting on the transportation kiosk, employee newsletters, management bulletins, emails, and other methods.

An Employee Commute Program may include explaining the area's air quality problems and describing how fighting air pollution is part of being a good corporate citizen. The employees must recognize the benefits on a personal and community level to see how they gain better air quality: less traffic congestion on the highways and the surrounding neighborhoods, fewer parking hassles, and employee cost savings, among other benefits. The ETC will work to build employee participation in the commute programs.

### *Commute Information Page*

The office tenant(s) will establish the homepage of employees' comprehensive transportation and commute information. The page will contain transportation information, resources, and links, including promotions, incentives, Bay Area Spare the Air notices, guaranteed ride home information, transit schedules, 511 ride-matching, and other related information.

### *Clipper START Discounted Pass*

The Metropolitan Transportation Commission (MTC) initiated a new means-based fare discount program for eligible low-income adults. Clipper START discounts range between 20 and 50 percent, depending on the transit agency.

The ETC will promote this existing program to employees. More information is available at <https://www.clipperstartcard.com/s/>.



### ***Clipper Card Grants Up to \$7,500***

The Bay Area Air Quality Management District offers income-qualified Bay Area residents a grant to replace an older car with an electric bicycle or Clipper Card for public transit containing \$7,500. The vehicle must be 15 years or older to qualify, and income limitations determine the grant amount.



More information is available on the Air District's [Clean Cars for All](#) webpage. The ETC will promote this existing program to employees.

### ***Guaranteed Ride Home Program***

Property management (and tenants) will promote the VTA guaranteed ride home program (GRH). Employees who commute to work using transit, bicycle, carpool, or vanpool will receive a guaranteed free ride home in the case of a personal emergency or when they unexpectedly must work late, thereby missing the last bus or their regular carpool home. The GRH program has proven successful, removing one of the significant objections to employees must give up their private automobiles, especially those with young families.



### ***MTC \$500 Monthly Vanpool Group Subsidy***

The tenant(s) will inform their employees about the \$500 monthly vanpool subsidy from 511.org and the Metropolitan Transportation Commission (MTC). The Bay Area 511 Vanpool Program partnered with Commute with Enterprise to provide an all-inclusive option to make vanpooling easy. A Commute with Enterprise vanpool comes with a newer model, low-mileage van, or SUV, including roadside assistance and maintenance.



### ***VTA \$400 Vanpool Monthly Subsidy***

VTA is offering vanpoolers \$400 per month for vanpool expenses. Vanpoolers can combine this group [subsidy](#) with MTC's 511 Bay Area Vanpool Program subsidy to receive up to \$900 per month discounted from their vanpool. The ETC will promote this existing subsidy to employees and residents.

### ***Carpool and Vanpool Ride-matching Platform***

Tenants will promote free ride-matching services. The ETC(s) will actively match potential vanpool partners using employee zip code data. Matched vanpoolers can lease vanpool vehicles with Commute with Enterprise. San Francisco Bay Area 511.org also provides ride-matching services in their online 511.org Merge platform.



### Merge

The best way to find a long-term carpool partner is with Merge. You will be matched with someone along your route, agree on days to carpool, and keep that same partner as long as you like. There are no built-in charges to use the service or carpool. [Register here.](#)

### *Carpool Incentive Programs*

- Carpool (HOV) Lanes – Carpool lanes, also known as high-occupancy vehicle (HOV) lanes, can reduce commute times. During commute hours, carpool lanes require commuters to be in a carpool, vanpool, public transit vehicle, or riding a motorcycle. Carpool lanes vary in hours of operation and the minimum number of people per car. A list of HOV hours of operation and restrictions is available at <https://511.org/carpool-vanpool/carpool/lanes>.
- Park and Ride Lots – 150 free park-and-ride lots conveniently located throughout the Bay Area, where carpool partners or vanpools can meet in a central location. Many lots also feature easy access to transit connections and bike lockers.

## 12.0 TENANT COMMUTER MARKETING & OUTREACH

### *New Employee Onboarding*

A commuter program onboarding process will engage new employees, and onboarding may include pre-hire planning and support to coordinate employees' transportation needs. Once hired, the onboarding process will include an overview of commuter benefits, systems, services, and resources. Providing personalized support during welcome events and one-on-one sessions will help new employees start employment.

### *Commuter Marketing: Employee Transportation Fairs*

Project tenants may host periodic transportation events or tablings. Tenants will include commuter information at company wellness or benefits fairs. The tenant's ETC will add tabling space to the employer's commute program to join these employee events when appropriate.

### *Commuter Marketing: Newsletter Articles and Emails*

Periodic rideshare articles or emails will be written by the tenant's ETC for internal newsletters (if desired), with ongoing highlights of alternative commuters and their successes. Internal company notices and incentive promotions should attract commuters' attention, generate excitement about commuting alternatives, and reward those who rideshare.

The tenant's ETC will register with the BAAQMD to receive regional air quality forecast bulletins about unhealthy air quality days for the Spare the Air program. Employees will receive these email updates to encourage alternative transit modes during peak advisory periods.

### *Mountain View Transportation Management Association*

Transportation Management Associations (TMAs) are private, nonprofit organizations run by a voluntary board of directors, typically small staff. They help businesses, employers, developers, building owners, local government representatives, and others collectively establish policies, programs, and services to address transportation problems. The key to these transportation organizations lies in the synergism of multiple groups banding together to address and accomplish more than any employer, building operator, or developer could do alone. In Mountain View, a TMA has been established.

Before issuing the certificate of occupancy, the applicant may become a one-time member of the MVgo. As employers and tenants occupy the project, TMA membership may require lease agreements. By becoming a member of the Mountain View TMA, employers, and their employees will benefit from several programs and services that will encourage employees to use mass transit, carpooling, vanpooling, and other means of alternative transportation. The tenant will ultimately control its performance under the Plan following the lease. The applicant will pay the initial fee to join the TMA, and the tenant will be required to maintain annual TMA membership afterward.

Recorded CC&Rs, leases, or other binding agreements ensure TMA membership.

Existing TMA programs include:

- Shuttle programs
- Real-time shuttle tracking app
- Late or missing shuttle trip reimbursements

Future TMA programs and services may include:

- Carpool and vanpool matching
- Parking management programs
- Trial transit passes
- Emergency ride home program
- Shared bicycle facilities
- Transit trip planner
- Transit advocacy
- Employer Training
- Marketing programs
- Promotional assistance

## SECTION III – TDM COMPLIANCE, MONITORING, & REPORTING

A comprehensive program of TDM measures and incentives can reduce parking demand, traffic, and air pollution, creating a more sustainable employment environment while freeing up valuable land for higher and better uses.

Adequate parking, traffic congestion, and air pollution are critical concerns in maintaining a healthy economy for the city. Traffic congestion results in time lost to residents and commuters and increased demand on City fiscal resources for roadway construction and maintenance. According to the U.S. Environmental Protection Agency, "mobile sources account for more than half of all the air pollution in the United States. The primary mobile source of air pollution is the automobile." "...today's motor vehicles are still responsible for up to half of all the emissions released into the air." "In the Bay Area, the transportation sector accounts for more than 50 percent of air pollution and more than 40 percent of greenhouse gas emissions."<sup>6</sup>

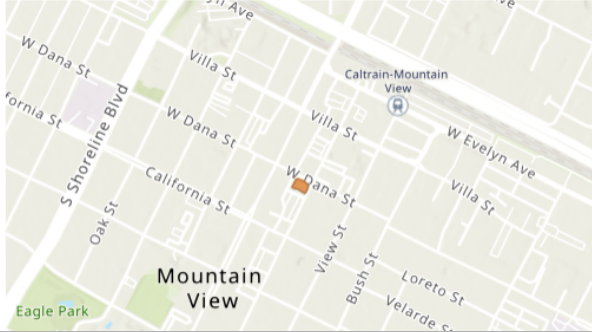
### 13.0 COMPLIANCE, MONITORING, AND REPORTING


The 705 W. Dana Street project does not require a vehicle-miles-traveled (VMT) evaluation because it is inside a transit priority area (TPA). The project's VTM evaluation, based on its proximity to transit, removed its obligation from additional VMT trip reduction requirements. Below is the VMT evaluation tool report showing the project is inside a TPA. Attachment M presents the complete VMT evaluation report.

Attachment N provides a table documenting the targeted trip reduction obtained through the proposed TDM strategies.

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<sup>6</sup> Bay Area Air Quality Management District, Aaron Richardson, Public Information Officer

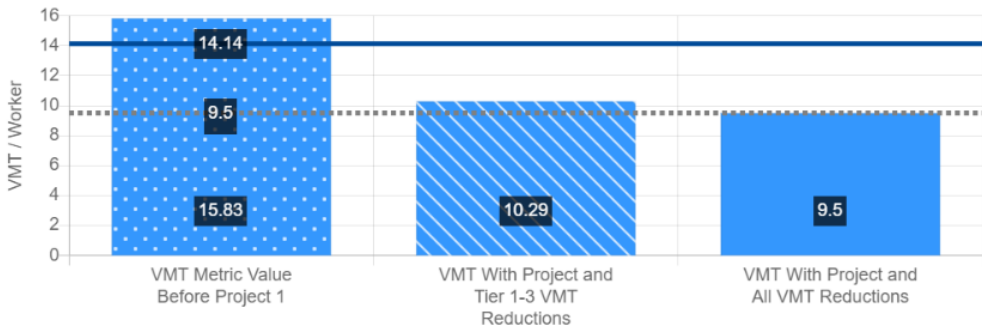
<b>Project Details</b>		<b>Project Land Use</b>					
Timestamp of Analysis	July 21, 2023, 02:20:10 PM	Residential:					
Project Name	705 W. Dana Street, Mountain View, CA	Single Family DU:					
Project Description	The project includes a three-story building containing approximately 15,056 gross office area square feet and 1,459 square feet of restaurant space.	Multifamily DU:					
		Total DUs:	0				
<b>Project Location Map</b>		Non-Residential:					
Jurisdiction:	<table border="1"> <tr> <th>APN</th> <th>TAZ</th> </tr> <tr> <td>15823030</td> <td>413</td> </tr> </table>	APN	TAZ	15823030	413	Office KSF:	15056
APN	TAZ						
15823030	413						
Mountain View		Local Serving Retail KSF:	1459				
		Industrial KSF:					
		Residential Affordability (percent of all units):					
		Extremely Low Income:	0%				
		Very Low Income:	0%				
		Low Income:	0%				
		Parking:					
		Motor Vehicle Parking:	13				
		Bicycle Parking:	12				
		Proximity to Transit Screening					
		Inside a transit priority area?	Yes (Pass)				

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report 

### 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:	County Average
VMT Baseline Value 1:	16.64
VMT Threshold Description 1 / Threshold Value 1:	-15% / 14.14
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	10.29	9.5
Low VMT Screening Analysis	No (Fail)	Yes (Pass)	Yes (Pass)



— Land Use 1 Threshold VMT: 14.14 \*\*\* Land Use 1 Max Reduction Possible: 9.5 ■ VMT Values

Active and cooperative property management and involved tenants/employers will positively impact the implementation of the Plan measures. The applicant or property manager for the site shall participate in the following commute alternative programs to increase transit use and reduce the need for employees to drive alone to work.

The Plan intends to reduce peak-hour vehicle trips and lessen parking demand, traffic congestion, and mobile source-related air pollution.

As written, this Plan will achieve at least a 20 percent reduction in peak-hour vehicle trips. Implementing a TDM reporting and monitoring program will evaluate the performance and success of the project's TDM plan.

#### **Tenant Performance and Lease Language – TDM Requirements**

The applicant will ensure (via lease requirements) that the project tenant provides resources for their employees. Additionally, the applicant will include lease language for future tenants that requires identifying a designated employer contact responsible for implementing the Plan (including annual survey, reporting, and registration in the emergency guaranteed ride home program). Sample lease language may be worded as follows:

**Transportation Management.** *Tenant shall fully comply with all current or future programs mandated by the City of Mountain View to manage parking, transportation, or traffic in and around the Project and/or the Building. In connection therewith, the tenant shall take responsible action for the transportation planning and management of all employees on the Premises by working directly with the Landlord, any governmental transportation management organization, or any other transportation-related committees or entities. Such programs may include, without limitation: (i) restrictions on the number of peak-hour vehicle trips generated by tenants; (ii) increased vehicle occupancy; (iii) implementation of an in-house ridesharing program, transit subsidies, and designation of an employee transportation coordinator; (iv) working with employees and any Project, Building or area-wide ridesharing program manager to conduct annual commuter surveys; (v) instituting employer-sponsored incentives (financial or in-kind) to encourage employees to rideshare; joining the Mountain View TMA, and (vi) utilizing telework and flexible work shifts for employees.; and be responsible for any financial penalties for non-attainment of vehicle trip reduction requirements.*

#### **Annual Employee Commute Survey**

Because the Plan is performance-based, the tenant will perform an annual commute program evaluation (a five-day, weekday commute survey), allowing the applicant, tenant, and the city to assess the effectiveness of the unique program designed for this project. Survey data can focus marketing and outreach efforts on employees based on their specific commuter interests.

The commute survey will be a critical part of the monitoring process to evaluate and ensure the success of the Plan's measures. Annual surveys will record and monitor the trips. A nonresponse to annual surveys should be considered a drive-alone trip.

**6. How did you GET TO WORK LAST WEEK, (select the primary transportation method you used.) If you were out of the office, please describe your "typical" weekly commute activity.**

Commute Modes	
Monday	<input type="text"/>
Tuesday	<input type="text"/>
Wednesday	<input type="text"/>
Thursday	<input type="text"/>
Friday	<input type="text"/>

Drove alone to worksite  
 Rode as a passenger in a carpool (did not drive)  
 Carpooled with an employee/colleague  
 Vanpooled (5+ people)  
 Rode transit (bus, shuttle, train, etc.)  
 Biked to work  
 Walked/jogged to work  
 Teleworked/worked remotely  
 Rode motorcycle/scooter  
 Did not work this day

### Annual Peak Hour Driveway Hose Count

The project will conduct an annual driveway hose count. The purpose of the count is to document the TDM Plan's effectiveness in achieving the required trip reduction. Driveway hoses or video cameras will be placed at all driveway access points for one week to track daily and peak-hour trips.

Peak-hour traffic counts will be conducted from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. on three non-consecutive days per year on typical weekdays during the fall when school is in session. Peak hour is when daily traffic volume is highest, generally during morning and afternoon commute times. Traffic counts will occur during AM and PM peak periods to define peak hours for those periods. The peak 60 minutes will be calculated for both the a.m. and p.m. peak periods. The highest net trips from AM or PM peak hours will be used. Net trips will be calculated by subtracting trips for existing uses from those generated by the new project.

An independent consultant will prepare the report and be paid for by the project. The consultant will work in concert with the transportation coordinator and the ETC.

### Trip Generation Estimate

A formal traffic study was not prepared for this project. However, the TDM Plan used the Institute of Transportation Engineers (ITE) guidelines to calculate the peak-hour AM and PM trips with the proposed new land uses.

Below are daily and peak-hour ITE estimated trips assumed for the project, along with the expected number of reduced vehicle trips. This project's estimated AM and PM peak-hour trips



total 72 (37+35). The project must reduce peak hour trips by 14 (seven AM and PM) and daily trips by 64 to meet the 20 percent trip reduction requirement.

Land Use	ITE Code Size Unit			Daily Trip Rate	Daily Trips	AM Peak Hour			PM Peak Hour				
						Pk-Hr Rate	Trips		Pk-Hr Rate	Trips			
							In	Out		Total	In	Out	Total
Office	710	15	ksf	10.84	163	1.52	20	3	23	1.44	4	18	22
Restaurant	932	1	ksf	107.2	156	9.57	7	7	14	9.05	8	5	13
<b>Total Trips</b>					<b>320</b>		<b>28</b>	<b>9</b>	<b>37</b>		<b>12</b>	<b>23</b>	<b>35</b>
<b>20% Trip Reduction Requirement</b>					<b>64</b>		<b>6</b>	<b>2</b>	<b>7</b>		<b>2</b>	<b>5</b>	<b>7</b>
<b>Estimated Total Allowable Project Trips</b>					<b>256</b>		<b>22</b>	<b>7</b>	<b>30</b>		<b>10</b>	<b>18</b>	<b>28</b>

Notes:

All rates are from: Institute of Transportation Engineers, *Trip Generation, 11th Edition*

1. Land Use Code 710: Office (average rates, expressed in trips per dwelling unit)
2. Land Use Code 932: High-turnover (sit-down) restaurant (average rates, expressed in trips per 1,000 square feet)

\*\*The ITE estimated trips were not reviewed by a Traffic Engineer.

**Annual Commute Survey Report**

The tenant ETC will prepare an annual TDM summary report to the city each year, documenting the Plan's effectiveness. A report summarizing the results from the employee survey will provide mode-use information. Shown to the right is an example of a 21.5 percent peak-hour trip reduction.

Commuter Modes	Percent
Transit/Shuttle	12.0%
Carpool	2.0%
Bicycle	4.0%
Walk	0.5%
Remote/telework	3.0%
Vanpool	0.0%
<b>Mode-use Rate (non drive-alone)</b>	<b>21.5%</b>

The initial annual employee survey (and subsequent surveys) will be conducted in each year's second or fourth quarter. Reports will be provided to the City's Zoning Administrator.

Additionally, the annual report shall accompany a list of all incentive programs or commute alternatives currently offered to all persons working in the building, including regular, part-time, and contract employees.

**Penalty for Non-compliance**

The tenant shall prepare an annual TDM report and submit it to the city to document the Plan's effectiveness in achieving a 20 percent peak-hour trip reduction. The TDM report will be prepared by a TDM consultant and paid for by the property, which will work in concert with the tenant's ETC. The TDM report will include determining historical employee commute methods, which will be obtained by surveying all employees working in the buildings on the property. All nonresponses to the employee commute survey will be a drive-alone trip (as a default mechanism).

- TDM Reports: The initial TDM report will be submitted one (1) year after granting a certificate of occupancy for 75 percent or more of the project. The city will collect subsequent reports annually.
- Report Requirements: The Plan's goal is to encourage alternative mode usage. The initial TDM report shall either:
  - (1) state that the applicable property has achieved a 20 percent peak-hour trip reduction, providing supporting statistics and analysis to establish the attainment of the goal; or
  - (2) state that the applicable property has not achieved the car-free rate, explaining how and why the goal has been unachieved and describing additional measures to implement to attain the Plan's goal in the coming year.
- The penalty for Non-Compliance: If after the initial TDM report, the second annual report indicates that, despite the changes in the Plan, the car-free rate is still unachieved, or if the tenant fails to submit such a TDM report at times described above, City may assess the applicant a penalty.
  - In determining whether a financial penalty is appropriate, the City may consider whether the employer/tenant has made a good-faith effort to meet the Plan's goals. The city may allow the owner a six-month "grace period" to implement additional TDM measures to meet the 20 percent reduction.
  - Any expenses to rebuild the 20 percent peak-hour trip reduction rate may be subtracted from the TDM Penalty.
  - The TDM Penalty shall be paid to the MVTMA and used to promote transportation alternatives to drive-alone vehicle commuting in the City.

## 14.0 CONCLUSION

The proactive 705 W. Dana St. TDM Plan meets trip reduction rates and tenant transportation needs for the project. In addition, this TDM Plan identifies specific elements, measures, and actions that guide the project to promote existing resources and programs, enhance future benefits, and create a resident-focused program. Significant on-site amenities, employee outreach, ongoing marketing and promotions, a free guaranteed emergency ride home program, transit resources, vanpool subsidies, and ETC services will support an effective and successful program at the project.

This TDM Plan describes TDM measures integrated to support tenant commuting and innovative efforts identified for implementation. It outlines the steps necessary (infrastructure, programming) for property owners and property management when marketing to tenants. Periodic program assessments will provide the information needed to demonstrate effectiveness and goal attainment.

The TDM Plan details this commitment by emphasizing TDM infrastructure, amenities, and outreach activities to reduce average daily trips. Ridesharing strategies maximize existing transportation resources, support the City's goals and objectives, and ultimately expand the transit system's reach for commuters.

The City of Mountain View promotes environmental stewardship in maintaining a safe, healthy, and sustainable city. It recognizes the importance of maintaining a stable climate system for current and future residents. The 705 W. Dana St. project will help Mountain View thrive by balancing these needs with economic growth.

## **ATTACHMENTS**

Attachment A: Mountain View Community Shuttle – Gray and Red Route

Attachment B: MVgo Shuttle Line A

Attachment C: MVgo Shuttle Line B

Attachment D: MVgo Shuttle Line C

Attachment E: MVgo Shuttle Line D

Attachment F: VTA Route 21

Attachment G: VTA Route 40

Attachment H: VTA Route 51

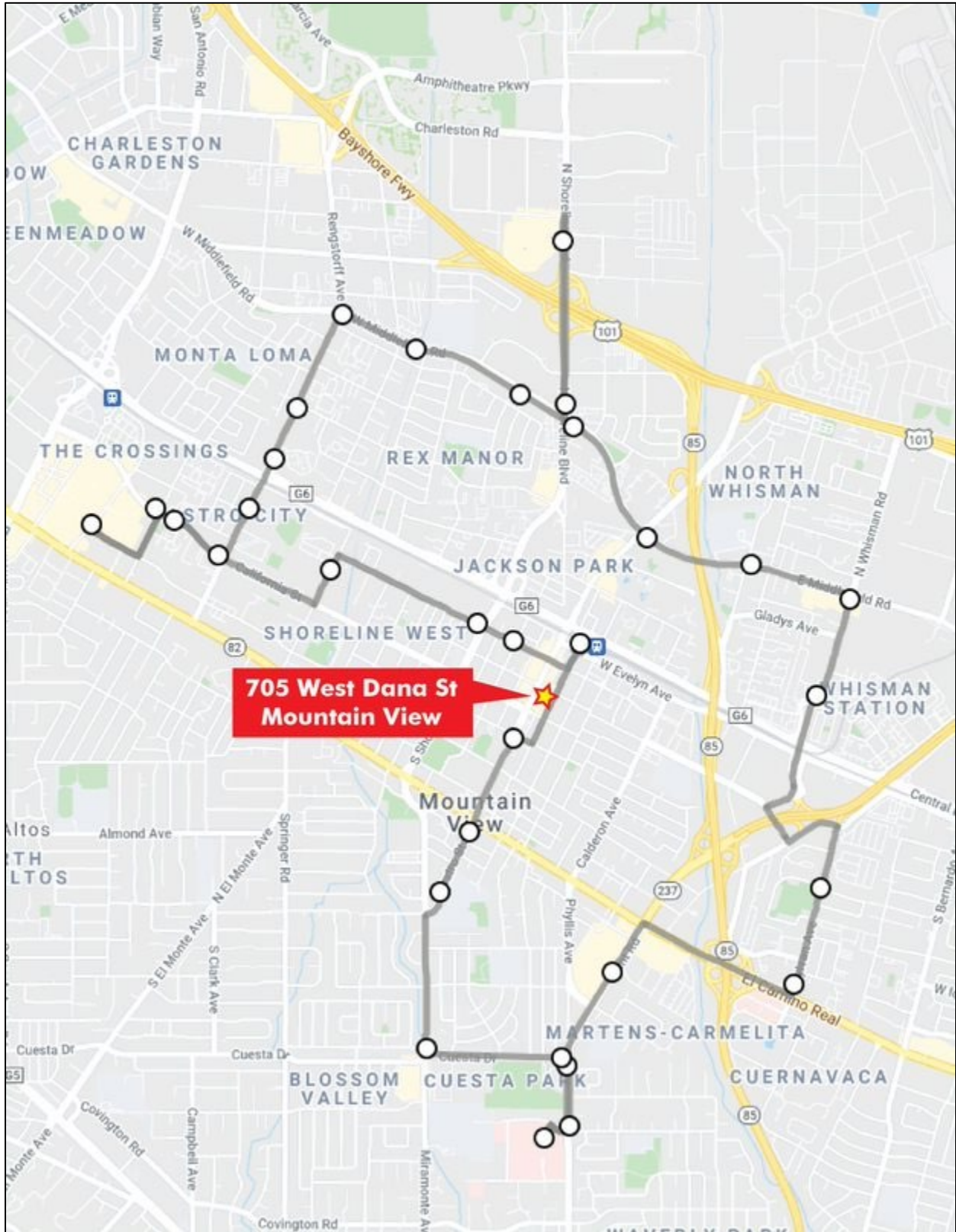
Attachment I: VTA Route 52

Attachment J: VTA Orange Line

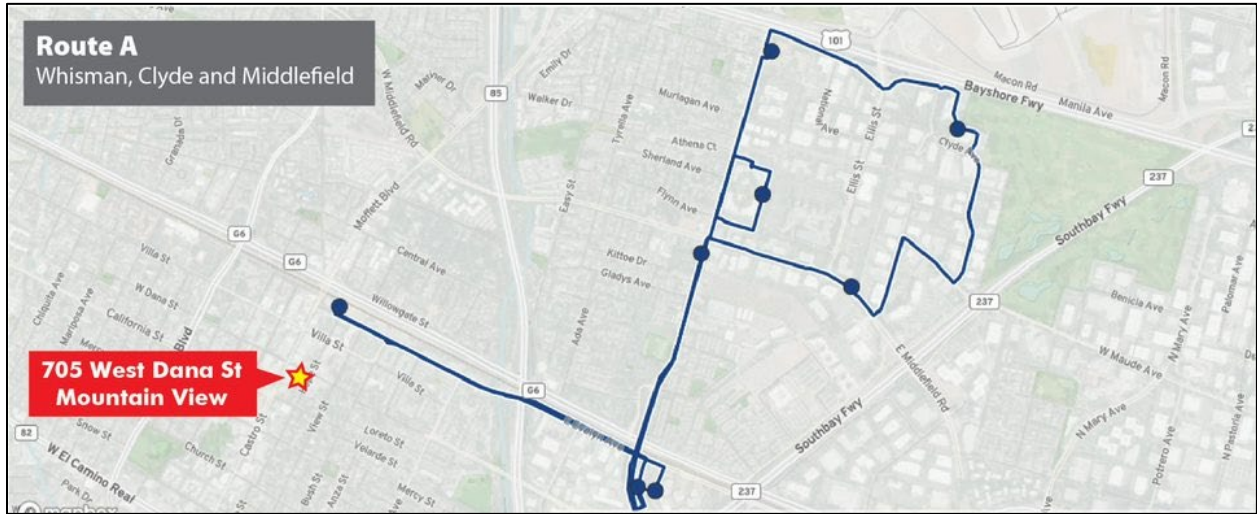
Attachment K: Nearby Amenities

Attachment L: SVBC Bike Friendly Development Matrix

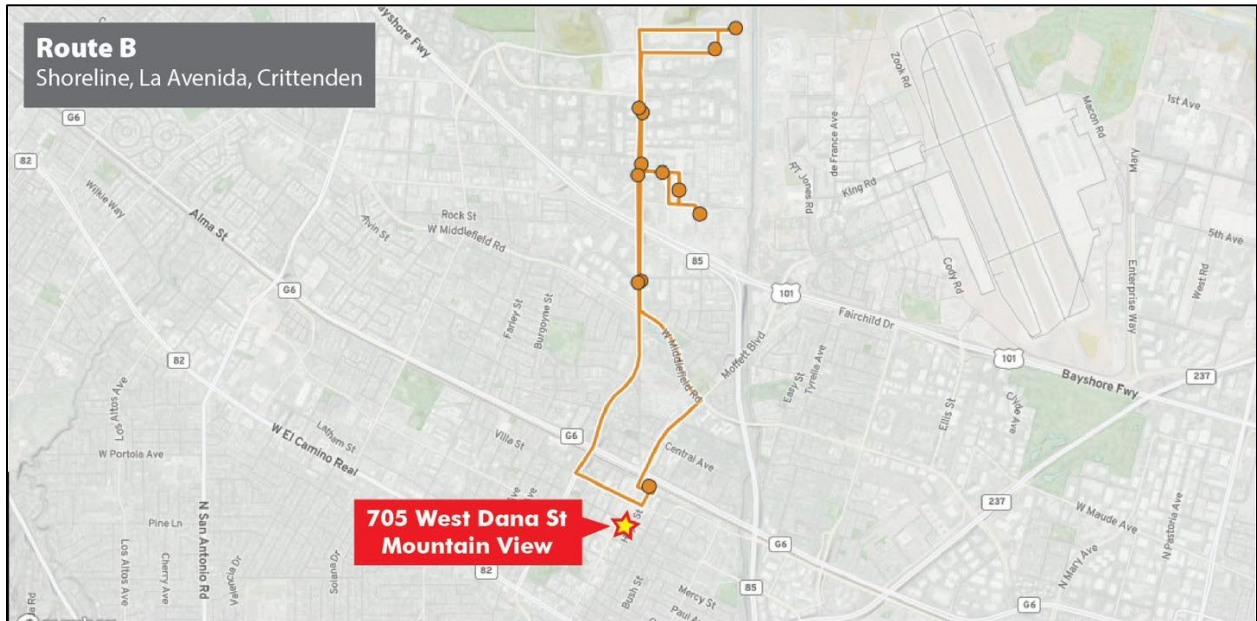
**Attachment A: Mountain View Community Shuttle – Gray and Red Route**



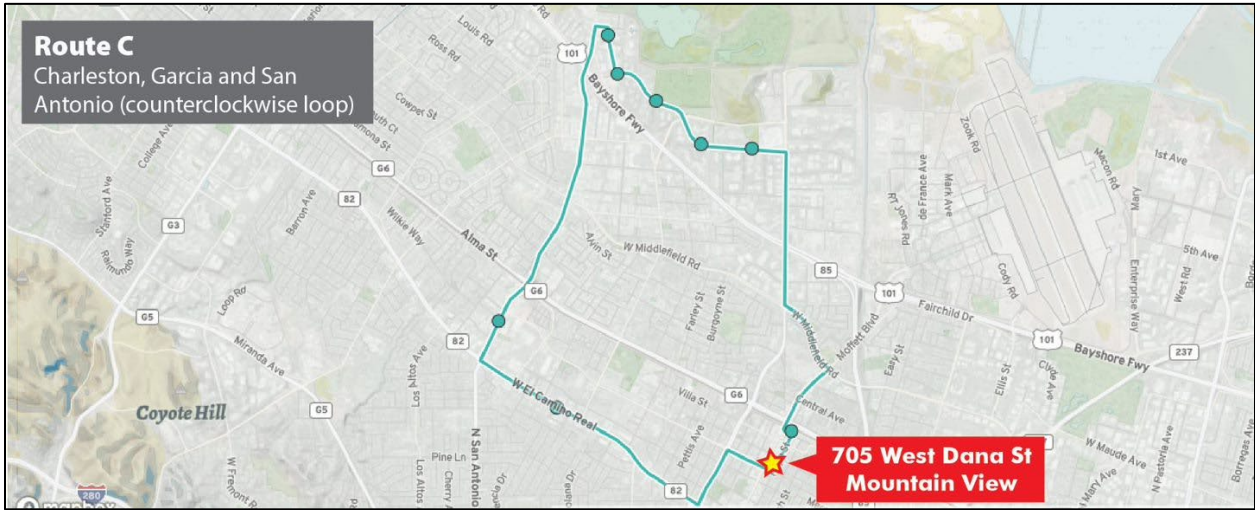
### Attachment B: MVgo Shuttle Line A



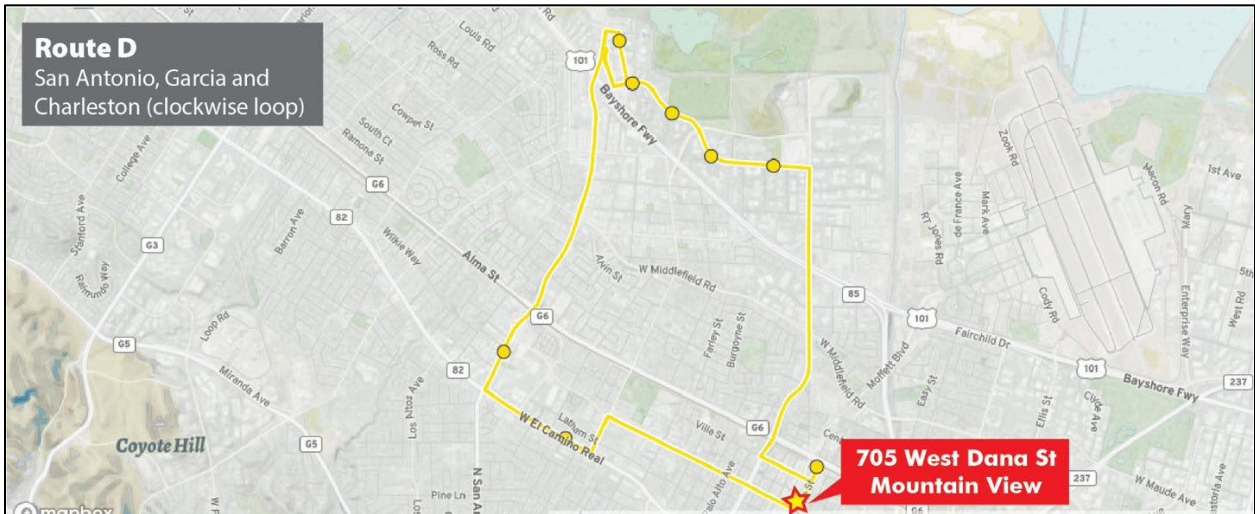
### Attachment C: MVgo Shuttle Line B



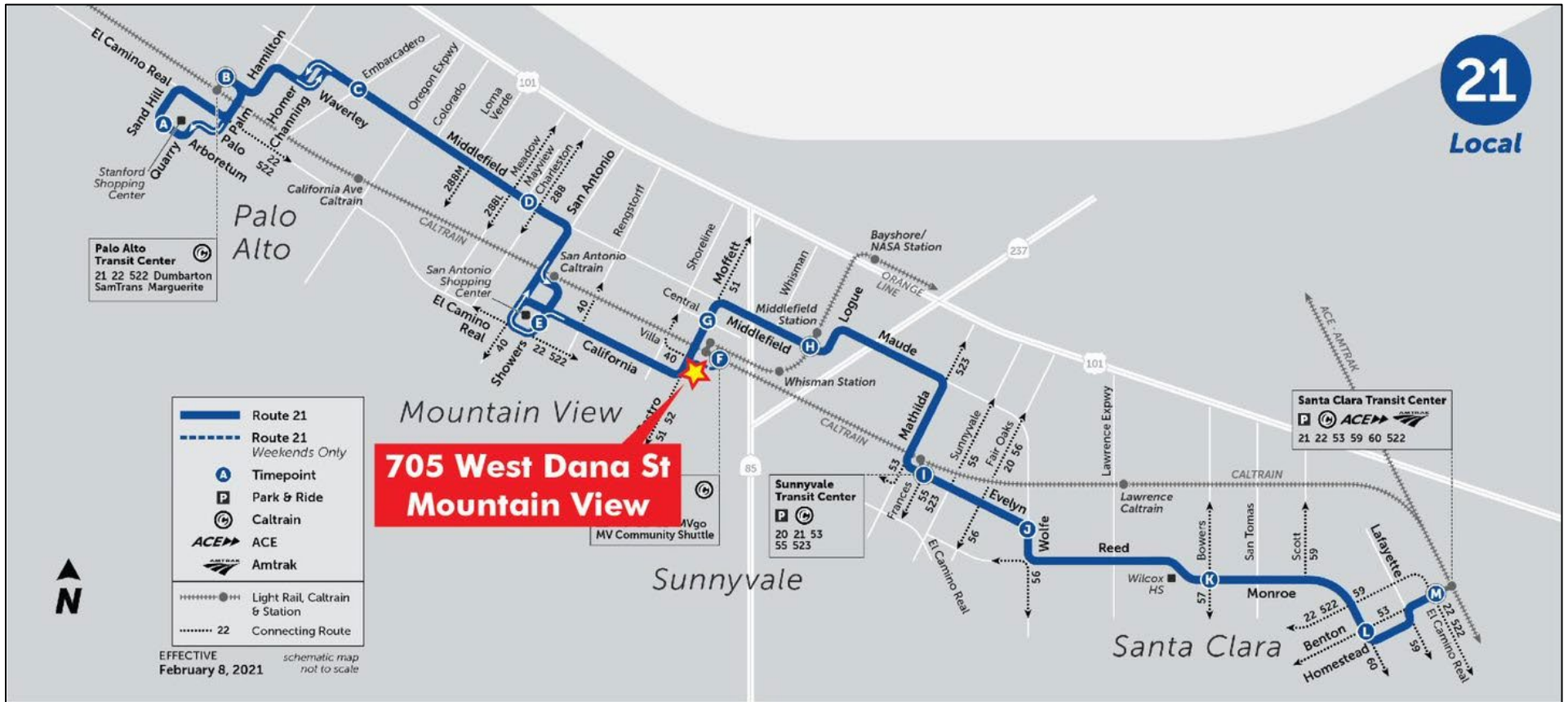
**Attachment D: MVgo Shuttle Line C**



**Attachment E: MVgo Shuttle Line D**



# Attachment F: VTA Route 21





# Attachment G: VTA Route 40



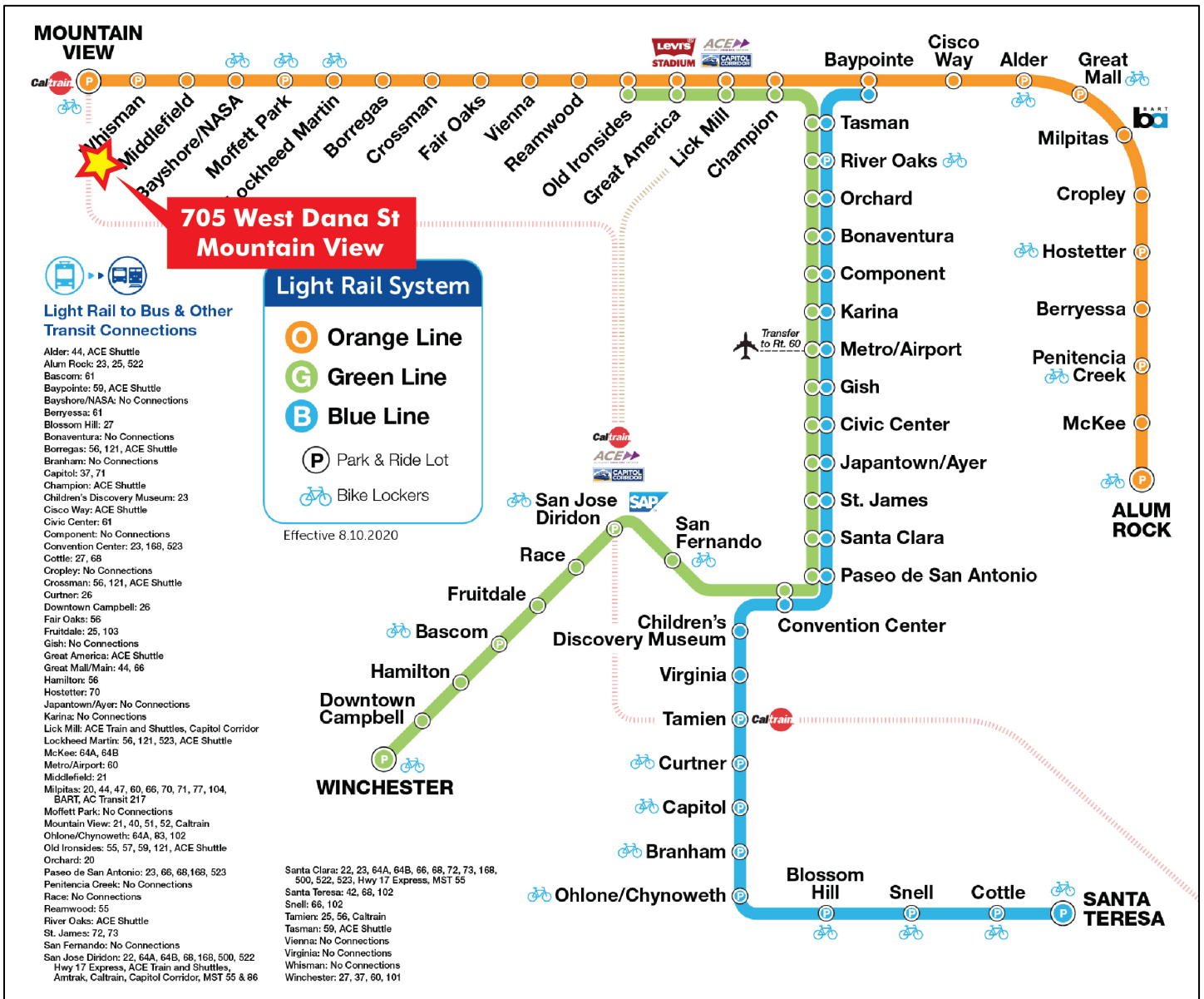
Attachment H: VTA Route 51



**Attachment I: VTA Route 52**



# Attachment J: VTA Orange Line



**Attachment K: Nearby Amenities**

<b>Restaurants, Cafes/Delis, Coffee, and Bakeries</b>	<b>Phone #</b>	<b>Distance Away</b>
<ul style="list-style-type: none"> <li><b>KakaRoto</b> 743 W Dana St, Mountain View, CA</li> </ul>	650-903-9668	69 ft.
<ul style="list-style-type: none"> <li><b>Dana Street Roasting Company</b> 744 W Dana St, Mountain View, CA</li> </ul>	650-903-9668	112 ft.
<ul style="list-style-type: none"> <li><b>Yi Fang</b> 279 Castro St, Mountain View, CA</li> </ul>	650-903-9668	184 ft.
<ul style="list-style-type: none"> <li><b>Sushi Tomi</b> 635 W Dana St, Mountain View, CA</li> </ul>	650-968-3227	302 ft.
<ul style="list-style-type: none"> <li><b>Crepevine Restaurants</b> 300 Castro St, Mountain View, CA</li> </ul>	650-969-6878	318 ft.
<ul style="list-style-type: none"> <li><b>Icicles</b> 292 Castro St, Mountain View, CA</li> </ul>		341 ft.
<ul style="list-style-type: none"> <li><b>New Mongolian BBQ</b> 304 Castro St, Mountain View, CA</li> </ul>	650-968-0381	344 ft.
<ul style="list-style-type: none"> <li><b>Mantra India</b> 288 Castro St, Mountain View, CA</li> </ul>	650-960-1000	364 ft.
<ul style="list-style-type: none"> <li><b>Paris Baguette</b> 315 Castro St, Mountain View, CA</li> </ul>	650-770-9999	367 ft.
<ul style="list-style-type: none"> <li><b>Tea Era</b> 271 Castro St, Mountain View, CA</li> </ul>	650-969-2899	459 ft.
<ul style="list-style-type: none"> <li><b>Café Baklava</b> 341 Castro St, Mountain View, CA</li> </ul>	650-969-3835	476 ft.
<ul style="list-style-type: none"> <li><b>Poke Bar</b> 340 Castro St, Mountain View, CA</li> </ul>	415-967-9728	476 ft.
<ul style="list-style-type: none"> <li><b>Hong Kong Bakery</b> 210 Castro St, Mountain View, CA</li> </ul>	650-969-3153	0.10 mi.
<ul style="list-style-type: none"> <li><b>Maison Alyzee</b> 212 Castro St, Mountain View, CA</li> </ul>	650-960-1212	0.10 mi.
<ul style="list-style-type: none"> <li><b>Quality Bourbons &amp; Barbeque</b> 216 Castro St, Mountain View, CA</li> </ul>	650-969-1112	0.10 mi.
<ul style="list-style-type: none"> <li><b>Pho Hoa + Jazen Tea</b> 220 Castro St, Mountain View, CA</li> </ul>	650-969-5805	0.10 mi.
<ul style="list-style-type: none"> <li><b>Monte Carlo Restaurant &amp; Bar</b> 228 Castro St, Mountain View, CA</li> </ul>	650-988-1500	0.10 mi.
<ul style="list-style-type: none"> <li><b>Mervyn's / Umai Sushi Restaurant &amp; Lounge</b> 236 Castro St, Mountain View, CA</li> </ul>	650-938-2968	0.10 mi.
<ul style="list-style-type: none"> <li><b>Kappo Nami Nami</b> 240 Castro St, Mountain View, CA</li> </ul>	650-964-699	0.10 mi.
<ul style="list-style-type: none"> <li><b>Biryaniz</b> 246 Castro St, Mountain View, CA</li> </ul>	650-584-3051	0.10 mi.
<ul style="list-style-type: none"> <li><b>Bonchon</b> 260 Castro St, Mountain View, CA</li> </ul>	650-282-5633	0.10 mi.
<ul style="list-style-type: none"> <li><b>Fiesta del Mar Too</b> 735 Villa St, Mountain View, CA</li> </ul>	650-967-3525	0.10 mi.

<ul style="list-style-type: none"> <li>• <b>Superhot Hot Pot &amp; Korean BBQ</b> 210 Hope St, Mountain View, CA</li> </ul>	650-963-9819	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Yugen Ramen</b> 152 Castro St, Mountain View, CA</li> </ul>	650-428-0888	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Udon Mugizo</b> 180 Castro St, Mountain View, CA</li> </ul>	650-961-8880	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Yakko Sushi Japanese Restaurant</b> 975 W Dana St, Mountain View, CA</li> </ul>	650-960-0626	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Scratch</b> 401 Castro St #100, Mountain View, CA</li> </ul>	650-237-3121	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Casa Lupe</b> 459 Castro St, Mountain View, CA</li> </ul>	650-965-2944	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>K-POT &amp; Grill</b> 475 Castro St, Mountain View, CA</li> </ul>	650-903-9668	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Kirin Restaurant</b> 485 Castro St, Mountain View, CA</li> </ul>	650-965-1059	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Cascal</b> 400 Castro St, Mountain View, CA</li> </ul>	650-940-9500	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Sweetgreen</b> 440 Castro St, Mountain View, CA</li> </ul>	650-753-7300	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Eureka!</b> 191 Castro St, Mountain View, CA</li> </ul>	650-426-0582	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Ephesus</b> 185 Castro St, Mountain View, CA</li> </ul>	650-625-8155	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Fu Lam Mum</b> 153 Castro St, Mountain View, CA</li> </ul>	650-967-1689	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Hong Kong Bistro</b> 147 Castro St, Mountain View, CA</li> </ul>	650-968-8938	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Olympus Caffe &amp; Bakery</b> 135 Castro St, Mountain View, CA</li> </ul>	650-336-7613	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Yi Fang</b> 143 Castro St, Mountain View, CA</li> </ul>		0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Happy Lamb Hot Pot</b> 102 Castro St, Mountain View, CA</li> </ul>	650-386-5061	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Vaso Azzurro</b> 108 Castro St, Mountain View, CA</li> </ul>	650-940-1717	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Xanh</b> 110 Castro St, Mountain View, CA</li> </ul>	650-964-1888	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Kobe Pho &amp; Grill</b> 110 Castro St, Mountain View, CA</li> </ul>	650-282-5313	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Afuri Ramen + Dumpling</b> 124 Castro St, Mountain View, CA</li> </ul>	650-938-7000	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Oren's Hummus</b> 126 Castro St, Mountain View, CA</li> </ul>	650-938-6736	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>3 Kingdoms Hot Pot</b> 134B Castro St, Mountain View, CA</li> </ul>	650-964-8881	0.20 mi.

<ul style="list-style-type: none"> <li>• <b>Asian Box</b> 142 Castro St, Mountain View, CA</li> </ul>	650-584-3947	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Blue Line Pizza</b> 146 Castro St, Mountain View, CA</li> </ul>	650-938-7888	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Bushido</b> 156 Castro St, Mountain View, CA</li> </ul>	650-386-6821	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Doppio Zero</b> 160 Castro St, Mountain View, CA</li> </ul>	650-938-4147	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Amarin Thai Cafe</b> 174 Castro St, Mountain View, CA</li> </ul>	650-988-9323	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>La Fontaine</b> 186 Castro St, Mountain View, CA</li> </ul>	650-968-2300	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Agave Mexican Bistro</b> 194 Castro St, Mountain View, CA</li> </ul>	650-903-9668	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Verde Tea Café</b> 852 Villa St, Mountain View, CA</li> </ul>	650-210-9986	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Steins Beer Garden &amp; Restaurant</b> 895 Villa St, Mountain View, CA</li> </ul>	650-963-9568	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Pho To Chau</b> 853 Villa St, Mountain View, CA</li> </ul>	650-961-8069	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Chez TJ</b> 938 Villa St, Mountain View, CA</li> </ul>	650-964-7466	0.20 mi.
<b>Retail</b>	<b>Phone #</b>	<b>Distance Away</b>
<ul style="list-style-type: none"> <li>• <b>E&amp;W Natural Way</b> 762 W Dana St, Mountain View, CA</li> </ul>	650-968-2970	108 ft.
<ul style="list-style-type: none"> <li>• <b>Boutique 4</b> 279 Castro St, Mountain View, CA</li> </ul>	650-903-9668	184 ft.
<ul style="list-style-type: none"> <li>• <b>Easy Foods Company</b> 299 Castro St, Mountain View, CA</li> </ul>	650-969-5595	318 ft.
<ul style="list-style-type: none"> <li>• <b>Books Inc.</b> 317 Castro St, Mountain View, CA</li> </ul>	650-428-1234	381 ft.
<ul style="list-style-type: none"> <li>• <b>East West Bookshop</b> 324 Castro St, Mountain View, CA</li> </ul>	650-988-9800	430 ft.
<ul style="list-style-type: none"> <li>• <b>Ava's Downtown Market &amp; Grill</b> 340 Castro St, Mountain View, CA</li> </ul>	650-961-5652	476 ft.
<ul style="list-style-type: none"> <li>• <b>Art Frame Studio (by Paolo Mejia Fine Arts &amp; Design)</b> 257 Castro St, Unit 100, Mountain View, CA</li> </ul>	650-210-8688	489 ft.
<ul style="list-style-type: none"> <li>• <b>Dana Oriental Market</b> 800 California St, Mountain View, CA</li> </ul>	650-969-2034	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Therapy Stores</b> 250 Castro St, Mountain View, CA</li> </ul>	650-691-1186	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>CVS</b> 850 California St, Mountain View, CA</li> </ul>	650-691-4004	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Mountain View Farmers' Market</b> 650 W Evelyn Ave, Mountain View, CA</li> </ul>	800-806-3276	0.20 mi.

<ul style="list-style-type: none"> <li>• <b>Jasmine Woods Tile Store</b> 483 Hope St #66, Mountain View, CA</li> </ul>	805-416-6057	0.20 mi.
<b>Health, Beauty &amp; Fitness</b>	<b>Phone #</b>	<b>Distance Away</b>
<ul style="list-style-type: none"> <li>• <b>Transform Fitness Studio</b> 319 Castro St, Mountain View, CA</li> </ul>	650-584-3465	367 ft.
<ul style="list-style-type: none"> <li>• <b>Studio 364</b> 364 Castro St, Mountain View, CA</li> </ul>	650-961-4247	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Vee Cosmetics</b> 380 Castro St, Mountain View, CA</li> </ul>	650-439-8206	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Shiseido</b> 380 Castro St, Mountain View, CA</li> </ul>	650-961-1317	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Facial Town Beauty Center</b> 357 Castro St, Mountain View, CA</li> </ul>	650-572-1234	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Sight Optometry</b> 369 Castro St, Mountain View, CA</li> </ul>	650-938-3698	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Ellen Szeto, OD</b> 495 Castro St, Mountain View, CA</li> </ul>	650-967-6649	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Linda K. Hur OD</b> 495 Castro St, Mountain View, CA</li> </ul>	650-967-6649	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Face-N-Body</b> 278 Hope St, Suite A, Mountain View, CA</li> </ul>	650-308-8414	217 ft.
<ul style="list-style-type: none"> <li>• <b>Sugar Spa</b> 746 Villa St, Mountain View, CA</li> </ul>	650-383-8353	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Top over Base</b> 860 Villa St, Mountain View, CA</li> </ul>	650-282-5850	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Orbit &amp; Rust</b> 845 Villa St, Mountain View, CA</li> </ul>	650-282-5730	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>City Dolls Color &amp; Hair Design</b> 833 Villa St, Mountain View, CA</li> </ul>	650-282-5969	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Happy Feet Foot Spa</b> 858 Villa St, Mountain View, CA</li> </ul>	650-969-7600	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Essence Salon</b> 826 W Dana St, Mountain View, CA</li> </ul>	650-988-8822	400 ft.
<ul style="list-style-type: none"> <li>• <b>Fashion Code Beauty Salon</b> 844 W Dana St, Mountain View, CA</li> </ul>	650-938-9818	479 ft.
<ul style="list-style-type: none"> <li>• <b>Salon Finesse</b> 732 Villa St, Mountain View, CA</li> </ul>	650-968-1386	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Elegance Hair Salon</b> 696 W Dana St, Mountain View, CA</li> </ul>	650-938-1678	210 ft.
<ul style="list-style-type: none"> <li>• <b>Hair by Heinz</b> 617 W Dana St, Mountain View, CA</li> </ul>	650-969-4247	377 ft.
<b>Services</b>	<b>Phone #</b>	<b>Distance Away</b>
<ul style="list-style-type: none"> <li>• <b>MoneyGram</b> 850 California St, Mountain View, CA</li> </ul>	650-691-4001	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Kelly's Healing Massage</b> 714 Villa St, Mountain View, CA</li> </ul>	650-282-5887	0.10 mi.



<b>Entertainment</b>	<b>Phone #</b>	<b>Distance Away</b>
<ul style="list-style-type: none"> <li>• <b>Alberto's (Night Club)</b> 736 W Dana St, Mountain View, CA</li> </ul>	650-968-3007	144 ft.
<ul style="list-style-type: none"> <li>• <b>Myst Escape Room</b> 726 Villa St, Mountain View, CA</li> </ul>	650-567-6518	0.10 mi.
<ul style="list-style-type: none"> <li>• <b>Eagle's Aerir 2356 (Club)</b> 181 Castro St, Mountain View, CA</li> </ul>		0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Julie Q Salon</b> 951 W Dana St, Mountain View, CA</li> </ul>	650-965-2276	0.20 mi.
<b>Transportation, Gas, Shipping &amp; Storage</b>	<b>Phone #</b>	<b>Distance Away</b>
<ul style="list-style-type: none"> <li>• <b>GTS Auto</b> 705 W Dana St, Mountain View, CA</li> </ul>	650-903-9668	0 ft.
<ul style="list-style-type: none"> <li>• <b>ChargePoint Charging Station</b> 100 View St, Mountain View, CA</li> </ul>	888-758-4389	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>ChargePoint Charging Station</b> 550 Minton Ln, Mountain View, CA</li> </ul>	888-758-4389	0.20 mi.
<b>Banks &amp; ATM</b>	<b>Phone #</b>	<b>Distance Away</b>
<ul style="list-style-type: none"> <li>• <b>Citibank ATM</b> 850 California St, Mountain View, CA</li> </ul>	800-627-3999	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Bank of the West</b> 501 Castro St, Mountain View, CA</li> </ul>	650-967-5723	0.20 mi.
<ul style="list-style-type: none"> <li>• <b>Bank of America</b> 700 W Evelyn Ave, Mountain View, CA</li> </ul>	844-401-8500	0.20 mi.
<b>Daycare</b>	<b>Phone #</b>	<b>Distance Away</b>
<ul style="list-style-type: none"> <li>• <b>Allie's Daycare Service</b> 500 S Shoreline Blvd, Mountain View, CA</li> </ul>	650-771-3521	0.50 mi.
<ul style="list-style-type: none"> <li>• <b>Young Giggles Child Care Center</b> 290 Santa Rosa Ave, Mountain View, CA</li> </ul>	415-529-8056	0.50 mi.

***Attachment L: Silicon Valley Bicycle Coalition Bike Friendly Development Matrix***

**Attachment L: Silicon Valley Bicycle Coalition Bike Friendly Development Matrix**

<b>Criteria (shaded = site plan meets this level)</b>	<b>Metrics</b>	<b>Good</b>	<b>Better</b>	<b>Best</b>
Proximity to transit, schools, employment, retail, and other services	Proximity to transit service (bus/rail/light rail), school, employment, retail, and other essential services.	Transit and services are 1-5 miles away.	Transit and services are within 1 mile.	Adjacent to transit stop and surrounded by mix of retail and civic services.
Traffic Circulation and Mitigation	Active transportation accessibility	Project includes or is adjacent to sidewalks, crosswalks, and bike facilities.		Developer ensures safe access by walking, biking, and transit by building wide sidewalks, cross-walks, high quality bike lanes that connect to existing networks and
	Priority for walking, bicycling and transit over private automobile access	Pedestrian and bicyclist access to development is clearly marked.		Developer prioritizes access by walking, biking, and transit over cars.
	Traffic speeds on adjacent streets	25-35 mph.	20-24 mph.	Under 20 mph.
	Lane count on adjacent streets		Property surrounded by streets of 1-2 lanes in each direction.	Property surrounded by low-volume streets. Surrounding streets have either one general travel lane in each direction or are low-volume enough to not require a center line.
Design	Ground Floor frontage			Ground floor is open and inviting, well lit, lots of windows, inductive to people enjoying the street.
	Block Size			Smaller pedestrian-scale size.
Location and design of bike parking	Please refer to APBP Bike Parking Guidelines ( <a href="http://www.apbp.org/?page=Bike_Parking">http://www.apbp.org/?page=Bike_Parking</a> ) and VTA Bicycle Technical Guidelines ( <a href="http://www.vta.org/projects-and-programs/planning/bikes-county-wide-bicycle-plan-cbp">http://www.vta.org/projects-and-programs/planning/bikes-county-wide-bicycle-plan-cbp</a> ) for proper location, placement, design, and security considerations. These are also relevant to amount of bike parking spaces below.	Closer than 50 feet from building entrances and/or windows.		
Commercial: Tenant/employee secure bike parking (Class 1)	Long-term bike parking spaces per square feet	Meets city's building code/parking requirements.	1-1.5 bike spaces per 10,000 sq.ft. of floor area.	1 bike space per 5,000 sq ft or better.
Commercial: Guest parking (Class 2)	Short-term bike parking spaces per square feet	Meets city's building code/parking requirements.	1 bike space per each 20,000 sq.ft. of floor area.	1 bike space per 10,000 sq ft or better.
Vehicle parking spaces	Ratios, requirements	Providing under the minimum number of car parking spaces that are required by the jurisdiction. Do not make the bike parking a ratio of the car parking spots.		
Transportation Demand Management programs				
Showers	Capacity and proximity to workplace	One shower facility on or within 200 yards of workplace.		One shower if greater than 10,000 sq. ft double if over 20,000 sq. ft. (City of SF)/0.5% of FTE occupants (LEED NC).
Changing rooms	Number of bathrooms or changing rooms available to all employees	One changing room.		For 0.5% of FTE occupants (LEED NC).
Bicycle repair and maintenance	Bicycle repair options	Bike repair tools are available at a standalone fix-it station.		Space and equipment for people to work on their own bikes.
Wayfinding	Signage to create a wayfinding system for people biking	Wayfinding system for people biking on the development site.		Support surrounding wayfinding systems for people biking between development and greater bike network (to access development and other important destinations).

***Attachment M: VMT Screening Report***

## Project Details

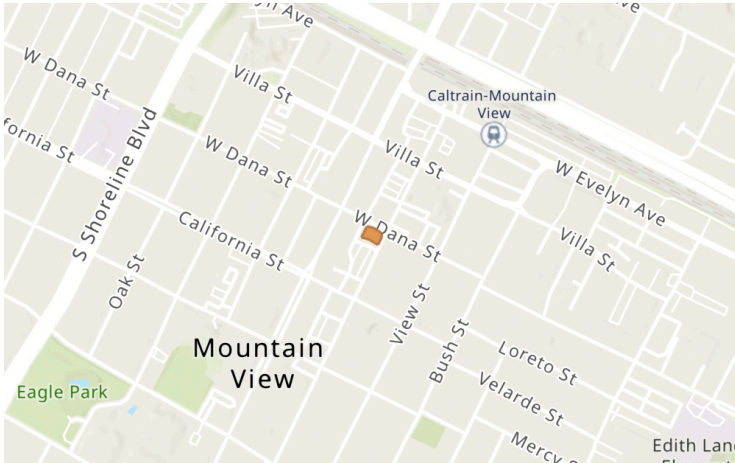
Timestamp July 21, 2023, 02:20:10 PM  
of Analysis

Project Name 705 W. Dana Street, Mountain View, CA

Project Description The project includes a three-story building containing approximately 15,056 gross office area square feet and 1,459 square feet of restaurant space.

## Project Location Map

Jurisdiction:	APN	TAZ
Mountain View	15823030	413



## Analysis Details

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

## Project Land Use

### Residential:

Single Family DU:

Multifamily DU:

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Total DUs: 0

### Non-Residential:

Office KSF: 15056

Local Serving Retail KSF: 1459

Industrial KSF:

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

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

### Parking:

Motor Vehicle Parking: 13

Bicycle Parking: 12

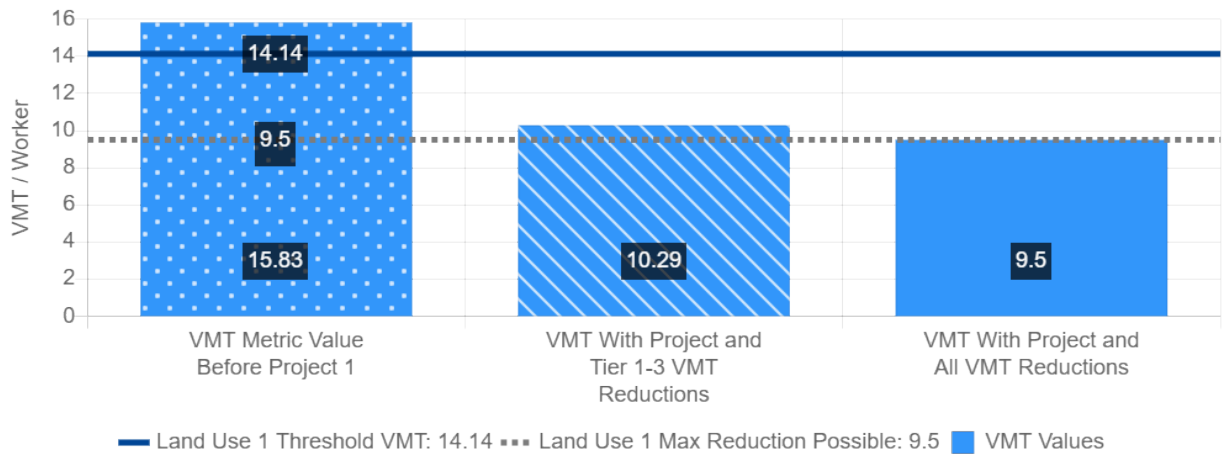
## Proximity to Transit Screening

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:	County Average
VMT Baseline Value 1:	16.64
VMT Threshold Description 1 / Threshold Value 1:	-15% / 14.14
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	10.29	9.5
Low VMT Screening Analysis	No (Fail)	Yes (Pass)	Yes (Pass)



## Tier 1 Project Characteristics

### PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.89
With Project Residential Diversity Index:	0.17

### PC04 Increase Employment Density

Existing Employment Density:	105.42
With Project Employment Density:	3890.34

## Tier 3 Parking

### PK01 Limit Parking Supply

Minimum Parking Required by City Code:	18
Total Parking Spaces Available to Employees:	13
Is the Surrounding Street Parking Restricted?:	Yes

### PK02 Provide Bike Facilities

Bicycle Parking:	12
Project End-of-trip Bike Facilities:	Yes

## 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:	100 %
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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:	100 %

### TP17 Vanpool Incentives

Percent of Vanpool Cost that is Subsidized:	75 %
Percent of Vanpool Participants:	2 %



***Attachment N: TDM Strategies - Trip Reduction Estimates***

**Attachment N: TDM Strategies - Trip Reduction Estimates**

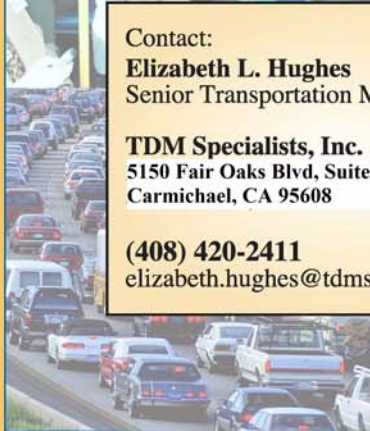
Transportation						
Category	Measure Number	Strategy	Grouped With #	Range of Effectiveness		Basis
				Percent Reduction in VMT & GHG	Percent Reduction in VMT & GHG	
Land Use / Location	LUT-1	Increase Density		1.5%	30.0%	VMT
	LUT-2	Increase Location Efficiency		10.0%	65.0%	VMT
	LUT-3	Increase Diversity of Urban and Suburban Developments (Mixed Use)		9.0%	30.0%	VMT
	LUT-8	Locate Project near Bike Path/Bike Lane		NA	NA	
Neighborhood / Site Design	SDT-1			0.0%	2.0%	VMT
	SDT-6	Provide Bike Parking in Non- Residential Projects	LUT-9	NA	NA	
	SDT-8	Provide EV Parking	SDT-3	NA	NA	
Parking Policy / Pricing	PDT-1	Limit Parking Supply		5.0%	12.5%	
Trip Reduction Programs	TRT-2	Implement Mandatory CTR Programs – Required Implementation/Monitoring		4.2%	21.0%	Commute VMT
	TRT-3	Provide Ride-Sharing Programs		1.0%	15.0%	Commute VMT
	TRT-4	Implement Subsidized or Discounted Transit Prog.		0.3%	20.0%	Commute VMT
	TRT-5	Provide End of Trip Facilities	TRT-1, 2 & 3	NA	NA	
	TRT-6	Telecommuting and Alternative Work Schedules		0.07%	5.5%	Commute VMT
				<b>31.1%</b>	<b>201.0%</b>	

CAPCOA - Quantifying Transportation Mitigation Measures, Table 6-2: Transportation Category

# **TDM SPECIALISTS, INC. QUALIFICATIONS**



A Transportation Demand Management Company



**We are planners and technical experts** focused on development projects and improving employee mobility options. Our Transportation Demand Management (TDM) planning solutions reduce vehicle traffic, parking demand, greenhouse gases, and air pollution impacts. We work successfully with developers, employers, and government agencies to get TDM Plans approved and projects entitled. We also implement and manage on-site commuter programs and achieve required TDM goals.

Our TDM practitioners provide full-service commute and traffic mitigation, sustainable LEED planning, and air quality conformity. Serving as an extension of client staff, we provide a broad range of services to get the job done efficiently while meeting the unique needs of the client and specific jurisdiction.

**“We have finished the review of the Draft TDM. First let me say, that was the best TDM I have ever seen! The best by a large margin...a fantastic TDM Plan. Thank you so much.”**

*Steve Lynch, AICP, Senior Planner, City of Santa Clara, California*

### Transportation Demand Management

TDM Specialists develop Transportation Demand Management plans, traffic mitigation plans, and sustainable programs that address green commuting, mobility, and constrained parking issues. The purpose of TDM is to promote more efficient utilization of existing transportation facilities, reduce traffic congestion and mobile source emissions, and ensure that projects are designed in ways to maximize the potential for alternative transportation use.

### Commute Program Implementation

We have a proven track record of getting employees out of their cars. As projects are built and occupied, TDM Specialists can develop the structure, outreach and promotions necessary to implement and manage employee Commute Programs. The initial start-up, implementation, and ongoing management of the Commute Program are designed to meet TDM or trip reduction objectives and requirements. The overarching goal of a Commute Program is to enhance the quality of life and reduce commute trips for project employees.

*Quality of life improvements can enhance employee recruitment, morale and retention, and increase productivity that create positive benefits for businesses.*

### Sustainable Air Quality and Greenhouse Gas (GHG) Solutions

TDM Specialists successfully implements trip reduction programs tailored to fit the project, and can typically reduce employee trips to the site by 30 percent. This results in reduced drive-alone trips and complies with requirements to reduce project GHG impacts. We coordinate the mechanisms to calculate and report these results to appropriate agencies.

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elizabeth.hughes@tdmspecialists.com



*A Transportation Demand Management Company*

## Areas of Expertise

### Traffic Mitigation

TDM/TSM Mitigation Plans  
 TDM Employer Training  
 Commute Program Development  
 Commute Program Management  
 Commute Program Audits  
 Commuter Surveys  
 Transportation Fairs and Events  
 Car Management Strategies  
 Shuttle Programs  
 TMA Management

### Parking Mitigation

Parking Demand Reduction  
 Parking Management Strategies  
 Parking Constraints Solutions

### Entitlement

Project Support  
 Strategic Counsel  
 Critical Response Support  
 Environmental (EIR) Mitigation  
 (Air Quality and Transportation)

### Sustainability

Greenhouse Gas Emission Reductions  
 Supporting LEED Components  
 Air Quality Mitigation Plans

### TDM Applications

- Office or R&D buildings
- Corporate Headquarters/Campus
- Master Plan projects
- Specific Plans
- Business Parks
- Hospitals/Medical Offices
- Retail/Shopping Centers
- Residential (multi family, single family, hi-rise, etc.)
- Special Events
- Recreation
- Universities and Colleges
- Warehouse and Manufacturing
- Airports and Transit Stations

### Development, Property Management and Employer Projects

- Facebook
- Genentech
- NVIDIA
- SAP Labs
- Intel Folsom
- Intel Santa Clara
- Nokia
- Yahoo! Inc.
- NetApp
- VMware
- McClellan Business Park
- Juniper Networks
- Sunnyvale City Center
- Marvell
- Access/Palm Source
- Alexandria Real Estate Equities
- Oyster Point Business Park
- Metro Air Park
- Raley Field
- Moffett Park Business and Transportation Association
- Intuitive Surgical
- The Allen Group
- Spieker Properties
- HCP, Inc.
- Granite Regional Park
- Hyatt Place Hotel – So. San Francisco
- So. San Francisco Business Center
- Masonic Homes of California
- Fairview River Landing
- Donahue Schriber
- BioMed Realty Trust
- Panattoni Development
- Taylor Properties Development Co.
- SKS Investments, LLC
- Shorestein
- LBA Realty
- Jones Lang LaSalle
- California Farm Bureau
- California Highway Patrol
- Separovich • Domich
- Newell Real Estate Advisors
- LinkedIn
- Menlo Equities, LLC
- TMG Partners
- The Minkoff Group
- Arnell Enterprises, Inc.
- The Pollock Financial Group
- Wolff Enterprises

### Municipal & Agency Locations

- Sacramento Area Council of Governments
- California Highway Patrol
- County of Sacramento, Dept. of Human Services
- City of South San Francisco
- City of Mountain View
- City of Santa Clara
- City of Sunnyvale
- State of California, Dept. of General Services
- San Mateo City/County Association of Governments
- City of Union City
- Cal PERS
- Cal STRS
- Ogden City, UT
- City of Brisbane
- Grand Rapids Interurban Transit, MI
- City of Citrus Heights
- University of California San Diego West Campus
- Sacramento County International Airport

### Biotech, Pharmaceutical and Hospital Projects

- Genentech
- Amgen
- Rigel
- Takeda
- Onyx Pharmaceutical
- University of California San Diego, East Campus Medical Center
- Sutter Medical Center, Sacramento
- Mercy General Hospital
- Mercy San Juan Medical Center
- Enloe Medical Center
- Intuitive Surgical
- Blood Source
- Eclipsys, MA
- Counsyl, Inc.
- Theravance, Inc.