

440 W. Julian Street
Transportation Demand Management
(TDM) Plan

Prepared for:
TMG-VOP Julian, LLC

April 2018

FEHR  PEERS

TABLE OF CONTENTS

1. INTRODUCTION	3
Project Description	3
2. SITE CONTEXT AND NEARBY TRANSPORTATION SERVICES.....	6
Nearby Destinations	6
Passenger Rail Services.....	6
Caltrain.....	9
Altamont Corridor Express (ACE)	10
Amtrak Capitol Corridor	10
Bay Area Rapid Transit District (BART)	10
California High Speed Rail	11
Bus and Light Rail Transit (LRT) Service	14
Santa Clara Valley Transportation Authority (VTA)	14
Santa Cruz Metro.....	14
Monterey-Salinas Transit.....	14
Inter-City Bus.....	14
Private Shuttles	15
Pedestrian and Bicycle Facilities.....	15
Existing Pedestrian Facilities	15
Existing Bicycle Facilities	17
Bike Share.....	19
3. TDM MEASURES AND STRATEGIES	21
Site Context Attributes	21
Site Design Features	22
TDM Measures	22
4. MONITORING AND REPORTING	26

LIST OF FIGURES

Figure 1 Site Location Map4

Figure 2 Site Plan..... 5

Figure 3 Locations within Easy Access by Walking or Biking.....7

Figure 4 Existing Transit Facilities 8

Figure 5 Caltrain System Map 9

Figure 6 Bay Area Rapid Transit District (BART) Map 10

Figure 7 California High-Speed Rail Map 11

Figure 8 Existing Pedestrian Facilities 16

Figure 9 Existing and Planned Bicycle Facilities 20

Figure 10 On-Site TDM Facilities 24

Figure 11 Clean Air Vehicle (Including Carpool and Vanpool Spaces)..... 25

LIST OF TABLES

Table 1: Existing Transit Services 12

Table 2: 440 W. Julian Street site Context Attributes 21

Table 3: 440 W. Julian Street Site Design Measures 22

Table 4: Zoning Ordinance TDM Measures 23

1. INTRODUCTION

This Transportation Demand Management (TDM) Plan was prepared to meet the City of San Jose's Zoning Ordinance requirement for office developments with a reduction in off-street parking requirements. The office complex at 440 W. Julian Street is eligible for the reduction as it is located near the Diridon Station and is within the Diridon Station Area Plan.

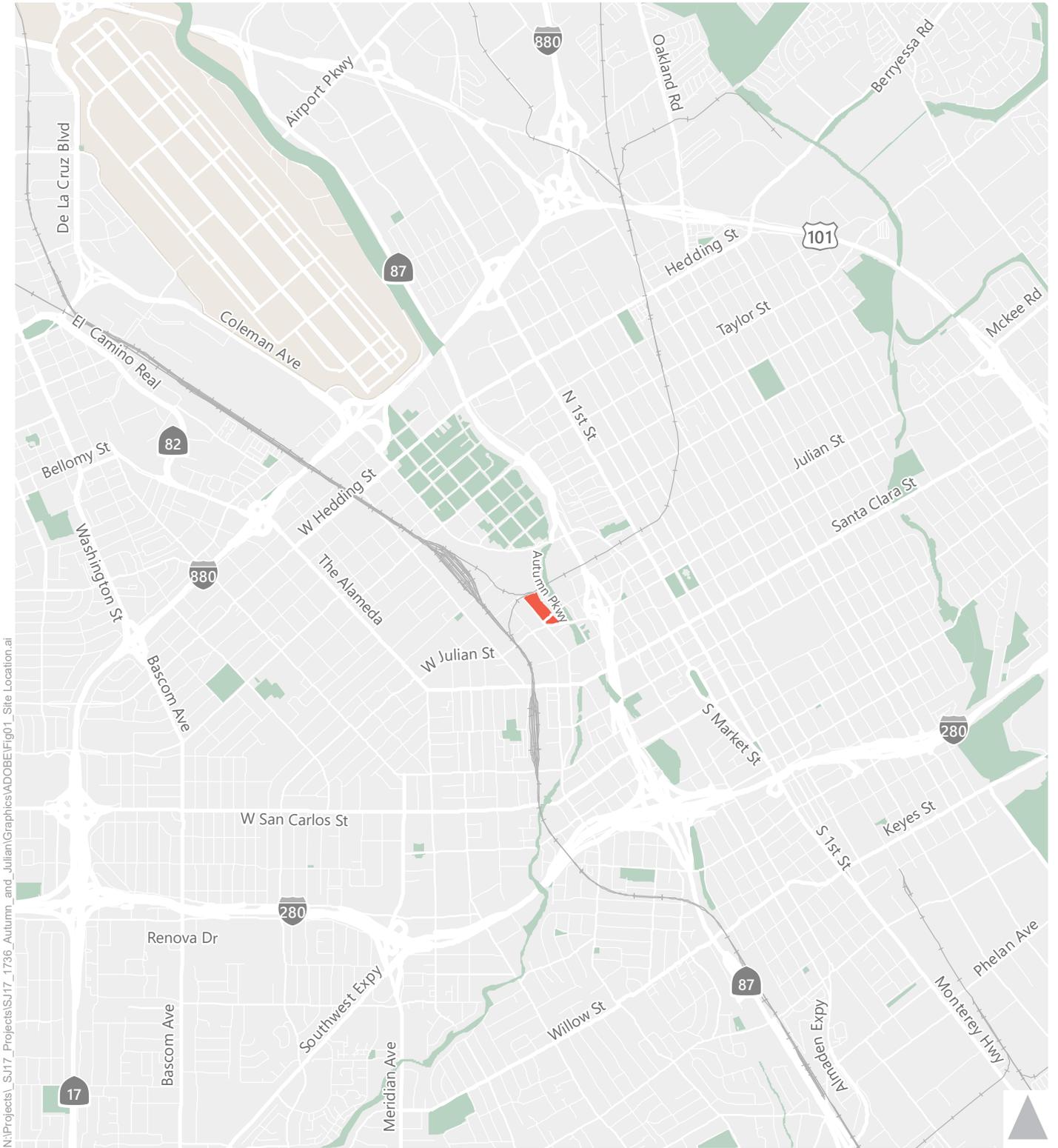
The site's close proximity to Diridon Station, with its numerous passenger rail services, and the Guadalupe River Trail will be deciding factors for many companies choosing to locate here. The attributes of the site's location, including the nearby transportation facilities and services, and aspects of the project's design that contribute to its traffic and parking reduction potential are described in this Plan. The Plan also includes TDM measures and programs to be provided by property management and/or by individual tenants/employers per the Zoning Ordinance requirements.

PROJECT DESCRIPTION

The Project includes approximately 1 million square feet of office space in three buildings on a site bounded by Union Pacific Railroad tracks on the north, Autumn Parkway on the east, West Julian Street on the south, and North Autumn Street on the west. The site location is illustrated on **Figure 1**. Approximately 1,742 parking spaces will be provided in a four-level underground parking garage. The parking supply can be increased to approximately 2,267 parking spaces through a valet parking operation. The garage will have a driveway on Howard Street and a driveway on North Autumn Street. The site plan is shown on **Figure 2**. The Project will also accommodate parking for events at SAP Center (approximately 287 spaces).

Sidewalks are provided on three sides of the site. Each building contains a secure bicycle storage room and shower and changing facilities. The number of bicycle parking spaces meets the City's requirement. These amenities will provide opportunities for employees to use active transportation modes (walking and bicycling) to commute to work.





N:\Projects_SJ17_Projects\SJ17_1736_Autumn_and_Julian\Graphics\ADOBE\Fig01_Site Location.at

- Project Site
- Parks
- Airports



Figure 1
Site Location Map

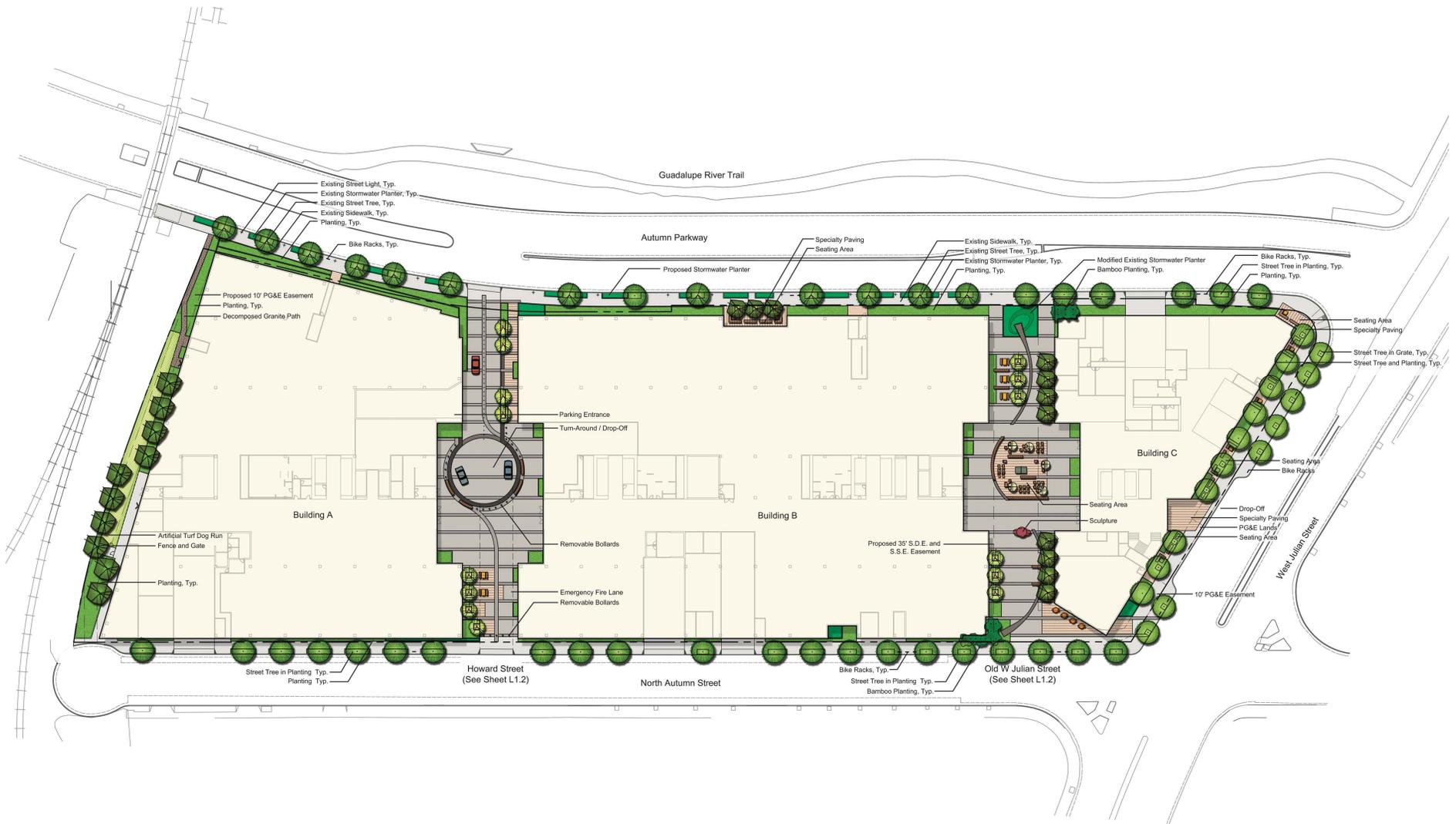


Figure 2
Site Plan



2. SITE CONTEXT AND NEARBY TRANSPORTATION SERVICES

The Project site is located approximately 0.5 mile (a ten-minute walking distance and three-minute bicycling distance) from the Diridon Station which is a major stop on several passenger rail systems, bus and light rail services, intercity bus service, and for private shuttles. The site is adjacent to the Guadalupe River Trail, an extensive pedestrian and bicycle trail system that runs along the banks of Guadalupe River. The existing rail, transit, bicycle, and pedestrian facilities and services and planned improvements that will support travel to the site by modes of transportation other than driving alone are described below. Nearby destinations within a walking and biking distance of the site are also described to provide a fuller illustration of the site's context.

NEARBY DESTINATIONS

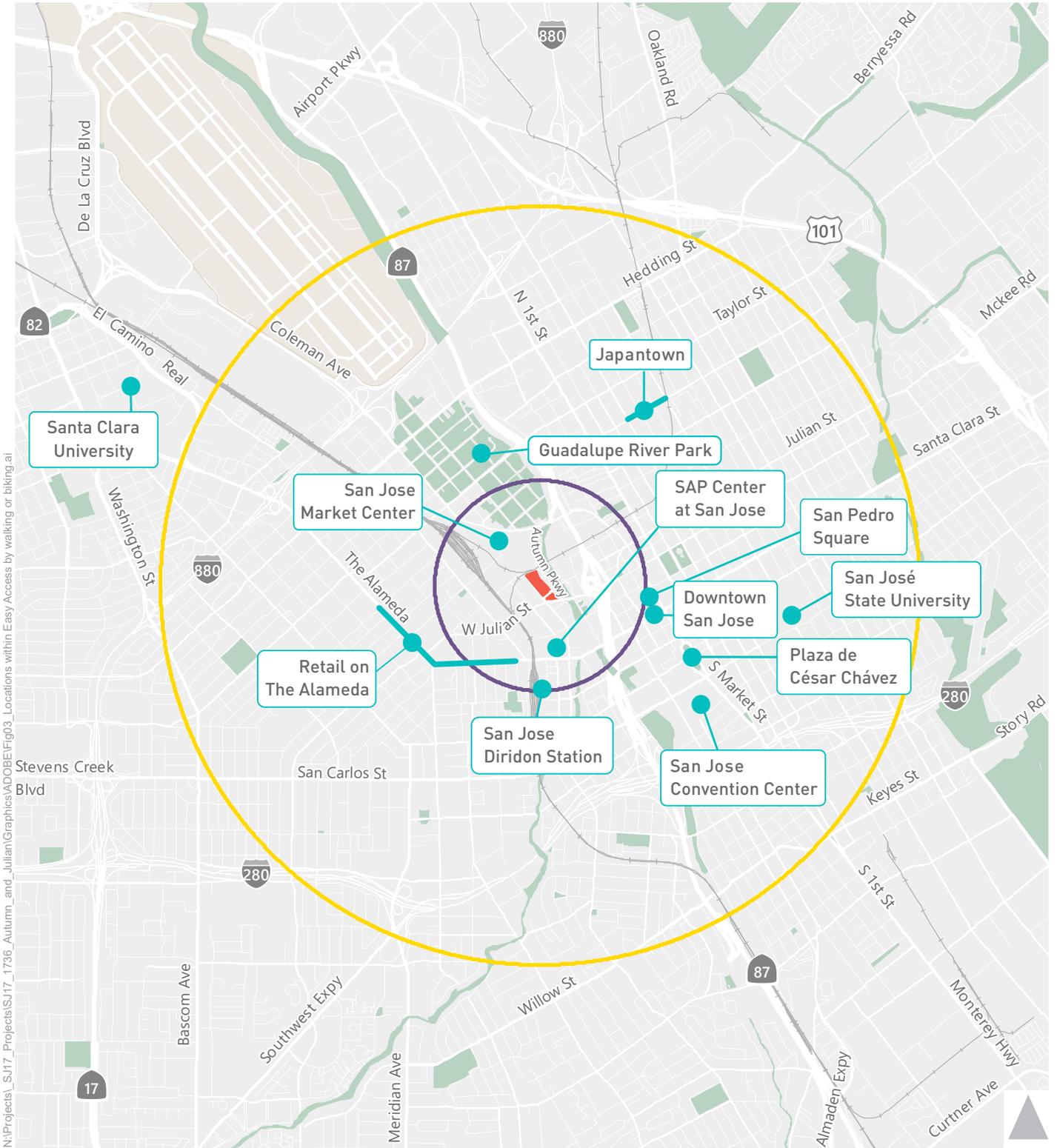
Major destinations adjacent to the Project site within a ten-minute walk or bicycle ride include downtown San Jose, San Pedro Square and San Jose Market Center, San Jose Convention Center, SAP Center, Diridon Station, retail on The Alameda, Guadalupe River Park, San Jose State University, and Japantown. **Figure 3** shows the locations of these major destinations. The site's proximity to these destinations reduces the need for future tenants of 440 W. Julian Street to have a vehicle on site.

PASSENGER RAIL SERVICES



Rail and transit services and facilities near the Project Site and Diridon Station are shown in **Figure 4**. **Table 1** summarizes hours of operation and service frequencies for rail and transit services. The Diridon Station is a major stop for Caltrain, Altamont Corridor Express (ACE), and Amtrak's Capitol Corridor. It will also be a stop for the future BART extension to San Jose and Santa Clara, as well as California High Speed Rail.

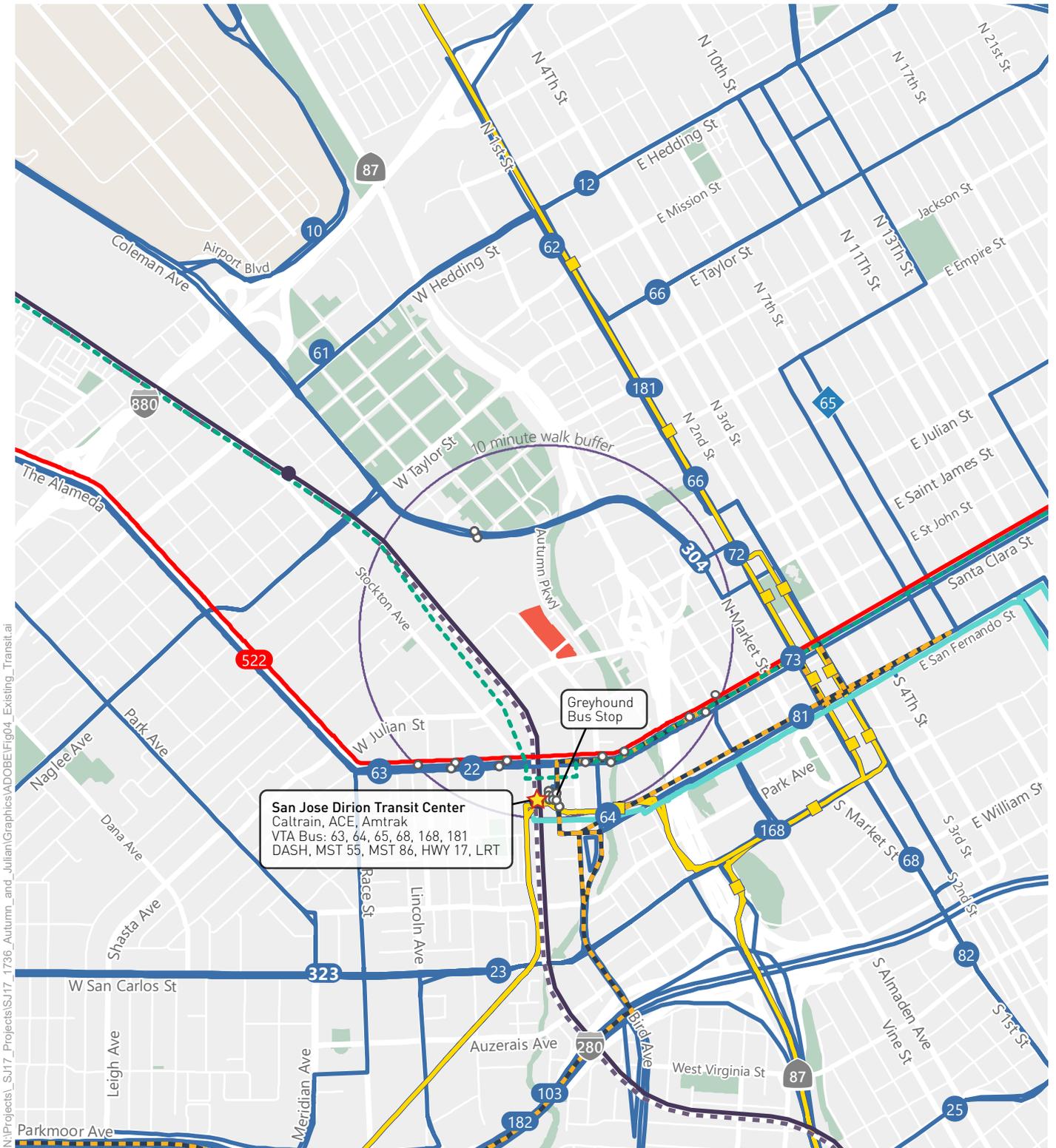




- Project Site
- Destination Points
- 10 Minute Walk Buffer (0.5 mile)
- 10 Minute Bicycle Buffer (1.8 mile)



Figure 3
Locations within Easy Access by Walking or Biking



N:\Projects\SJ17_Projects\SJ17_1736_Autumn_and_Julian\Graphics\ADOBE\Fig04_Existing_Transit.at

- Project Site
- VTA Bus and Bus Stop
- Rapid 522
- Caltrain Line and Caltrain Station
- Light Rail and Light Rail Station
- Highway Express 17
- Monterey-Salinas Transit (MST)
- BART (Proposed)
- California High Speed Rail (Proposed)
- VTA Bus Stops within 10 minute walk from Project Site



Figure 4
Existing Transit Facilities

CALTRAIN



Caltrain is a commuter heavy rail service that runs between downtown San Francisco (4th and King Streets) and downtown San Jose (Diridon Station), with a limited number of commute period trains running farther south to City of Gilroy. The service map for Caltrain is shown in **Figure 5**. There are 92 trains daily serving Diridon Station. During commute periods, Caltrain offers express service ("Baby Bullet") between downtown San Jose and San Francisco, which stops at a limited number of stations and allows a trip between San Francisco and San Jose to be made in one hour.

Caltrain accounts for a majority of the passenger rail ridership at Diridon Station. In 2017, approximately 4,600 passengers boarded Caltrain on an average weekday, and about 300 out of the 4,600 passengers boarded with bikes. In terms of access mode, eighteen percent of the Caltrain riders walk and sixteen percent of the Caltrain riders bike or use bike share (Caltrain, 2016).

The *Caltrain Modernization Program* will electrify the Caltrain system and, in turn, improve the performance, operating efficiency, capacity, safety, and reliability of Caltrain's rail service. Electrification will support increases in ridership and is scheduled to be complete by 2019.

Figure 5 Caltrain System Map



ALTAMONT CORRIDOR EXPRESS (ACE)



The Altamont Corridor Express (ACE) provides weekday train service between San Jose and Stockton during peak hours. There are eight trains daily with four trains running westbound in the morning and four trains running eastbound in the evening. The daily ridership at Diridon Station for ACE was approximately 370 boardings in 2016.

AMTRAK CAPITOL CORRIDOR



The Capitol Corridor is a passenger train system operated by Amtrak that provides service to sixteen stations in eight Northern California counties, from San Jose in Santa Clara County to Colfax in Placer County. On weekdays, seven eastbound and seven westbound trains serve Diridon Station, a total of fourteen trains per day. The average daily ridership for Amtrak Capitol Corridor was approximately 250 boardings and 230 alightings in 2015 and 2016. About seventeen percent of the ACE and Amtrak riders walk to Diridon Station, while sixteen percent bike or use bike share to access the station.

BAY AREA RAPID TRANSIT DISTRICT (BART)



BART operates train service throughout the San Francisco Bay Area as shown in **Figure 6**. The system currently extends from Millbrae to San Francisco on the peninsula, San Francisco to Oakland, and from Oakland to Richmond, Pittsburg, Dublin, and Fremont in the East Bay. Altogether BART connects 45 stations with 104 miles of tracks. The 10-mile extension from the Warm Springs/South Fremont Station to Berryessa is slated to be operational in 2018. Planning and design work for the future Silicon Valley extension to Downtown San Jose and Santa Clara is also currently underway.

Figure 6 Bay Area Rapid Transit District (BART) Map



CALIFORNIA HIGH SPEED RAIL



CALIFORNIA High-Speed Rail Authority

California High Speed Rail (CHSR) will be the first statewide high-speed rail system. The proposed system map is shown in **Figure 7**. The planning, designing, building and operation of CHSR is administered by the California High Speed Rail Authority. The system will operate between San Francisco and Los Angeles with speeds capable of over 200 miles per hour (mph) and a travel time under three hours by 2029. The network will eventually extend to Sacramento and San Diego, consisting of 800 miles and up to 24 stations. The construction started in 2015 and is currently undergoing in the Central Valley. San Jose Diridon Station will be a stop on CHSR to serve San Jose, Santa Clara County and surrounding areas.

Figure 7 California High-Speed Rail Map



TABLE 1: EXISTING TRANSIT SERVICES

Route	From	To	Weekdays		Saturdays		Sundays	
			Operating Hours ¹	Peak Headway ² (minutes)	Operating Hours ¹	Headway ² (minutes)	Operating Hours ¹	Headway ² (minutes)
Caltrain								
NB ³	San Jose Diridon (Gilroy)	San Francisco	4:30 a.m. – 12:05 a.m.	15	7:00 a.m. – 12:15 p.m.	20 to 120	8:10 a.m. – 11:50 p.m.	20 to 120
SB ³	San Francisco	San Jose Diridon (Gilroy)	4:55 a.m. – 1:40 a.m.	10	8:05 a.m. – 1:45 a.m.	90 to 120	8:05 a.m. – 11:20 p.m.	90 to 120
Altamont Corridor Express (ACE)								
WB ³	Stockton	San Jose	4:20 a.m. – 9:17 a.m.	60	-	-	-	-
EB ³	San Jose	Stockton	3:35 p.m. – 8:50 p.m.	60	-	-	-	-
Amtrak Capitol Corridor								
WB ³	Sacramento	San Jose	4:30 a.m. – 12:28 a.m.	40	6:10 a.m. – 11:55 p.m.	120	6:10 a.m. – 11:55 p.m.	120
EB	San Jose	Sacramento	6:40 a.m. – 12:08 a.m.	140	8:10 a.m. – 12:18 a.m.	120	8:10 a.m. – 12:18 a.m.	120
Santa Clara Valley Transportation Authority (VTA)								
22	Palo Alto Transit Center	Eastridge Transit Center	24 Hours	15	24 Hours	15 to 60	24 Hours	15 to 60
63	Almaden Expwy. & Camden	San Jose State University	6:13 a.m. – 10:24 p.m.	30	7:51 a.m. – 7:38 p.m.	60	8:51 a.m. – 5:40 p.m.	60
64	Almaden LRT Station	McKee & White	5:22 a.m. – 11:23 p.m.	15	6:26 a.m. – 11:04 p.m.	30 to 60	7:10 a.m. – 9:25 p.m.	30 to 60
65	Kooser & Blossom Hill	Hedding & 13th	5:45 a.m. – 7:54 p.m.	45	-	-	-	-
68	Gilroy Transit Center	San Jose Diridon Transit Center	4:00 a.m. – 1:25 a.m.	15	5:50 a.m. – 1:30 a.m.	20 to 60	5:45 a.m. – 1:20 a.m.	20 to 60



TABLE 1: EXISTING TRANSIT SERVICES

Route	From	To	Weekdays		Saturdays		Sundays	
			Operating Hours ¹	Peak Headway ² (minutes)	Operating Hours ¹	Headway ² (minutes)	Operating Hours ¹	Headway ² (minutes)
168	Gilroy Transit Center	San Jose Diridon Transit Center	5:30 a.m. – 8:55 a.m.; 3:30 p.m. – 6:55 p.m.	15	-	-	-	-
181	Fremont BART Station	San Jose Diridon Transit Center	5:25 a.m. – 12:40 a.m.	15	6:40 a.m. – 12:45 a.m.	20 to 40	7:25 a.m. – 12:40 a.m.	20 to 40
201 (DASH)	Downtown San Jose	San Jose Diridon Transit Center	6:40 a.m. – 9:30 p.m.	5 to 10	-	-	-	-
522	Palo Alto Transit Center	Eastridge Transit Center	4:40 a.m. – 11:25 p.m.	15	7:45 a.m. – 11:15 p.m.	20 to 35	8:30 a.m. – 7:35 p.m.	15
902 (Light Rail)	Mountain View	Winchester	4:40 a.m. – 12:45 a.m.	15	6:00 a.m. – 12:45 a.m.	30	6:00 a.m. – 12:45 a.m.	30
Santa Cruz METRO								
Highway 17 Express	Santa Cruz & Scotts Valley	San Jose	4:40 a.m. – 11:40 p.m.	15	6:50 a.m. – 10:55 p.m.	60	6:50 a.m. – 10:55 p.m.	60
Monterey-Salinas Transit								
55	Monterey	San Jose	8:20 a.m. – 5:20 p.m.	-	9:55 a.m. – 9:15 p.m.	120	9:55 a.m. – 9:15 p.m.	120
86	King City	San Jose/SJ Airport	4:35 a.m. – 11:20 p.m.	-	5:00 a.m. – 9:50 p.m.	120	5:00 a.m. – 9:50 p.m.	120

1. Operating hours rounded to the nearest 5 minute interval.
 2. Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route.
 3. NB: northbound. SB: southbound. WB: westbound. EB: Eastbound.
- Sources: AC Transit, BART, VTA, Santa Cruz METRO, MST, September 2017.



BUS AND LIGHT RAIL TRANSIT (LRT) SERVICE

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)



The Santa Clara Valley Transportation Authority (VTA) operates light rail transit (LRT) and several bus routes in the vicinity of the Project site. LRT Route 902 (Downtown Mountain View to Winchester) has two stations within quarter-mile walking distance from the Project site: Diridon Station and San Fernando Station. Bus routes with stops within a fifteen-minute walking distance of the site include 22, 63, and 522 with stops at SAP Center, as well as 64, 65, 68, 168, 181, and the Downtown Area Shuttle (DASH) that stop at Diridon Station. Detailed service information for VTA LRT and buses is presented in **Table 1**. VTA also provides Access Paratransit to eligible individuals with disabilities who are prevented from using regular transit services.

SANTA CRUZ METRO



Santa Cruz Metropolitan Transit District (Santa Cruz METRO) is the bus service provider in Santa Cruz County. It operates Highway 17 Express, the regional express service traveling between Santa Cruz Metro Center and San Fernando Street/5th Street in San Jose that stops at Diridon Station. Highway 17 Express is operated by Santa Cruz METRO as a partnership with Amtrak Capitol Corridor. Detailed service information for Highway 17 Express is in **Table 1**.

MONTEREY-SALINAS TRANSIT



Monterey-Salinas Transit (MST) is the transit provider in Monterey County and Southern Santa Cruz County with a service area of 280 square miles. MST Routes 55 and 86 are the regional bus services that stop at Diridon Station. Route 55 operates between San Jose and Monterey. Route 86 provides service between San Jose and King City. Detailed service information for MST buses is in **Table 1**.

INTER-CITY BUS



The inter-city bus service at Diridon Station includes Amtrak Thruway, California Shuttle Bus, Greyhound, Megabus, and Bolt Bus. The 2016 estimate of daily ridership for the inter-city buses was approximately 430 boardings.



PRIVATE SHUTTLES

Several employers in the area operate commute shuttles between Diridon Station and employment centers, including Apple, PayPal, eBay, Qualcomm and others. The shuttles are vans or small buses that use the passenger pick-up/drop-off area in front of the station.

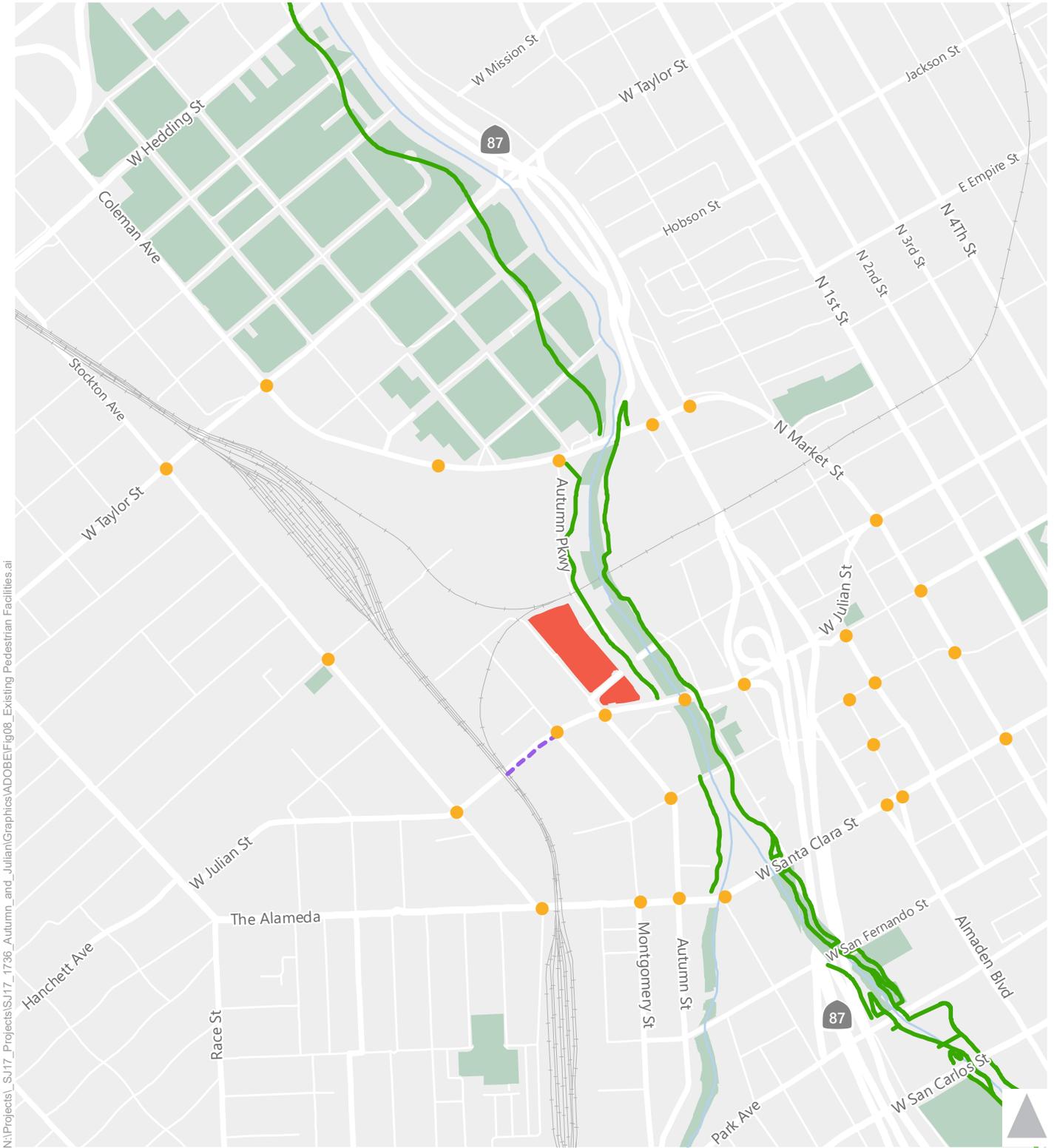
PEDESTRIAN AND BICYCLE FACILITIES

EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities near the Project site include sidewalks, crosswalks, curb ramps, pedestrian signals, and off-street paths that provide safe and convenient routes for pedestrians to access destinations such as downtown San Jose, SAP Center, San Jose Convention Center and Guadalupe River Park. **Figure 8** illustrates the highlights of existing pedestrian facilities near the Project site within a ten-minute walking distance.

The Guadalupe River Trail is located immediately to the east of the Project site and runs along Autumn Parkway. It is part of the major trail system along creek and rivers in San Jose. With over nine miles of trail extending on either side of the Guadalupe River, it provides support for recreational and commuting trips on bike or foot. The closest access points from the Project site to the trail are the proposed pedestrian crossing on Autumn Parkway at the proposed signalized intersection at Howard Street, and at the trail entrance on Julian Street via the Autumn Parkway/Julian Street signalized intersection.





N:\Projects\SU17_Projects\SU17_1736_Autumn_and_Julian\Graphics\ADOBE\Fig08_Existing Pedestrian Facilities.ai

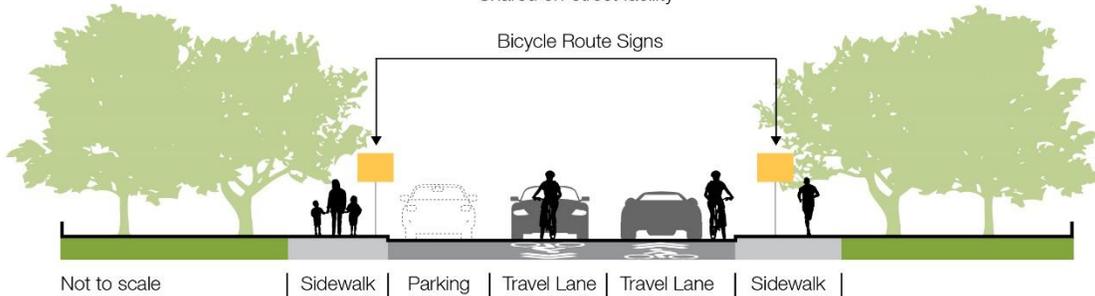
- Project Site
- Crosswalk (within 10-minute walking buffer)
- Parks
- Guadalupe River Trail
- Missing Sidewalk



Figure 8
Existing Pedestrian Facilities

BICYCLE ROUTE (CLASS III)

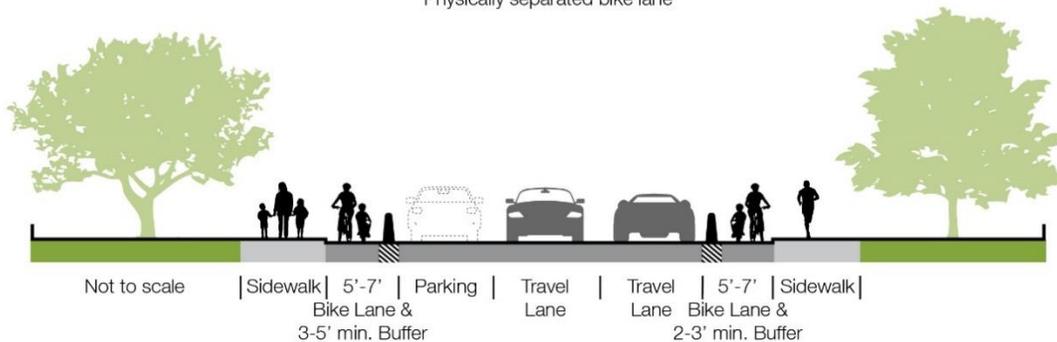
Shared on-street facility



Class III Bikeways (Bicycle Routes) are designated by signs or pavement markings for shared use with motor vehicles, but have no separated bicycle right-of-way or lane striping. Bike routes serve either to: a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors

CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



Class IV Bikeways (cycle tracks or “separated” bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, and inflexible vertical barriers such as raised curbs or parked cars.



The Guadalupe River Trail is a Class I multi-use path that serves recreational and local bicycle and walking trips with north-south connectivity along an off-roadway facility. It is located 90 feet east of the site. Class II bike lanes are provided on Stockton Avenue between The Alameda - Santa Clara Street and Emory Street, Julian Street between Stockton Avenue and The Alameda, Santa Clara Street between Almaden Boulevard and Stockton Avenue, San Fernando Street east of Cahill Street, Park Avenue except for between Race Street and Sunol Street, Almaden Boulevard and Notre Dame Avenue between St. John Street and Woz Way-Balbach Street, and Coleman Avenue between Santa Teresa Street and Taylor Street. Class III bike routes are designated on The Alameda west of Stockton Avenue, Cahill Street between Santa Clara Street and San Fernando Street, and Autumn Street south of St. John Street. A Class IV cycle track has recently been built on 4th Street between San Fernando Street and San Carlos Street. A map of the existing bicycle facilities in the vicinity is shown on **Figure 9**.

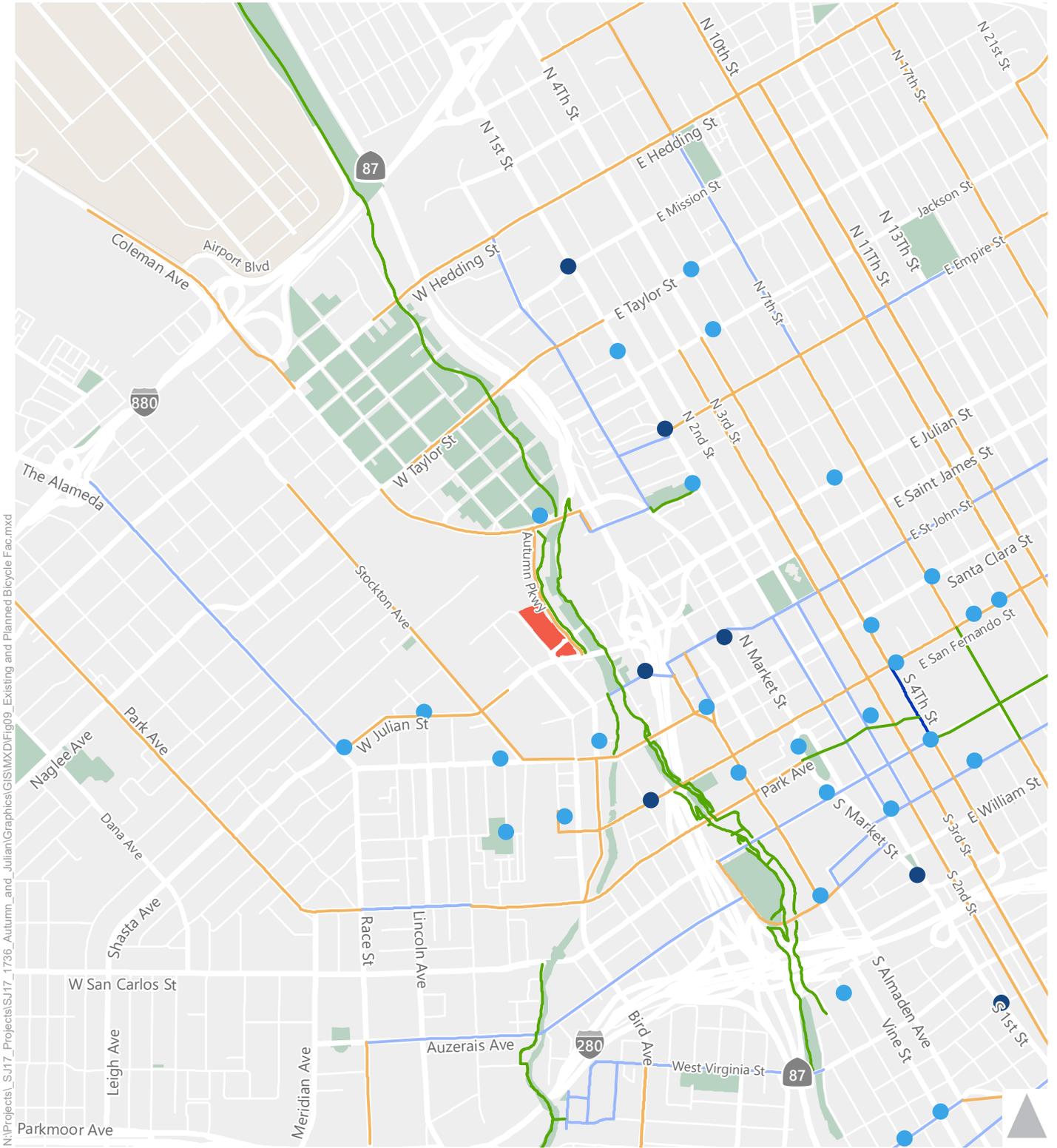
BIKE SHARE



Bikesharing is a membership-based system for short-term bike rentals where people can rent and return a bicycle at any station in the service area. These systems are typically designated for short, quick trips, often providing last-mile connections. As shown in **Figure 9**, there are several bikeshare stations surrounding the Project site. The majority of the existing nearby bikeshare stations are located in the downtown core. Continuing until the end of 2018, new bikes and stations will be installed to expand the service area beyond downtown San Jose. A new station will be located on Almaden Boulevard and St.

John Street which is a five-minute walking from the Project site. The Project is also considering adding a bikeshare station.





N:\Projects\SJ17_Projects\SJ17_1736_Autumn_and_Julian\Graphics\GIS\MXD\Fig09_Existing and Planned Bicycle Facilities

- Project Site
- Parks
- Airports
- Class I - Shared-Use Path
- Class II - Bicycle Lane
- Class III - Bike Route
- Class IV - Cycle Track

- San Jose Ford GoBike Share Station**
- Existing
 - Planned



Figure 9
Existing and Planned Bicycle Facilities

3. TDM MEASURES AND STRATEGIES

There are numerous TDM measures and strategies that can be used to encourage employees to use modes of transportation other than driving alone and therefore reduce vehicle parking demand (and vehicle trips) generated by a development. The site's location and context can affect travel options, such as being located near a major rail station. Attributes of the project site context that reduce the parking demand it generates are described first followed by measures that have been incorporated into the site design. The focus of this chapter is the specific TDM measures that will be implemented to comply with the City of San Jose Zoning Ordinance.

SITE CONTEXT ATTRIBUTES

Since the site is near downtown San Jose and the Diridon Station, it inherently will have lower vehicle parking demand than a similarly-sized office complex in a suburban area such as North San Jose. The contributing attributes of the site location and the nearby mix of uses and transportation infrastructure that support the use of transit, biking, and walking to the site are described in **Table 2** to inform its unique site context.

**TABLE 2:
440 W. JULIAN STREET SITE CONTEXT ATTRIBUTES**

Attribute	Description
Mix of Complementary Uses	The site is located near residential and retail uses in the downtown and along The Alameda. Employment sites located near residential and retail uses allow some of the commute trips and midday trips to be made by walking and biking and reduces vehicle trips and vehicle parking.
Transit Stations and Stops	The closest bus stops to 440 W. Julian Street are located 0.4 mile from the site. The Diridon station, which is a major stop for several commuter rail lines, is located 0.5 mile from the site. Train stations and bus stops near the site facilitate transit access and use.
Pedestrian Infrastructure	A pedestrian network supports walking as an access mode. There is a complete pedestrian network near the site including sidewalks along nearby streets and the Guadalupe River Trail.
Bicycle Infrastructure	Bike paths and bike lanes near the site facilitate bicycle access and use. The Guadalupe River Trail provides easy bicycle access to locations as far north as Alviso north of State Route 237, and as far south as Santa Teresa County Park.
Bikeshare Network	Bikeshare pods are provided in the vicinity of the site. Bikeshare enhances mobility by providing a first mile/last mile connection from the site to Diridon Station and provides access to other destinations including downtown San Jose, SAP center and retail on the Alameda for those without a vehicle.



SITE DESIGN FEATURES

Site design features that act as TDM measures, and are not included in the Zoning Ordinance, are presented in **Table 3**.

**TABLE 3:
440 W. JULIAN STREET SITE DESIGN MEASURES**

TDM Measure	Description
Passenger Loading Zones	Passenger loading zones near the main building entries are convenient for carpools, vanpools, and TNCs or ride hailing vehicles picking up and dropping off passengers. Passenger loading zones will be provided along the east side of Autumn Street, in Howard Street, and along W. Julian Street. (See Figure 10 .)
Pedestrian Connectivity and Access	Designing a site for pedestrian connectivity with attractive and safe connections between buildings and to the surrounding streets can encourage people to walk. The three buildings on-site are connected by the pedestrian promenades on Howard Street and Old W. Julian Street. They are connected to the surround pedestrian network via the adjacent sidewalks and pedestrian crossings at intersections.
DIY Bike Repair Stands	Do-it-yourself bicycle repair stands offer an air pump and basic tools to allow bicycle commuters to make simple repairs and adjustments. Repair stands will be located near bicycle storage areas within each building.
Carshare Spaces	Partnering with a carshare provider to provide dedicated carshare spaces on site makes carshare a more convenient option. The developer is open to providing on-site carshare spaces; a carshare provider would determine their feasibility.

TDM MEASURES

The Zoning Ordinance contains a variety of TDM measures. The measures selected for 440 W. Julian Street are presented in **Table 4**, along with the Zoning Ordinance number and implementing party. Most of the measures would be implemented by the developer or by the building/property manager. A few would be provided by individual tenants. They will be included in lease agreements to ensure that they are implemented.



**TABLE 4:
ZONING ORDINANCE TDM MEASURES**

TDM Measure/ZO number	Description	Implementation Party
Preferential Parking for Vanpools and Carpools 20.90.220.A.c.i	Designating parking spaces for carpools and vanpools near building entrances prioritizes these non drive-alone modes. Figure 11 shows the parking spaces that will be designated for vanpools, carpools, and/or clean-air vehicles for a typical floor in the parking garage.	Developer
Subsidized Transit Passes 20.90.220.A.c.ii	Tenants will be required to provide subsidized transit passes by purchasing VTA SmartPasses, Caltrain passes, or Clipper Cards to remove the financial barrier for employees to use transit. This requirement will be included in the lease agreements.	Tenants/ Employers
Preferential Parking with Charging Stations 20.90.220.A.1.d.iii	Figure 11 shows the parking spaces that will be designated with charging stations for a typical floor in the parking garage.	Developer
Transportation Coordinator 20.90.220.A.1.d.vii	Transportation coordinators are responsible for marketing and implementing TDM programmatic measures. Having dedicated personnel on staff helps to make the TDM program more robust, consistent and reliable. A property management staff member will be designated as the overall Transportation Coordinator. Large tenants will be encouraged to have Transportation Coordinators to encourage their staff members to use alternative modes.	Property Manager/Tenants /Employers
Showers and Lockers 20.90.220.A.1.d.xii	Shower and changing rooms help promote bicycling (and walking) as an alternative commute option. Each building will include shower and changing facilities.	Developer
Bicycle-Share Program 20.90.220.A.1.d.xiii	Bike share provides first/mile/last mile connections to transit stations and enhances mobility for all building users. A future bikeshare pod may be located on-site on the east end of Old W. Julian Street.	Developer/ Property Manager



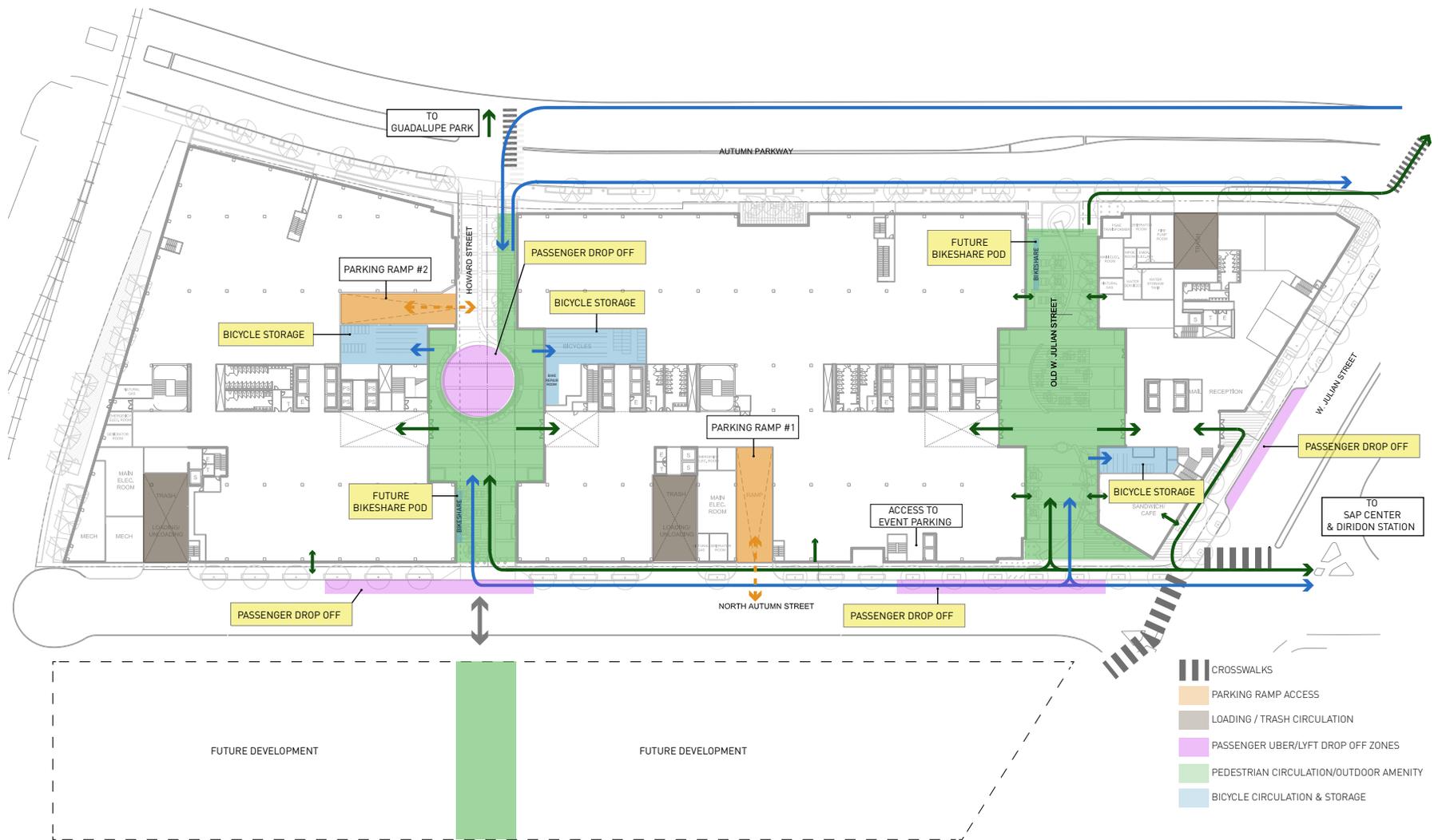


Figure 10
On-site TDM Facilities





Source: Kohn Pedersen Fox Associates PC

VALET ASSIST - SHORT SPAN
B1 PARKING PLAN
 1" = 30'-0"

SUMMATION CHART							
LEVEL	ACCESSIBLE (9'-0" x 18'-0")	AMBULATORY (10'-0" x 18'-0")	CLEAN AIR* (8'-6" x 17'-0")	UNI-STALL (8'-6" x 17'-0")	TANDEM (8'-6" x 17'-0")	VALET (8'-6" x 17'-0")	TOTAL
B1 LEVEL	37	3	44	288 (Event)	0	94	478
B2 LEVEL	0	0	48	411	11	126	596
B3 LEVEL	0	0	48	411	11	126	596
B4 LEVEL	0	0	48	404	18	127	597
TOTAL	37	3	188	1514	52	473	2,267

TOTAL 1742 SELF PARK SPACES

* Cal Green Any combination of Carpool/Vanpool/EV

REQUIRED PARKING
 1,023,000 Gross Floor Area (GFA)
 1,023,000 (GFA) x 85% = 869,550sf floor area
 Base Parking Ratio 4/1,000 sf floor area
 Reduction in Parking Ratio 50% per 20.90.220.A.1
 869,550sf floor area / 1,000 x 2 = 1,740 stalls



Figure 11
 Clean Air Vehicle (CAV) Parking (Including Carpool and Vanpool Spaces)

4. MONITORING AND REPORTING

The purpose of this TDM Plan is to reduce the demand for vehicle parking associated with 440 W. Julian Street. It is not required as a mitigation measure for a California Environmental Quality Act (CEQA) impact. Therefore, per City of San Jose Planning staff, monitoring is not required.

