

Intuitive
Intuitive Campus
TDM Plan

Final | July 31, 2020

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 263902-17

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City of Sunnyvale TDM Form

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1 Introduction and Project Description

Transportation Demand Management (TDM) is the incorporation of a variety of incentives, services, and actions that influence the reduction of single-occupant automobile trips to provide additional relief from congestion, parking, and air quality impacts¹.

This TDM plan has been completed in accordance with the City of Sunnyvale TDM Tool Kit, the City of Sunnyvale Draft TDM Program Guidelines and is also consistent with the Lawrence Station Area Plan (LSAP) Trip Reduction guidelines and incorporates comments received from the City of Sunnyvale.

1.1 Project Description

The project includes 364,000 sq ft of corporate office on 945 and 955 Kifer Road (the north site) and 847,000 sq ft of manufacturing and research and development (R&D) on 932 and 950 Kifer Road (the south site). The north site is bounded to the north and south by Central Expressway and Kifer Road respectively with access from Kifer Road only. The south site is bounded to the north and south by Kifer Road and the Caltrain right-of-way respectively with access from Kifer Road only.

Parking will be provided to meet City requirements. In total, 2,550 parking spaces will be provided – 822 on the north site and 1,728 on the south site. For the north site, parking will be provided in a two-level basement underneath the office building with 34 surface parking spaces also provided in the southwest corner of the site. For the south site, parking will be provided in a five-level parking structure with 56 surface parking spaces also provided in the northwest corner of the site. Of the 2,550 parking spaces, 64 will be ADA accessible, including 16 van ADA accessible spaces, and 206 will be CalGreen designated stalls including 155 for electric vehicles.

Figure 1 presents a map of the site location and Figure 2 presents the proposed site plan.

Long-term (Class I) and short-term (Class II) bicycle parking will be provided in line with City requirements. In total, 148 Class I bicycle parking spaces and 50 Class II bicycle parking spaces will be provided between the north site and the south site.

Pedestrian and bicycle facilities are provided in and around the site to connect the external pedestrian and bicycle paths to internal entrances and parking.

¹ City of Sunnyvale Draft TDM Program Guidelines, November 2015

1.2 Trip Reduction Goals

The trip reduction mitigation measures in the TDM plan are essential to achieve the trip reduction goals for the project, defined as follows in the TDM Policies of the LSAP:

TDM-P2 Achieve a daily trip reduction target of 20 percent and a peak hour trip reduction target of 30 percent for new Office/R&D development.

Table 1 shows the estimated weekday AM and PM peak hour vehicle trips for the project using Institute of Transportation Engineers (ITE) vehicle trip generation rates. The table also shows the trip generation allowance after applying the prescribed TDM trip reductions given above.

Table 1: Trip Allowance Calculation for Intuitive Campus

Site	Land Use	ITE Code	Area (sf)	Daily		AM Peak Hour		PM Peak Hour	
				Rate	Trips	Rate	Trips	Rate	Trips
North Site	General Office Building	710	364,000	9.74	3,545	1.16	422	1.15	419
	Maximum Allowable Trips with 20%/30% Trip Reduction			20%	2,836	30%	296	30%	293
South Site	Manufacturing and R&D	760	847,000	11.26	9,537	0.42	356	0.49	415
	Maximum Allowable Trips with 20%/30% Trip Reduction			20%	7,630	30%	249	30%	291
Total Maximum Allowable Trips				10,466		545		584	
Source: ITE Trip Generation Manual 10 th Edition; average rate per 1,000 square feet of gross floor area; peak hour of adjacent street traffic (one hour between 7-9AM and between 4-6PM) Note: Trip generation is based on current development program at time of submittal. A Traffic Impact Analysis (TIA) is being conducting separately from the TDM plan. Trip generation numbers should match for both the TIA and TDM. If necessary, TDM will be updated to match approved TIA trip generation.									

The maximum allowable daily trips for both the north site and the south site of the Intuitive Campus, after the 20 percent reduction, is 10,466. The maximum allowable peak hour trips for both the north site and the south site, after the 30 percent reduction, are 545 and 584 in the AM peak hour and PM peak hour respectively.

1.3 Area Map

See Figure 1 for a map showing the location of the Intuitive Campus. The office building will be located on the site to the north of Kifer Road comprised of parcels 945 and 955 Kifer Road. The manufacturing and R&D building will be located on the site to the south of Kifer Road comprised of parcels 932 and 950 Kifer Road.

1.4 Site Plan

See Figure 2 for a proposed site plan of the Intuitive Campus.

Figure 1: Location of Intuitive Campus



Figure 2: Intuitive Campus Site Plan



2 Trip Reduction Program and Mitigation Measures

Intuitive will offer the following programs to achieve the trip reduction goals. The programs are organized into two categories: baseline measures, which Intuitive will include in their TDM plan, and optional measures that may be included to help meet the trip reduction goals.

2.1 Baseline TDM Programs

The baseline TDM programs that the project will implement are described below.

2.1.1 On-Site TDM Coordinator

Intuitive has a dedicated on-site TDM coordinator whose role is to proactively plan for changes in travel demand, adjust and implement new services, and monitor the impacts of changes, all while responding to a host of day-to-day operational challenges. The TDM Plan proposed for the Intuitive Campus will be administered and managed through the on-site TDM coordinator.

2.1.2 Membership in Transportation Management Association (TMA)

A Transportation Management Association (TMA) is an organized group (typically non-profit) that works to support TDM and related commuter transportation strategies for both private and public employers and their employees. A TMA typically provides:

- Commuter resources
- Carpool and vanpool matching
- Transportation consulting
- Employee commute surveys
- Guaranteed Ride Home
- Enhanced bicycle facilities
- Car and vanpool incentives
- Transit advocacy
- Information on local issues
- Training
- Marketing programs
- Promotional assistance
- Newsletters



Carpool Parking

Photo © Arup

Intuitive participates in and is a part of the SVBC Sunnyvale team and remains connected about alternative commute programs, incentives, and transportation projects affecting LSAP businesses.

2.1.3 Priority Parking for Carpools, Vanpools, and Clean-Fuel Vehicles

Priority parking for ADA, carpools and vanpools as well as personal electric vehicles is provided close to the main building entrances. The number and type of parking spaces provided is summarized in Table 2.

Table 2: Intuitive Vehicle Parking Provision

Type of Parking	Parking Spaces Provided		
	North Site	South Site	Total
Total shared and commercial parking spaces	822	1,728	2,550
ADA spaces	24 (7 of which are ADA van accessible)	40 (9 of which are ADA van accessible)	64 (16 of which are ADA van accessible)
CalGreen spaces	67	139	206
Electric vehicle parking spaces	50	105	155

2.1.4 Bicycle Parking, Sharing and Facilities

To facilitate cycling as a major mode of transportation, secure and ample bicycle parking is required. This includes providing both long-term and short-term bicycle parking. Long-term or Class I secured bicycle parking is defined as lockable facilities such as individual lockers or enclosed, locked, limited-access areas for parking of bicycles. Short-term or Class II bike racks are defined as stationary objects to which a bicycle can be locked such as “inverted U” racks or “ribbon wave” racks. As shown in Table 3, 148 long-term bicycle parking spaces and 50 short-term bicycle racks will be provided.

In addition, Intuitive has its own inter-campus bicycle program, Zagster, and currently provides 36 bikes, with dedicated racks and locks, for employees to use between their various campuses in Sunnyvale. This program will be extended to serve the new Intuitive Campus.

Also, to complement a worksite’s bicycle and active transportation, showers and changing facilities are important for employees who walk or bike to work or for those who wish to change after commuting via alternative modes of transportation. Showers with changing facilities and lockers will be provided on the north site and the south site.

Table 3: Bicycle Parking Provision

Type of Parking	Parking Spaces Provided		
	North Site	South Site	Total
Short-term/Class II bicycle parking (racks lockable in two points on a bike)	15	35	50
Long-term/Class I bicycle parking (covered, lockable enclosure protected from weather)	44	104	148

2.1.5 Rideshare Matching Services

Intuitive employees have access to an internal commuter/transportation webpage which allows them to search for individuals who they could carpool/vanpool with. Carpoolers and vanpoolers can use the designated carpool parking spaces.

2.1.6 Pre-tax Commuter Benefits

Pre-tax commuter benefits are provided through payroll. Consistent with the provisions in the federal tax code, employees can pay for transit passes and/or bicycle tune ups using pre-tax dollars.

2.1.7 Marketing and Information

Intuitive will lead the marketing and promotion of the TDM programs, which is critical to the success of the TDM measures. In addition to providing information on transit and bike maps, rideshare matching services, and pre-tax commuter benefits, Intuitive will promote special events and recurring TDM programs to employees. This may include active transportation events such as Bike to Work Day, monthly or quarterly bike repair and commute workshops, fitness competitions, and other incentive programs.

Additional ways to promote the TDM programs include:

- Embedded materials within new hire packets and orientation
- Transportation fairs; combined with benefits/health fairs to increase attendance
- Regularly published electronic newsletters
- Informational email blasts
- Commuter information boards/kiosks located in prominent, central locations like the building lobby
- Employer/TMA website with information and links to local relevant agencies, forms, and services

2.2 Optional TDM Programs

This section provides additional TDM programs which may be implemented at the Intuitive Campus.

2.2.1 Employer Commuter Shuttle Services

Intuitive currently provides free daily shuttles to/from its existing campuses in Sunnyvale and may extend these services to the Intuitive Campus. Existing shuttle routes include:

- Intercampus shuttles which operate as a loop between the Intuitive buildings and Lawrence Caltrain Station from 7:15AM to 6:00PM
- Shuttles to/from Santa Clara Great America Station and Intuitive buildings between 5:15AM and 8:10AM and also between 3:00PM and 6:35PM
- Commuter shuttles to/from the East Bay with pick-up/drop-off at Fremont Civic Center Park and Ride and Fremont BART station between 5:15AM and 8:10AM and also between 3:00PM and 6:35PM

Shuttle users are guaranteed a ride home (Uber voucher, taxi reimbursement, etc) should shuttle service go down for any reason.

2.2.2 Flexible Work Schedule Program

Flexible work schedules provide versatility to employees and can reduce the number of commuters during typical peak work hours. Intuitive currently offers the following options which they may extend to employees at Intuitive Campus:

- Working from other offices or remote locations, including the Intuitive satellite office in San Francisco
- Flexible work program (for certain groups)

2.2.3 Subsidized or Free Transit Passes

Intuitive currently provides a free Caltrain Go Pass to its employees who commute by Caltrain. The Caltrain Go Pass provides unlimited Caltrain rides seven days a week. In 2018, 765 employees signed up for this benefit which may also be extended to employees at the Intuitive Campus.

3 Planning and Design Measures

The project's location and physical context provides access to public transit and bicycle routes, which will complement the TDM program measures listed in Section 2.

3.1 Transit Service

Figure 3 shows the public transit that operates within Sunnyvale near the site including Caltrain and a number of VTA bus routes. Not shown on the map but given in Figure 4 is the Altamont Corridor Express (ACE) Gray Shuttle which runs along Kifer Road in front of the development site.

Caltrain

Caltrain provides a commuter rail service along the San Francisco Peninsula, through the South Bay to San Jose and Gilroy. The service operates seven days a week with various frequencies during the peak morning and evening hours. Intuitive operates a shuttle between its Sunnyvale campuses and the Lawrence Caltrain Station.

Altamont Corridor Express (ACE)

ACE provides a shuttle for commuters from the east (as far east as Stockton, passing through Lathrop, Tracy, Livermore, Pleasanton, and Fremont). The ACE Gray Shuttle (Figure 4) connects the Great America Station and the Intuitive Campus and Intuitive also operates a shuttle to/from its campuses and the Great America Station.

Figure 3: VTA Bus and Rail Map



Figure 4: ACE Gray Shuttle 822 (source: VTA)

Service	Description	Nearby Stops	Service Hours	VTA Next Network
ACE Gray Shuttle 822	ACE Gray Shuttle (South Sunnyvale)	Kifer & Commercial (<0.1 mi)	Southbound: 6:16AM-9:36AM Northbound: 3:09PM-6:39PM	
VTA Bus 304	South San Jose - Sunnyvale Transit Center	Arques & Wolfe (0.8 mi)	Northbound: 5:52AM-8:49AM Southbound: 3:33PM-7:07PM	Route 304 would be discontinued
VTA Bus 26	Lockheed Martin Transit Center - Eastridge via Westgate	Fair Oaks & Kifer (0.7 mi)	5:13AM-11:50PM (weekdays)	Route 26 would be broken into two routes: Route 26 and Route 56 Route 56 would serve the site
VTA Bus 55	De Anza College - Great America	Fair Oaks & Kifer (0.7 mi)	5:38AM-10:54PM (weekdays)	Route 55 would stay on Sunnyvale Avenue rather than serve Fair Oaks. Weekday frequency would decrease during commute periods from 15 minutes to 30 minutes
VTA Bus 328	Almaden Expressway & Camden - Lockheed Martin	Lawrence Expressway & Kifer (0.7 miles)	Northbound: 5:57AM-8:43AM Southbound: 4:53PM-7:14PM	Route 328 would be discontinued
VTA Bus 32	San Antonio Shopping Center - Santa Clara Transit Center	Evelyn & Wolfe (0.8 mi)	5:45AM-8:35PM (weekdays)	Route 32 would merge with route 35 and be renamed route 21

Figure 6: VTA Bus Route 26 (source: VTA)

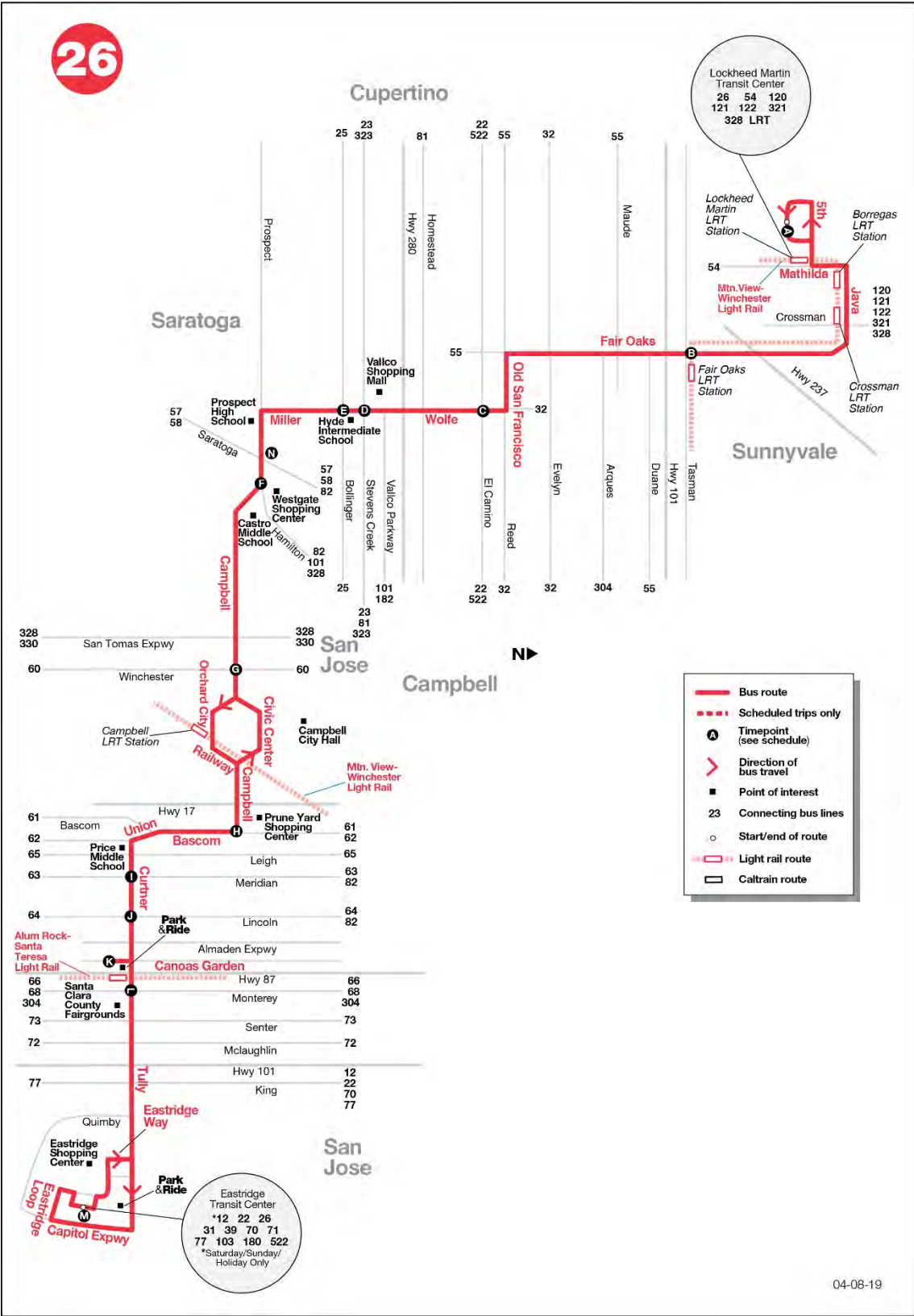
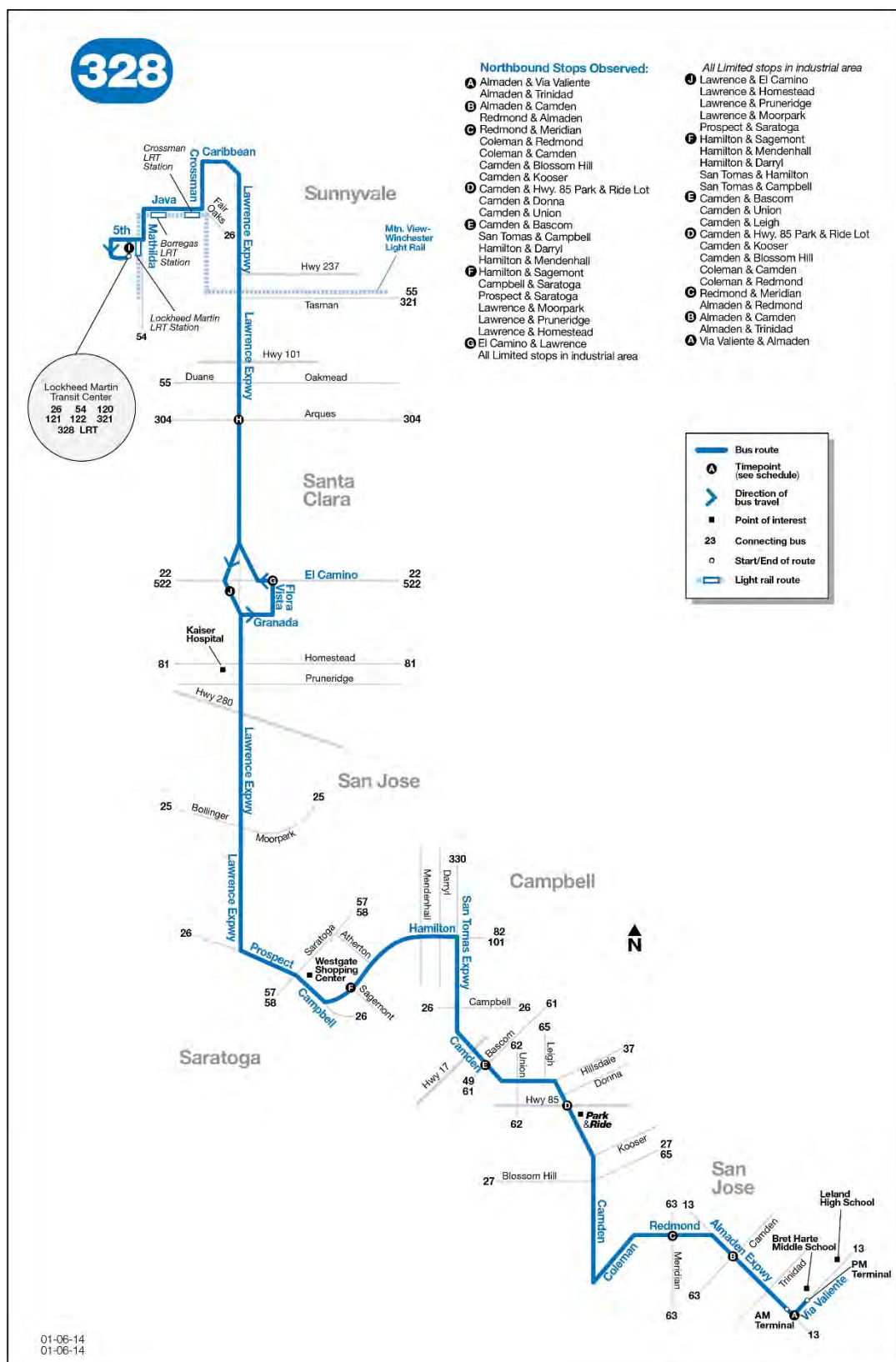
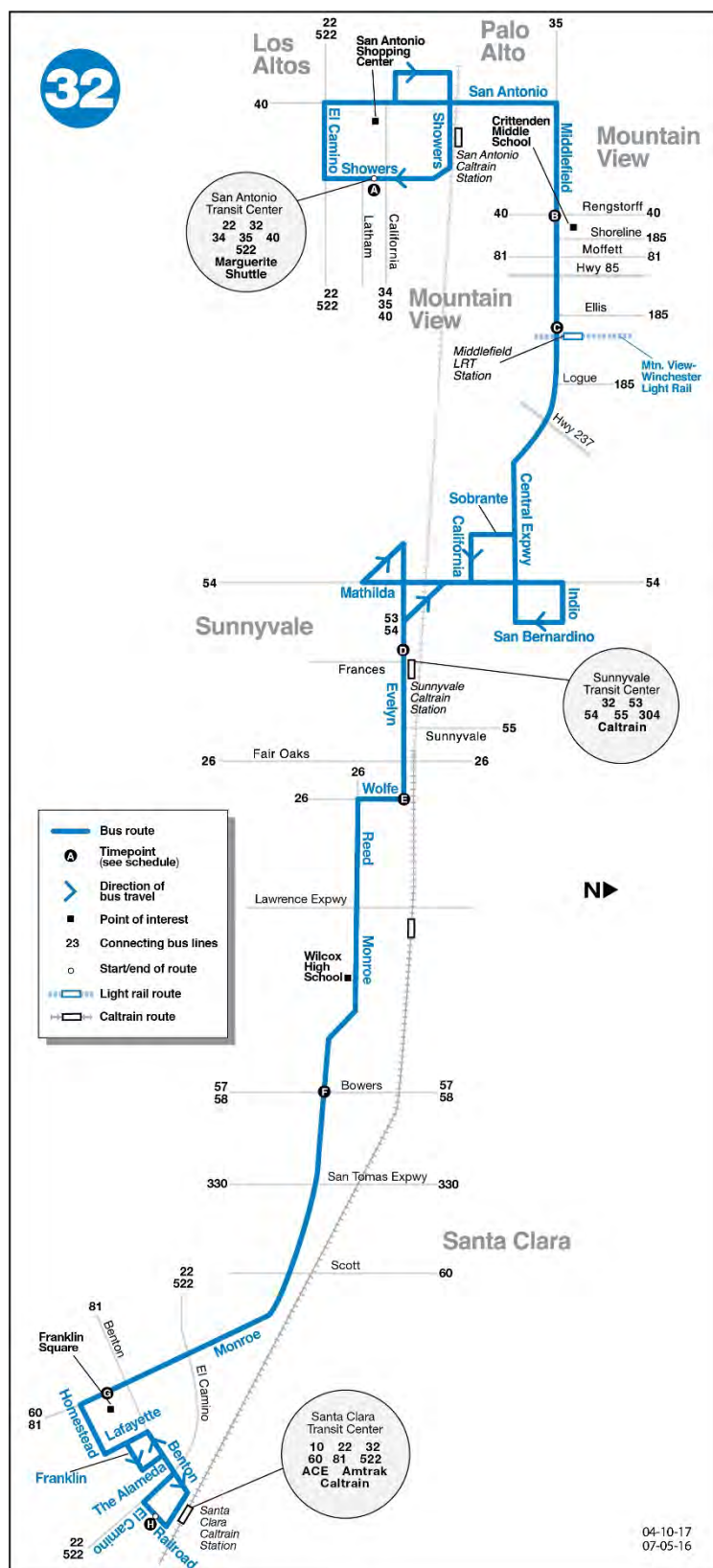


Figure 8: VTA Bus Route 328 (source: VTA)

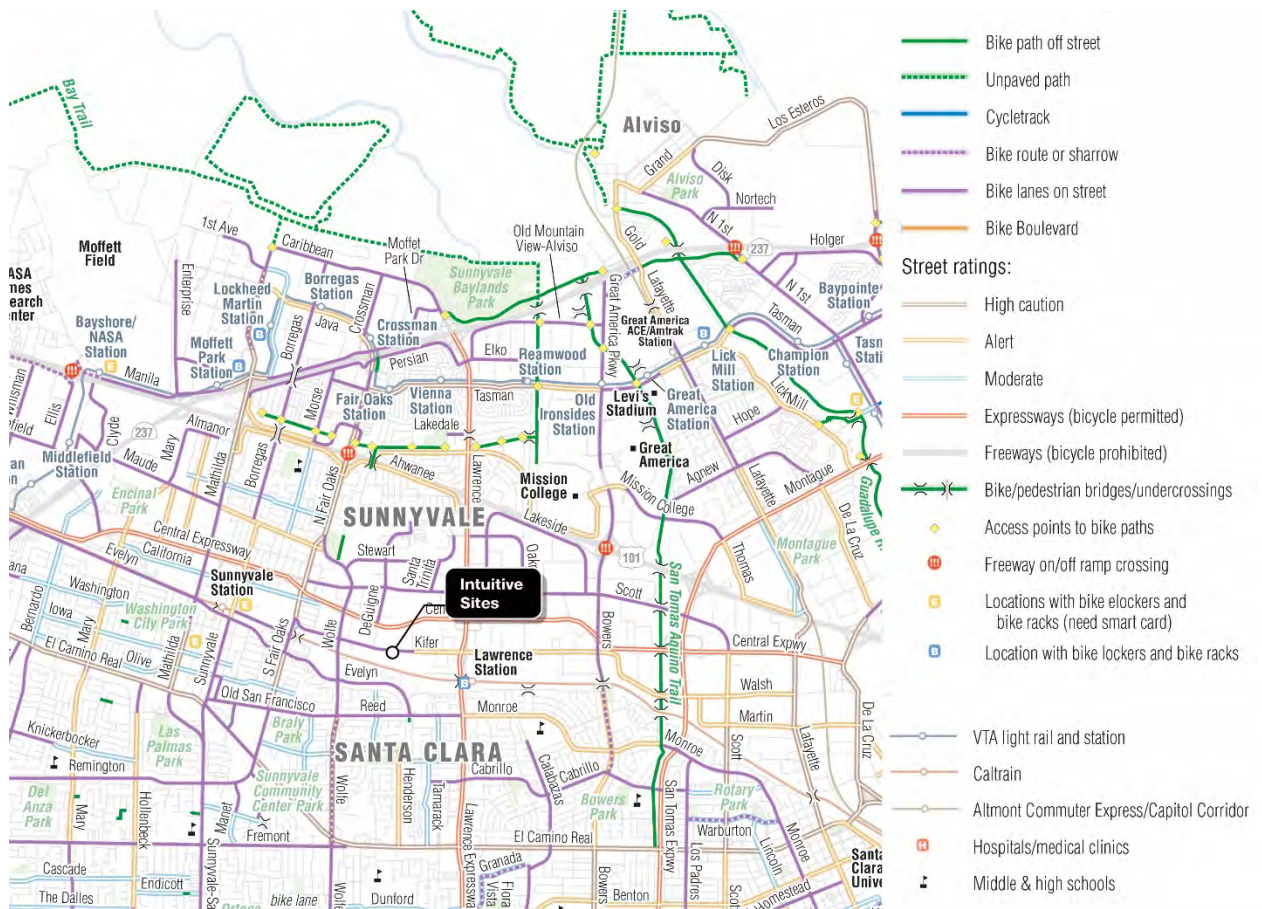




3.2 Bicycle and Pedestrian Access

Figure 10 shows the existing bicycle paths within the vicinity of the site. Sidewalks also exist on either side of Kifer Road and crosswalks are provided at signalized intersections. The site includes a network of pedestrian and bicycle pathways to connect external facilities with internal bike parking and access. A pedestrian bridge is proposed over Kifer Road to facilitate pedestrian movement between the buildings on the north and south sites.

Figure 10: Sunnyvale Bikeways (source: Santa Clara Valley Transportation Authority)



3.3 Parking Management

The supply of parking can directly affect the behavior of commuters. As such, managing the supply and use of parking should enhance and encourage the TDM measures.

In line with City standards, to facilitate compliance with the City's TDM requirements and to encourage the use of alternative modes of travel, this project proposes to reduce required parking by 3%. Therefore 2,550 parking spaces will be provided – 822 on the north site and 1,728 on the south site.

For the north site, parking will be provided in a two-level basement underneath the office building with 31 surface parking spaces also provided in the southwest corner of the site. For the south site, parking will be provided in a five-level parking structure with 57 surface parking spaces also provided in the northwest corner of the site. Of the 2,550 parking spaces, 64 will be ADA accessible, including 16 van ADA accessible spaces, and 206 will be CalGreen designated stalls including 155 for electric vehicles. Preferential parking will be made available for alternative commute modes, including carpools and electric vehicles.

Access to all of the parking will be via Kifer Road. A signalized intersection at Commercial Avenue will provide access to the south site parking. The surface parking on the north site will be accessed via a side street stop-controlled intersection to the east of Commercial Avenue. Access to the main parking at the north site will be from a signalized intersection, approximately 1,200ft east of the Kifer Road / Commercial Avenue intersection.

3.4 Passenger Loading

Some employees and visitors to Intuitive Campus are expected to be dropped off at the campus or use shared ride services such as Lyft and Uber. Although convenience is important for maintaining a high-quality user experience, the campus prioritizes active mobility and safety over vehicle mobility, so dedicated drop-off areas will be provided on both the north and south site. On the north site, the drop off area will be located at the turn around in front of the building which is accessible from the side street stop-controlled intersection on Kifer Road. On the south site, passenger loading will take place to the east of the building, also accessible from a side street stop-controlled intersection. The drop-off areas are located adjacent to the buildings, in a location that avoids the need for passengers to cross the roadway after drop-off.

3.5 Project Amenities

The on-site amenities and services provided at Intuitive Campus reduce the number of trips that employees need to take during the day and increase the feasibility of using an alternative to driving alone. The project has plans for many on-site amenities, which include:

- Onsite showers and changing facilities
- Bicycle storage
- Onsite towel service
- Onsite dry-cleaning
- Onsite yoga
- Cafés

- Public plazas with greenery and seating
- Pedestrian and bike pathways throughout and around the site

4 Implementation Mechanism

Intuitive will be responsible for implementing the TDM programs. TDM programs shall be complete, active, and in place upon 75% building occupancy.

Upon implementation of the program, as per requirements outlined in the TDM Program Guidelines, Intuitive shall contact the City in writing to identify the designated TDM Coordinator, their contact information, occupancy date, and implementation date of the TDM plan. Such notification shall be sent to the City TDM Program.

5 Monitoring and Evaluation

Intuitive will be responsible for annual monitoring and evaluating the TDM programs. Intuitive's TDM Coordinator(s) shall produce annual reports to the City.

5.1 Preliminary Schedule

First day of business of Intuitive Campus is expected to be in the third quarter of 2022.

5.2 Acknowledgment of Annual Monitoring

Intuitive acknowledges that the City will administer monitoring beginning at 75% occupancy and agrees to pay all costs for monitoring. Monitoring could include driveway counts, intercept counts and/or employee surveys. Intuitive will agree an appropriate means of monitoring with the City before annual monitoring begins. Intuitive acknowledges that non-compliance fees will apply and recognizes that the fees are subject to change.

5.3 City TDM Program Contact Information

Mailing Address: City of Sunnyvale
Transportation Demand Program Manager
456 W. Olive Avenue
Sunnyvale, CA 94086

Phone Number: (408) 730-7415

5.4 TDM Coordinator Contact Information

The TDM Coordinator for Intuitive Campus is as follows:

Name:	Cynthia Arteaga
Firm:	Intuitive
Mailing Address:	1020 Kifer Road Sunnyvale, CA 94086-5304
Email:	cynthia.artega@intusurg.com
Phone Number:	+1 408 523 2100

Appendix A

City of Sunnyvale TDM Form



DOTAT File Number: _____

**CITY OF SUNNYVALE
DIVISION OF TRANSPORTATION AND TRAFFIC**

TRANSPORTATION DEMAND MANAGEMENT (TDM) FORM

A Transportation Demand Management (TDM) program is the incorporation of a variety of incentives, services, and actions that influence the reduction of automobile trips in order to provide additional relief from congestion, parking and air quality impacts. Projects within the City of Sunnyvale that require the implementation of a TDM program must have a TDM Form approved by the City prior to issuance of building permits. The site and TDM coordinator contact information must be kept up to date with the City at all times; this information can be updated at any time by submitting an updated TDM Form. One TDM Form must be submitted and approved per site. Parcels sharing driveway access are to be considered a single site and single parcels with two or more separate access points are also considered a single site.

Project Information

Project Number:		Project Name:	
Project Description:			
Site Address:			
Floor Area (s.f.):		Expected 75% Occupancy Date:	
Required Trip Reduction:	% AM,	% PM	

Project Applicant or Representative

Name:		Firm:	
Mailing Address:			
Email:		Phone Number:	

Owner

Name:		Firm:	
Mailing Address:			
Email:		Phone Number:	

TDM Coordinator Contact

Name:		Firm:	
Mailing Address:			
Email:		Phone Number:	

Trip Information

	Code ¹	Land Use Description ¹	Units	Unit Type ²	AM Trips	PM Trips
Project use – 1						
Project use – 2 ³						
Project use – 3 ³						
Site Baseline Total						
Trip Reduction Requirement						
Maximum Allowable Average Trips						

Notes:

1. All trip generation calculations shall be done per the latest version of the ITE Trip Generation Manual at the time of project approval. The edition applicable to this project is _____.
2. Unit type per ITE Trip Generation Manual (e.g. dwellings, occupied rooms, KSF)
3. Only applicable for multi-use projects.

Attachments

The following documents must be attached to this form:

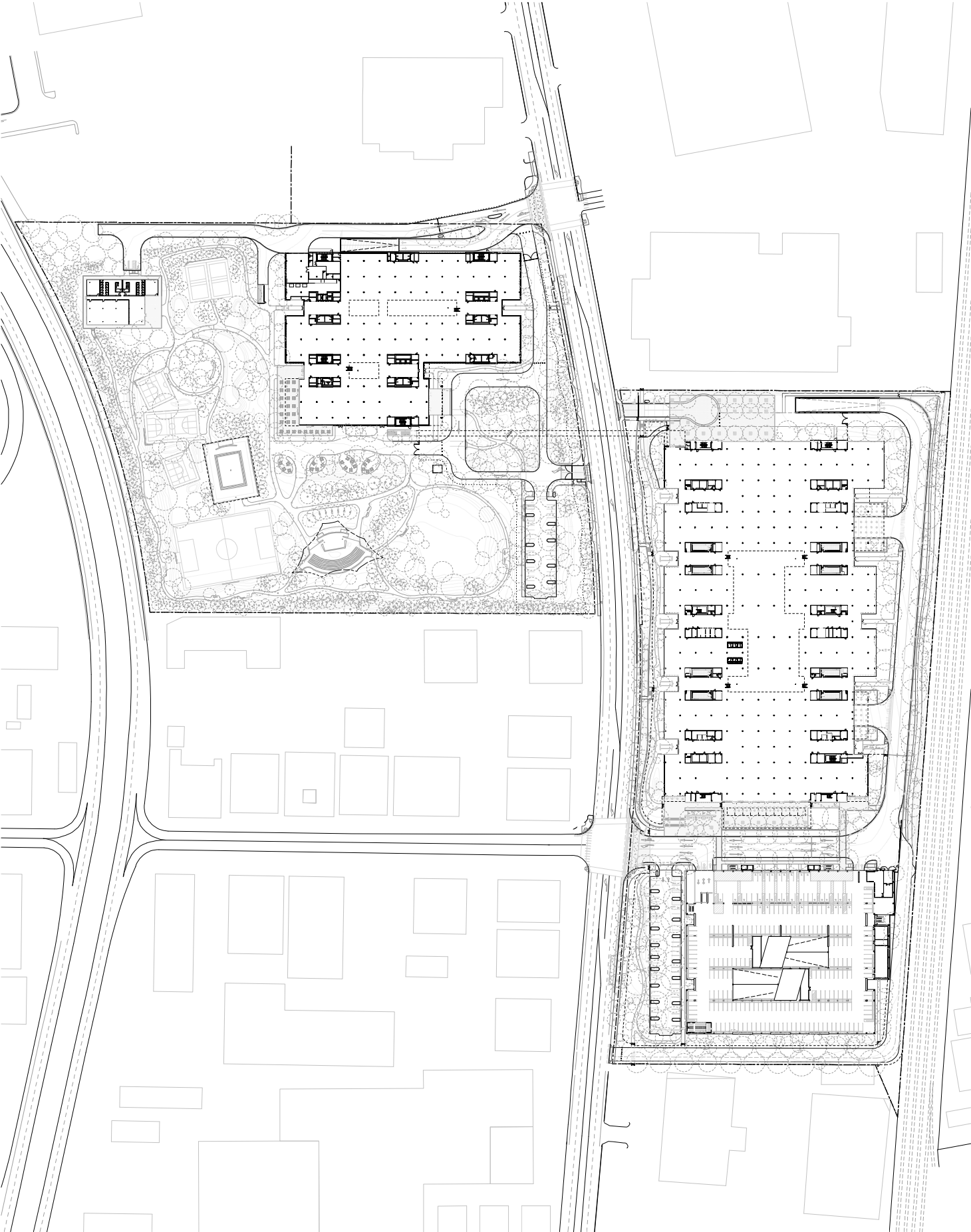
☐ Site Map (Letter-size)

☐ Copy of Project Conditions of Approval pertaining to TDM requirements

-Because the project is still in the design stage, the Conditions of Approval are not yet available. Updated Conditions of Approval will be provided once available.

DOTAT USE ONLY

Received Date: _____	Completed Sections:	<input type="checkbox"/> Project Information
Received By: _____		<input type="checkbox"/> Project Applicant/Representative
Approval: <input type="checkbox"/> Approved (Date: _____)		<input type="checkbox"/> Owner
<input type="checkbox"/> Incomplete – Notes:		<input type="checkbox"/> Trip Information
		<input type="checkbox"/> Site Map
		<input type="checkbox"/> COA's



Appendix B

Parking Calculations

Site	North site		
Land use	Corporate Office		
GSF	364,000		
Restaurant	13,000		
Adjusted GSF	351,000		
	Required parking ratio	Required number of parking spaces with 3% Reduction	Provided number of parking spaces
Total vehicle parking (LSAP requirement)	2.75	937	822

North Basement Parking

Provided Parking	Non-Residential Parking:	785
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ADA Parking Required	Total Parking Count for ADA calculation	737
	Van (1 in 6)	3
	Standard	12
	Total	15

CalGreen Designated Stalls	8% required	63
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EV Charging Stalls	6% required	48
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ADA EV Charging Stalls	Total EVCS count for EV ADA calculation	48
	Van	1
	Standard	2
	Ambulatory	2
	Total	5

Grand Total ADA	20
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North Visitor Parking

Provided Parking	Non-Residential Parking:	34
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ADA Parking Required	Total Parking Count for ADA calculation	32
	Van (1 in 6)	1
	Standard	1
	Total	2

CalGreen Designated Stalls	8% required	3
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EV Charging Stalls	6% required	2
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ADA EV Charging Stalls	Total EVCS count for EV ADA calculation	2
	Van	1
	Standard	0
	Ambulatory	0
	Total	1

Grand Total ADA	3
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North Fitness Center Parking

Provided Parking	Non-Residential Parking:	3
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ADA Parking Required	Total Parking Count for ADA calculation	3
	Van (1 in 6)	1
	Standard	0
	Total	1

CalGreen Designated Stalls	8% required	1
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EV Charging Stalls	6% required (none for under 9 stalls)	0
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ADA EV Charging Stalls	Total EVCS count for EV ADA calculation	0
	Van	0
	Standard	0
	Ambulatory	0
	Total	0

Grand Total ADA	1
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Site	South site		
Land use	Manufacturing and R&D		
GSF	847,000		
Restaurant	16,000		
Adjusted GSF	831,000		
	Required parking ratio	Required number of parking spaces with 3% Reduction	Provided number of parking spaces
Total vehicle parking (LSAP requirement)	2	1613	1728

South Parking Structure

Provided Parking	Non-Residential Parking:	1672
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ADA Parking Required	Total Parking Count for ADA calculation	1571
	Van (1 in 6)	5
	Standard	21
	Total	26

CalGreen Designated Stalls	8% required	134
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EV Charging Stalls	6% required	101
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ADA EV Charging Stalls	Total EVCS count for EV ADA calculation	101
	Van	2
	Standard	4
	Ambulatory	4
	Total	10

Grand Total ADA	36
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South Visitor Parking

Provided Parking	Non-Residential Parking:	56
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ADA Parking Required	Total Parking Count for ADA calculation	52
	Van (1 in 6)	1
	Standard	2
	Total	3

CalGreen Designated Stalls	8% required	5
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EV Charging Stalls	6% required	4
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ADA EV Charging Stalls	Total EVCS count for EV ADA calculation	4
	Van	1
	Standard	0
	Ambulatory	0
	Total	1

Grand Total ADA	4
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Site	North site		
Land use	Corporate Office		
GSF	364,000		
Restaurant	13,000		
Adjusted GSF	351,000		
	Required parking ratio	Required number of parking spaces	Provided number of parking spaces
Class I Bicycle parking	1 per 75% of 6,000 SF	44	44
Class II Bicycle parking	1 per 25% of 6,000 SF	15	15
Total Bicycle parking (Class I and Class II)		59	59

Site	South site		
Land use	Manufacturing and R&D		
GSF	847,000		
Restaurant	16,000		
Adjusted GSF	831,000		
	Required parking ratio	Required number of parking spaces	Provided number of parking spaces
Class I Bicycle parking	1 per 75% of 6,000 SF	104	104
Class II Bicycle parking	1 per 25% of 6,000 SF	35	35
Total Bicycle parking (Class I and Class II)		139	139