



City of Sunnyvale

Memorandum

To: Sustainability Commission
From: Diana O'Dell, Senior Planner
Through: Trudi Ryan, Planning Officer
Date: October 15, 2012
Re: Tentative Staff Recommendation for Non-Residential Parking Requirements

Introduction

This study issue responds to concerns that commercial and office parking standards require more parking than necessary, limit re-use of older properties and inhibit infill and activation of commercial and office spaces (See Attachment B, Study Issue Paper).

While the parking regulations have been tweaked repeatedly since they were adopted in 1963, a comprehensive modernization has not yet occurred. This study issue takes a fresh look at the parking ratios for non-residential uses, minimum dimensions and bicycle parking as well as related standards. This study does not address downtown, mixed use or residential parking standards. Mixed use parking standards will be considered as part of the broader "Mixed Use Toolkit" project in conjunction with the Lawrence Station Area Plan.

Purpose of the Parking Requirements

Currently, the purpose of the zoning code's parking chapter is to "ensure that all uses of the property provide sufficient on-site parking to handle demand" (SMC 19.46.005). The high-level question about parking is: What demand are we parking for? Traditionally, parking ratios have been set to handle "design day." Design day is essentially the most intense parking use for the entire year. For many commercial uses this is a two to three week period during the November-December holiday season. Parking for this period can be important for retailers, as much of their revenue is brought in during this short period of time.

The unfortunate side effect of using "design day" criteria is that most parking lots have between 20-30% of their spaces unused for the remaining 50 weeks of the year. In the 1960s through the early 1980s, the pattern of suburban development and the availability of land made these demanding parking ratios possible. However, as a city with very high land values, Sunnyvale may want to be more strategic about how much parking is needed to balance with the need for intensifying development in key areas and facilitating economic development.

Parking Code Objectives and Findings

On September 24 2012, staff met with the Planning Commission to discuss the key objectives of the parking regulations. Based on that conversation and review of existing General Plan goals and proposed Land Use and Transportation Element goals, staff has identified the following key objectives and findings for the parking code:

- 1) Sufficient parking for daily or weekly peaks is important to further economic goals;

- 2) Flexible parking ratios enhance opportunities for re-use of buildings and stimulate economic vitality;
- 3) The needs of vehicular traffic shall be balanced with the need for adequate bicycle and pedestrian facilities;
- 4) Rarely-used parking spaces create negative impacts by discouraging pedestrian and bicycle travel, unnecessarily increasing impervious surfaces, and discouraging other productive uses of land;
- 5) Shared parking or other parking management tools are an effective method of ensuring adequate parking while maximizing land use;
- 6) Parking spillover into residential neighborhoods should be avoided; and
- 7) Street parking shall not be considered towards meeting the parking needs for private uses.

KEY QUESTION: Does the Sustainability Commission concur with these objectives and findings for the ordinance?

Parking Study Methodology and Recommendation

Staff used the following parking counts, surveys and resources to develop a recommendation:

- Comparison with rates of Mountain View, Cupertino, Santa Clara, Redwood City, Fremont and Milpitas.
- Review of staff-conducted parking counts and parking counts by professional transportation firms. New parking counts were completed for targeted land uses in July and August of this year in Sunnyvale.
- Comprehensive review of relevant trends and literature, including *The Dimensions of Parking* (2011) by the Urban Land Institute and *Parking Generation, 4th Edition*, by the Institute of Transportation Engineers.
- Participation in the Metropolitan Transportation Commission (MTC) Technical Committee on parking.
- Survey of existing land uses in Sunnyvale and their parking capacity.
- Survey of community members to determine concerns about parking.

Based on this information, staff has developed a series of recommendations to address a variety of parking-related issues.

RECOMMENDED CHANGE	DESCRIPTION	JUSTIFICATION
1. Lower Rates	For medical and general office, financial institution, stand-alone retail, shopping center, hotel, fast food restaurants and bars	Based on parking counts and comparisons with surrounding cities, the rates for these uses may be too high.
2. Raise Rates	For child care and convalescent hospitals.	Changes in how these uses operate increase the parking required.

RECOMMENDED CHANGE	DESCRIPTION	JUSTIFICATION
3. Clarify Rates	For recreation and athletic facilities, institutions of higher learning, outdoor seating, assisted living, adult day care	Current rates are described in a confusing way (“seating area” for a gym). Rates are re-phrased and adjusted to be clearer.
4. Establish Maximums	Establish parking maximums for commercial uses. Maximums currently exist for industrial uses.	This reduces incentives to “over park” a site. The exception process will allow flexibility when necessary.
5. Create Exceptions	Create a new process to allow exceptions from minimums, maximums, and bicycle parking standards. Can be approved at a staff level with a discretionary permit.	Variations are not the right way to “allow” flexibility. Exception standards established in the ordinance will provide clear guidance on appropriate situations for parking exceptions.
6. Standardize Dimensions	Eliminate compact spaces and institute universal spaces for all industrial and commercial development. Standardize aisle width and angled parking standards. This applies to new development only.	Simplifies parking lot layout and increases consistency with industrial and residential-sized spaces. Compact spaces create inefficiencies with large cars parking in them.
7. Enhance Design Guidelines	Update Citywide Design Guidelines for parking lots and bicycle parking installation.	Parking lot design can be as important as number of spaces. The recent Precise Plan for ECR has a good template for parking lot design guidelines.
8. Address Special Parking	Update standards for bicycle parking, loading spaces, and car sharing. Address parking lifts.	Our bicycle parking standards are out of date. We also want to address new trends such as parking lifts.

Further detail on these recommendations can be found in Attachment A – Parking Recommendations and Attachment C – Parking White Papers.

KEY QUESTION: What issues or concerns would the Sustainability Commission like to see added or addressed in staff analysis?

Upcoming Dates

This item is scheduled for the following reviews:

- Bicycle and Pedestrian Advisory Commission on October 18
- Study Session with City Council on October 30
- Planning Commission Hearing on November 12
- City Council Hearing on December 18

Attachments

- A. Tentative Staff Recommendations for Parking Study
- B. Study Issue Paper
- C. Parking White Paper



TENTATIVE RECOMMENDATION SUMMARY

	WHAT	WHY
1. Lower Rates ↓	For medical and general office, financial institution, stand-alone retail, shopping center, hotel, fast food restaurants and bars	Based on parking surveys, comparisons with surrounding cities, the rates for these uses are too high
2. Raise Rates ↑	For child care and convalescent hospitals.	Changes in these uses have increased parking required.
3. Clarify Rates →	For recreation and athletic facility, institutions of higher learning, outdoor seating, assisted living, adult day care	Current rates are described in a confusing way (“seating area” for a gym). Rates are re-phrased and adjusted to be clearer.
4. Maximums	Expand parking maximums from industrial to commercial uses.	This reduces incentives to “over park” a site. The exception process will allow flexibility when necessary.
5. Exceptions	Create a new process to allow exceptions from minimums, maximums, and bicycle parking standards. Can be approved at staff level with discretionary permit.	Variations are not the right way to “allow” flexibility. Standards established in the ordinance will provide clear guidance on appropriate situations for parking exceptions.
6. Dimensions	Eliminate compact spaces and institute universal spaces for all industrial and commercial development. Standardize aisle width and angled parking standards This applies to new development only.	Simplifies parking lot layout and increases consistency with industrial and residential-sized spaces. Compact spaces create inefficiencies with large cars parking in them.
7. Design	Update design guidelines for parking lots and bicycle parking installation.	Parking lot design can be as important as number of spaces. Recent Precise Plan for ECR has a good template.
8. Special Parking	Update standards for bicycle parking, loading spaces, and car sharing. Address electric chargers and parking lifts.	Our bicycle parking standards are out of date. We also want to address new trends such as car chargers and parking lifts.

→ Arrows indicate whether the proposed rate has increased, decreased, or stayed the same

October 10, 2012



TENTATIVE RECOMMENDATIONS

	Primary Use	Existing Minimums	Proposed Minimum	NEW Maximum	Additional Requirements
RESTAURANT, RETAIL AND SERVICE	Shopping Center	4.4- 5.5 /1,000 depending on size	↓ 4 / 1,000	5 / 1,000	Bicycle Parking, Parking Management Plan
	General Retail	5.5/1,000	↓ 4 / 1,000	5 / 1,000	Bicycle Parking, Parking Management Plan
	Warehouse Commercial (now Furniture Stores)	2.5/1,000	→ 2.5/ 1,000	4.0 / 1,000	Bicycle Parking, Plan
	Financial Institution	5.5/1,000	↓ 3.3 / 1,000	4.0 / 1,000	Bicycle Parking
	Auto-Related Uses	5.5/1,000	2.5/1,000 for retail and 3 / service bay	None	Loading Space
	Hotel or Boardinghouse	1/room plus 1/employee	↓ 0.8 spaces per hotel room	1.2 spaces per hotel room	Bicycle Parking,
	Restaurant – no bar (includes fast food)	9/1,000 (no bar) 13/1,000 (fast food)	→↓ 9/1,000	13/1,000	Bicycle Parking
	Restaurant – with bar	13/1,000	→ 13 / 1,000	18/1,000	Bicycle Parking
	Bars or Nightclubs	20/1,000	↓ 13/,1000	18/1,000	Bicycle Parking
	OFFICE/INDUSTRIA	Office (General and Medical)	4 /1,000 (comm) 4.4/1,000 (medical)	↓ 3.3/1,000	4/1,000
Warehouse, Com. Storage and Self-Storage		1.1/1,000 (whouse) (0.4/1,000 for comm.storage)	↓ 0.66/1,000	↑ 2/1,000	Bicycle Parking Car Share
General Industrial		2/1,000	→ 2/1,000	→ 4/1,000	Bicycle Parking, Car Share

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October 10, 2012



TENTATIVE RECOMMENDATIONS

	Primary Use	Existing Minimums	Proposed Minimum	Additional Requirements
RECREATION, EDUCATION AND CARE	Recreational and Athletic Facility	2.5/1,000 for general area and 47/1,000 for seating area plus 1/3 fixed seats	→ 5/ 1,000 of general area and 20/1,000 for classroom area	Bicycle Parking
	Education - Primary	3/classroom	→ 3/classroom	Bicycle Parking
	Education – High School	0.25 / student	→ 0.25/student	
	Education - Institution of Higher Learning	47 / 1,000 sq. ft. of seating area, or 0.3/ fixed seats	→ 0.5/student	Bicycle Parking
	Education - Recreation and Enrichment	4/1,000 or 0.25/ student plus 1 per employee	→ 4/1,000	Bicycle Parking
	Child Care Center, Including Business-Sponsored	1/employee during maximum shift plus 1/14 children	↑ 0.25/child (TENTATIVE)	
	Adult Day Care Center	No rate in place.	2.5 /1,000	
	Convalescent Hospital	0.4/bed	↑ 1.5 / bed	Loading Space
	Place of Assembly	47 / 1,000 sq. ft. of seating area, or 0.3/ fixed seats plus 2.5/1,000 of general area	→ 25/1,000 for primary gathering areas. (TENTATIVE) 2.5/1,000 for all other areas.	Parking Management Plan

5

→ Arrows indicate whether the proposed rate has increased, decreased, or stayed the same

October 10, 2012



TENTATIVE RECOMMENDATIONS

	Existing	Proposed	
SPECIAL PARKING	Bicycle Parking	Requirements for “secured” bicycle parking for multi-family residential and industrial.	5% of vehicle spaces for retail, restaurant, office, manufacturing, recreation and rec and enrichment. Secured spaces required for office/manufacturing.
	Fleet Vehicle Parking	General standards about 5 or fewer vehicles.	Allow up to 5 fleet vehicles per lot.
	Carpool	10% of all parking spaces in M-S & M-3.	Broadened to Car-Share. Reduced from 10% to 5%.
	Parking Exceptions	Some discretion for “shared uses”	More robust “Exception” process with specific findings.
	Outdoor Seating	No specific requirements.	Extra parking required for outdoor dining???
DIMENSIONS	Parking Space Size	8.5 x 18 for industrial 9 x 18 for commercial 7.5 x 18 for compact	8.5 x 18 (universal space)
	Backup Distance	26 ft.	24 ft.
	Minimum Two-Way Aisle Width	26 ft.	24 ft. (can be expanded if needed for other services such as fire lanes or garbage collection)
	Compact Spaces	Permitted up to a certain percentage	Prohibited for new development.
	Angled Spaces	Huge grid for every angle in 5 degree increments. Also includes interlock and non-interlock.	Requirements for 0, 45, 60, and 90. Statement that “For intermediate-angle parking, the aisle width shall be determined by straight-line interpolation between specified standards”
	Loading Zones	One space per industrial or commercial use/building. (Exemption for lots of <15 spaces)	More targeted requirements for loading (see table). Most dimensional and marking requirements now in Design Guidelines. SHOULD WE REQUIRE?
	Standards for Parking Surfaces	Portland cement, etc.	Updated standards now in Design Guidelines.

➔ Arrows indicate whether the proposed rate has increased, decreased, or stayed the same

October 10, 2012

2012 Council Study Issue

CDD 12-10 Consideration of Non-residential Parking Requirements

Lead Department Community Development

History **1 year ago** None **2 years ago** None

1. What are the key elements of the issue? What precipitated it?

Concerns have been raised that the commercial and office parking standards of the zoning code are too restrictive (require too much parking), and that properties with long-standing uses cannot feasibly meet current zoning code parking requirements. Parking standards are typically determined by the area of the use; for instance, a free-standing general office use would require one space per 225 square feet of space. Only off-street parking is counted towards required parking requirements.

The intent of parking standards is to capture the majority of successful uses within a specific category of use. While less successful or demanding uses may need fewer spaces, more demanding uses in the same building may require more parking. There is a further challenge to determine appropriate parking requirements for new developments where the initial use may have less demand for parking than would potential future uses. Standards are meant to apply to current and future businesses since it is difficult to add parking years after a property is developed. Over time, the character of the use may change (e.g. banks used to have higher peak periods on thursday and Friday evenings- which is not the case given today's use of electronic banking).

This study would complete a comprehensive review of parking standards for commercial and a variety of office uses. Current planning data, other city approaches, sampling of existing parking conditions in the city, standards for mixed-use commercial projects, and public and business input will be used in reviewing and considering potential parking standards. The goal is to balance the needs of the business community with the goal of providing parking necessary for current and future tenants of property.

2. How does this relate to the General Plan or existing City Policy?

Goal LT-1 Coordinated Land Use Planning — Protect and sustain a high quality of life in Sunnyvale by participating in coordinated land use and transportation planning in the Region.

Policy HE-6.2 Promote neighborhood vitality by providing adequate community facilities, infrastructure, landscaping and open space, parking, and public health and safety within new and existing neighborhoods.

3. Origin of issue

Council Member(s) Spitaleri, Moylan

4. Staff effort required to conduct study Major

Briefly explain the level of staff effort required

Parking studies of existing properties will be required, which will be staff intensive. The research and data collecting for parking standards is significant, as is the public and business outreach necessary to complete this effort.

5. Multiple Year Project? No Planned Completion Year 2012

6. Expected participation involved in the study issue process?

Does Council need to approve a work plan? No
 Does this issue require review by a Board/Commission? Yes
 If so, which? Planning Commission
 Is a Council Study Session anticipated? No

7. Briefly explain if a budget modification will be required to study this issue

Amount of budget modification required

Explanation

8. Briefly explain potential costs of implementing study results, note estimated capital and operating costs, as well as estimated revenue/savings, include dollar amounts

Are there costs of implementation? No

Explanation

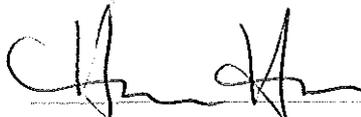
9. Staff Recommendation

Staff Recommendation Support

If 'Support', 'Drop' or 'Defer', explain

The Sunnyvale parking requirements for non-residential uses have not been overhauled in many years, and current needs may have changed, or community standards may have adjusted over the years. Completing this study would clean up the parking requirements and provide more current standards more in line with other cities and business needs.

Reviewed by



Department Director

12/5/11

Date

Approved by



City Manager

12/6/11

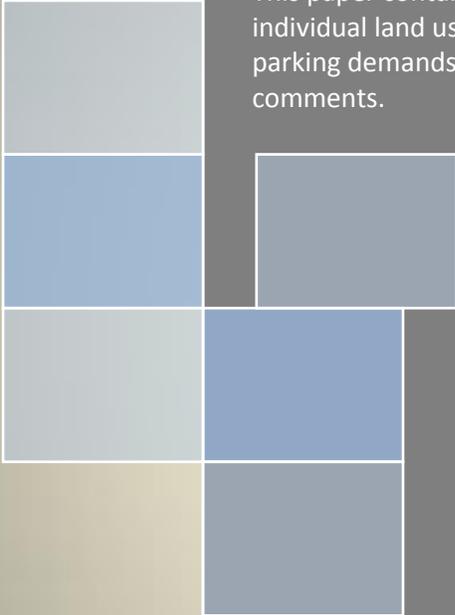
Date

2012

Parking White Paper

Non-Residential Uses

This paper contains technical information on parking requirements for individual land uses. It includes comparisons with surrounding cities, peak parking demands, Sunnyvale examples, and relevant data with staff comments.



City of Sunnyvale
Draft
8/17/2012



TABLE OF CONTENTS

Parking Space and Lot Dimensions	2
Demand and Efficiency	3
Parking Maximums	4
Medical Offices	5
Financial Institutions	6
Manufacturing and Office	7
Gas Stations and Auto-Related Uses	9
Retail and Shopping Center	10
Hotel	12
Fast Food Restaurants	13
Restaurants (not Fast Food)	14
Bars and Nightclubs	15
Recreation	16
Child Care	17
Health and Senior Care	18

DIMENSIONS

CURRENT SUNNYVALE STANDARDS

Standard Space in Commercial and Office Zones and for Medical Office Uses, Restaurants and Retail Uses in any Zone	9 feet wide by 18 feet deep
Standard Space in Industrial Zoning districts and other commercial uses in residential zoning districts	8.5 feet wide by 18 feet deep
Compact Space in all Zoning Districts (allowed for up to 50% of total spaces for industrial uses and up to 10% for other commercial uses except medical uses)	7.5 feet wide by 15 feet deep
Minimum Two-Way Aisle Width in non-residential zoning districts	26 feet

Comparison of Dimensions:

STANDARD SPACES - Santa Clara, Milpitas and Fremont require spaces 9 feet wide by 18 feet deep. Mountain View, Cupertino and Redwood City allow spaces 8.5 feet wide by 18 feet deep.

Mountain View and Cupertino have adopted a “universal” space, which means that while they have a slightly narrower standard space and prohibit compact spaces. Despite its narrower space, Redwood City continues to allow compact spaces.

COMPACT SPACES - Compact spaces are between 7.5 to 8 feet in width by 15 to 16 feet in depth.

DRIVE AISLE – Sunnyvale is the only city that requires a 26 foot drive aisle. Milpitas allows 25 feet and the remaining cities allow 24 feet or less.

Compact Spaces

Allowing both “regular size” and “compact” parking spaces have given rise to two problems: difficulties in identifying “small cars” within the overall vehicle population and widespread violations of small-car spaces by larger vehicles. Such violations impede traffic circulation and parking space access in many facilities. The Parking Consultants Council and the Urban Land Institute recommend the use of one-size-fits-all geometry. The single-size stall assumes that any vehicle can use any parking space, and accordingly, simplifies the definitions of geometric details for facility layouts.

STAFF DISCUSSION: Sunnyvale has a varied system of dimensions for a range of uses and zones to increase user comfort and differentiate between high-turnover and low-turnover parking lots. This highly-tailored system has proved somewhat difficult to execute. A medical office that wants to occupy a use designed for general office use may require a Variance to allow compact spaces. Small medical offices or restaurant uses that wish to locate in an industrial condominium technically require different space dimensions than surrounding tenants.

In *The Dimensions of Parking*, the Urban Land Institute recommends universal-sized spaces of 8.5 by 18 feet. The difference between 9 feet and 8.5 feet is less than the width of this paper. There are techniques to space marking that can enhance usability without requiring additional paving. See the proposed Design Guidelines for details.

RECOMMENDATIONS FOR PARKING DIMENSIONS

- Create a Universal Space of 8.5 Feet by 18 Feet.**
- Reduce Minimum Two-Way Aisle Width to 24 Feet**
- Institute Design Guidelines for Optimal Parking Lot Layout and Marking**

These recommendations will create more predictability in parking lot design and facilitate use changes across properties and zones. Best practices are recommended for the Design Guidelines that will maximize ease of use in layout design.

DEMAND AND EFFICIENCY

Design Day – The level of parking activity that recurs frequently enough to justify providing parking spaces; used to determine what capacity a facility will be expected to provide. – *Dimensions of Parking (5th Edition)*, Urban Land Institute.

Design Day vs. Average Day “Many references, including *Shared Parking by the Urban Land Institute*, recommend setting parking requirements using the 85th percentile of the peak-hour parking accumulation....Other references, such as Shoup [High Cost of Free Parking], recommend using the average rather than the 85th percentile, primarily as a means of limiting parking and facilitating paid parking – which, in turn, encourages more sustainable development and alternative travel modes. But for some uses, even the 85th percentile approach would not be acceptable. For example because the holiday shopping season accounts for 25 to 40 percent of the total annual retail sales, adequate parking during this time is essential to their viability. Therefore, the shopping center industry has adopted a design hour that is significantly higher than the 85th percentile: the 20th-highest hour in the year. Designing for an adequate parking on a Saturday in October – much less an average weekday – would not be acceptable for retail tenants.” – *Dimensions of Parking (5th Edition)*, Urban Land Institute, pg. 10.

Optimum Parking Lot Efficiency: Parking lots achieve optimum efficiency with an occupancy rate of 85 – 95 percent. Generally, zoning ordinances should specify an effective supply factor of 5 to 10 percent over the projected peak accumulation of parked vehicles on the design day. Shared Parking, Parking Generation and other references suggest setting parking requirements in accordance with a design day at the 85th percentile of the parking accumulations.

Retail e-commerce spending for the first 56 days of the November – December 2011 holiday season reached a record \$35.3 billion, marking a 15-percent increase versus the corresponding days last year. This increase has been consistent throughout the holiday season. – [Forbes Magazine](#), December 28, 2011

STAFF DISCUSSION: Correctly ascertaining parking demand for a given use is always challenging. The discussion above relates to the concern about demand fluctuations throughout the year. There are also substantial demand fluctuations from use to use. While a given parking standard may be more than sufficient for an average fast food restaurant, it may be inadequate for an extremely popular fast food restaurant, such as In n’ Out Burger. The question each city needs to determine is: do we park for averages (time of year and popularity), or do we park for peaks?

The benefit of parking for peaks is that it maximizes vehicular access. Businesses never need to be concerned that they are losing customers because of the difficulty of parking, and customers are never dissuaded from shopping due to limited parking. Potential parking spillover onto adjoining properties is eliminated. Increases in online shopping in the last decade have also reduced parking demand during holiday season. The cost of parking for peaks is that it creates significant amounts of parking that are unused for the remaining days of year (approximately 330 days outside of the holiday season). The last decade has sparked increased recognition of the environmental costs of additional parking and the opportunity costs (what the land could have been used for otherwise).

RECOMMENDATIONS FOR DEMAND AND EFFICIENCY

Park for Peak Times in an Average Week

Use Parking Management Plans to Address Holiday Peaks

PARKING MAXIMUMS

Parking lots, while providing necessary vehicle spaces, also can have environmental and aesthetic effects. Paving creates stormwater runoff, heat islands, and barriers to pedestrian, bicycle and multi-modal access. For example, the large parking lot in front of Sprouts on El Camino Real unintentionally discourages pedestrian and bicycle access – pedestrians must either hop over landscaping or walk down drive aisles to access the store. It does not feel comfortable and further encourages driving and the need for parking spaces.

Each parking space requires between 325 – 400 sq. ft. of land (includes drive aisles and maneuvering room).

Staff Comment: While most zoning codes institute parking minimums, Sunnyvale also instituted parking maximums for industrial properties. The maximums are intended to discourage businesses from creating large areas of unneeded parking. This occurs because there are unspoken incentives to overpark a business. Available parking means access for customers and success for businesses. Lenders may also contribute to the issue, as they have minimums required for the business to be considered viable. Overparking a business also ensures that no customers are lost due to a perceived parking problem, and no customer is frustrated by a lack of parking to access the business.

Particularly with high-profile retail centers, the desire to establish large amounts of parking can override the reality of whether this parking will be used. New trends in online shopping and service provision have lowered demand, but business thinking and parking rates have not yet caught up with this trend.

Maximums could be used effectively for commercial uses. They would create a baseline of how much parking is needed for average uses. An exception process could be created to allow variation from minimums or maximums with documentation that the minimum or maximum is insufficient to the business needs. Creating a maximum may prompt businesses to think more creatively about what parking they really need, and what steps can be taken during holiday seasons to address parking demand rather than just pave additional land area.

RECOMMENDATIONS FOR PARKING RATIO MINIMUMS AND MAXIMUMS

Maintain Parking Ratio Maximums for Industrial Uses

Create Parking Ratio Maximums for Commercial Uses

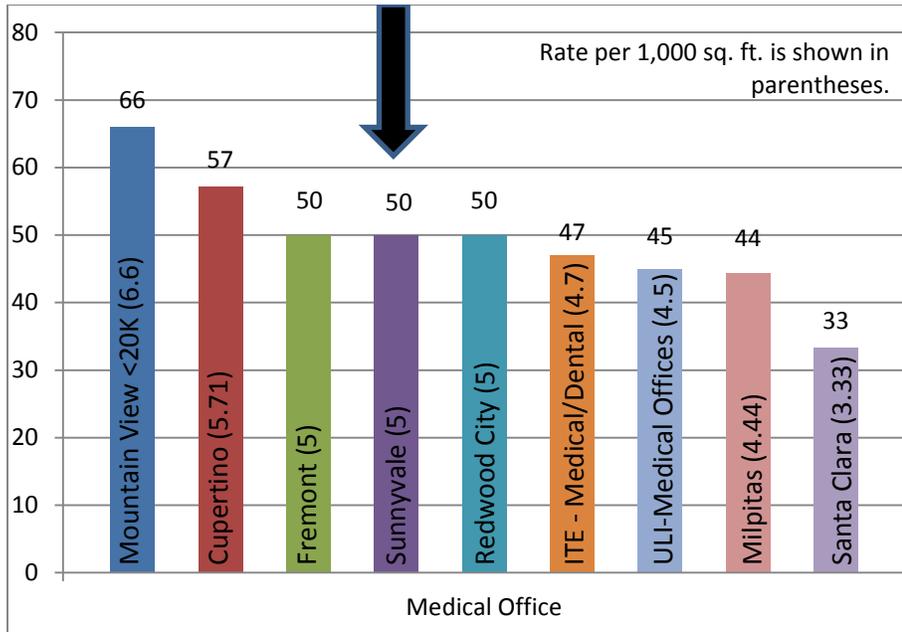
Do Not Institute Parking Ratio Maximums for Education, Care or Assembly Uses

Establish an Exception Process from Both Minimums and Maximums

The maximums for commercial uses will encourage commercial uses to carefully examine their true parking needs. An exception process will allow for variation from maximums and minimums when needed.

MEDICAL OFFICE

A 10,000 square foot medical office would require the following parking spaces:



- Peak Period: 7:00 a.m. to 5:00 p.m. with high intensity use between 10:00 a.m. and noon. (ITE)
- Mountain View has a different rate for medical greater than 20,000 sq. ft., of 4/1,000 sq. ft.
- Santa Clara requires a minimum of 5 spaces per doctor or dentist.
- In this example, the difference between the highest and lowest rate is 33 spaces, or approximately 10,700 sq. ft. of parking area.

PARKING COUNTS

70-88% vacant (895 E. Fremont, 27 spaces in lot)
47% vacant (1555 S. S. Road, 30 spaces in lot)
45% vacant (877 W. Fremont, 291 spaces in lot)
50-76% vacant (1010 W. Fremont, 30 spaces in lot)
10 to 11 a.m. Monday, and 2-3 p.m., Thursday. July and August.

EXAMPLES OF MEDICAL OFFICES IN SUNNYVALE

Address	Description	Building (sq. ft.)	Total Spaces	Parking / 1,000 sq. ft.
301 Old San Francisco Road	Palo Alto Medical Foundation Medical Clinic (under const.)	120,000	685	5.71
877 W. Fremont	Large collection of diverse medical, dental and optometrist offices.	75,250	325	4.3
1555 Sunnyvale Saratoga Road	Smaller dental office adjacent to residential	5,568	24	4.3
1010 W. Fremont Avenue	Optometrist with retail sales of glasses	7,833	30	3.83

STAFF COMMENT: Parking counts show significant discrepancy between observed demand and code requirements, with vacancies from 45% to 75% even at peak periods. To be conservative, staff assumes a 30% undercounting factor due to summer vacations and building vacancies. Assuming undercounting, there is still substantial surplus of parking spaces. In addition, required parking for medical office is higher than for general office, which has hindered the re-use of general office buildings to medical office uses.

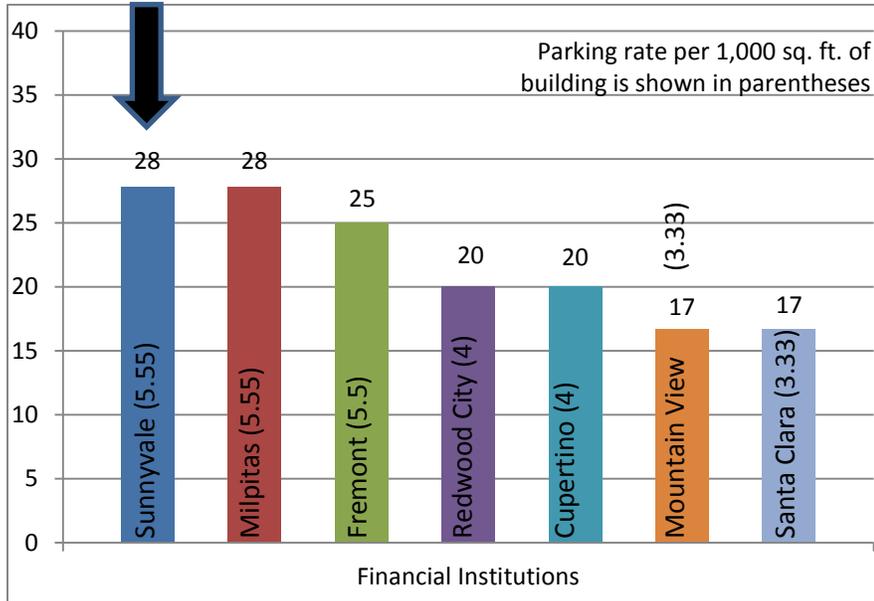
RECOMMENDATION FOR MEDICAL OFFICES

Lower Rate from 5/1,000 to 3.3 / 1,000
Institute Maximum Rate of 4/1,000

This recommendation has two benefits. It aligns parking requirements more closely with observed demand, and consolidates requirements with general offices, facilitating flexible re-use of buildings

FINANCIAL INSTITUTION

A 5,000 square foot bank would require the following parking:



- Peak period is 10:00 a.m. to 2:00 p.m. on weekdays.
- Redwood City allows 3.33/1000 for properties close to the downtown.
- In this example, the difference between the highest and lowest rate is 11 parking spaces, or 3,575 sq. ft. of paved area.

EXAMPLES OF FINANCIAL INSTITUTIONS IN SUNNYVALE

Address	Description	Building (sq. ft.)	Total Spaces	Parking / 1,000 sq. ft.
270 Charles Street	Wells Fargo Bank	4,955	50	10
201 W. El Camino Real	First Republic	4,011	20	4
440 S. Mathilda Avenue	Bank of America	33,048	140	4.23

STAFF COMMENT: This study issue was initially prompted by concerns that the parking rate for banks and other financial institutions was unrealistically high. Surveys of surrounding cities support this – Sunnyvale has one of the highest rates for the seven survey cities. Parking needs for financial institutions have changed dramatically in the last 20 years with the introduction of direct deposit, ATMs, ATM cards, and online banking. Financial institutions operate much more like general office than the high-impact retail uses they were in the 1980s and early 1990s.

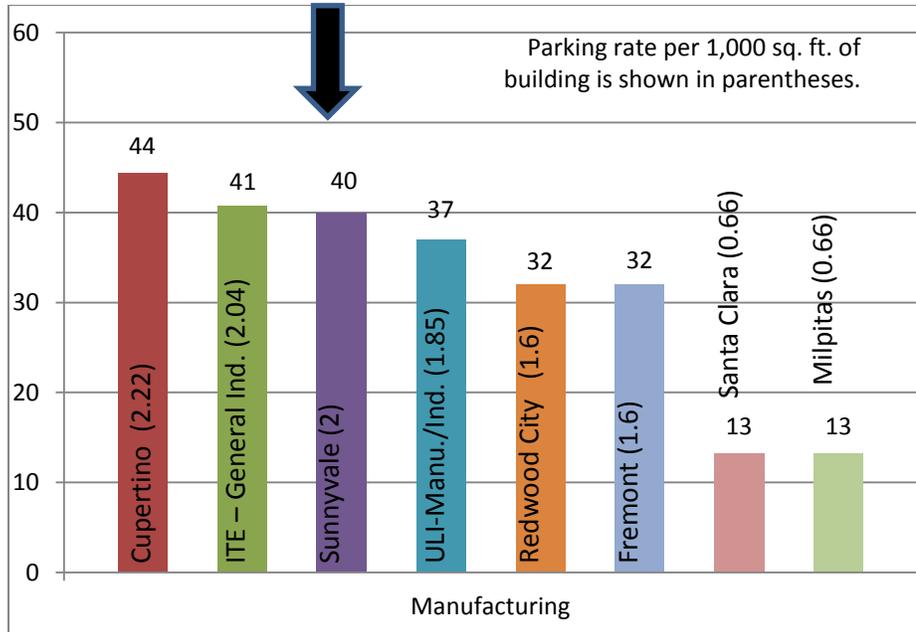
RECOMMENDATION FOR FINANCIAL INSTITUTIONS

Lower Minimum Rate from 5.5/1,000 to 3.3/1,000
Institute Maximum Rate of 4/1,000

This recommendation is more realistic for how financial institutions operate and also aligns parking requirements with medical offices and general office uses, facilitating flexibility in use.

MANUFACTURING AND OFFICE

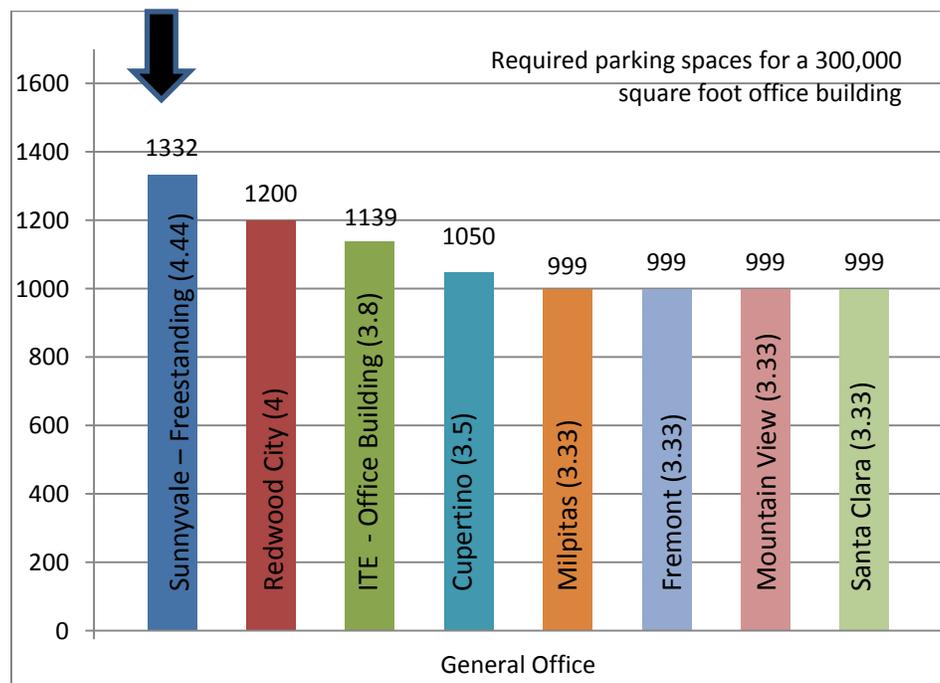
A 20,000 square foot manufacturing building would require:



- Peak period is 2:00 to 3:00 on a weekday.
- Many industrial buildings are repurposed from manufacturing to R&D to office or a mix of the above uses.
- Mountain View appeared to have a significantly higher rate of 4 per 1,000.
- In this example, the difference between the highest and lowest rate for manufacturing is 31 spaces, or approximately 10,075 sq. ft. of paved area.

A 300,000 sq. ft. general office building would require:

- Peak Period for office uses is 7:00 - 12:
- Sunnyvale's rate of 4.44/1000 sq. ft. is for free-standing general office. The "General Industrial" rate is often applied to office in industrial zones and ranges between 2-4/1,000.
- In this example, the difference for the highest and lowest rate for office is 333 parking spaces, or 108,225 sq. ft. of paved area.
- Redwood City allows 3.33/1000 for properties close to the downtown



MANUFACTURING AND OFFICE

EXAMPLES OF OFFICE AND MANUFACTURING IN SUNNYVALE

Address	Description	Building (sq. ft.)	Parking / 1,000 sq. ft.	Total Spaces
974 E. Arques Av.	Applied Materials – Manufacturing / R&D	1,114,600	2.6	2,975
919 Hamlin Ct.	Surface Engineering - Manufacturing	17,718	2	36
1 AMD Place	AMD	335,035	3.3	1,134
1250 Kifer Rd.	Intuitive Surgical	362,935	3.17	1,152

PARKING COUNTS

48% vacant (1310 Hollenbeck, 23 spaces in lot)
74-79% vacant (690 W. Fremont, 34 spaces in lot)
14% vacant (1184 N. Mathilda, 953 spaces in lot)
10 to 11 a.m. Monday, and 2-3 p.m., Thursday, July and August.

STAFF COMMENT: Sunnyvale has a flexible parking rate for industrial properties, allowing a mix of R&D, manufacturing and office to locate within a parking range of 2-4/1,000 sq. ft. of building. This facilitates flexible re-use and no major concerns about under-parking have occurred. Some businesses have been moving away from traditional cubicle formats, which can increase the number of employees that can work within a building and increase parking demand. So far, Sunnyvale’s parking rate appears to be adequately meeting the demand for a range of businesses in the industrial zones. It may be too high for an actual manufacturing use – cities with a separate manufacturing rate were commonly lower than Sunnyvale’s minimum with a rate of 0.6 – 1.6/1,000 for manufacturing.

For offices in commercial or office areas, Sunnyvale requires a rate of 4.44/1,000, which was the highest of surveyed cities. It also appears to dramatically overestimate demand, as parking counts discovered a vacancy rate ranging from 40-70% for general offices at peak time.

RECOMMENDATIONS FOR MANUFACTURING AND OFFICE

Maintain General Industrial Minimum of 2 - 4/1,000

Lower General Office Minimum to 3.3/1,000

Maintain Warehousing and Storage Rate of 1.1/1,000

Maintain/Institute a Maximum Rate of 4/1,000

This recommendation is more realistic for how financial institutions operate and also aligns parking requirements with medical offices and general office uses, facilitating re-use. The maximum rate is in place for industrial zoning districts, and staff recommends extending it to commercial and office zoning districts.

GAS STATION AND AUTO USES

City	Auto Repair Parking Requirement	Gas Station Parking Requirement
Sunnyvale	1 space per 180 sq. ft.	Not Stated
Mountain View	5 spaces plus 1 per 200 sq. ft.	Not Stated
Santa Clara	1 space per 400 sq. ft., no less than 6 spaces	1 space per 400 sq. ft., no less than 6 spaces
Cupertino	Not stated	Not stated
Fremont	5 spaces plus 1 space for each 800 sq. ft. floor area in excess of 3,000 sq. ft.	Minimum of 5 spaces, with one space large enough to accommodate a towing vehicle
Redwood City	1 space per 500 sq. ft. or 3 spaces per bay, whichever is greater	1 space per 500 sq. ft. or 3 spaces per bay, whichever is greater
Milpitas	3 spaces per service bay	1 space per 200 sq. ft. for gas stations with retail, 3 spaces per service bay for gas stations with auto repair

- Auto Retail pertains to the sales of new or used automobile dealerships. Auto Service includes parts services and repair garages.
- The majority of cities included additional parking spots for offices and outdoor displays for retail parking.
- Businesses could choose between parking spaces per service bay or parking spaces per 1,000 sq. ft. for auto service parking requirements.

STAFF COMMENT: Sunnyvale has one of the highest rates for auto-related uses. The current rate is also confusing for the public and planners to administer. Do gas station canopies count towards required parking? Does a service bay generate the need for parking or count as a parking space?

Staff has reviewed the surrounding city requirements, and determined that requiring spaces per bay, as opposed to the size of the building, will reflect parking demand accurately. Most bays generate an employee plus one or two cars that are waiting for service. In addition, related retail such as convenience stores, do not have a high level of demand – in most cases they serve the captive market that is using the gas pumps. Staff believes that this rate can be applied effectively to gas stations, auto repair, and auto sales. Auto sales is similar to furniture stores and bulk goods in that a large proportion of actual floor area is taken up with bulky goods. The rate should be similar to that of furniture stores, home improvement stores, and similar.

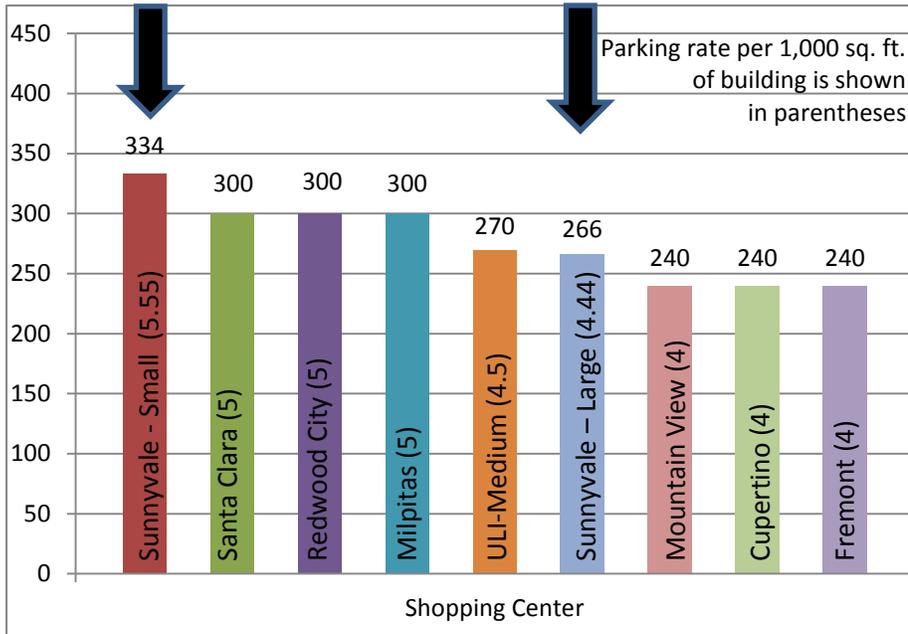
RECOMMENDATIONS FOR AUTO REPAIR AND GAS STATION

Reduce Minimum from 5.5/1,000 to 2.5 / 1,000 of retail plus 3 per service bay for Gas Stations and Auto Repair

This rate should more accurately reflect parking demand for auto-related uses.

SHOPPING CENTER

A 60,000 square foot shopping center would require the following parking spaces:



- Peak period is Friday at noon.
- Sunnyvale uses three different classifications to establish parking requirements for shopping centers. Only two classifications are shown as they offer the greatest range compared to other cities.
- In this example, the difference between the highest and lowest rate for retail) is 60 spaces or approximately 19,500 sq. ft. of paved area.

Staff completed parking surveys in 2007 for 17 shopping centers throughout the City. Over 80% of the surveyed centers were more than 20% vacant on average at peak times, with half being 50% vacant and 5 centers being over 70% vacant. The highest-occupied centers were Bell Plaza at 1040 E. El Camino Real, Wolfe-Reed Corner at 704 S. Wolfe Road and 670 N. Fair Oaks Avenue at about 90% occupancy at peak. The lower-occupied centers were Loehmann's Plaza at 1601 Hollenbeck, Cala Center at 1111 W. El Camino Real and Market Center at 833 W. El Camino Real.

Address	Description	Building (sq. ft.)	Parking / 1,000 sq. ft.	Total Spaces
776 E. El Camino Real	Best Buy / PetSmart	59,000	4.76	281
150 W. El Camino Real	Cherry Orchard	60,763	4.8	297
150 E. El Camino Real	New Safeway. 24 hour fitness	226,650	4.5	1,022
1601 Hollenbeck Ave.	Loehmann's Plaza	157,310	5.2	816
1040 E. El Camino Real	Bell Plaza	19,974	5.5	111

Cherry Orchard Shopping Center (El Camino and Mathilda)

When discussing parking issues at shopping centers, everyone talks about this highly successful center. Parked at a general rate of 4.8/1,000 it is historically about 85% occupied, but often feels more crowded. Several different factors have combined at Cherry Orchard to make it feel particularly impacted.

- Popularity of businesses.
- Presence of a restaurant with a bar, causing more cars in parking spaces for an hour or more.
- Valet parking area taking up prime parking in the front.
- "Employee only" spaces at the rear are not being used. Employees are parking in the front, leaving those spaces unavailable for customers.
- Significant number of spaces along the Mathilda frontage, reserved for employees and residents, and used by neither.

These issues are currently being addressed through a parking management plan as part of Trader Joe's taking the Borders space. More efficient use of existing spaces could free up spaces for customers.

SHOPPING CENTER

STAFF COMMENT ON SHOPPING CENTERS: Shopping center parking is complicated. Many different factors can influence the need for parking, and not all of them can be reasonably regulated with parking requirements. The 2007 study indicates that in many cases, we are overparking our centers. However, the high visibility of outliers such as Cherry Orchard makes this fact difficult to accept. If the City lowers the parking rate, how can we be sure we are not creating more potential parking problems?

There appears to be some relationship between fitness centers, restaurants with bars, and parking availability. As shown in the Cherry Orchard example above, parking management and enforcement is a crucial component in using spaces effectively. All of the large shopping centers that contain a health club get very busy at peak times. Staff is considering crafting a requirement that reflects the outsized impacts these uses can have on a center.

Furniture/Appliance Stores

Sunnyvale currently has three rates for different types of retail: shopping center (discussed on the previous page), general/stand-alone retail (5.55/1,000), and furniture/appliance stores. While the general/stand-alone retail is the highest of any surveyed city, the furniture store rate is lower, at approximately 2.5/1,000. This rate reflects the large amount of floor area occupied by goods, and the fewer number of people that can be present in the store.

- Mountain View has a “furniture, furnishings, and home equipment” rate of 1.6/1,000.
- Milpitas has a “furniture, appliance, and other bulky retail” rate of 2.8/1,000.
- Redwood City has a “furniture or appliance stores” rate of 2/1,000.
- Santa Clara has a “furniture and major appliance stores or furniture repair shop” rate of 2.5/1,000.
- Fremont has a rate for “repair services, wearing apparel, motor vehicle, appliance and furniture” rate of 5 plus 1.25/1,000.

STAFF COMMENT: Staff is in agreement that home improvement, furniture stores, and similar “bulky retail” requires less parking than standard retail. However, from an implementation standpoint, staff does not want to micromanage the type of retail that may occupy a building. This may change over time, and with experience, staff has found that buildings parked at a furniture rate may have difficulty being re-used by another type of business.

RECOMMENDATIONS

Lower Minimum to 4/1,000 for Retail and Shopping Center

Create Maximum of 5/1,000 for Retail and Shopping Center

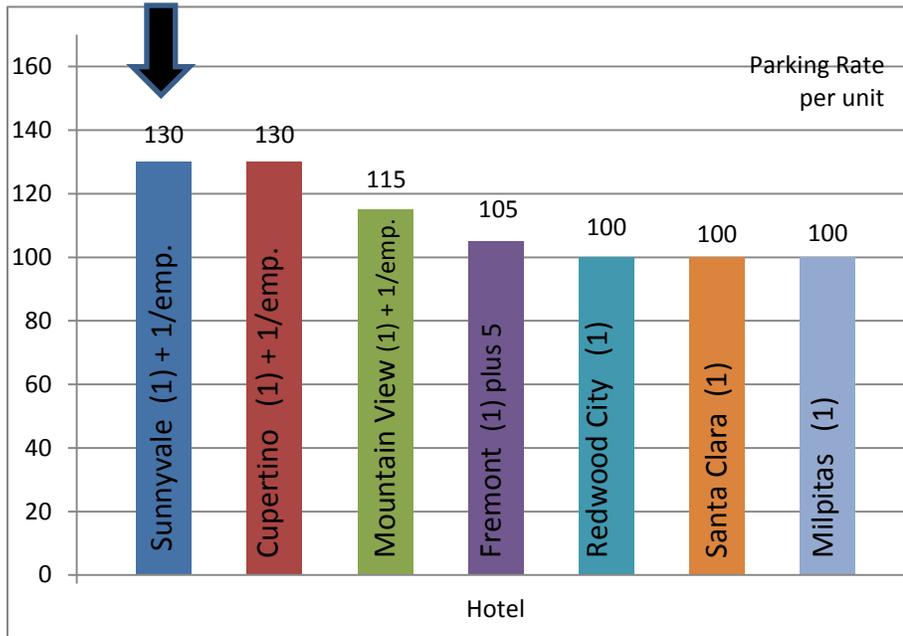
Expand Furniture/Appliance Rate to include Home Improvement and Bulk Goods

Create Maximum of 4/1,000 for Furniture/Appliance Rate

In addition to the shopping center maximums, staff recommends requiring restaurants with bars or athletic facilities be parked at their own individual rate. Restaurant should be limited to 40% of total businesses in a shopping center

HOTEL

100 room hotel with 30 employees.



- Peak period is at 6:00 a.m. on weekdays.
- Cupertino, Mountain View and Sunnyvale include additional parking for employees.

“Business hotels which include sleeping accommodations and other limited facilities are mainly occupied during the weekday as opposed to other hotels which are primarily occupied on the weekends. The average parking demand within 4 business hotels located in Sunnyvale was discovered to be less than 1 occupied parking space per occupied room and was not affected by the existence of limited meeting spaces or airport shuttle services. The overall parking rate per unit for the 4 business hotels combined totaled 0.67 occupied spaces for each occupied room.” – Parking Study, March 2012

EXAMPLES OF HOTELS IN SUNNYVALE

Address	Description	Rooms	Parking / room	Total Spaces
748 N. Mathilda Avenue	Larkspur Landing Hotel	126	1.03	130
805 E. El Camino Real	Corporate Inn	73	1.4	102
1255 Orleans Dr.	Homestead Village	156	1.06	166
660 W. El Camino Real	Summerhill	145	0.86	125

STAFF COMMENT: Sunnyvale hotels are traditionally business hotels with peak times during the work week. The most recent approval of a hotel on El Camino Real allowed a reduced rate of 0.8 spaces / hotel room based on the study findings at right. Larkspur Landing on North Mathilda was recently able to share spaces with a nearby restaurant due to substantial parking surplus.

The Urban Land Institute and Institute for Traffic Engineers generally discourage using parking rates based on employees. This can be difficult to track over the life of the building and may vary widely depending on various business models.

RECOMMENDATION FOR HOTEL

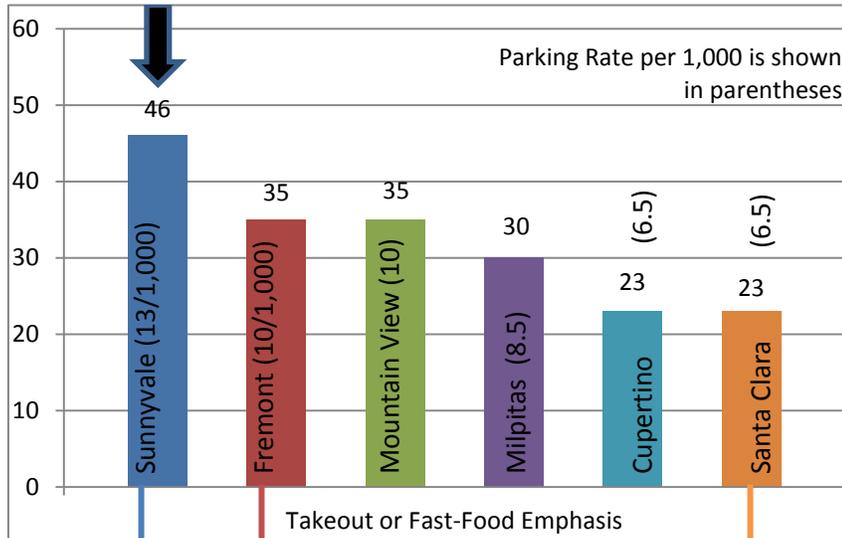
Lower rate to 0.8/hotel room

Create Maximum of 1.2 / hotel room

The study found that demand averaged 0.67 spaces per occupied room. A rate that requires 0.8 spaces per hotel room, regardless of occupancy, will be sufficient and is consistent with recent approvals.

FAST FOOD RESTAURANT

A 3,500 sq. ft. McDonalds with 52 indoor seats, 16 outdoor seats, 6 employees and 200 sq. ft. of take-out area:



- Peak period is lunchtime on weekdays / Friday.
- Many cities have two types of rates with a “whichever is greater” clause.
- It should be noted that not one single city in the survey has the same standard. In fact, the 6 comparison cities use **5 different methods** of parking

City	Takeout or Fast-Food Emphasis
Sunnyvale	1/75 sq. ft.
Fremont	0.29 per seat PLUS 10% OR 1/100
Mountain View	0.25 per seat OR 1/100
Milpitas	0.4 per seat PLUS 1/60 for take-out area
Cupertino	0.33 PLUS 1 per employee
Santa Clara	0.33 per seat OR 1/200

PARKING COUNTS

40% vacant - Jack in the Box
41% vacant - McDonald's
0% vacant - In n' Out Burger

Friday, noon, July 2012

STAFF COMMENT: Sunnyvale's rate for fast food appears to be much higher than other cities. Parking counts indicate that most fast food restaurants vacancies of 40% or more, even at peak time on Fridays. With the exception of In n' Out Burger, which appears to be an outlier, most fast food restaurants are overparked.

Address	Description	Sq. Ft.	Parking / 1,000 sq. ft.	Total Spaces
604 E. El Camino Real	In and Out Burger	3,912 (includes outdoor seating)	13	52
813 W. El Camino Real	Jack in the Box	3,063 plus 16 outdoor seats	12	37
550 Lawrence Expressway	McDonalds	3,560 (includes outdoor seating)	14.3	51

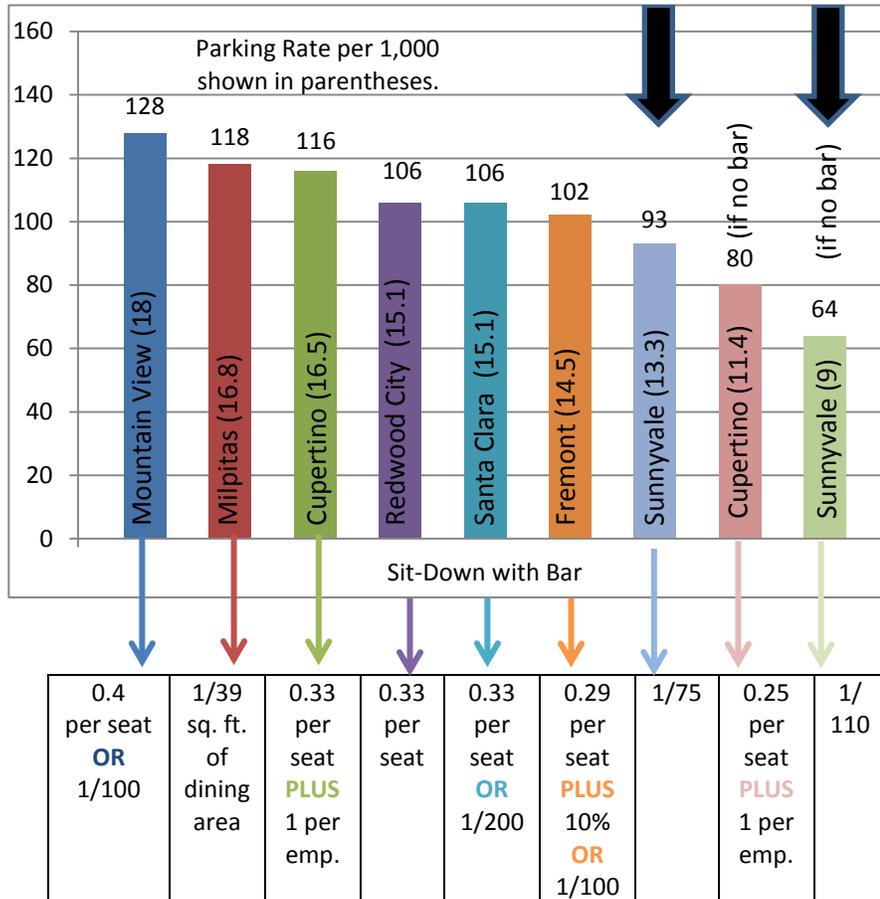
RECOMMENDATION FOR FAST FOOD RESTAURANTS

Lower Minimum to 9/1,000
Create Maximum of 13/1,000

This lowered rate would fall in the middle of what other cities require and also be consistent with staff recommendation on restaurants without bars.

RESTAURANT (NOT FAST FOOD)

A 7,000 sq. ft. sit-down restaurant with seating for 320 and 20 employees would require:



- There are very few free-standing sit-down restaurants in the City. Most freestanding restaurants are fast food. Many other restaurants are part of a shopping center.
- Many cities have two types of rates with a “whichever is greater” clause.
- ITE Manual recommends a higher rate for “low turnover” restaurants, where customers typically spend an hour or more.

Staff Comment: Using a per seat rate can be difficult to implement. Unless the seating is 100% fixed (bolted to the floor), seats can be added or subtracted as the business changes over time. Very few restaurants have seats and tables bolted to the floor. Staff recommends keeping a parking per square footage rate.

Address	Description	Sq. Ft.	Parking/ 1,000 sq. ft.	Total Spaces
590 Old San Francisco Rd.	Vietnamese Restaurant	3,152	12.3	39
1698 S. Wolfe	Samkee	6,791	9.1	62
725 S. Fair Oaks	Spoons	7,782	11.0	86
1025 W. ECR	Pezella’s	3,815	12.3	47

RECOMMENDATION FOR RESTAURANTS (NOT FAST FOOD)

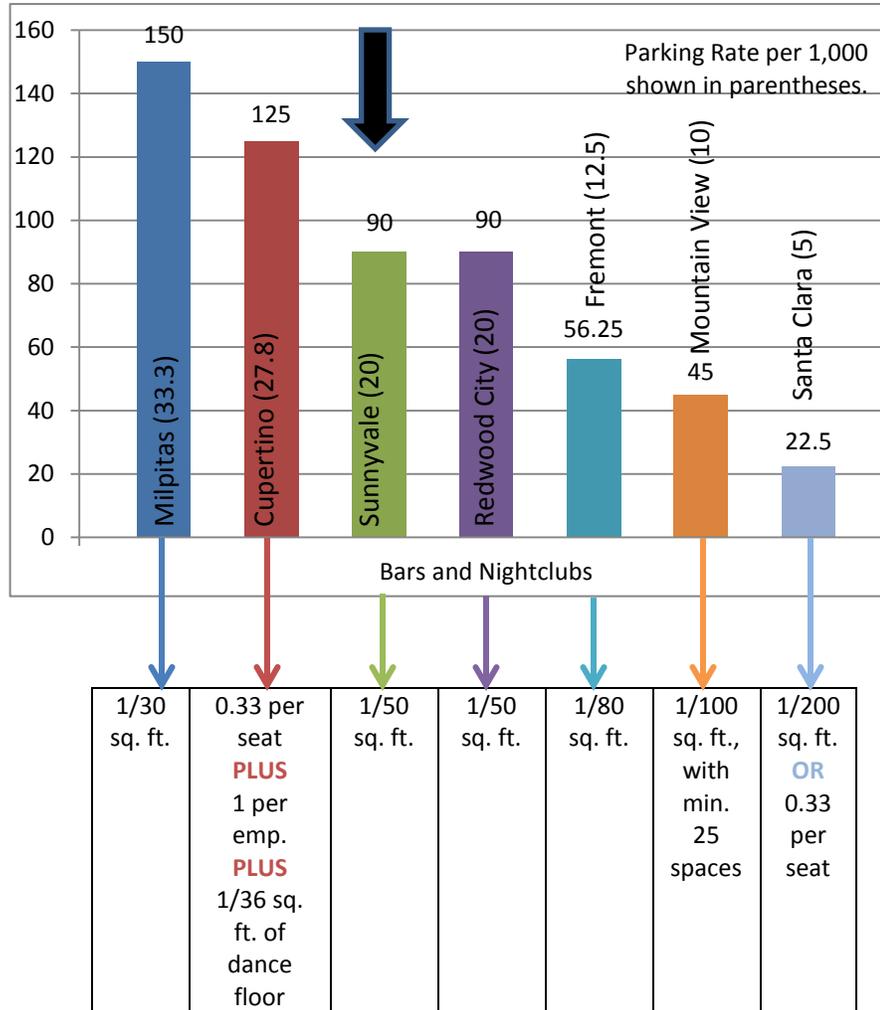
Maintain Minimum of 13/1,000 for Restaurants with Bars or Entertainment

Maintain Minimum of 9/1,000 for Restaurants (no bars or entertainment)

This rate appears to be sufficient for most restaurants in the City. Complaints have generally be reserved for the Cherry Orchard, which was not parked at the restaurant rate because it was part of a shopping center. Staff proposes that any new restaurant with a bar will be subject to the restaurant with bar rate.

BARS AND NIGHTCLUBS

A 4,500 sq. ft. bar or nightclub would require:



- Most cities combine their bars, nightclubs and drinking establishments' rates into one rate. There is usually a separate rate for pool or billiard table areas, dance halls and private clubs.

RECOMMENDATION FOR BARS AND LOUNGES/ENTERTAINMENT

Reduce Minimum to 13/1,000

This rate is consistent with Fremont and higher than Mountain View and Santa Clara's rate. It also allows for flexibility between restaurants with bars and entertainment uses.

RECREATION

City	Studio	Health/Fitness Club
Sunnyvale	1 / 4 students plus 1 /employee or 4/1,000 sq. ft., whichever is most restrictive.	1/3 fixed seats plus 47/1,000 of area useable for seating plus 2.5/1,000 for additional area.
Mountain View	1 per 2 students	5/1,000 sq. ft. Parking study for tennis court.
Santa Clara	5/1,000 for amusement or recreational enterprises	
Cupertino	1 per 4 students plus 1 per employee at any given time or 4/1,000, whichever is most restrictive (studios and tutoring)	1 per 4 seats plus 1 per employee
Fremont	5 spaces plus 6.6/1,000 sq. ft. of dance floor area over 500 sq. ft.	10 plus 5/1,000 in excess of 1,000 sq. ft.
Redwood City	4/1,000 for small facilities, 5/1,000 for large (over 2,000 sq. ft.)	
Milpitas	6.6/1,000 for instructional studios, 1 per classroom (no fewer than 3 spaces) for tutoring	6.6/1,000 plus 2 per basketball or tennis court.
ITE	Not provided.	4.33 -6.22/1,000 sq. ft. (95% confidence interval)

- Most education-recreation and enrichment uses are located in shopping centers or multi-tenant industrial buildings.
- Some cities have the same parking rate for any recreation, regardless of whether it is a gym or dance studio.
- These uses have very distinct peak times which can be different than typical restaurant peak.
- Sunnyvale currently requires one space per 21 sq. ft. of seating area. Below is a photo of 21 sq. ft., marked in white tape. This rate requires 14 times more parking lot area than building area.



Examples of Recreational Facilities

Address	Description	Sq. Ft.	Parking/ 1,000 sq. ft.	Total Spaces
762 Sunnyvale Saratoga Rd.	24-Hour Fitness Super Sport	40,311	6.5/1,000	263
1060 E. El Camino Real	Fitness 19	8,217	5.55/1,000	46
1211 E. Arques	24-Hour Fitness	20,287	4.6/1,000	94
815 Stewart Dr.	Planet Granite	24,980	4.7/1,000	118

STAFF COMMENT: Staff believes the 1 parking space for every 21 sq. ft. derives from a building occupancy number. The one space/21 sq. ft. is typically too high for most recreational uses. As shown in the picture, the people density requiring that amount of parking is consistent with a crowded dance floor, not a gym or athletic facility. In addition, “seating area” is not typically found in most gyms or athletic facilities.

Research has found that most clubs assume 45 sq. ft. per person for a workout class, in order to allow people to move around. Staff suggests using that rate for classrooms, which are the most densely used portion of a recreational facility, and assuming a lower rate for remaining area. Education – recreation and enrichment uses are almost always found in shopping centers. Staff finds that the current rate is consistent with the needs of those businesses and typical shopping center rates.

RECOMMENDATIONS FOR RECREATION USES

Maintain a 4/1,000 Rate for Education – Recreation and Enrichment Uses
Change Rate to 5/ 1,000 sq. ft. of general area plus 20 / 1,000 sq. ft. of classroom area
for Recreational and Athletic Facilities

These rates are more realistic for businesses, particularly recreational and athletic facilities.

CHILD CARE AND EDUCATION

City	Child Care Parking Requirement
Sunnyvale	1 space per 14 children plus 1 space per employee
Mountain View	1 space per 15 children plus 1 space per employee
Santa Clara	1 space per classroom or office but in no case less than 3 spaces
Cupertino	1 space per 6.5 children
Fremont	3 spaces plus 1 for every 10 children over a capacity of 15 children
Redwood City	1 space per classroom
Milpitas	1 space per classroom or 1 per 500 sq. ft., whichever is greater
ITE – Day Care Center	0.363 space per child

- Child care is a separate use from schools and dance studios/tutoring center uses.
- Child care parking requires parking for teachers, administrative staff, and adequate drop off/pick up spaces for parents.
- Staffing ratios vary dependent on the age of child. State of California minimums are a ratio is 4:1 for children up to 18 months, 6:1 ratio for children up to 27 months, and 12:1 ratio for children up to 4 years. A 14:1 ratio is acceptable for children up to 9 years.

City	K-8	High School	Higher Learning
Sunnyvale	3/classroom	0.25/student	0.33/fixed seat plus 27/1,000 of open seating area plus 1 employee plus
Mountain View	Parking study required.	Parking study required.	Parking study required.
Santa Clara	1/classroom or office. No less than 3 spaces.	1/classroom or office plus 0.1/student	1/classroom or office plus 0.1/student
Cupertino	1/employee plus 8 visitor spaces plus 18/1,000 multipurpose room	0.33/student for senior class students plus 1/employee plus 8 visitor spaces plus 18/1,000 multipurpose room	0.33/student plus 1/employee plus 8 visitor spaces plus 18/1,000 multipurpose room
Fremont	1/employee	1/employee plus 1/7 seats.	1/3 seats
Redwood City	1/classroom or office plus 10/1,000 for auditoriums	1/classroom or office plus 10/1,000 for auditoriums plus 1/student over 16 years of age.	1/classroom or office plus 10/1,000 for auditoriums plus 1/student over 16 years of age.
Milpitas	1/classroom plus 4.1/1,000 of office	1/5 students plus 1/classroom plus 4.1/1,000 of office	5/1,000 sq. ft.

STAFF COMMENT: Requirements tying parking to number of employees is difficult to calculate and can vary over time. For child care, staff assumes 2 drop off/pickup spaces per 14 children (consistent with state standards for family child care), plus adequate spaces for teachers and administrative employees. No complaints have been generated about institutions for higher learning.

RECOMMENDATIONS

Change Rate to 0.3/Child for Child Care

Maintain Rate of 3/Classroom for K-8 and 0.25/Student for High School

Change Rate to 0.5/Student for Institutions of Higher Learning

These rates are tied to maximum enrollment, not varying staffing rates. This proposed rate is easier for staff to implement and more realistic for businesses. While one rate can not perfectly fit each case, a rate measured against maximum enrollment was established that addresses most parking needs and is consistent with ITE standards.

HEALTH AND SENIOR CARE

City	Hospital	Convalescent / Rest Home	Assisted Living	Adult Day Care
Sunnyvale	1 /bed	1 / 2.25 beds	Not stated	Not stated
Mountain View	1 / bed	1 / 3 beds plus 1 / employee	Not stated	Not stated
Santa Clara	1 / 2 beds plus 1 / 2 employees other than staff doctors plus 1 / doctor but no less than 1/1,000 sq. ft.	1 / 4 beds plus 1 / 2 employees	Not stated	Not stated
Cupertino			Not stated	Not stated
Fremont			Not stated	Not stated
Redwood City	1 / patient bed plus 1 / employee	1 / 6 beds plus 1 / each staff plus 1 / employee	Not stated	Not stated
Milpitas	1 / bed or 1/220 sq. ft., whichever is greater	1 / 2 beds or 1/ 1,000 sq. ft., whichever is greater	Not stated	1 / 500 sq. ft.

Convalescent Care

Convalescent care has undergone a dramatic change in the last 20 years. Previously a quiet use with patients in a long-term care situation overseen by one or two on-site doctors, now convalescent care is a high-turnover use with patients having higher care needs and up to 100 new admittances every month. The higher turnover means higher numbers of visitors and off-site doctors coming to visit patients. A recent interview with a manager of a Sunnyvale convalescent care facility indicates that they have more staff than patients, and significant numbers of visitors and other medical personnel.

- **Assisted Living** - Sunrise at 623 W. Knickerbocker has 120 beds and 30 parking spaces (1 / 4 beds). Belmont at 1039 E. El Camino Real has 135 beds and 53 spaces (1 / 2 beds). Belmont also has a medical clinic. Both have a “memory” floor for persons with dementia.
- **Convalescent Hospital** – Cedar Crest has 115 beds and 53 parking spaces (1 / 2 beds) and Sunnyvale Health Care has 102 beds and 46 spaces (1/2 beds). See discussion at left.
- **Adult Day Care** – There are [two types](#) of adult day care – Adult Day Programs that provide non-medical care, and Adult Health Day Care (AHDC) that provides medical, preventative and social care. AHDC licensing requires door-to-door transportation for each participant. Parking needs are generally for employees only.

STAFF COMMENT: There is an increasing variety in senior care and living situations. Convalescent care has transformed, and assisted living and adult day health care has become an option for meeting the needs of an aging population. As people age, they are more likely to use shuttle transport and less likely to drive their own cars. However, higher medical needs requires additional staff to care for seniors. The following rates are intended to reflect this.

RECOMMENDATIONS FOR SENIOR LIVING AND CARE

- Increase Rate to 1.5/bed for Convalescent Care**
- Create Rate of 0.25/bed for Assisted Living**
- Create Rate of 2.5/1,000 for Adult Day Care**

Staff is not recommending a hospital rate, as that type of use is not considered likely in the future. Instead, we expect to see an increase in convalescent, assisted living and adult day programs. These rates will accommodate their parking needs.