

**Council Meeting: February 26, 2008**

SUBJECT: 2007-0754 – Study Issue: Parking Requirements for Residential and Commercial Developments

REPORT IN BRIEF

Sunnyvale's parking requirements have evolved overtime to reflect new uses, changing rates of automobile use and ownership and general changes in behavior. Staff has evaluated the current parking requirements of residential, commercial, place of assembly and recreation uses. Research included a literature search, comparisons with nearby communities and a comprehensive field survey.

Based on the analysis several properties would be considered to have "parking problems", including residential and commercial areas. In general it was felt that the number of parking spaces required for uses in Sunnyvale is adequate; problems relate to the layout and management of parking. The Planning Commission considered this study on December 10, 2007 and recommended in accordance with the staff recommendation. Staff recommends changes to the zoning code parking requirements to address these deficiencies, including the following items, which are detailed in Attachment G:

MULTI-FAMILY RESIDENTIAL

- Parking lot striping, lighting and directional signage
- Additional parking when limited on-street parking is available
- Reduction in allowable compact spaces
- Several tools to manage parking, including assuring garages are available for parking

COMMERCIAL

- Parking lot striping, lighting and directional signage
- Provide more tools for determining required parking for unspecified uses
- Clarify restaurant parking requirements
- Require staff level review of all restaurants
- Parking management tools for employee and short-term spaces

- Clarify the definition for “shopping center”

PLACES OF ASSEMBLY AND RECREATION USES

- Parking lot striping, lighting and directional signage
- Reduction in allowable compact spaces
- Provide more tools for determining required parking for unspecified uses
- Require special review or management tools for major activities
- Fine tune code language for parallel structure
- Differentiate between different formats of instruction (classroom vs. studio)
- Event or class scheduling to avoid peak hour congestion in parking lot.

BACKGROUND

The City of Sunnyvale has had parking requirements in place at least since the adoption of a comprehensive zoning ordinance in 1963. The main concern of parking requirements is to ensure each use has sufficient parking on site to handle demand. The type and characteristics of developments change over time, and parking requirements need to be updated to keep pace of these changes. This study looks at three types of uses: multi-family residential, commercial and places of assembly. As the price of real estate rises, the need to maximize the efficiency of developments has caused concern that parking requirements are out of date, insufficient or excessive. This study considers many factors to determine whether existing parking requirements are sufficient, or if changes can (or should) be made.

This report addresses the study issue entitled “Parking Requirements for Residential and Commercial Developments”, which was combined with another study issue: “Adequate Guest Parking in Small Multi-Family Residential Projects” (Attachment A - Study Issue Paper). This combined Study Issue was ranked number three by the City Council for 2007. The study was sparked by: concerns from residents regarding the possible lack of parking in commercial developments, such as shopping centers along major thoroughfare streets; residents who expressed concerns regarding inadequate parking spaces in multi-family developments, such as apartments, condominiums and townhomes; and, concerns that places of assembly and recreational assembly uses can encroach on neighboring uses.

This study does not examine parking regulations for single-family homes and duplexes, industrial uses or office uses. Parking for medical office buildings is the subject of a Study Issue that was ranked by City Council for 2008 and will be completed later this year. Any modifications to the Code as a result of this study will apply to new developments. Any code changes could affect existing developments if there are modifications to the site.

Evolution of Parking Requirements in Sunnyvale:

Parking regulations have evolved in Sunnyvale, as a function of changing patterns of automobile use and land use development. As such, various modifications to multi-family residential, commercial and places of assembly parking requirements have been made.

Multi-Family Residential Uses: A comprehensive update to the zoning code occurred in 1963. Apartment units were required to provide one parking space for each unit (townhomes, condominiums and other forms of multi-family housing were not enumerated in the parking code). The parking requirements were increased in 1988, in which apartment units with two or more bedrooms were required to provide two parking spaces and one-bedroom units were required to provide 1.5 spaces per unit. The 1988 code added provisions for townhomes and condominiums developments, in which two parking spaces per unit were required (with at least one covered parking space). By practice, these ownership developments were required, through the use permit process, to provide an additional 0.25 spaces per unit as open unassigned parking for use by guests and overflow for residents.

The most recent parking study for multi-family residential developments was conducted in 1996. The study was based on a comprehensive field survey and literature search and found that tenure (rental or ownership) is not the determining factor in the demand for parking spaces. Rather, it depends on the number of bedrooms in each unit, and the type of parking (garages, carports, and open parking lots). As a result of that study, the City's parking requirements for multi-family residential developments were modified to what it essentially is today, in which parking rates are based on the number of bedrooms in each unit, and the type of parking (Attachment B). During other code updates, a provision was inadvertently eliminated; it stated that additional on-site parking might be required if on-street parking was limited.

Commercial Uses, Places of Assembly and Recreational Assembly: The 1963 zoning code established parking provisions for "commercial uses", "churches, community centers, mortuaries and funeral parlors" (places of assembly uses), and "dance halls, skating rinks, auditoriums, clubs and lodges, gymnasiums and stadiums" (recreational assembly uses). The 1963 zoning code was later modified to include additional uses, such as restaurants and nightclubs.

The most recent comprehensive parking study for these uses was conducted in 1992. Prior to this study, all retail uses (including shopping centers and furniture stores) were required to provide 1 space for every 180 square feet of gross floor area. Through the use permit process, restaurants were required not to exceed 10% of the building area in shopping centers. During the 1992 parking study, the zoning code was modified to consider types of restaurant uses as follows:

1. Restaurants without bars
2. Restaurants with 100% fixed seating and no bars
3. Restaurants with bars and fast food restaurants, and
4. Nightclubs and bars not in a restaurant

In addition, the size of shopping centers was considered, resulting in a graduated parking requirement (larger centers have a slightly lower parking ratio). No significant changes to commercial parking requirements have been made since this study.

Minimal changes have been made to the parking regulations for places of assembly and recreational assembly uses. These changes include the addition and removal of specific uses enumerated.

EXISTING POLICY

General Plan:

The General Plan is a set of goals and policies to achieve the long-term vision of the community. The Land Use and Transportation Element asserts the importance of residential neighborhoods and transportation standards. There are no policies that directly address parking.

Land Use and Transportation Element:

Policy C1.1 : Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values.

Action Statement C1.1.1 Prepare and update land use and transportation policies, design guidelines, regulations and engineering specifications to reflect community and neighborhood values.

Sunnyvale Municipal Code:

The Sunnyvale Municipal Code provides the standards for on-site parking (the Code does not allow on-street parking to be considered to meet the standards):

Multi-Family Residential: Multi-family parking standards are based on two factors: the number of bedrooms/unit and the type of parking provided. Covered parking spaces are typically assigned to a specific dwelling unit, while uncovered spaces typically function as an open pool of parking to be shared between tenants and guests. Compact spaces are allowed in parking lots with more than 10 spaces at a maximum rate of 35% of the unassigned spaces. Assigned spaces must be full size. The parking requirements are as shown in Table 1 of Attachment B.

Commercial: Parking regulations fall into two categories—retail and restaurants. Retail parking standards include general retail and shopping centers of varying sizes. Shopping centers are able to share parking spaces among multiple tenants, with different demands and hours of operation.

Shopping Center is defined as a group of commercial establishments planned, constructed and managed as a total entity with customer and employee parking on-site, provision for goods delivery separated from customer access, aesthetic considerations and protection from the elements.

Parking requirements for restaurants uses are based on the type of restaurant (e.g. fast food, with independent bars or other). There is also a provision for restaurants with 100% fixed seating. A maximum of 10% of spaces may be compact, of which 50% must be located on the periphery of the property. See Table 1 of Attachment C for the Code parking rates.

Places of Assembly/Recreational Assembly: These uses include religious institutions, community centers, recreation facilities, gymnasiums, martial arts centers, clubs, auditoriums, and lodges. The current parking requirements for these uses are based on the type of seating provided (fixed or open area) and the type of use, as shown in Table 1 Attachment D. A maximum of 10% of the parking spaces can be compact spaces, of which 50% can be located on the periphery of the property.

Multiple-Use Properties and Buildings: In addition to the individual rates described above, the Code contains requirements for properties or buildings that contain more than one use, as shown below:

SMC 19.46.020b. “When a land or building is occupied by more than one use, a combination of the appropriate requirements shall be used in computing the necessary quantity of off-street parking. In determining which requirements are appropriate in the case of occupancy by more than one use, any one use occupying ten percent or less of the total floor area occupied by all of the uses shall be treated as though it were part of the uses occupying ninety percent or more of the total floor area.”

Shopping center is considered a single use for determination of required parking. By definition it may include a variety of commercial establishments that if developed independently would have their own separate parking requirement.

DISCUSSION

Introduction:

Much of Sunnyvale's form was established during the expansion period of the mid-1950s to 1970. A network of streets and land uses emphasized the desire to keep commercial uses separated from residential. As the automobile became even more prevalent, parking standards, especially for multi-family residential development, were modified. Parking facilities are therefore an integral part of the City's transportation and land use network. As auto ownership increase in the number of adults living together and transportation behavior continues to change parking requirements need to be analyzed to determine if the current requirements are sufficient.

The key issues involved with parking include:

- Location and availability
- Rate of automobile ownership per household
- Safety
- How "green" efforts affect parking requirements

These issues affect the community at all locations in the City. Recently, residents of the City voiced concerns about the adequacy of parking at their multi-family residential properties. Other concerns include the lack of available parking at successful commercial centers and safety in parking areas. In order to address these issues, the City Council directed staff to review the parking requirements for multi-family residential and commercial uses.

Some cities (especially large urban cities) reduce parking requirements to discourage the use of automobiles. This approach appears to be most effective in a dense urban area with a wide availability of optional transit resources and in smaller mixed use areas close to services. Sunnyvale is more suburban in character, with lower intensity development and limited transit available; so reducing parking to reduce traffic is unlikely to produce major changes. Previous discussions of whether residential properties within ¼ mile of a transit center could have reduced parking resulted in no change due to the uncertainty that it would reduce automobile ownership, which means that, even if residents used public transportation, parking would still be needed.

Current Conditions:

Sunnyvale parking standards have been revised over time as driving and living patterns have changed. Table 1 in each of Attachments B, C, and D contain the current parking regulations for multi-family, commercial, and places of assembly/recreation uses. A recent change in land use pattern is that many new multi-family homes have been developed in the northern part of the City. These residential developments provide a number of covered parking spaces plus unassigned spaces for use by guests and tenants; this requires the

tenants of these communities to cooperate in the use of parking spaces. Many of these properties have limited or no on-street parking, and all or most of the parking demand must be met on site.

In commercial developments, several have been associated with parking congestion; field studies have shown that, in many cases, parking was available, but not clearly marked or located in unseen areas of the property.

Places of assembly uses that meet current parking requirements typically have sufficient parking provided on site for the majority of events and uses, but may experience a lack of parking during special events.

Education and recreational uses may have issues when existing parked patrons have not left and new patrons arrive for the next class or event. Overall, parking demand may also be affected by or attributed to the following factors:

Vehicle Ownership per Household: According to the Metropolitan Transportation Commission (MTC) vehicle ownership in the San Francisco Bay Area will increase from 1.76 vehicles per household in 1990 to 2.03 vehicles per household in 2010. This projected increase is due to increased household income and slightly increased average household size. There is anecdotal evidence that there is a small increase in multiple families living in the same residence as a result of high housing prices. MTC would consider this situation one household. Therefore, it is important that the City's parking requirements are adequate to appropriately reflect trends in vehicle ownership per household.

In comparison to the nationwide average, it is estimated that vehicle ownership rates in the Bay Area are slightly lower. Based on 1995 vehicle ownership data, the MTC report title "Auto Ownership in the San Francisco Bay Area" indicates that 0.75 vehicles were owned per person in the United States, where 0.73 vehicles were owned per person in the Bay Area.

Location and Availability:

Use of Garages: Tenants that do not use their garage for parking their cars tend to use the unassigned areas for parking. This reduces the opportunity for guest parking in a complex.

Unassigned Spaces: The Code addresses the open parking area as unassigned spaces, and they are not specifically labeled "Guest" parking. As a result, tenants that do not use their garages or that have more than two cars reduce the availability of guest spaces. In commercial properties, spaces may be

available that are wrongly assigned as tenant or employee parking, when the intent of the project was for those spaces to be considered as general parking.

Enforcement: Property owners and homeowner associations (HOAs) may not be familiar with all the tools available to them to manage their parking.

Convenient Parking Facilities: As vehicle ownership increases, providing convenient parking becomes a greater challenge. In multi-family developments, residents desire to park their vehicles close to their homes, while also allowing for their guests to have access to convenient parking spaces. Likewise, drivers want to park their vehicles as close to their commercial, places of assembly and recreational assembly destinations as possible.

Another concern for drivers looking for parking spaces is that the parking lot is well-lighted and not isolated from public view. Future development projects should ensure any parking area is in a well-lighted, visible area to both encourage use by patrons or tenants and to ensure personal and property safety.

Environmental Concerns: While parking facilities provide a benefit to the community, there are also environmental considerations. For example, parking spaces are typically made of impervious surface, such as concrete or asphalt. These impervious surfaces accumulate pollutants, including oil, grease and sediments that cannot be naturally filtered through the impervious surface. The impervious surface on parking lots leads to surface water runoff, and flushes these contaminants into water systems, which has detrimental impacts on the environment. The paved surfaces can also raise the temperature of the area. The possibility of having more cars parking on public streets due to increased auto ownership can impact street sweeping effectiveness, which could affect pollution into nearby waterways. Therefore, it is important to strike a balance between providing adequate parking facilities and Sunnyvale's goal to become a more environmentally responsible city.

Study Methodology:

Staff has utilized three tools for conducting research on this issue, including:

Review Of Published Literature: Staff reviewed published literature on parking requirements, namely parking generation rates produced by the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI).

The ITE manual includes nationwide parking rates for specific uses in urban and suburban communities. Sunnyvale is considered a suburban community, as defined by ITE because it is outside a metropolitan area (characterized by higher densities and well-served with public transit).

After reviewing the ITE manual, staff found that Sunnyvale generally requires more parking spaces than the average number of parking spaces that are provided nationwide. Information regarding specific uses is included in subsequent sections of this report. Additionally, the City rarely approves deviations to the parking requirements for larger projects.

The Urban Land Institute also researches and publishes information about parking requirements for various land uses. ULI provides general parking rates and offers adjustments based on local or regional experience (e.g. urban, suburban setting, regions of the country). Sunnyvale's parking rates are comparable to the ULI rates. Staff has found the ULI information most helpful in large developments and mixed use scenarios for determining the appropriate amount of shared parking. The ULI methodology was used by the parking and traffic consultants for the Town Center and were also recommended by the City's parking consultant (Walker Parking) for determining required parking for Town Center redevelopment. Staff also finds the ULI information more comprehensive for uses not discussed in the City's zoning requirements.

Comparison with Neighboring Cities: Staff has also conducted research on parking requirements for neighboring cities in Santa Clara County, including Santa Clara, Cupertino, Mountain View and Palo Alto (see Attachments B, C and D). While it is helpful to compare Sunnyvale's parking requirements with the nationwide average, there are many place-specific factors in Santa Clara County that may impact parking requirements. Factors may include vehicle ownership rates, travel behaviors and land use development patterns.

Sunnyvale Parking Surveys: To determine the effectiveness of the City's parking standards; staff completed a comprehensive parking survey during June and July of 2007. Staff reviewed many properties in order to obtain baseline data, including areas that are considered to have parking problems. In total, staff surveyed 41 sites (map of sites on Attachments E).

Each of the three use types is analyzed below.

MULTI-FAMILY RESIDENTIAL

Parking in multi-family residential developments has a mixed success rate. It appears that newer complexes experience more issues than older, more established complexes. There could be several factors that cause this phenomenon: more people initially living in a unit due to higher real estate costs, the time it takes to completely move into a unit allowing a garage to be used for auto parking, the willingness of a Homeowner Association (HOA) to

enforce parking rules. In general, the City has received more complaints from residents of the newer townhome projects than older complexes.

Summary of Findings- Published Literature:

As shown in Table 2 Attachment B, Sunnyvale requires more parking for multi-family residential developments than the nationwide average, including requiring at least 50% more parking for townhomes and condominiums in suburban communities.

Summary of Comparison with Neighboring Cities:

Parking requirements for multi-family residential units vary from city to city, (Table 3 Attachment B). To allow for comparisons, staff used three scenarios to calculate how many parking spaces would be required for multi-family residential developments. These included a townhouse project with a 2-car garage, and condominium underground space and open parking lots and apartments with carports and open unassigned parking. The following findings can be made:

1. Townhome developments: Sunnyvale meets the average of surrounding cities.
2. Condominium and apartment developments: Sunnyvale requires the fewest number of parking spaces, along with Cupertino.
3. Only Sunnyvale and Cupertino have parking rates that vary depending on the number of bedrooms and type of parking provided (e.g. garage, carport, open). The other cities have a flat rate, regardless of the size of unit or parking provided. Parking requirements based on a flat rate means that a one-bedroom dwelling unit must provide the same number of parking spaces as a four-bedroom dwelling unit. As a result, flat rates may not address the number of people potentially living in residence nor the number of vehicles per household; this could lead to parking requirements that do not reflect the demand for parking spaces.
4. Santa Clara, Mountain View, and Palo Alto require parking spaces that are intended exclusively for guests.

Summary of Sunnyvale Parking Surveys:

Staff conducted surveys of 17 multi-family residential properties throughout the city between June 25 and July 22 of 2007. Surveys were conducted mainly during times staff considered as peak hours of demand for parking spaces: Monday and Wednesday during 6:00 - 6:30 am, 9:00 - 9:30 am, 9:00 - 9:30 pm and Sunday during 9:00 - 9:30 pm.

It is difficult to determine from a site visit whether residents are using their garage spaces, so staff did not determine the occupancy of these parking spaces. Table 4 Attachment B shows parking vacancy levels during each time the survey was conducted.

Observations:

- Many of the multi-family developments with the fewest vacant parking spaces were built before the current parking regulations were in effect.
- Properties with limited on-street parking often experience parking problems.
- While parking vacancies range from 11.9% to 14.6% for recently approved multi-family developments, staff observed that there were vehicles parked illegally at several properties. For example, vehicles were either parking in fire lanes or illegally in front of garage spaces.
- The total number of parking spaces may not be the issue that is contributing to parking problems. For instance, at the Danbury I townhome development, staff observed that all unassigned parking spaces were marked as “guest”, and that many of these spaces were vacant during the times surveyed. The intent of the requirement for unassigned parking spaces is that they be flexible and be available for tenants and guests (although individual projects may have conditions of approval regarding the number of spaces to be reserved for guests only). There is currently no zoning code requirement for the number of unassigned spaces for guests. Therefore, it is currently within the Homeowner’s Association’s (HOA) discretion to determine the appropriate number of parking spaces that are used for guest parking. All multi-family developments have the same requirements, where the HOA is currently responsible for managing the unassigned parking spaces.
- The location of unassigned parking spaces can cause parking problems. In one example, the parking spaces are centrally located on the lot, instead of evenly distributed throughout the site. Even though some unassigned parking spaces were vacant, cars were parked illegally in fire lanes or in front of garages. For residents that live along the periphery of the site, the distance of the parking spaces may be inconvenient, and therefore unused.
- Some residential garages are not being utilized for parking. Staff observed some garages being used as storage with no room for a car to park inside.
- Staff also observed over-sized vehicles parked in compact spaces, which further decreased the availability of adjacent parking spaces. In many of these cases, compact parking spaces were not clearly marked.

Summary of Findings: Staff identified the following issues that contribute to potential parking problems in multi-family residential developments:

1. Many of the multi-family residential developments surveyed with low parking vacancy rates were constructed prior to 1996, when the parking requirements were last modified. Therefore, fewer parking spaces were required for those developments than what is currently required.
2. Multi-family developments utilize street parking spaces for residents and guests. Therefore, limited street availability contributes to parking problems.
3. Some garages may not be utilized as parking, which contributes to the demand for unassigned parking spaces and street parking.
4. The location of unassigned parking spaces impact parking behavior, as inconvenient distances to these spaces may encourage tenants to park vehicles illegally.
5. Required unassigned parking spaces marked exclusively for guests may be inconsistent with the parking requirement that allows all unassigned parking spaces to be shared by tenants and guests.
6. Over-sized vehicles park in compact spaces, which further reduce the amount of available parking.

Multi-Family Residential Options

1. Possible Code Changes

- a. Clearly mark compact spaces in order to discourage larger cars from parking in smaller spaces.
- b. Reduce allowable compact parking.
- c. Provide parking ratios for mixed use projects containing residential uses that are based on accepted guidelines, such as the ITE or ULI (Urban Land Institute).
- d. Require a flat parking rate for multi-family complexes without regard for the type of unit or parking facility provided.
- e. Increase the unassigned parking requirements for multi-family developments.
- f. Specify the percent of unassigned spaces to be reserved for guest use only.
- g. Amend the Zoning Code parking table to include a footnote that requires projects with limited on-street parking to provide more on-site parking.

2. Parking Management Tools – The following parking management tools may be included in the code, or in the standard conditions of approval for discretionary permits:

- a. Require that parking lot striping and marking (e.g. Compact, guest) are accurately and adequately maintained.
- b. Require signs to direct vehicles to additional parking spaces on-site.

- c. Assure that adequate lighting plan is available in parking lots to keep them safe and desirable for use.
- d. Require creation of a Parking Management Plan describing how property managers or homeowner's associations meet the following requirements:
 - i. Specify the amount of unassigned spaces that are reserved for individual tenants.
 - ii. Give property managers/homeowner's association the latitude to define "guest," since ultimate enforcement is the responsibility of that entity.
 - iii. Note that property owners and HOA's cannot rent unassigned spaces, except that a nominal fee may be charged for parking management.
 - iv. Require tenants to use their assigned parking spaces prior to using the unassigned parking spaces.
 - v. Confirm the responsibility of the property owner or homeowner's association to enforce provisions of the parking management plan.
 - vi. Clearly notify potential residents of the number of parking spaces provided for each unit on-site in order to reduce overuse by specific residents.

COMMERCIAL

Commercial properties are influenced by several factors relative to required parking. One element is the success of the complex. Another factor is the rate used to determine the parking. The amount of uses with similar and exaggerated peak hour use (e.g. restaurant) in a shopping center can greatly influence parking demand, as well as the distribution of the demand on site. Other issues that affect parking include: location of the spaces, how well striped the spaces are, the compatibility of hours of operation, projects with specific time limits for parking spaces and peak times of uses within a shopping center.

Summary of Findings- Published Literature:

As shown in Table 2 Attachment C, Sunnyvale requires more parking for commercial uses, with the exception of fast food restaurants. There was no data obtained for nightclubs and bars not within a restaurant.

Summary of Comparison with Neighboring Cities:

Parking requirements for commercial developments vary from city to city because of different land use categories identified and factors used to calculate parking rates. To allow for comparisons between each city, staff has used three scenarios to determine how each city compares. These included a stand-alone retail building, a stand-alone sit down restaurant and shopping center. The details are shown in Table 3 Attachment C, and the following findings can be made:

1. Sunnyvale requires more parking spaces for stand-alone retail uses, followed by Santa Clara and Palo Alto.
2. Sunnyvale has one of the highest parking requirements for stand-alone restaurants.
3. Cupertino and Santa Clara do not have specific parking ratios for shopping centers; instead, individual parking rates (retail, restaurant, personal service, etc.) are applied to each use in a shopping center.
4. For a medium sized sample shopping center (30,000 s.f.) Sunnyvale, Santa Clara and Mountain View would require the same number of parking spaces.

Summary of Sunnyvale Parking Surveys:

Staff conducted surveys of 17 shopping centers containing a mix of uses and located throughout the city. Uses in shopping centers range from typical retail uses as well as restaurants and recreational assembly uses, such as fitness facilities. Surveys were conducted during peak hours of operation: Monday, Friday and Saturday during 12:30pm - 1:00pm and 7:00pm - 7:30pm. Table 4 Attachment C shows vacancy levels during each time the survey was conducted.

Of the sites surveyed, the most heavily congested parking lot during times surveyed was at Bell Plaza (1040 E. El Camino Real). Bell Plaza contains eight tenants, including a fitness facility that comprises almost 41% of the total building area. Two restaurants account for 9% of the total building area, with the remaining use being retail and professional and medical offices. According to the ITE manual, the peak hours of operation for fitness facilities are between 6:00 am and 7:00 pm, which overlap with the evening peak hours for restaurants. Correspondingly, survey results showed that the highest parking demand at Bell Plaza occurred during evening hours. A high concentration of uses with similar peak hours of operation contributes to the parking congestion at Bell Plaza.

Additionally, staff observed that Bell Plaza has parking spaces located to the rear of the building, which is not visible from the street frontage. There are no directional signs that inform patrons of the location of additional parking spaces. These spaces are not utilized, even though the parking spaces in the front were heavily utilized. This same issue was also observed at other shopping centers, including:

- Mary Manor – 201 S. Mary Ave.
- Wolfe-Reed Center – 727 S. Wolfe Rd.
- Cherry Orchard Shopping Center – 300 W. El Camino Real

Another property which has parking concerns is the Cherry Orchard Shopping Center (El Camino Real and Mathilda Avenue). As shown in Attachment I,

patrons have expressed concerns with the availability of parking, which are based on several factors. These factors include the overlapping of peak hours by businesses on site, the overall success of the center and the location of the parking spaces on site.

The percentage of restaurants within a shopping center also affects the parking demand. Generally, the higher percentage of restaurants creates a higher demand for parking at the peak hours. This generalization is affected by the type and success of the restaurant. The following shopping centers contain higher concentrations of restaurant uses, but do not generally have high parking vacancy rates:

- Mary Manor – 201 S. Mary Ave. – 28% restaurant
- Dick's Lakewood - 1119 Lawrence Expwy. – 36% restaurant
- Lawrence Center North - 540-538 Lawrence Expwy. – 51% restaurant
- Moffett Plaza – 250 Java Dr. – 52% restaurant

The percent of compact spaces can affect the availability of parking, particularly when larger cars use a space and render the adjacent space unusable.

Summary of Findings: Staff identified the following items that contribute to potential parking concerns in commercial developments:

1. High concentrations of uses in a shopping center with the similar peak hours of operation contribute to the lack of available parking spaces. Currently, staff has limited discretion over permitted uses as general shopping center parking rates apply.
2. Concentration of uses and overlap in peak hours of operation does not explain parking congestion alone. The success of a shopping center also contributes to low parking space vacancies.
3. Shopping centers with additional parking spaces to the rear of the building are not heavily utilized, as patrons are not always aware of additional parking areas because of a lack of signage or lighting of spaces.
4. Tenant (vs. patron) concerns about sufficient parking, or rapid turnover of tenants may indicate a parking availability issue.

Commercial Options:

1. **Possible Code Changes** – Possible Zoning Code changes may include the following items:
 - a. Clearly mark compact spaces in order to discourage larger cars from parking in smaller spaces.

- b. Reduce allowable compact parking, which will help to prevent over-sized vehicles from occupying compact parking spaces (and thus rendering adjacent spaces unusable).
 - c. Provide parking ratios for mixed use projects that are based on accepted guidelines, such as the ITE or ULI.
 - d. Allow the Director of Community Development to determine appropriate parking for “uses not enumerated” based on published studies, adjusted for Sunnyvale’s context versus the current code standard of 1 space per 180 square feet.
 - e. Require parking for restaurants in shopping centers at the rate listed in the Zoning Code for restaurants.
 - f. Clarify that restaurants using the 100% fixed seating rate may not provide less parking than the retail (or the shopping center rate).
 - g. Clarify that the parking rate for restaurants with 100% fixed seats is for limited seating situations.
 - h. Require all restaurants to receive a staff level permit in order for the parking to be evaluated as part of the review process.
 - i. Amend the definition for “shopping center” to indicate that the primary uses are retail and that other uses (restaurant, personal service, recreation) may also be allowed. This change would allow better control on the percent of non-retail uses in a shopping center.
 - j. Establish a fixed percent of non-retail uses in the shopping center definition.
 - k. Amend parking rates to require a higher ratio of parking per square foot for retail and restaurant uses.
2. **Parking Management Tools** – The following parking management tools may be included in the code, or in the standard conditions of approval for discretionary permits:
- a. Require that parking lot striping and marking (e.g. compact, time limits) is accurately and adequately maintained.
 - b. Require signs to direct vehicles to additional parking spaces on-site.
 - c. Assure that adequate lighting is available in parking lots to keep them safe and desirable for use.
 - d. Require creation of a Parking Management Plan specifying:
 - i. That employee parking locations be away from the building, in parking spaces that are the least used; and
 - ii. The location and term of short-term parking.
 - e. Confirm the responsibility of the property owner to enforce provisions of the parking management plan.
 - f. Allow the use of valet parking when appropriate on sites with limited parking.

PLACES OF ASSEMBLY AND RECREATION

Places of Assembly traditionally include places of worship, community centers, etc. Under typical conditions, the required parking and what is provided on site are sufficient for demand. Parking problems arise during special events, or during specific times of the year when particular celebrations draw more people to the facility. Recreational uses have a mixed success rate. Many of these facilities have no parking problems, whether located in a shopping center or stand-alone. More successful recreational facilities can experience parking issues for several reasons: poorly located parking spaces in areas poorly lighted or with no directional signs leading to them and peak hours that match others on site.

Summary of Findings- Published Literature:

As shown in Table 2 of Attachment D, Sunnyvale requires more parking for places of assembly and recreational assembly uses than the nationwide average. Some communities base their places of assembly parking rates on number of users; Sunnyvale's rate is based on the area for assembly.

Summary of Comparison with Neighboring Cities:

Parking requirements for places of assembly and recreational assembly uses vary widely between each city. Parking rates depend on several factors, such as number of seats, patrons or employees. For comparison of parking rates, staff used a 30,000 square foot religious institution and a 1,200 square foot fitness facility. The details are shown in Table 3 Attachment D, but the following findings can be made:

- Sunnyvale has the second highest requirement for places of assembly and the highest for recreational assembly uses.

Summary of Sunnyvale Parking Surveys:

Staff conducted surveys of 7 places of assembly located throughout the city. Surveys were conducted during peak hours of operation that were specified in the ITE manual, which were on Sundays 9:00am - 9:30am and during 1:00pm - 1:30pm. Table 4 Attachment D shows vacancy levels during each time the survey was conducted.

Staff observed average parking vacancy rates for places of assembly ranging from 38.5% to 83%. In general, staff did not observe parking congestion during the surveyed times. Therefore, it appears that the current parking requirements for places of assembly generally are sufficient. According to the nature of complaints that the City has received regarding places of assembly, it appears that most of the parking congestion occurs during special occasions or events. These may include religious festivals, holidays and funerals. As parking spaces on-site are limited, patrons often times park off-site during these special

occasions. Residents have expressed concerns regarding parking spill-over into residential neighborhoods.

There is a pending RTC regarding public safety response and special events that is expected to be heard by Council later this year. This parking study issue does not include discussion of special event parking because it is outside the scope of the study. In general, though, staff would work with event organizers to estimate the number of people anticipated for the event, and an appropriate parking ratio. For large events, off-site parking would be needed. The special event permits would address the identification and enforcement of parking provisions.

Summary of Findings: Staff identified the following issue that contributes to potential parking problems in places of assembly:

- Parking congestion typically occurs during special occasions or events, such as religious festivals, holidays and funerals. This can lead to spill-over parking into adjacent residential neighborhoods.

Places of Assembly and Recreation Uses Options:

1. **Possible Code Changes** – Possible Zoning Code changes may include the following items:
 - a. Clearly mark compact spaces in order to discourage larger cars from parking in smaller spaces.
 - b. Reduce allowable compact parking.
 - c. Allow the Director of Community Development to determine appropriate parking for “uses not enumerated” based on published studies, adjusted for Sunnyvale’s context versus the current standard of 1 space per 180 square feet of gross floor area.
 - d. Base the required parking on the projected number of users.
 - e. Continue to base the required parking on square footage and require more parking.
 - f. Make no modification to the general parking requirement, but note that special functions for Places of Assembly or Recreation may require a Miscellaneous Plan Permit to assure that adequate temporary parking is available.
 - g. Amend the Code to parallel the use tables with the parking tables (Places of Assembly Business-serving and Places of Assembly-Community Serving).
 - h. Amend the Code to specifically list two types of uses in order to best apply the code: Classroom-based and Studio-based education or recreational uses.

2. **Parking Management Tools** – The following parking management tools may be included in the code, or in the standard conditions of approval for discretionary permits:
- a. Require that parking lot striping and marking (e.g. compact, guest) is accurately and adequately maintained.
 - b. Require signs to direct vehicles to additional parking spaces on-site.
 - c. Assure that adequate lighting plan is available in parking lots to keep them safe and desirable for use.
 - d. Require directional signs to additional parking spaces off-site, as appropriate.
 - e. Require a Parking Overflow Plan for highly-attended events.
 - f. Provide an adequate separation of assembly times if parking if minimum parking is available.
 - g. Require a parking management plan (which may include vanpools and buses) to minimize impacts on adjacent residential neighborhoods due to overflow parking.

FISCAL IMPACT

There is no fiscal impact associated with this report. The recommended modifications to the parking regulations may potentially decrease parking complaints received from future developments.

PUBLIC CONTACT

Staff conducted two public outreach meetings on Monday, July 30, 2007, at 4:00 pm and 7:00 pm. In total, eight people were in attendance, which included a mix of residents, property owners of commercial and residential properties and a developer. The following are comments obtained from the public outreach meetings:

- Many over-sized vehicles park in compact parking spaces in residential developments, which often takes up more than one parking space. Therefore, the minimum number of compact spaces is preferred in residential developments.
- Some residents do not use their garage spaces for parking.
- Current parking requirements in shopping centers generally seem to be adequate. Parking problems occur when there are parking spaces located in areas that are not visible. Directional signs may help inform patrons of additional parking areas.
- Although some shopping centers are busier than others, such as La Hacienda and Cherry Orchard, residents who attended said that they are able to find parking spaces during peak hours (if you drive around the whole shopping center).
- When parking problems occur on a site, the parking problems spill-over into adjacent neighborhoods.

- Some shopping centers appear to have many on-site parking spaces that are not utilized; however, some applications are denied because the required number of parking spaces is not met. Parking in shopping centers should be reviewed case-by-case, and not just according to the minimum number of parking spaces required.
- Places of assembly that are in close proximity to similar uses often cause parking spill-over into adjacent neighborhoods.

Staff has also received 8 emails or letters (Attachment F) from residents that express concerns regarding the following sites:

- Danbury I – All unassigned parking spaces are marked as “guest” spaces and tenants are limited to two garage spaces per unit. This causes tenants with more than two vehicles to park illegally (i.e. fire lane or in front of garages), or risk their cars towed if they park in “guest” spaces.
- Neighborhood bound by W. Fremont Avenue, S. Bernardo Avenue, Cascade Drive and S. Mary Avenue – Patrons and employees from Idylwood Care Facility and the Hebrew Day School are utilizing many of the on-street parking spaces in adjacent residential neighborhood. The concentration of uses within a residential neighborhood limits the ability for residents and their guests to park on streets adjacent to their homes.

The Planning Commission held a public hearing on this study at their meeting of December 10, 2007. One member of the public spoke expressing concern that the study did not address medical offices and changes to operations that might affect the required parking; she requested a follow-up or additional study issue for medical office parking (Attachment F, final letter from interested persons). Planning Commission expressed some concerns that the staff recommended modifications may not go far enough to address deficiencies, especially in residential developments; they voted to support the staff recommendation as an appropriate first step to see if the issues are adequately addressed (see Attachment H).

ALTERNATIVES

1. Direct staff to prepare amendments to the zoning code to require clarification of parking rates and to codify parking management requirements, as shown in Attachment G.
2. Direct staff to prepare amendments to the zoning code to require clarification of parking rates and to codify parking management requirements, as shown in Attachment G, with additional or modified items.
3. Direct staff to conduct additional research and return to Planning Commission and City Council.
4. Make No change to the existing parking requirements.

RECOMMENDATION

The Planning Commission and staff recommends Alternative 1, to direct staff to prepare amendments to the zoning code to require clarification of parking rates and to codify parking management requirements, as shown in Attachment G. According to the research that staff has conducted and the feedback from the public, it is apparent that the current parking rates are generally adequate for multi-family developments, commercial properties, places of assembly and recreational assembly uses. Sunnyvale's requirements are similar to nearby communities. Parking surveys results further demonstrate that there are generally parking spaces available on-site.

Staff finds that, although the parking rates in the City are appropriate, parking management tools and clarified parking rules should be adopted. If Council adopts Alternative 1 and directs staff to use the recommended code changes and Parking Management Plan program shown in Attachment G, staff feels many of the outstanding issues and concerns regarding parking availability will be addressed.

Staff recognizes that the parking requirements listed in this report will affect future projects, and are not easily applied to existing projects. Several existing uses that experience parking problems would not be affected by the changes unless future changes are proposed to these facilities, at which time the requirements could be implemented on the property.

Reviewed by:

Hanson Hom

Director of Community Development

Prepared by: Noren Caliva, Assistant Planner

Reviewed by: Andrew Miner, Principal Planner

Trudi Ryan, Planning Officer;

Approved by:

Amy Chan

City Manager

Attachments

- A. Study Issue paper
- B. Residential:
 - 1. Current Parking Regulations
 - 2. Comparison with ITE Rates
 - 3. Comparison with Neighboring Cities
 - 4. Sunnyvale Parking Survey Results
- C. Commercial:
 - 1. Current Parking Regulations
 - 2. Comparison with ITE Rates
 - 3. Comparison with Neighboring Cities
 - 4. Sunnyvale Parking Survey Results
- D. Places of Assembly/Recreation:
 - 1. Current Parking Regulations
 - 2. Comparison with ITE Rates
 - 3. Comparison with Neighboring Cities
 - 4. Sunnyvale Parking Survey Results
- E. Maps of Parking Survey Sites
- F. Letters from Interested Persons
- G. Staff Recommendations
- H. Minutes of Planning Commission Meeting of December 10, 2007
- I. Cherry Orchard Shopping Center

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

Policy N1.4: Preserve and enhance the high quality character of the residential neighborhood.

Action Statement C1.1.2.: Promote and achieve compliance with land use and transportation standards.

3. Origin of issue

Council Member(s) Chu
General Plan
City Staff
Public
Board or Commission none

4. Multiple Year Project? No Planned Completion Year

5. 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
What is the public participation process?

6. Cost of Study

Operating Budget Program covering costs
 242 Land Use Planning
Project Budget covering costs
Budget modification \$ amount needed for study
Explain below what the additional funding will be used for
 Outreach to residents, businesses and development community. Noticed Planning Commission and City Council public hearings.

7. Potential fiscal impact to implement recommendations in the Study approved by Council

Capital expenditure range None
Operating expenditure range None
New revenues/savings range None
Explain impact briefly

8. Staff Recommendation

Staff Recommendation None

If 'For Study' or 'Against Study', explain
 Staff recommends, that if the City Council is interested in examining the parking standards, that this study be combined with CDD-11. If the issues are combined, staff further suggests an overall update to all the standards being considered, including but not limited to, compact spaces, place of assembly uses, and single-family residential, not located on a public street. The Planning Division hours for the study would increase to 350, but this is less than the two issues combined.

9. Estimated consultant hours for completion of the study issue

Managers	Role	Manager	Hours			
	Lead	Ryan, Trudi	Mgr CY1:	50	Mgr CY2:	0
			Staff CY1:	300	Staff CY2:	0
	Support	Davis, Karen	Mgr CY1:	20	Mgr CY2:	0
			Staff CY1:	0	Staff CY2:	0
	Support	Witthaus, Jack	Mgr CY1:	10	Mgr CY2:	0
			Staff CY1:	10	Staff CY2:	0
	Interdep	Berry, Kathryn	Mgr CY1:	20	Mgr CY2:	0
			Staff CY1:	0	Staff CY2:	0

Total Hours CY1: 410

Total Hours CY2: 0

Note: If staff's recommendation is 'For Study' or 'Against Study', the Director should note the relative importance of this Study to other major projects that the Department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Reviewed by

Department Director

Date

Approved by

City Manager

Date

MULTI-FAMILY RESIDENTIAL DATA TABLES:

1. CURRENT PARKING REQUIREMENTS:

LAND USE:	NUMBER OF PARKING SPACES REQUIRED:		
Residential	<i>Specific ratios based on the type of parking facilities provided are noted below</i>		
Multifamily, Townhouses, Condos and Apartments	Carports, Underground and Open Parking Lot	One Fully- Enclosed Garage Space and Open Parking Lot	Two or More Fully-Enclosed Garage Spaces
Studio or 1 bedroom	1 covered + 0.5 unassigned	1 covered + 0.8 unassigned	2 covered + 0.25 unassigned
2 bedroom	1 covered + 1 unassigned	1 covered + 1.4 unassigned	2 covered + 0.5 unassigned
3 bedroom	1 covered + 1 unassigned	1 covered + 1.4 unassigned	2 covered + 0.5 unassigned
4 or more bedroom	1 covered + 1.5 unassigned	1 covered + 1.65 unassigned	2 covered + 0.65 unassigned

2. PUBLISHED LITERATURE (ITE):

LAND USE:	NUMBER OF PARKING SPACES REQUIRED:	
Multi-Family Residential	Sunnyvale	Nationwide Average
Townhomes	1.5 – 2.5	.98
Condominiums	1.5 – 2.5	.98
Apartments	1.5 – 2.5	1.4

**3. NEIGHBORING CITIES COMPARISON:
NUMBER OF REQUIRED PARKING SPACES**

For 20 unit multi-family residential projects

CITIES:	TOWNHOME WITH 2-CAR GARAGE:	CONDOMINIUM WITH SHARED GARAGE:	APARTMENT WITH CARPORTS:
Sunnyvale:	50 total (40 assigned and 10 unassigned for tenants and guests)	40 total (20 assigned and 20 unassigned for tenants and guests)	40 total (20 assigned and 20 unassigned for tenants and guests)
Santa Clara:	44 total (40 assigned and 4 guest-only)	44 total (40 assigned and 4 guest-only)	44 total (40 assigned and 4 guest-only)
Cupertino:	56 total (40 assigned and 16 unassigned for tenants and guests)	40 total (20 assigned and 20 unassigned for tenants and guests)	40 total (20 assigned and 20 unassigned for tenants and guests)
Mountain View:	52 total (40 assigned and 12 guest-only)	52 total (40 assigned and 12 guest-only)	52 total (40 assigned and 12 guest-only)
Palo Alto:	45 total (40 assigned and 5 guest-only)	45 total (40 assigned and 5 guest-only)	45 total (40 assigned and 5 guest-only)



4. SUNNYVALE PARKING SURVEY RESULTS:

SUMMARY (%)

SITE:	YEAR BUILT:	RANGE OF PARKING VACANCY:	AVERAGE PARKING VACANCY:
1005 Helen Ave.	1989	1 - 5	2.1
1243-1247 Henderson Ave.	1989	0 - 8	3.9
N. Fair Oaks/Tasman Dr. (Traditions)	1992	3 - 6	4.7
Reisling/Winstead Tr. (Cedarwood)	1972	2 - 10	5.6
120 Locksunart (Villa Camino)	1964	1 - 17	8.6
637 E. Arques. (Classics)	2004	8 - 19	11.9
Tasman Ave./Karlstad Dr. (Danbury I)	2007	11 - 17	14.6
N. Fair Oaks Ave/Old San Francisco Ave. (Blackwood Terrace)	1999	13 - 17	15.9
1233 McKinley	1968	3 - 33	19
970-999 Wisteria Tr. (Wisteria Terrace)	1998	8 - 33	20.6
1066 Sunnyvale-Saratoga Ave. (Twin Pines)	1964	8 - 46	21.4
Santa Elena Way/E. Arques Ave. (Santa Fe Terrace)	1995	6 - 46	21.7
991 Helen	1960	0 - 43	22.6
120 Remington Dr. (Remington Place)	1972	14 - 37	23.7
1055 Manet Dr. (Central Park Apartments)	1977	16 - 42	27.4
1063 Morse Ave. (Mission Pointe)	1990	17 - 50	29.1
471 Acalanes Dr.	1963	19 - 61	36.9

DETAILED RESULTS (%)

Address:	Built:	Type of Parking:	Total Assigned:	Total Unassg. / Guest:	Total Parking Spaces:	Survey Date/Time:	Total Assigned Vacant	Total Unassigned Vacant	Total Vacant	% Vacant
991 Helen	1960	Carports (A)	5	2	7	6/25/07-6:00 AM	1	2	3	43%
		Uncovered (UA)	5	2	7	6/25/07-9:00 AM	1	2	3	43%
			5	2	7	6/25/07-9:00 PM	0	1	1	14%
			5	2	7	6/27/07-6:00 AM	1	1	2	29%
			5	2	7	6/27/07-9:00 AM	1	1	2	29%
			5	2	7	6/27/07-9:00 PM	0	0	0	0%
			5	2	7	7/1/07-9:00 PM	0	0	0	0%
471 Acalanes	1963	Carports (A)	66	14	80	7/16/07-6:00 AM	20	0	20	25%
		Uncovered (A)	66	14	80	7/16/07-9:00 AM	41	8	49	61%
		Alley Open (UA)	66	14	80	7/16/07-9:00 PM	28	0	28	35%
			66	14	80	7/18/07-6:00 AM	14	1	15	19%
			66	14	80	7/18/07-9:00 AM	32	7	39	49%
			66	14	80	7/18/07-9:00 PM	27	0	27	34%
			66	14	80	7/22/07-9:00 PM	28	0	28	35%

Address:	Built:	Type of Parking:	Total Assigned:	Total Unassg./Guest:	Total Parking Spaces:	Survey Date/Time:	Total Assigned Vacant	Total Unassigned Vacant	Total Vacant	% Vacant
1066 Sunnyvale-Saratoga	1964	Carport (A)	108	9	117	7/16/07-6:00 AM	16	2	18	15%
		Uncovered (A)	108	9	117	7/16/07-9:00 AM	35	5	40	34%
		Uncovered (UA) (G)	108	9	117	7/16/07-9:00 PM	12	5	17	15%
			108	9	117	7/18/07-6:00 AM	13	6	19	16%
			108	9	117	7/18/07-9:00 AM	48	6	54	46%
			108	9	117	7/18/07-9:00 PM	15	4	19	16%
			108	9	117	7/22/07-9:00 PM	8	1	9	8%
120 Locksunart	1964	Carports (A)	59	30	89	7/16/07-6:00 AM	5	0	5	6%
		Uncovered (UA)	59	30	89	7/16/07-9:00 AM	12	0	12	13%
			59	30	89	7/16/07-9:00 PM	9	1	10	11%
			59	30	89	7/18/07-6:00 AM	3	1	4	4%
			59	30	89	7/18/07-9:00 AM	15	0	15	17%
			59	30	89	7/18/07-9:00 PM	7	0	7	8%
			59	30	89	7/22/07-9:00 PM	1	0	1	1%

Address:	Built:	Type of Parking:	Total Assigned:	Total Unassg./Guest:	Total Parking Spaces:	Survey Date/Time:	Total Assigned Vacant	Total Unassigned Vacant	Total Vacant	% Vacant
1233 McKinley	1968	Underground (A)	30	0	30	7/16/07-6:00 AM	1	0	1	3%
		Uncovered (A)	30	0	30	7/16/07-9:00 AM	10	0	10	33%
			30	0	30	7/16/07-9:00 PM	6	0	6	20%
			30	0	30	7/18/07-6:00 AM	2	0	2	7%
			30	0	30	7/18/07-9:00 AM	8	0	8	27%
			30	0	30	7/18/07-9:00 PM	9	0	9	30%
			30	0	30	7/22/07-9:00 PM	4	0	4	13%
Reisling & Winstead	1972	2-Car Garages (A)	152	40	192	7/16/07-6:00 AM	0	11	11	28%
		Uncovered (UA)	152	40	192	7/16/07-9:00 AM	0	19	19	48%
			152	40	192	7/16/07-9:00 PM	0	10	10	25%
			152	40	192	7/18/07-6:00 AM	0	9	9	23%
			152	40	192	7/18/07-9:00 AM	0	16	16	40%
			152	40	192	7/18/07-9:00 PM	0	5	5	13%
			152	40	192	7/22/07-9:00 PM	0	4	4	10%



Address:	Built:	Type of Parking:	Total Assigned:	Total Unassg./Guest:	Total Parking Spaces:	Survey Date/Time:	Total Assigned Vacant	Total Unassigned Vacant	Total Vacant	% Vacant
120 E. Remington	1972	Carport (A)	112	11	123	7/16/07-6:00 AM	22	3	25	20%
		Uncovered (A)	112	11	123	7/16/07-9:00 AM	33	5	38	31%
		Uncovered (UA) (G)	112	11	123	7/16/07-9:00 PM	27	2	29	24%
			112	11	123	7/18/07-6:00 AM	17	5	22	18%
			112	11	123	7/18/07-9:00 AM	39	6	45	37%
			112	11	123	7/18/07-9:00 PM	23	4	27	22%
			112	11	123	7/22/07-9:00 PM	16	1	17	14%
1055 Manet	1977	Carport (A)	99	53	152	7/16/07-6:00 AM	4	27	31	20%
		Uncovered (UA)	99	53	152	7/16/07-9:00 AM	25	32	57	38%
			99	53	152	7/16/07-9:00 PM	12	28	40	26%
			99	53	152	7/18/07-6:00 AM	7	30	37	24%
			99	53	152	7/18/07-9:00 AM	29	35	64	42%
			99	53	152	7/18/07-9:00 PM	9	31	40	26%
			99	53	152	7/22/07-9:00 PM	3	21	24	16%

Address:	Built:	Type of Parking:	Total Assigned:	Total Unassg./Guest:	Total Parking Spaces:	Survey Date/Time:	Total Assigned Vacant	Total Unassigned Vacant	Total Vacant	% Vacant
1005 Helen	1989	2-Car Garages (A)	18	2	20	6/25/07-6:00 AM	0	0	0	0%
		1-Car Garages (A)	18	2	20	6/25/07-9:00 AM	0	1	1	50%
		Uncovered (UA)	18	2	20	6/25/07-9:00 PM	0	0	0	0%
			18	2	20	6/27/07-6:00 AM	0	0	0	0%
			18	2	20	6/27/07-9:00 AM	0	0	0	0%
			18	2	20	6/27/07-9:00 PM	0	1	1	50%
			18	2	20	7/1/07-9:00 PM	0	1	1	50%
1243-1247 Henderson	1989	2-Car Garages (A)	64	12	76	6/25/07-6:00 AM	0	0	0	0%
		Uncovered (UA)	64	12	76	6/25/07-9:00 AM	0	5	5	42%
			64	12	76	6/25/07-9:00 PM	0	2	2	17%
			64	12	76	6/27/07-6:00 AM	0	1	1	8%
			64	12	76	6/27/07-9:00 AM	0	6	6	50%
			64	12	76	6/27/07-9:00 PM	0	5	5	42%
			64	12	76	7/1/07-9:00 PM	0	1	1	8%



Address:	Built:	Type of Parking:	Total Assigned:	Total Unassg./Guest:	Total Parking Spaces:	Survey Date/Time:	Total Assigned Vacant	Total Unassigned Vacant	Total Vacant	% Vacant
1063 Morse	1990	Carports (A)	--	--	918	6/25/07-6:00 AM	92	64	156	17%
		Underground (A)	--	--	918	6/25/07-9:00 AM	241	179	420	46%
		Uncovered (UA)	--	--	918	6/25/07-9:00 PM	113	79	192	21%
			--	--	918	6/27/07-6:00 AM	97	60	157	17%
			--	--	918	6/27/07-9:00 AM	278	181	459	50%
			--	--	918	6/27/07-9:00 PM	204	125	329	36%
			--	--	918	7/1/07-9:00 PM	98	57	155	17%
Fair Oaks & Tasman	1992	2-Car Garages (A)	338	40	378	6/25/07-6:00 AM	0	19	19	48%
		Uncovered (A)	338	40	378	6/25/07-9:00 AM	0	21	21	53%
		Uncovered (UA)	338	40	378	6/25/07-9:00 PM	0	17	17	43%
			338	40	378	6/27/07-6:00 AM	0	19	19	48%
			338	40	378	6/27/07-9:00 AM	0	21	21	53%
			338	40	378	6/27/07-9:00 PM	0	17	17	43%
			338	40	378	7/1/07-9:00 PM	0	10	10	25%

Address:	Built:	Type of Parking:	Total Assigned:	Total Unassg./Guest:	Total Parking Spaces:	Survey Date/Time:	Total Assigned Vacant:	Total Unassigned Vacant:	Total Vacant:	% Vacant
Santa Elena/ E. Arques	1995	Underground (A)	0	80	80	7/16/07- 6:00 AM	0	5	5	6%
		Uncovered (UA)	0	80	80	7/16/07- 9:00 AM	0	29	29	36%
			0	80	80	7/16/07- 9:00 PM	0	9	9	11%
			0	80	80	7/18/07- 6:00 AM	0	10	10	13%
			0	80	80	7/18/07- 9:00 AM	0	37	37	46%
			0	80	80	7/18/07- 9:00 PM	0	15	15	19%
			0	80	80	7/22/07- 9:00 PM	0	17	17	21%
970-999 Wisteria Terr	1998	1-Car Garages (A)	22	27	49	6/25/07- 6:00 AM	0	11	11	41%
		Uncovered (UA)	22	27	49	6/25/07- 9:00 AM	0	16	16	59%
			22	27	49	6/25/07- 9:00 PM	0	8	8	30%
			22	27	49	6/27/07- 6:00 AM	0	12	12	44%
			22	27	49	6/27/07- 9:00 AM	0	14	14	52%
			22	27	49	6/27/07- 9:00 PM	0	6	6	22%
			22	27	49	7/1/07- 9:00 PM	0	4	4	15%



Address:	Built:	Type of Parking:	Total Assigned:	Total Unassg./Guest:	Total Parking Spaces:	Survey Date/Time:	Total Assigned Vacant	Total Unassigned Vacant	Total Vacant	% Vacant
Fair Oaks & Old SF	1999	2-Car Garages (A)	38	8	46	7/16/07-6:00 AM	0	8	8	100%
		Uncovered (UA)	38	8	46	7/16/07-9:00 AM	0	8	8	100%
			38	8	46	7/16/07-9:00 PM	0	7	7	88%
			38	8	46	7/18/07-6:00 AM	0	8	8	100%
			38	8	46	7/18/07-9:00 AM	0	6	6	75%
			38	8	46	7/18/07-9:00 PM	0	7	7	88%
			38	8	46	7/22/07-9:00 PM	0	8	8	100%
Tasman & Karlstad	2003	2-Car Garages (A)	336	102	438	6/25/07-6:00 AM	0	75	75	74%
		Uncovered (UA) (G)	336	102	438	6/25/07-9:00 AM	0	62	62	61%
			336	102	438	6/25/07-9:00 PM	0	68	68	67%
			336	102	438	6/27/07-6:00 AM	0	60	60	59%
			336	102	438	6/27/07-9:00 AM	0	69	69	68%
			336	102	438	6/27/07-9:00 PM	0	62	62	61%
			336	102	438	7/1/07-9:00 PM	0	48	48	47%

Address:	Built:	Type of Parking:	Total Assigned:	Total Unassg./Guest:	Total Parking Spaces:	Survey Date/Time:	Total Assigned Vacant	Total Unassigned Vacant	Total Vacant	% Vacant
637 E. Arques	2004	2-Car Garage (A)	101	53	154	7/16/07-6:00 AM	0	13	13	25%
		Driveway (A)	101	53	154	7/16/07-9:00 AM	0	25	25	47%
		1-Car Garage (A)	101	53	154	7/16/07-9:00 PM	0	18	18	34%
		Uncovered (UA)	101	53	154	7/18/07-6:00 AM	0	12	12	23%
			101	53	154	7/18/07-9:00 AM	0	29	29	55%
			101	53	154	7/18/07-9:00 PM	0	15	15	28%
			101	53	154	7/22/07-9:00 PM	0	15	15	28%

COMMERCIAL DATA TABLES:

1. CURRENT PARKING REQUIREMENTS:

LAND USE:	NUMBER OF PARKING SPACES REQUIRED:	COMPACT SPACES ALLOWED:
Retail	<i>Specific ratios based on the type of retail noted below.</i>	
General Retail and Personal Service Shops not in Shopping Centers	1 space/180 sq. ft.	10% of required spaces. (50% along periphery and as employee parking. 50% interspersed)
Furniture and Appliances Stores	1 space/400 sq. ft.	Same
Shopping Centers with Retail less than 20,000 sq. ft. of gross floor area	1 space/180 sq. ft.	Same
Shopping Centers with Retail in 20,000 to 50,000 sq. ft. of gross floor area	1 space/200 sq. ft.	Same
Shopping Centers with Retail greater than 50,000 sq. ft. of gross floor area	1 space/225 sq. ft.	Same
Restaurants	<i>Specific ratios based on proposed seating/ service noted below.</i>	
Restaurants with 100% fixed seating	1 space/every 2 fixed seats, plus 1 space/400 sq. ft. of other area.	10% of required spaces. (50% along periphery)

LAND USE:	NUMBER OF PARKING SPACES REQUIRED:	COMPACT SPACES ALLOWED:
Restaurants with bars and Fast Food Restaurants	1 space/75 sq. ft.	Same
Restaurants without fixed seating or bars	1 space/110 sq. ft.	Same
Nightclubs and Bars not incorporated into Restaurants	1 space/50 sq. ft.	Same

2. PUBLISHED LITERATURE (ITE):

LAND USE:	NUMBER OF PARKING SPACES REQUIRED:	
	Sunnyvale	Nationwide Average
Retail		
General Retail, not in shopping center	1/180	.76/180 ¹
Personal Service, not in shopping center	1/180	.64/180 ²
Furniture & Appliances	1/400	.84/400
Shopping Center, <20,000	1/180	.74/180
Shopping Center, 20,000 – 50,000 s.f.	1/200	.88/200
Shopping Center, > 50,000 s.f.	1/225	.99/225
Restaurant:		
Restaurant, 100% fixed seats	1/2 fixed seats, plus 1/400 other	6.7/400
Restaurant, without fixed seats	1/110	6.7/400
Restaurant, with bars & Fast Food	1/75	1.5/75
Nightclubs & Bars, not in restaurant	1/50	No Data

¹ Average ITE parking rates for all retail uses not in a shopping center.

² Average ITE parking rates for all personal service uses.

**3. NEIGHBORING CITIES COMPARISON:
NUMBER OF PARKING SPACES REQUIRED**

Based on the following examples:

- Retail not in a shopping center - 30,000 square feet
- Restaurant not in a shopping center - 1,600 square feet, no bar (1,200 square feet of seating area, 30 fixed seats, 400 square feet of other areas and 5 employees)
- Shopping center - 30,000 square feet total, with 27,400 square feet of retail use, 1,000 square feet of personal service and 1,600 square feet of restaurant with no bar (1,200 square feet of seating area, 30 fixed seats, 400 square feet of other areas and 5 employees)

Cities:	Retail (not in shopping center)	Restaurant (not in shopping center)	Shopping Center
Sunnyvale:	167	16	150
Santa Clara:	150	10	150
Cupertino:	120	15	127
Mountain View:	120	7	150
Palo Alto:	150	22	109

ATTACHMENT C
Page 4 of 14

4. SUNNYVALE PARKING SURVEY RESULTS:

SUMMARY (%)

SITE:	RANGE OF PARKING VACANCY:	AVERAGE PARKING VACANCY:
1040 E. El Camino Real (Bell Plaza)	5.0 - 16.2	9.9
704 S. Wolfe Rd. (Wolfe-Reed Corner)	7.4 - 14.8	10.5
670 N. Fair Oaks Ave. (Chavez Shopping Center)	4.6 - 23.9	10.9
753 E. El Camino Real (La Hacienda)	16.5 - 26.2	20.3
300 W. El Camino Real (Cherry Orchard)	10.3 - 36.6	24.3
510-538 Lawrence Expwy. (Lawrence South)	11.3 - 77.7	33.1
727 S. Wolfe Rd. (Wolfe-Reed Center)	39.5 - 43.4	41.8
939 W. El Camino Real	37.1 - 72.4	45.8
1119 Lawrence Expwy. (Dick's Lakewood)	31.3 - 69.4	49.9
201 S. Mary Ave. (Mary Manor)	26.9 - 74.6	54.0
103 E. Fremont Ave. (Fremont Shopper)	34.5 - 70.4	56.5
1111 W. El Camino Real (Cala Center)	50.6 - 79.9	64.4
540-538 Lawrence Expwy. (Lawrence Center N.)	51.3 - 92.2	74.4
833 W. El Camino Real (The Market Center)	58.5 - 88.5	75.3
615 Old San Francisco Rd.	60.0 - 85.0	75.8
1601 Hollenbeck Ave. (Loehmann's Plaza)	65.0 - 94.4	79.7
250 Java Dr. (Moffett Plaza)	56.8 - 99.2	82.9

DETAILED RESULTS (%)

Address:	Development Name:	Built:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
727 S. Wolfe Road	Wolfe-Reed Center	1967	443	7/9/2007 // 12:30	192	43.3%
			443	7/9/2007 // 7:00	183	41.3%
			443	7/13/2007 // 12:30	199	44.9%
			443	7/13/2007 // 7:00	180	40.6%
			443	7/14/2007 // 12:30	175	39.5%
			443	7/14/2007 // 7:00	182	41.1%
615 Old San Francisco	615 Old San Francisco	1967	20	7/9/2007 // 12:30	17	85.0%
			20	7/9/2007 // 7:00	15	75.0%
			20	7/13/2007 // 12:30	17	85.0%
			20	7/13/2007 // 7:00	14	70.0%
			20	7/14/2007 // 12:30	12	60.0%
			20	7/14/2007 // 7:00	16	80.0%

Address:	Development Name:	Built:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
704 S. Wolfe Road	Wolfe-Reed Corner	1977	54	7/9/2007 // 12:30	4	7.4%
			54	7/9/2007 // 7:00	3	5.6%
			54	7/13/2007 // 12:30	5	9.3%
			54	7/13/2007 // 7:00	7	13.0%
			54	7/14/2007 // 12:30	8	14.8%
			54	7/14/2007 // 7:00	7	13.0%
1040 E. El Camino Real	Bell Plaza	1979	111	7/2/2007 // 12:30	18	16.2%
			111	7/2/2007 // 7:00	6	5.4%
			111	7/6/2007 // 12:30	13	11.7%
			111	7/6/2007 // 7:00	8	7.2%
			111	7/7/2007 // 12:30	10	9.0%
			111	7/7/2007 // 7:00	12	10.8%

Address:	Development Name:	Built:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
103 E. Fremont Avenue	Fremont Shopper	1979	142	7/9/2007 // 12:30	65	45.8%
			142	7/9/2007 // 7:00	100	70.4%
			142	7/13/2007 // 12:30	49	34.5%
			142	7/13/2007 // 7:00	76	53.5%
			142	7/14/2007 // 12:30	96	67.6%
			142	7/14/2007 // 7:00	95	66.9%
1601 Hollenbeck Drive	Loehmanns	1979	568	7/9/2007 // 12:30	432	76.1%
			568	7/9/2007 // 7:00	536	94.4%
			568	7/13/2007 // 12:30	369	65.0%
			568	7/13/2007 // 7:00	496	87.3%
			568	7/14/2007 // 12:30	397	69.9%
			568	7/14/2007 // 7:00	486	85.6%

Address:	Development Name:	Built:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
540-548 Lawrence Expressway	Lawrence North	1979	193	7/23/2007 // 12:30	99	51.3%
			193	7/23/2007 // 7:00	171	88.6%
			193	7/27/2007 // 12:30	138	71.5%
			193	7/27/2007 // 7:00	163	84.5%
			193	7/28/2007 // 12:30	112	58.0%
			193	7/28/2007 // 7:00	178	92.2%
510-538 Lawrence Expressway	Lawrence South	1979	265	7/23/2007 // 12:30	55	20.8%
	83,84,86 Parking Variances		265	7/23/2007 // 7:00	89	33.6%
			265	7/27/2007 // 12:30	30	11.3%
			265	7/27/2007 // 7:00	74	27.9%
			265	7/28/2007 // 12:30	73	27.5%
			265	7/28/2007 // 7:00	206	77.7%

ATTACHMENT C
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Address:	Development Name:	Built:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
1111 W. El Camino Real	Cala Center	1981	358	7/9/2007 // 12:30	197	55.0%
			358	7/9/2007 // 7:00	259	72.3%
			358	7/13/2007 // 12:30	181	50.6%
			358	7/13/2007 // 7:00	261	72.9%
			358	7/14/2007 // 12:30	200	55.9%
			358	7/14/2007 // 7:00	286	79.9%
250 Java Drive	Moffet Plaza	1981	125	7/23/2007 // 12:30	71	56.8%
	90 Parking Variance		125	7/23/2007 // 7:00	124	99.2%
			125	7/27/2007 // 12:30	86	68.8%
			125	7/27/2007 // 7:00	125	100.0%
			125	7/28/2007 // 12:30	92	73.6%
			125	7/28/2007 // 7:00	124	99.2%

Address	Development Name:	Built:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
670 N. Fair Oaks	Chavez Supermarket	1984	109	7/9/2007 // 12:30	12	11.0%
			109	7/9/2007 // 7:00	5	4.6%
			109	7/13/2007 // 12:30	26	23.9%
			109	7/13/2007 // 7:00	3	2.8%
			109	7/14/2007 // 12:30	19	17.4%
			109	7/14/2007 // 7:00	6	5.5%
1119 Lawrence Expressway	Dick's Lakewood	1986	434	7/23/2007 // 12:30	154	35.5%
			434	7/23/2007 // 7:00	301	69.4%
			434	7/27/2007 // 12:30	183	42.2%
			434	7/27/2007 // 7:00	289	66.6%
			434	7/28/2007 // 12:30	136	31.3%
			434	7/28/2007 // 7:00	235	54.1%

Address:	Development Name:	Units:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
753 E. El Camino Real	La Hacienda	1992	626	7/2/2007 // 12:30	164	26.2%
			626	7/2/2007 // 7:00	112	17.9%
			626	7/6/2007 // 12:30	142	22.7%
			626	7/6/2007 // 7:00	109	17.4%
			626	7/7/2007 // 12:30	131	20.9%
			626	7/7/2007 // 7:00	103	16.5%
939 W. El Camino Real	939 W. El Camino Real	1994	105	7/9/2007 // 12:30	39	37.1%
			105	7/9/2007 // 7:00	76	72.4%
			105	7/13/2007 // 12:30	38	36.2%
			105	7/13/2007 // 7:00	32	30.5%
			105	7/14/2007 // 12:30	44	41.9%
			105	7/14/2007 // 7:00	60	57.1%

Address:	Development Name:	Built:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
300 W. El Camino Real	Cherry Orchard	1998	262	7/23/2007 // 12:30	96	36.6%
			262	7/23/2007 // 7:00	75	28.6%
			262	7/27/2007 // 12:30	58	22.1%
			262	7/27/2007 // 7:00	40	15.3%
			262	7/28/2007 // 12:30	86	32.8%
			262	7/28/2007 // 7:00	27	10.3%
300 W. El Camino Real	Cherry Orchard (2)	1998	262	8/6/2007 // 12:30	96	36.6%
			262	8/6/2007 // 7:00	75	28.6%
			262	8/10/2007 // 12:30	58	22.1%
			262	8/10/2007 // 7:00	40	15.3%
			262	8/12/2007 // 12:30	86	32.8%
			262	8/12/2007 // 7:00	27	10.3%

Address:	Development Name:	Built:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
833 W. El Camino Real	The Market Centre	1998	130	7/2/2007 // 12:30	91	70.0%
				7/2/2007 // 7:00	82	63.1%
				7/6/2007 // 12:30	76	58.5%
				7/6/2007 // 7:00	109	83.8%
				7/7/2007 // 12:30	114	87.7%
				7/7/2007 // 7:00	115	88.5%
201 S. Mary Avenue	Mary Manor	2002	67	7/2/2007 // 12:30	28	41.8%
				7/2/2007 // 7:00	32	47.8%
				7/6/2007 // 12:30	18	26.9%
				7/6/2007 // 7:00	48	71.6%
				7/7/2007 // 12:30	41	61.2%
				7/7/2007 // 7:00	50	74.6%

ATTACHMENT C
Page 14 of 14



PLACES OF ASSEMBLY/RECREATIONAL ASSEMBLY DATA TABLES:

1. CURRENT PARKING REQUIREMENTS:

LAND USE	NUMBER OF PARKING SPACES REQUIRED
Places of Assembly Religious Institutions, Community Centers	1 space/3 fixed seats, + 1 space/21 sq. ft. of open area or seating space, + 1 space/employee, + 1 space/special purpose vehicle.
Recreational Assembly Areas Dance Halls, Skating Rinks, Auditoriums, Clubs, Lodges, Gymnasiums, Stadiums, or Assembly Areas for > 20 persons	1 space/3 fixed seats, + 1 space/21 sq. ft. of open area useable for seating, + 1 space/400 sq. ft. of additional floor area.

2. PUBLISHED LITERATURE (ITE):

LAND USE:	NUMBER OF PARKING SPACES REQUIRED:	
	Sunnyvale:	Nationwide Average:
Places of Assembly	1/3 fixed seats, plus 1/21s.f. open area or seating, plus 1/employee, plus 1/special purpose vehicle	.22/21 s.f.
Recreational Assembly Areas	1/3 fixed seats, plus 1/21s.f. open area or seating, plus 1/400 other	1.7/400 s.f.

**3. NEIGHBORING CITIES COMPARISON:
NUMBER OF PARKING SPACES REQUIRED**

Based on the following examples:

- 30,040 s.f. religious institution on E. Arques Ave. (2005-0703).
- 1,197 s.f. fitness facility on N. Mary Ave. (2007-0310).

	Places of Assembly	Fitness Facility
Sunnyvale:	309	9
Santa Clara:	298	8
Cupertino:	328	5
Mountain View:	178	7
Palo Alto:	253	5

4. SUNNYVALE PARKING SURVEY RESULTS:

SUMMARY (%)

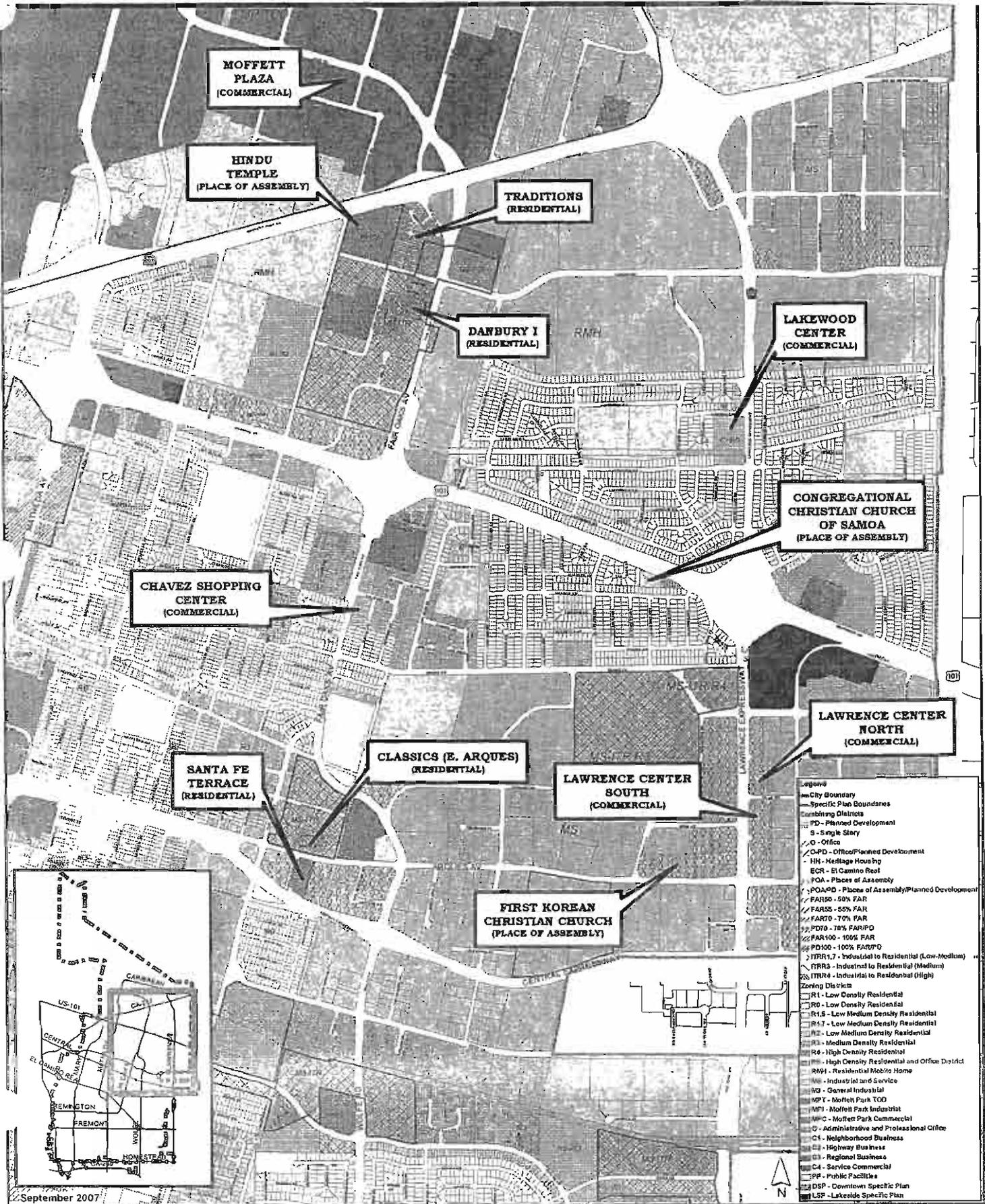
SITE:	RANGE OF PARKING VACANCY:	AVERAGE PARKING VACANCY:
590 Central Ave. (St. Martin's Catholic Church)	34 - 43	38.5
1028 E. Ahwanee (Congregational Christian Church of Samoa)	40 - 57	48.5
1515 Partridge Ave. (Raynor Park Christian Church)	50 - 66	58
420 Persian Dr. (Hindu Temple)	68 - 92	80
1025 The Dalles (St. Luke's Catholic Church)	61 - 100	80.5
425 Tasman Ave. (Daesung Church)	62 - 100	81
1145 E. Arques Ave. (First Korean Christian Church)	71 - 95	83

ATTACHMENT D
Page 2 of 3

DETAILED RESULTS (%)

Address:	Development Name:	Built / Use:	Total Parking Spaces:	Survey Date/Time:	Total Vacant:	% Vacant:
590 Central	St. Martin's Catholic Church	1961	74	7/29/2007, 9:00 AM	25	34%
			74	7/29/2007, 1:00 PM	32	43%
1515 Partridge	Raynor Park Christian Church	1962	82	7/29/2007, 9:00 AM	41	50%
		1996	82	7/29/2007, 1:00 PM	54	66%
1145 E. Argues	First Korean Christian Church	1968	104	7/22/2007, 9:00 AM	99	95%
		1996	104	7/22/2007, 1:00 PM	74	71%
1025 The Dalles	St. Luke's Catholic Church	1969	140	7/22/2007, 9:00 AM	85	61%
		1959	140	7/22/2007, 1:00 PM	140	100%
420 Persian Drive	Hindu Temple	1972	202	7/22/2007, 9:00 AM	186	92%
		1993	202	7/22/2007, 1:00 PM	137	68%
425 Tasman	Daesung Church	1976	73	7/22/2007, 9:00 AM	73	100%
		1994	73	7/22/2007, 1:00 PM	45	62%
1028 E. Ahwanee	Congretional Christian Church of Samoa	1980	72	7/29/2007, 9:00 AM	29	40%
			72	7/29/2007, 1:00 PM	41	57%

PARKING SURVEY LOCATIONS

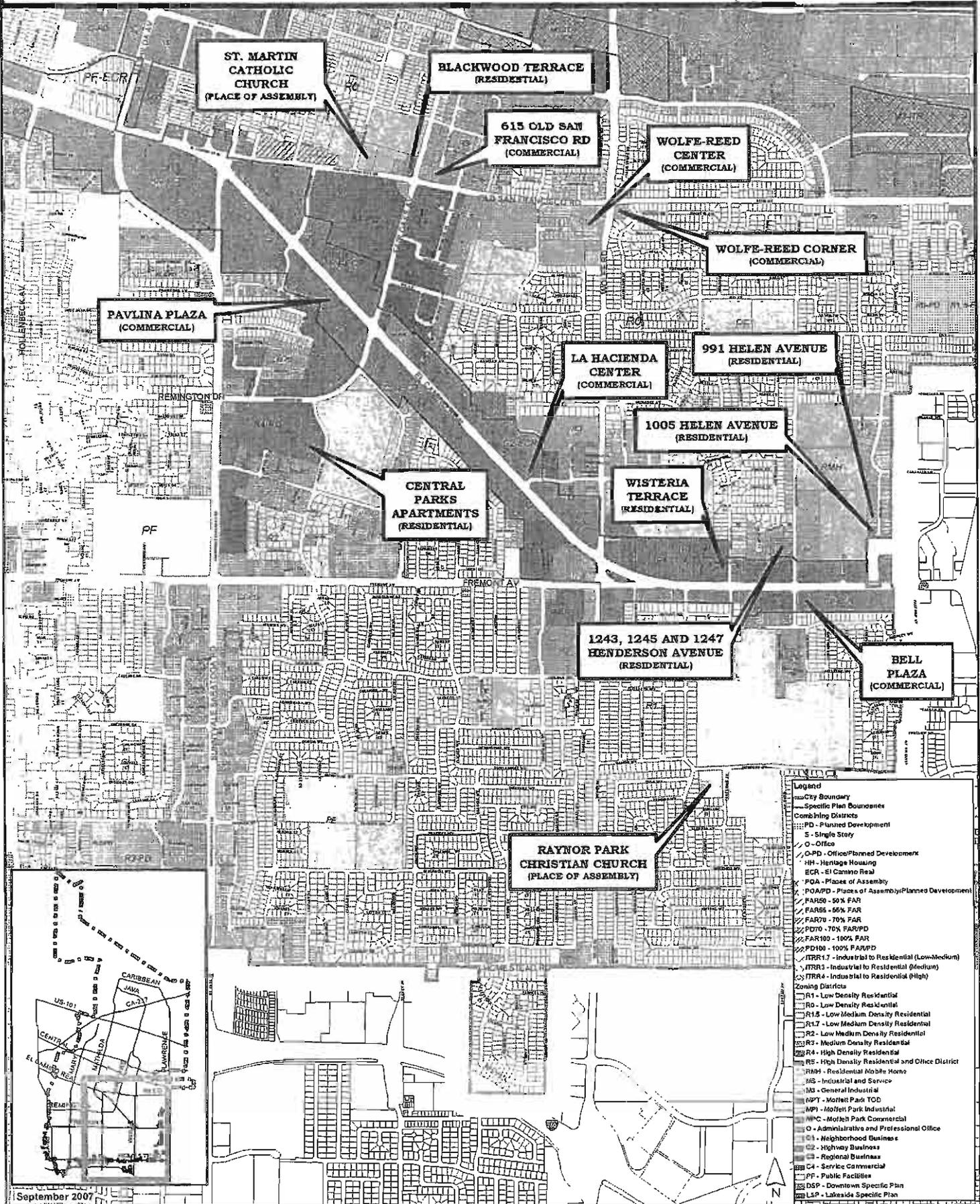




City of Sunnyvale

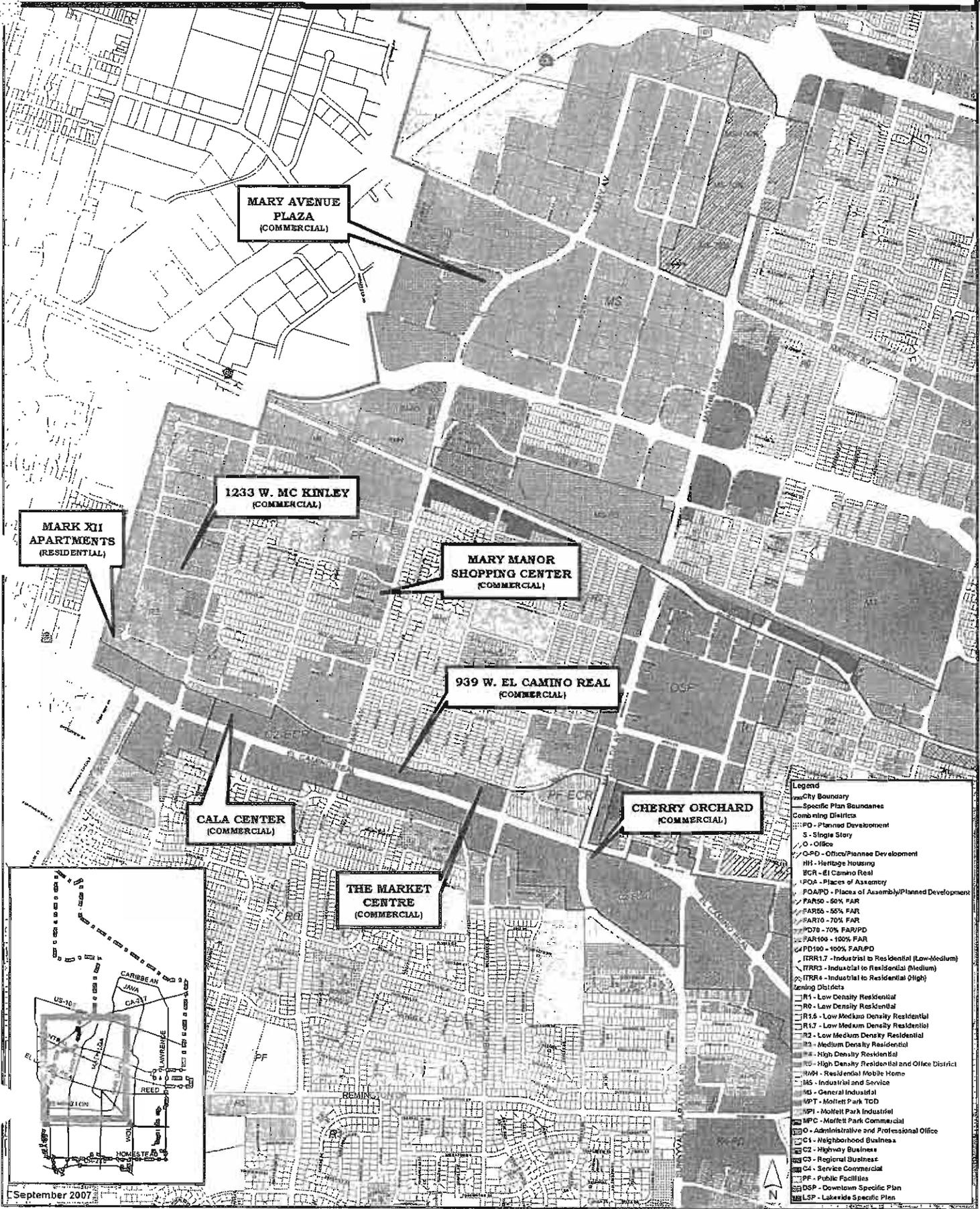
Study Issue: Parking Requirements for Residential and Commercial Developments

PARKING SURVEY LOCATIONS

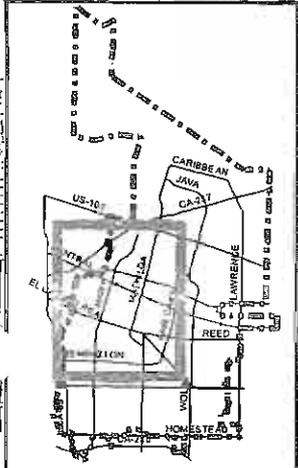




City of Sunnyvale
 Study Issue: Parking Requirements for Residential and Commercial Developments
PARKING SURVEY LOCATIONS

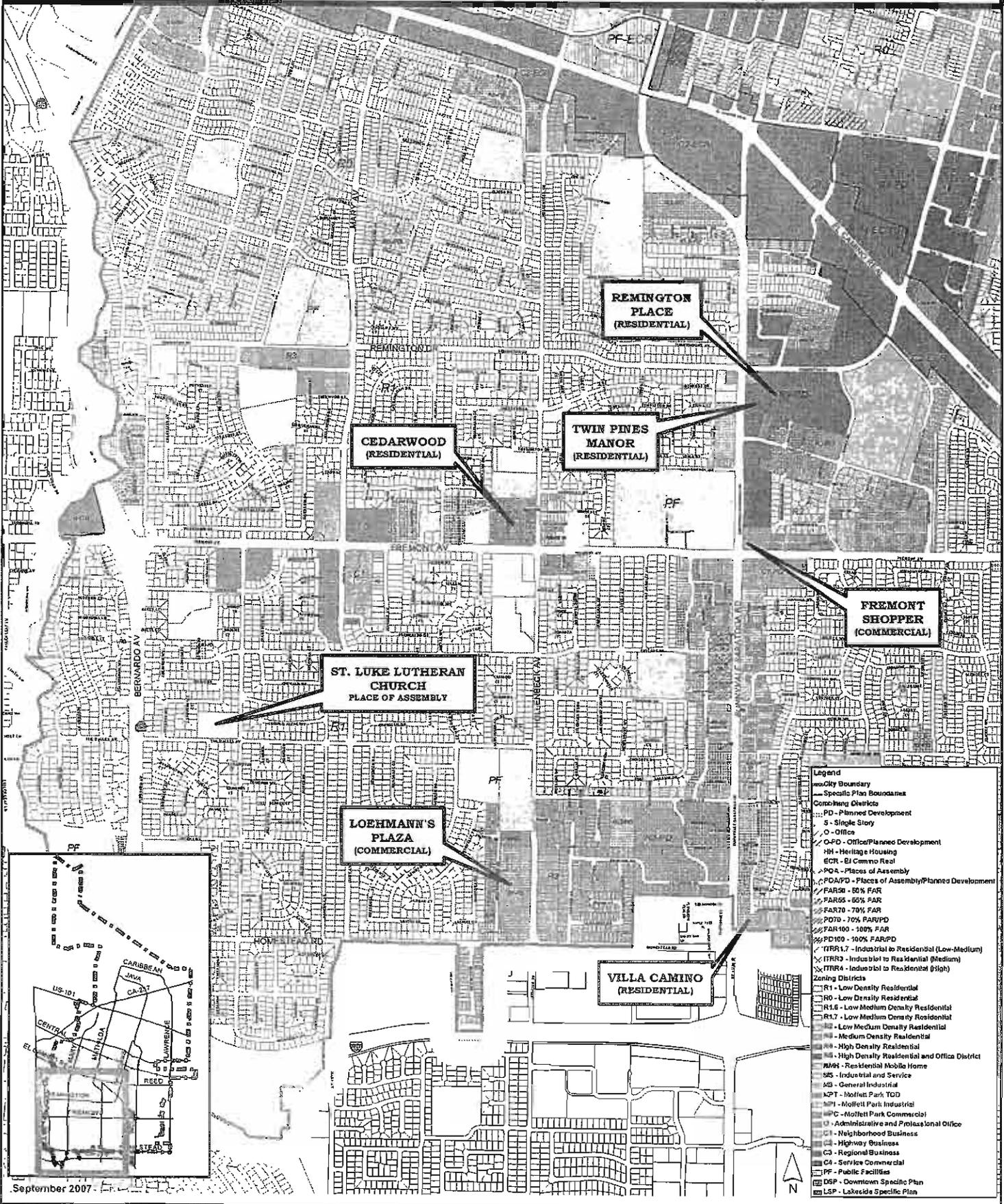


- Legend**
- City Boundary
 - Specific Plan Boundaries
 - Combining Districts
 - PO - Planned Development
 - S - Single Story
 - O - Office
 - OPD - Office/Planned Development
 - HS - Heritage Housing
 - BCR - El Camino Real
 - POA - Places of Assembly
 - POAPD - Places of Assembly/Planned Development
 - FAR50 - 50% FAR
 - FAR55 - 55% FAR
 - FAR70 - 70% FAR
 - FAR78 - 78% FAR/POD
 - FAR100 - 100% FAR
 - POD100 - 100% FAR/POD
 - ITRR3 - Industrial to Residential (Low-Medium)
 - ITRR4 - Industrial to Residential (Medium)
 - ITRR5 - Industrial to Residential (High)
 - Zoning Districts
 - R1 - Low Density Residential
 - R0 - Low Density Residential
 - R1.5 - Low Medium Density Residential
 - R1.7 - Low Medium Density Residential
 - R2 - Low Medium Density Residential
 - R3 - Medium Density Residential
 - R4 - High Density Residential
 - R5 - High Density Residential and Office District
 - RWH - Residential Mobile Home
 - IS - Industrial and Service
 - GI - General Industrial
 - MPT - Moffett Park TOD
 - MP - Moffett Park Industrial
 - MPC - Moffett Park Commercial
 - PO - Administrative and Professional Office
 - C1 - Neighborhood Business
 - C2 - Highway Business
 - C3 - Regional Business
 - C4 - Service Commercial
 - PF - Public Facilities
 - DSP - Downside Specific Plan
 - LSP - Lakeside Specific Plan



September 2007

PARKING SURVEY LOCATIONS



REMINGTON PLACE (RESIDENTIAL)

CEDARWOOD (RESIDENTIAL)

TWIN PINES MANOR (RESIDENTIAL)

ST. LUKE LUTHERAN CHURCH PLACE OF ASSEMBLY

LOEHMANN'S PLAZA (COMMERCIAL)

FREMONT SHOPPER (COMMERCIAL)

VILLA CAMINO (RESIDENTIAL)

- Legend
- City Boundary
 - Specific Plan Boundaries
 - Community Districts
 - PD - Planned Development
 - S - Single Story
 - O - Office
 - OPD - Office/Planned Development
 - HH - Heritage Housing
 - ECR - El Camino Real
 - POA - Places of Assembly
 - PDAPD - Places of Assembly/Planned Development
 - FAR50 - 50% FAR
 - FAR55 - 55% FAR
 - FAR70 - 70% FAR
 - PD70 - 70% FAR/PD
 - FAR100 - 100% FAR
 - PD100 - 100% FAR/PD
 - ITRR1.7 - Industrial to Residential (Low-Medium)
 - ITRR3 - Industrial to Residential (Medium)
 - ITRR4 - Industrial to Residential (High)
 - Zoning Districts
 - R1 - Low Density Residential
 - R0 - Low Density Residential
 - R1.5 - Low-Medium Density Residential
 - R1.7 - Low-Medium Density Residential
 - R2 - Low-Medium Density Residential
 - M - Medium Density Residential
 - H - High Density Residential
 - H - High Density Residential and Office District
 - RMH - Residential Mobile Home
 - IS - Industrial and Service
 - SI - General Industrial
 - NPT - Moffett Park TOD
 - MI - Moffett Park Industrial
 - PC - Moffett Park Commercial
 - AP - Administrative and Professional Office
 - CB - Neighborhood Business
 - CB - Highway Business
 - C3 - Regional Business
 - C4 - Service Commercial
 - PF - Public Facilities
 - DSP - Downtown Specific Plan
 - LSP - Lakeside Specific Plan

Noren Caliva - REV1: COMMERCIAL OVERFLOW PARKING ON OUR RESIDENTIAL STREETS

ATTACHMENT F

Page 1 of 15

From: "Connie L Portele" <[REDACTED]>
To: <ncaliva@ci.sunnyvale.ca.us>
Date: 9/27/2007 11:31 AM
Subject: REV1: COMMERCIAL OVERFLOW PARKING ON OUR RESIDENTIAL STREETS

Aug-Sep, 2007

Noren Caliva, Assistant Planner,
Assistant Planner
Dept of Community Development
456 W Olive Ave
P.O. Box 3707
Sunnyvale, CA 94088-3707

RE: COMMERCIAL OVERFLOW PARKING ON OUR RESIDENTIAL STREETS
Possibly included in Study Issue #CDD-35 under Community Development Dept.,
entitled "Parking Requirements for Residential & Commercial Developments"

I am writing regarding my growing concern about Cars from staff, clients and visitors of Commercial Services along Wright and Fremont Ave; such as The Idlywood Care Center @ 1002 West Fremont Avenue, Sunnyvale, CA 94087 and the Silicon Valley Eye Physicians clinic (Eye Clinic), 1010 W Fremont Ave, Sunnyvale, CA 94087, parking on our Residential Streets, some of them from 9-6 and later.

Many cars parking on residential streets for business purposes are restricted by the T's & C's of our Neighborhood property purchase agreements in order to maintain the tranquility and character of our family settings. Why should local businesses be allowed to not provide sufficient parking even for their staff much less also for their clients, and the overflow parking be allowed on our residential streets?

From minimal observation and from speaking with various drivers of those cars, I have learned what businesses are their destination and that, specifically, the Eye clinic has 25 employees and 30-ish parking spaces, and have been allowed? to add on to the front of their building on that same lot.

This overflow parking, first, reduces the tranquility of our neighborhood as strangers more regularly enter, exit and park on our streets, reducing the safety of our children. And, second, such overflow parking reduces the value of our homes—for most of us, our largest asset. It is a known real estate fact that most residential buyers are far less interested in homes in neighborhoods with a lot of street parking because it makes them look like rentals and most renters in residential neighborhoods are less concerned about working to maintain home values.

Pls do what it takes to have the businesses attracting these cars provide proper parking for them, restricting them from our residential streets.

Thanks much for attending to my concerns,

Connie L Portele
993 Astoria Drive
Sunnyvale, CA 94087
(408) 700-0000

ATTACHMENT F

Page 2 of 15

From: [REDACTED]
 To: <ncaliva@ci.sunnyvale.ca.us>
 CC: "Connie Portele" <[REDACTED]>, [REDACTED]
 Date: 9/26/2007 9:11 AM
 Subject: #CDD-35: Parking Requirements for Residential & Commercial Developments

Sept 25, 2007

Ms. Noren Caliva, Assistant Planner,
 Assistant Planner
 Dept of Community Development
 456 W Olive Ave
 P.O. Box 3707
 Sunnyvale, CA 94088-3707

RE: #CDD-35: Parking Requirements for Residential & Commercial Developments

Dear Noren:

I am writing regarding my growing concern about cars from staff, clients and visitors of commercial establishments along Wright and Fremont Ave (e.g., Idlywood Care Center @ 1002 West Fremont Avenue, Sunnyvale, CA 94087 and the Silicon Valley Eye Physicians clinic @ 1010 W Fremont Ave, Sunnyvale, CA 94087) parking on our residential streets, some of them from 9-6 and later. This could serve as inputs to your Issue #CDD-35 Study, and at the same time, bring to your attention our neighborhood's specific problem. We desire a citywide policy that will not re-create the predicament we are in, and we look forward to a solution to our neighborhood's growing problem for the last few years.

Many cars parking on residential streets for business purposes are restricted by the T's & C's of our Neighborhood property purchase agreements in order to maintain the tranquility and character of our family settings. Why should local businesses be allowed to not provide sufficient parking space even for their own staff, much less also for their clients? Is it possible that the commercial establishments have changed their operations in such a way that they are in noncompliance with their operating permits? If not, why would the operating permit allow them not to provide sufficient parking even for their own staff?

This has created overflow parking problem into our residential neighborhood streets (along Astoria Drive, Wright Avenue north and south of Fremont Ave, Drydale Street and nearby streets), reducing the tranquility of our neighborhood and the value of our homes—for most of us, our largest asset. It is a well recognized fact that buyers are detracted from homes in neighborhoods with extra cars cluttering the street. It drives down the home value, thus causing the City to lose tax revenue. Besides, if we move away from the neighborhood, these establishments would probably not flourish because they would have lost a major part of their clientele base.

In addition, it created traffic hazard when one tries to make turns in a vehicle, especially when the Hebrew school opens in the morning and closes in the afternoon. I could not clearly see the cars coming along Wright Street when I tried to turn left heading north from Astoria Drive.

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Above all, it does not make us feel that it is our neighborhood anymore. Outsiders would be walking through our neighborhood to go to their workplace or to pick up their cars. Our neighborhood becomes a parking lot. The sense of serenity is being destroyed.

I appreciate your considering this situation into your study. While you are at it, please explore solutions that will keep these commercial establishments from spilling their own problems into our neighborhood. I have been in this neighborhood for over 25 years, and I have never seen parking problems that bad until the last few years. Perhaps I should have spoken up, but I figured that the City knew. But I can assure you that the Convalescent Homes have grown in size based on the cars parked on the street. Our neighborhood tolerated it, but right now it is simply TOO MUCH. And then the Eye Clinic simply has made it unbearable. The problem does not appear to be abating. We need to make it known and appreciate your looking into this for a prompt solution.

Sincerely yours,

M L
ML Chan
1071 Astoria Drive
Sunnyvale, CA 94087

~~_____~~
~~_____~~

Noren Caliva - Aggravation and Frustration over Commercial Overflow Parking Problem on Residential Streets

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From: "Connie L Portele" <[redacted]>
To: "Noren Caliva" <NCaliva@ci.sunnyvale.ca.us>, <mhodge@ci.sunnyvale.ca.us>
Date: 10/22/2007 1:00 PM
Subject: Aggravation and Frustration over Commercial Overflow Parking Problem on Residential Streets
CC: <HHom@ci.sunnyvale.ca.us>

To: Noren Caliva
Cc: Marya Hodge
Re: Aggravation and Frustration over Commercial Overflow Parking Problem on Residential Streets

I am writing this note for Trina Jacobs @ 997 Astoria Dr who has previously written 2 letters re. this specifically to Noren Caliva, neither of which has she received.

Mrs. Jacobs told me:

- 1) She has lived at her location on the corner of Wright and Astoria, directly across from the Idlywood Convalescent Center for almost 50 years and has never seen this kind of parking on our street before.
- 2) She drives very little and very carefully and, lately, cars, from nobody either of us knows, have parked so close to her driveway that she can't see past them to exit her driveway safely.
- 3) It's also disconcerting when she wants to have company her age during the week and they haven't had space to park near.
- 4) As well as, her gardener has remarked how complicating it is when he can't park near her property.
- 5) And, right now, a car is parked right where she leaves her garbage for garbage pick-up.

Mrs. Jacobs says, "Omgod! Our street is beginning to look like a parking lot." "It would be very detrimental if I needed to sell my house anytime soon."

For:
Mrs. Trina Jacobs
997 Astoria Dr
[redacted]

[P.S. There seems to be a mail distribution problem when two letters sent in the last month and addressed according to Noren's business card didn't make to her desk.
(Noren, no reflection on you intended; just a heads up to a mail distribution problem.)]

1335 Elsona Drive
Sunnyvale CA 94087
18 October 2007

RECEIVED
OCT 23
PLANNING DIVISION

Ms. Noren Caliva, Assistant Planner
Department of Community Development
456 W. Olive Avenue
P.O. Box 3707
Sunnyvale, CA 94088-3707

RE: Commercial overflow parking on our residential streets

Dear Ms. Caliva,

The purpose of this letter is to express my concern of growing overflow commercial parking, primarily on Astoria, west of Wright, which is now overflowing onto Drysdale.

When we moved here 15 years ago, the Idlywood Care Center (1002 West Fremont Avenue) staff parked there. Even at that point, street parking made it difficult to make left hand turns from Astoria onto Wright. However, with the addition of the Silicon Valley Eye Center (1002 W Fremont Avenue), parking issues have increased significantly. I have made informal counts many times over the past few weeks, and in the middle of the day there are at least 60 parked cars from Drysdale, along Astoria and onto Wright, between Astoria and Fremont. The most heavily impacted streets are Wright and Astoria, but additional overflow is now on Astoria, east of Wright, and on to Drysdale.

This parking is especially an issue at the close of the day at the Hebrew Day School. Between the congestion caused by the parked cars and parents picking up students, it is very difficult to turn onto Astoria from Elsona or Drysdale. It is truly a traffic nightmare at that time of day.

It seems clear that the main cause of the problem is the lack of parking at the Silicon Valley Eye Center. I have been a patient of that clinic for over 20 years and have watched it grow in size over those years. They have not had appropriate parking for their facility since moving from Fremont and Mary several years ago. Allowing only three parking spaces for their more than 30 employees is simply not workable. Their overflow affects serenity and safety of our neighborhood. In addition, it affects the value of our homes, for most of us, our largest asset. Homeowners value quiet streets that are not lined with parked cars.

Please do what it takes to have the businesses attracting these cars provide proper parking for them and restrict them from parking on our residential streets. I will look forward to hearing from you.

Thank you,

Christine McCutcheon

Christine McCutcheon

ATTACHMENT F

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From: "Chuck" <[REDACTED]>
To: <ncaliva@ci.sunnyvale.ca.us>
CC: [REDACTED]
Date: 10/11/2007 9:12 AM
Subject: Commercial Overflow Parking

#CDD-35
Parking Requirements for Residential & Commercial Developments
%Noren Caliva,
Assistant Planner
Dept of Community Development
456 W. Olive Ave
P.O. Box 3707
Sunnyvale, CA 94088-3707

Dear Noren Caliva;

Within the last year we have seen our neighborhood streets become very crowded with vehicles parked for surrounding businesses. I live on the corner of Wright and Astoria. I suspect the nursing home across the street (Idlywood Care Center) has added staff along with the expansion of the eye clinic on Fremont Ave.

Being retired, we have friends over during the week and they typically voice surprise that a suburban neighborhood would have such a lack of parking in front of the house. While this is an inconvenience for our friends and us, I can't help but wonder how much our house price will be reduced when we go to sell our home with this "business parking lot" extending up Wright Ave and on to Astoria (going both north and south).

Now, having voiced my criticism let me see if I can present a few remedies:

1. There appears to be plenty of parking during the day at the Fremont Professional complex at the corner of Wright and Fremont. Why not request that the businesses contributing to the parking problem work out a parking arrangement with the complex to use the available parking (or set some slots permanently aside). Even if the owners of the Fremont Professional Complex required reasonable monthly fees I suspect the doctors could afford it. There are several more business parking lots with plenty of parking available clustered around the corner of Wright and Fremont. Similar arrangements might be employed for those parking facilities.
2. Perhaps some of the employees requiring parking could be put on flex hours to reduce the problem.
3. Have they considered car pooling or chipping in and hiring a common shuttle?
4. How many of their employees could work from home at least a couple of days a week?
5. Can parking be provided on Fremont Ave?

As retired businesspeople, we're aware of how these things that aren't a "right now" problem tend to get put aside and therefore become someone else's problem. The businesses involved need to be gently reminded that this is THEIR problem and the "someone else's" are becoming annoyed.

Perhaps the key question here: as local businesses are expanded, (eg. The eye clinic on Fremont under construction) are they required to provide

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additional parking?? If not, where does this responsibility lie?

Please keep me in the loop as to what is being done to resolve this since "their problem" has now become our problem with their vehicles parked on both sides of our corner house.

Chuck & Darlene Brackett
1350 Wright Ave.
Sunnyvale, CA 94087

~~(408) 707-2105~~
~~www.ckbrackett.com~~

Noren Caliva - Parking Overflow

From: <[REDACTED]>
To: <Mhodge@ci.sunnyvale.ca.us>, <NCaliva@ci.sunnyvale.ca.us>
Date: 10/23/2007 1:04 PM
Subject: Parking Overflow
CC: Connie L Portele <[REDACTED]>

To: Marya Hodge and Noren Caliva,

This email is to inform you of our concern regarding the increasing traffic in our neighborhood. We live at the corner of Drysdale and Astoria. We have noticed an increased number of vehicles parked in front and on the side of our home. There were occasions when my visitors could not find parking close to my home.

We request that the Planning Division of the City of Sunnyvale to look into this serious problem.

Sincerely,

Philip and Elisa Madera

Noren Caliva - RE: POLICY--Fwd: Re: Parking Crisis - Karlstad Dr & Toyama

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From: "Ngo, Kevin" <[REDACTED]@kingsington.com>
To: "Trudi Ryan" <TRyan@ci.sunnyvale.ca.us>
Date: 10/11/2007 5:12 PM
Subject: RE: POLICY--Fwd: Re: Parking Crisis - Karlstad Dr & Toyama
CC: "Noren Caliva" <NCaliva@ci.sunnyvale.ca.us>, "Lisa Natusch" <[REDACTED]@sunnyvale.ca.us>
Attachments: CITY OF SUNNYVALE.doc; Danbury Place Official Parking Rules.pdf

Hi Trudi,

I've attached the latest parking rules for Pulte's Danbury Place. As you will read, there are multiple rules that do not follow the original agreement between the city and Pulte:

1. All open space parking within the community have been painted "GUEST ONLY". (Multiple residents have been towed at their own expense due to this rule by our relentless Parking Enforcement Team)
2. Merit Property Management and the BODs have implemented a \$25 fee per month for 25 vehicles to be permitted to park in those guest spaces.

I have also attached a copy of the Planning Commission Report dated April 14, 2003 which clearly outlines (pg. 20):

Parking

23. No fee shall be charged for parking.
 24. Each unit shall be assigned two covered parking spaces in an enclosed garage. All other spaces shall be available for guests or additional resident vehicles.
-

(This document can be found at <http://www.sunnyvale.ca.gov/pc2003/Reports/04-14/03-0117.htm>)

What is stated on the Official Parking Rules of Danbury Place clearly contradicts the agreement between the City of Sunnyvale and Pulte. Unfortunately, Merit and our BODs are not willing to change their positioning on these rules. I along with a large number of residents have unsuccessfully gone through the official process to dispute these rules. Unfortunately, our concerns have been ignored during our HOA meetings.

I am looking to the City of Sunnyvale to step in and assist in the resolution of this confusion as we have no other resource to turn to.

Thank you.

Kevin Ngo

MP3 Accessories | Kensington | [REDACTED] | [REDACTED].com

From: Trudi Ryan [mailto:TRyan@ci.sunnyvale.ca.us]
Sent: Tuesday, October 09, 2007 5:45 PM
To: Ngo, Kevin
Cc: Noren Caliva
Subject: POLICY--Fwd: Re: Parking Crisis - Karlstad Dr & Toyama

Mr. Ngo:

I have asked Noren Caliva to call you so that we can schedule time to meet and discuss your concerns. Although we are working on a study issue about required parking, it will not address issues with existing developments. We hope to develop a process to work with homeowners associations that are having difficulty with the adequacy of parking in their complex.

Trudi Ryan
Planning Officer
City of Sunnyvale
408-730-7435
tryan@ci.sunnyvale.ca.us

>>> On 10/9/2007 at 1:08 PM, Anne Lee <Anne.Lee@ci.sunnyvale.ca.us> wrote:
FYI

>>> Lisa Natusch 10/8/2007 4:19 PM >>>
Council:

Forwarding from Council AnswerPoint.

Thank you,
Lisa Natusch

>>> Lisa Natusch 10/8/2007 3:56 PM >>>
Mr. Ngo:

Thank you for your e-mail. Your message deals with City policy and is being forwarded to the entire City Council and copied to key staff members. You may or may not receive a response from one or more Councilmembers.

If this policy issue is already on the Council's agenda for a public hearing, Council will accept any information you wish to provide in advance of that date (materials can be mailed to City Council at P.O. Box 3707, Sunnyvale, CA94088-3707). However, individual Councilmembers will often refrain from meeting with community members on specific issues prior to a scheduled public hearing. This ensures that all Councilmembers hear the same information and all sides of an issue prior to taking a position or making a decision. For this reason, you are encouraged to attend the public hearing and share your thoughts with all Councilmembers.

If the policy issue you are addressing is not already on the City Council's agenda, you may wish to suggest this as a possible "Study Issue." The Study Issue process allows Council to prioritize the limited number of policy issues it can study and address each year. To learn more about the City's Study Issue process, please visit the City's website at www.sunnyvale.ca.gov or contact the City's Intergovernmental Relations Officer at 730-7536.

If you are unsure as to whether or not your issue is already on the City Council's agenda, you can access Council's Tentative Meeting Agenda Calendar via the Web site above, or contact the Office of the City Clerk at 730-7483.

Thank you,
Lisa Natusch
Administrative Aide

Office of the City Manager
City of Sunnyvale
408-730-7524
408-730-7699 fax

ATTACHMENT F
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>>> "Ngo, Kevin" <[REDACTED]@[REDACTED].com> 10/8/2007 9:44 AM >>>

Hi,

I've emailed the city manager twice with no response. I'm forwarding my message to your attention. Based on the fact that this is the largest high density residential area in all of Sunnyvale and we are likely the highest paying property tax per square foot (\$800k-900k for a townhouse) in the entire city, I would hope this issue gains the attention and priority it deserves.

Thank you.

Kevin Ngo

MP3 Accessories | Kensington | [REDACTED] | [REDACTED]
(<http://www.kensington.com/>)

From:Ngo, Kevin
Sent: Friday, October 05, 2007 3:41 PM
To: 'citymgr@ci.sunnyvale.ca.us'
Subject: Parking Crisis - Karlstad Dr
Importance: High

Dear City Manager,

This is my second request for the city of Sunnyvale to evaluate the parking issue on Karlstad Drive in Sunnyvale. Though you have approved multiple new communities in this area, you have forgotten that we are all required to park on Karlstad and Toyama. This includes the following communities:

- Danbury Place
- CityParkby Toll Brothers
- Veronaby Toll Brothers
- Tasman Placeby Classic Communities
- Parkside Villas
- NexGen

My point is that the residents are struggling to find parking and the situation is only going to get worse. It also does not help that the builders and HOA have required all community spots to be reserved for GUEST ONLY. This makes no sense to me since many of these spaces are usually empty on any given night.

I would like to hear what the city plans to do to alleviate this issue since they're the ones that created it by approving these developments without thinking through the effects. We all pay a tremendous amount in property tax and deserve a solution.

Thanks.

Kevin Ngo

12/10/2007

3 Min Request to Include Medical Centers & possibly Office buildings
I'm Connie Portele
A 33 year resident of Sunnyvale
@ 993 Astoria Drive

Re: this Study of Commercial Developments

We in the immediately adjacent:

- 1) Wrightmont Corners neighborhood of 110 households,
- 2) the 30 homes on immediately adjacent 2 blocks of Wright Av and the
- 3) West Neighborhood of Astoria Drive to Fremont Ave of 50-55 households...

...don't see why the commercial overflow parking problem in our neighborhood hasn't been included in this study but relegated to a traffic problem.

The Overflow Parking Issue we've asked assistance with totally qualifies to require sufficient parking accommodations.

- 1) The reason for this Study: as stated on p. 2 of this rpt: was 'sparked by: concerns from residents regarding the ... lack of parking' provided by commercial developments ..

...which, in spite of current semantic distinctions, the structure designated 'medical' @ 1010 W. Fremont Ave ...—which industry we all know has had to act commercially to maintain their historical profit structure and overhead expense...

...has not planned responsibly for their consolidation of sites and expanded parking needs ...

...and a larger 'medical center' on the corner of Wright and Fremont Aves which has potential to create much more havoc in this same way.

- 2) Inclusion of Medical and Office buildings in this study also qualifies as consistent with the 'Evolution of Parking Requirement in Sunnyvale' ...

...'as a function of changing patterns of ...of land use development...

...as this site was originally a chiropractic and small business office site fully accommodating its parking...

...the New owners remodeled (their permit 6/2006) ...

...then consolidated the business of an additional site into this one....

...irresponsibly bringing 25-30 staff members into the existing site which only

accommodates 30 cars not to mention their newly, combined clientele of 60-80 patients, with an ineffective solution of restricting most of their staff from parking within the 30 spaces. Creating much overflow 8-10 hr parking in our neighborhood.

- 3) The inclusion of these types of sites also qualify under the review of previous zoning code, which 'stated that additional on-site parking might be required if on-street parking was limited.'
...as the adjacent, typically-available on-street parking of Fremont Ave was designated a parking free bike lane.
- 4) Inclusion also qualifies by intent of the General Plan which intent is stated 'to achieve long-term vision of the community...and asserts the importance of residential neighborhoods and transportation standards.'

This is exactly our issue that existing overflow parking from one 'medical'/commercial site and the potential for a much larger issue should a similar land use change be undertaken by a much larger 'medical'/commercial site, the Wrightmont medical center @ Wright and Fremont Aves.

...Inclusion of these types of sites qualifies under many more similarities of types included in this study.

All this to say we residents of an area of ~200 households want currently designated Medical and Office buildings included in this or another study this fiscal year in order to preserve the values of safety of our children, the general residential tranquil character of our neighborhood and home values of our Sunnyvale neighborhood.

We want the results of such a study to request a review of related parking accommodations ...

... when:

- a.1) new developments request permits,
- a.2) when modifications to existing developments are made, and ...
- a.3) New leasees or owners should be required to document sufficient accommodation of parking needs which should be reviewed as consistent with space, use and any permits requested.
- a.4) Or, when conditions warrant review.

**Planning Commission and Staff Recommendations
Amendments to Title 19, Zoning**

I. MULTI-FAMILY RESIDENTIAL**Parking Lot**

- a. Clearly mark compact spaces in order to discourage larger cars from parking in smaller spaces.
- b. Require that parking lot striping and marking (e.g. compact, guest) is accurately and adequately maintained.
- c. Require signs to direct vehicles to additional parking spaces on-site.
- d. Assure that adequate lighting is available in parking lots to keep them safe and desirable for use.

Required/Allowable Parking

- e. Provide parking ratios for mixed use projects containing residential uses that are based on accepted guidelines, such as the ITE or ULI.
- f. Amend the Zoning Code parking table to include a footnote that requires projects with limited on-street parking to provide more on-site parking.
- g. Reduce allowable compact parking to 10% of unassigned spaces.

Parking Management

- h. Require creation of a Parking Management Plan describing how property managers or homeowner's associations meet the following requirements:
 - i. Limit the amount of unassigned spaces that are reserved for specific tenants.
 - ii. Give property managers/homeowner's association the latitude to define "guest," since ultimate enforcement is the responsibility of that entity.
 - iii. Specify that 25%- 75% of unassigned spaces be reserved for guest use only, at the discretion of the property owner or homeowners association.
 - iv. Note that property owners and HOA's cannot rent unassigned spaces, except that a nominal fee may be charged for parking management.
 - v. Require tenants to use their assigned parking spaces prior to using the unassigned parking spaces.
 - vi. Confirm the responsibility of the property owner or homeowner's association to enforce provisions of the parking management plan.
 - vii. Require tenants to maintain assigned spaces for parking of automobiles and motorcycles (e.g. do not allow RVs, trailers, boats, etc.)
 - viii. Clearly notify potentially residents of the number of parking spaces provided for each unit on-site in order to reduce overuse by specific residents.

II. COMMERCIAL**Parking Lot**

- a. Clearly mark compact spaces in order to discourage larger cars from parking in smaller spaces.
- b. Require that parking lot striping and marking (e.g. compact, timed) is accurately and adequately maintained.
- c. Require signs to direct vehicles to additional parking spaces on-site.
- d. Assure that adequate lighting plan is available in parking lots to keep them safe and desirable for use.

Required/Allowable Parking

- e. Provide parking ratios for mixed use projects that are based on accepted guidelines, such as the ITE or ULI.
- f. Allow the Director of Community Development to determine appropriate parking for “uses not enumerated” based on published studies, adjusted for Sunnyvale’s context versus the current code standard of 1 space per 180 square feet.
- g. Clarify that restaurants using the 100% fixed seating rate may not provide less than the retail or the shopping center in which it is located.
- h. Clarify that the parking rate for restaurants with 100% fixed seats is for limited seating situations.
- i. Require all restaurants to receive a staff level permit in order for the parking to be evaluated as part of the review process.

Parking Management

- j. Require creation of a Parking Management Plan specifying:
 - i. That employee parking locations be away from the building, in parking spaces that are the least used; and
 - ii. The location and term of short-term parking.
- k. Confirm the responsibility of the property owner to enforce provisions of the parking management plan.
- l. Allow the use of valet parking when appropriate on sites with limited parking.

Other

- m. Amend the definition for “shopping center” to indicate that the primary uses are retail and that other uses (restaurant, personal service, recreation) may also be allowed. This change would allow better control on the percent of non-retail uses in a shopping center.

III. PLACES OF ASSEMBLY AND RECREATION USES**Parking Lot**

- a. Clearly mark compact spaces in order to discourage larger cars from parking in smaller spaces.
- b. Require that parking lot striping and marking (e.g. compact, guest) is accurately and adequately maintained.
- c. Require signs to direct vehicles to additional parking spaces on-site.
- d. Assure that adequate lighting plan is available in parking lots to keep them safe and desirable for use
- e. Require directional signs to additional parking spaces off-site, as appropriate.

Required/Allowable Parking

- f. Reduce allowable compact parking to 10% for places of assembly
- g. Allow the Director of Community Development to determine appropriate parking for “uses not enumerated” based on published studies, adjusted for Sunnyvale’s context versus the current standard of 1 space per 180 square feet of gross floor area.
- h. Make no modification to the general parking requirement, but note that special functions for Places of Assembly or Recreation may require a Miscellaneous Plan Permit to assure that adequate temporary parking is available.
- i. Amend the Code to parallel the use tables with the parking tables (Places of Assembly Business-serving and Places of Assembly-Community Serving)
- j. Amend the Code to specifically list two types of uses in order to best apply the code: Classroom-based and Studio-based education or recreational uses.
- k. Require a Parking Overflow Plan for highly-attended events.
- l. Provide an adequate separation of assembly times if minimum parking is available.

Parking Management

- m. Require a parking management plan to minimize impacts on adjacent residential neighborhoods due to overflow parking

PLANNING COMMISSION MINUTES OF DECEMBER 10, 2007

2007-0754 – City of Sunnyvale Study Issue: Parking Requirements for Residential and Commercial Developments. A review of the City's current parking requirements on commercial and multi-family (townhomes, condominiums, apartments) housing projects, and parking requirements needed for future developments. NC

Noren Caliva, Assistant Planner, presented the staff report. She said that staff is recommending the Planning Commission recommend that Council direct staff to prepare amendments to the zoning code to address parking issues, including, but not limited to new definitions, parking management requirements, better striping and directional signage, reduction of compact spaces, and new requirements for major events. She said the proposed amendments to Title 19 are included in Attachment G of the report.

Comm. Babcock referred to Attachment B, page 1 of the report and asked for clarification of the current parking requirements. **Trudi Ryan**, Planning Officer, said that depending on the nature of the parking that all developments have a minimum of one assigned parking space per unit. Ms. Ryan further explained the requirements based on the nature of the parking. Comm. Babcock commented that considering today's lifestyle that requiring only one assigned parking space for a 3 bedroom home is unrealistic and asked if there were other cities that require at least two parking spaces for a 3 bedroom home. Ms. Ryan said that Sunnyvale's parking standard has variety built into it as it is based on the number of bedrooms and the style of parking. Ms. Ryan said staff has found that when visiting sites to observe parking that not all the guest spaces were occupied, even when observed during peak usage times. Ms. Ryan said that staff has had complaints from residents in the newer housing developments with parking due to more adults living in the complex, but that older developments in the same area do not seem to be complaining about parking issues. Ms. Ryan said that staff bases part of their judgment on complaints received, and more complaints are coming from the newer developments.

Vice Chair Rowe referred to page 4 and 5 of the report regarding compact parking spaces and asked staff to explain the relationship of the two references. Ms. Ryan said the reference on page 4 is regarding compact parking in residential developments and the reference of page 5 is regarding compact parking in commercial developments. Ms. Ryan further discussed compact parking spaces. Vice Chair Rowe referred to page 7 and 10 of the report regarding use of garages. She commented that garages often end up being used for storage for items that are considered vehicles and are actually just storage i.e. inoperable car, boat, or ski jets. Vice Chair Rowe asked if any thought had been given about the vehicle code and how to distinguish something that is considered a vehicle by the Department of Motor Vehicles, but in reality is storage. Ms. Ryan said that another condition should be added to the list of Title 19 changes that the code should specifically state that the garage must be available for the parking of

automobiles. Ms. Ryan said that often this issue is addressed in the Conditions of Approval in the Homeowner's Association requirements, but in this case staff would like to make an addition that the code is more specific requiring the owner or the Homeowner's Association to come up with definitions to assure that boats, ski jets, etc. are not taking up required parking and that inoperable cars are not being stored. Vice Chair Rowe referred to page 9 of the report and discussed with staff the days and times the surveys were taken with staff explaining survey periods chosen were based on past experience with peak use times. Vice Chair Rowe said that she felt there are problems with Friday and Saturday parking which were days not surveyed. Ms. Ryan added that a similar type of survey was done when the code was updated in the 1990s. Vice Chair Rowe referred to page 11 of the report that references compact spaces and asked staff for clarification. Ms. Ryan said that staff recommends some compact spaces be accommodated and that the Commission could delete the allowance for compact spaces and require a universal stall dimension. She said the residential stall dimension is already narrower and requiring a universal stall dimension might take up more room, yet on commercial projects, using the universal stall dimension might be a benefit as stalls would wider. Vice Chair Rowe referred to page 19 of the report regarding a statement recommending Alternative 1 and Alternative 4 with staff providing a correction that staff is recommending only Alternative 1. Vice Chair Rowe referred to page 19 of the report regarding the new parking requirements "are not easily useful for existing projects". She confirmed with staff that the new requirements could be provided to all Homeowner's Associations indicating that they are not required to make these changes, but that they might consider making the changes in the future. Vice Chair Rowe referred to a citizen's letter in Attachment F from Connie Portele regarding parking spaces and the number of employees at an eye clinic and asked what the Planning Division does when a business expands, in regards to parking for employees. Staff said that the parking requirements for Commercial sites are based on square footage and does not consider the number of employees. Vice Chair Rowe referred to Attachment F regarding a letter from Mrs. Trina Jacobs regarding cars parked too close to her driveway. Staff said that the Traffic Division and Department of Public Safety can work with the businesses and residents, if they have not already, and determine if possibly curb markings are needed.

Chair Sulser asked staff about parking ratios for mixed use projects referring to page 11 of the report, under 1.c of the possible code changes for Residential Options. Ms. Ryan said that currently the code does not have a mixed use parking rate and that staff currently considers accepted guidelines such as "ITE or ULI". She said an addition to the code for mixed use projects would not necessarily change what is currently be done, but would give more authority when asking for parking ratio requirements for mixed use areas.

Chair Sulser opened the public hearing.

Connie Portele, a resident of Sunnyvale, said that she lives in the neighborhood near Wright Avenue and Astoria Drive and does not see why commercial overflow parking in their neighborhood is not included in this study, but is relegated to a traffic issue. Ms.

Portele discussed the parking problem in her neighborhood that has resulted from overflow parking from nearby medical offices and expressed her reasoning why she believes that commercial overflow parking on residential streets needs to be addressed. She said there is an overflow parking problem for eight to ten hours at a time in their neighborhood. She said the residents of the approximately 200 households in this affected neighborhood would like currently designated medical and office buildings to be included in this study or another study in this fiscal year in order to preserve the values of their homes, maintain the safety of their children, and restore the tranquility of the neighborhood. She said they would like the study to request a review of related parking accommodations, when new development permits are applied for, when modification to existing developments are made, and that new leasers or owners should be required to document sufficient accommodation of parking needs.

Comm. Babcock confirmed with Ms. Portele that her particular neighborhood is east of Bernardo. Comm. Babcock asked staff what the zoning is for the area Ms. Portele has referenced. Staff said that medical facilities are zoned as Office. Comm. Babcock questioned why a business that is selling items is zoned Office. Ms. Ryan said she is not familiar with the details of these particular businesses, but she believes one business provides Optometry services and may be office in nature with a retail component, i.e. eyewear sales. Comm. Babcock and staff discussed the type of services provided at these offices concluding that one of the offices has multiple optometrists working at the site providing eye services and that the front portion of building is a place to try on and purchase glasses. Ms. Portele asked why the distinction between medical, office and commercial makes a difference in regards to parking overflow and she would like this office area reviewed for parking requirements.

Chair Sulser closed the public hearing.

Vice Chair Rowe referred to Attachment G, page 1 under Parking Management, regarding "Limit the amount of unassigned spaces that are reserved for individual use" and asked if this refers to individual residential use or is it residents and guest use. Ms. Ryan said the intent is to limit, by not allowing, the ability to assign the unassigned spaces to residents. Vice Chair Rowe asked about an additional condition on the same referenced page regarding "Specify that 25%-75% of unassigned spaces be reserved for guest use only..." Ms. Ryan said that staff feels it is not appropriate to assign the unassigned spaces to individual residents or individual guests. Vice Chair Rowe asked about an additional condition on the same referenced page regarding "Clearly mark compact spaces in order to discourage larger cars from parking in smaller spaces" and asked how that would be enforced. Staff said that enforcement is difficult, but Homeowner's Associations could enforce this, i.e. courtesy notices. Vice Chair Rowe referred to Attachment G, page 2 regarding "Required/Allowable Parking" and discussed with staff the condition that reads, "Allow the Director of Community Development to determine appropriate parking for "uses not enumerated".

Ms. Ryan said a condition should be included requiring that Homeowner's Associations be responsible for assuring that the garages be kept available for parking automobiles or motorcycles.

Comm. Chang moved for **Alternative 1**, to direct staff to prepare amendments to the zoning code to require clarification of parking rates and to codify parking management requirements, as shown in Attachment G. **Comm. Babcock** seconded the motion.

Comm. Chang said that this study is a positive step to accommodate future challenges.

Comm. Babcock said this is an issue that needed to be reviewed. She said she is hesitant that the study did not go quite far enough, but that this is a great first step towards delineating parking and different land uses.

Vice Chair Rowe said she was not going to support the motion. She said **Comm. Babcock's** comment that this is a good first step had possibly swayed her decision. **Vice Chair Rowe** listed several problems that she has with this issue including maximizing the use of the land versus the quality of life of the residents around certain developments. She said the report indicates that vehicle ownership is up in this area, that the Sunnyvale parking standards are higher than the nation's standards, and commented that maybe Sunnyvale needs to be a leader in solving problems with parking. She suggested parking surveying should be done at other times, and said she has a problem with compact spaces, and with Homeowner's Associations determining the use of the guest parking spaces. She said the City not knowing how many employees work at a location and their parking needs presents problems.

Chair Sulser said he would be supporting the motion. He said he was surprised with some of the data in the report, and that the recommendations in the report are very logical.

ACTION: **Comm. Chang** made a motion on 2007-0754 to direct staff to prepare amendments to the zoning code to require clarification of parking rates and to codify parking management requirements, as shown in Attachment G. **Comm. Babcock** seconded. Motion carried, 5-1, **Vice Chair Rowe** dissenting, **Comm. Simons** absent.

APPEAL OPTIONS: This action will be forwarded as a recommendation to City Council and is currently scheduled to be heard on December 18, 2007.

**Commercial Center- Cherry Orchard Shopping Center
Discussion on Parking Situation**

The Cherry Orchard Shopping Center was built in 2002 as part of a large mixed-use project at El Camino Real and Mathilda Avenue. The shopping center is approximately 60,000 s.f. (in three buildings): a free-standing restaurant at the corner, a free-standing small produce market, and the remaining center. The center is a popular destination.

The shopping center is used by the community during all hours (Borders stays open until midnight many days, and Starbucks opens early in the morning). There are successful eating establishments, service businesses and general retail uses. Approximately 24% of the tenant spaces are restaurant uses including: fast food and primarily take-out (Chipotle, Starbucks, A.G. Ferrari); table service with full service bar (PF Chang), and other table service (Pasta Pomodoro).

The original Special Development Permit for the shopping center included a discussion of parking, and expected types of use (restaurant, general retail, etc.). The following summarizes the parking discussion:

- Required: **270** parking spaces.
- Provided: **262** parking spaces for exclusive commercial use (a deficiency of 8 parking spaces)
- Shared Parking Agreement: **8** parking spaces to be shared between residents of the development and shopping center patrons located on the residential lot.

As can be seen from the above information, the Cherry Orchard Shopping Center approval met the parking requirements. Once the center was built, and businesses opened, there have been concerns mentioned about the availability of parking on site. The shopping center management developed a parking management plan to address the demands for parking. This plan included the tenant space allowable for different uses and tenant types, the use of valet parking, time-limits on spaces, employee parking and the use of additional shared parking from the residential portion. The approval allows staff to revisit the approval of the parking plan if it is determined not to be working.

Below is a brief examination of the concerns and the factors that affect the parking on site:

- **Success of the shopping center.** Cherry Orchard is one of the most successful shopping centers in Sunnyvale. It is located on a

major thoroughfare and contains many popular commercial stores, such as PF Chang's, Starbucks and Borders. As such, the popularity and success of this shopping center also contributes to the parking congestion. Patrons are willing to wait a long time for tables at the corner restaurant, thus contributing to less turn-over of spaces.

- **Overlapping of peak hours by business found on site.** Many of the uses on site have similar peak hours of operation. The most congested time surveyed was during the Saturday evening peak hour, with 10.3% parking vacancy. Although this increases parking congestion, it also adds to the energy of the center as a place people want to enjoy.
- **The location of the parking spaces** on-site can create confusion regarding the spaces available. Additionally, many of the parking spaces that were vacant during the times surveyed were mostly located around the periphery of the commercial building, which is permitted to be used by shopping center patrons. There is a lack of signage to indicate the location of additional parking spaces; therefore these spaces are not well used.
- **Spaces reserved for employees only.** In an effort to protect the adjacent residential tenants, the parking management plan includes restrictions on use of the parking closest to the residential for employees only (or may also allow residents).

Staff surveyed the project during several peak times (12:30 p.m and 7:30 p.m. Monday, Friday and Saturday) and found that the vacancy during surveyed times was 10% to 37% with lower vacancies in the evenings. Parking spaces are either unmarked or marked as valet, handicap, 20-minute time limit, employees only, or employees and residents of the mixed use development.

This shopping center compares in size to the center at Maude and Mathilda. This center, remodeled in 1999 is about the same size (57,000 s.f.) with a similar ratio of restaurant use (about 21%). The site is sub-standard for parking (about 15% short). Although the center is busy, particularly during weekday lunch periods, the vacancy rates are much higher than the Cherry Orchard. The specific tenants likely influence the demand for parking.

The table below shows the average vacancy during surveyed times for each type of parking space in the Cherry Orchard Shopping Center:

Cherry Orchard Average Parking Vacancy

Type of Parking Space	Average Parking Vacancy
Employee and Residents	41.9%
Unmarked	31.8%
Employee	20.3%
Handicap	2.5%
20-Minute Time Limit	1.8%
Valet	1.8%

Staff found that the highest average parking vacancy was the parking spaces that are marked for employees and residents, with an average of 41.9%. This may indicate that an excessive amount of parking spaces in the shopping center are marked for employees and residents. However, staff also found that the second highest average parking vacancy was the parking spaces that are unmarked, with an average of 31.8%. This may indicate that there is an adequate amount of parking spaces that may be used by shopping center patrons on site. Therefore, staff finds that the type of parking space is not the only factor that impacts parking availability.

Discussion of Parking with Shopping Center Management

Staff has discussed the parking concerns with the shopping center management. The management indicated that the tenants are generally doing very well and have not raised concerns about lack of patrons; however, staff finds it is time to re-visit the parking management plan to perhaps remove restrictions on some of spaces and to provide better signage on available parking.