Draft for Planning Commission review on November 26, 2012

Council Date: December 18, 2012

SUBJECT: Discussion and Possible Action to Introduce an Ordinance to Amend Title 19 (Zoning) Regarding Non-Residential Parking Requirements (Study Issue)

REPORT IN BRIEF

This report addresses the "Parking Requirements for Non-Residential Uses" study issue (Attachment E, Study Issue Paper). This study was prompted by concerns that the commercial and office parking standards of the zoning code are too restrictive, and that current parking standards preclude businesses from occupying or re-locating to existing buildings. The study does not examine parking requirements in the Downtown Specific Plan area or residential parking requirements.

Staff has taken this opportunity to thoroughly review non-residential parking standards, including not just the number of parking spaces, but parking space dimensions, bicycle parking requirements, and design guidelines for parking areas.

Sunnyvale's parking standards are higher, in general, than the seven nearby cities of Mountain View, Cupertino, Santa Clara, Milpitas, Fremont and Redwood City. Many of these standards were put in place when it was a smaller car-oriented suburb. But the last 20-30 years has transformed Sunnyvale into a high-tech center. Business rents and housing costs reflect the demand to locate in Sunnyvale and land use trends have changed how much parking is needed for different land uses.

Staff recommends that Council introduce an ordinance to amend Title 19 Chapter 46, Parking, repeal a resolution from 1976 regarding parking lot design, and adopt amended Design Guidelines.

BACKGROUND

The City of Sunnyvale has had parking requirements in place at least since a comprehensive zoning ordinance was adopted in 1963. Since that time, the parking requirements have been revised repeatedly to reflect changes in parking demand, land use characteristics, and community character. Most recently in 2007, City Council adopted provisions for parking management plans for multi-family residential, commercial uses, and place of assembly uses along with fine-tuning of some of the requirements. In response to concerns

that the commercial and office parking standards are too restrictive, Council ranked this study #5 of 6 for Community Development for 2012.

EXISTING POLICY

General Plan - Economic Vitality

GOAL LT-6 Supportive Economic Development Environment — Sustain a strong local economy that contributes fiscal support for desired city services and provides a mix of jobs and commercial opportunities.

Policy LT-6.3 Consider the needs of businesses as well as residents when making land use and transportation decisions.

Policy LT-7.4 Support land use policies that provide a diversified mix of commercial/industrial development.

General Plan – Good Design

Policy CC-3.1 Place a priority on quality architecture and site design, which will enhance the image of Sunnyvale and create a vital and attractive environment for businesses, residents and visitors, and be reasonably balanced with the need for economic development to assure Sunnyvale's economic prosperity.

Policy LT-5.11 The City should consider enhancing standards for pedestrian facilities.

Policy LT-4.13 Promote an attractive and functional commercial environment.

General Plan – Environmental Sustainability

GOAL EM-10 Reduced Runoff and Pollutant Discharge — Minimize the quantity of runoff and discharge of pollutants to the maximum extent practicable by integrating surface runoff controls into new development and redevelopment land use decisions.

Draft Land Use and Transportation Goals

These goals have not yet been adopted formally by City Council, but have been circulated in draft form as part of the Horizon 2035 Committee's recommendation.

> **Action 3** under the Regional Participation Goal: Consider more standardized land use policies in the region, such as parking standards, to promote equity between cities.

Policy 6 under the Regional Infrastructure Goal: Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking and public transit.

Policy 24 under a Well-Designed and Operated Transportation Network: Among motorized vehicles, priority in all services shall be given to low emission, zero emission or environmentally friendly vehicles such as carpools in providing parking and planning for lane priority and other operations.

Policy 27: Move progressively toward eliminating direct and hidden subsidies of motor vehicle parking and driving, making the true costs of parking and driving visible to motorists.

DISCUSSION

Parking Overview

Correctly determining parking demand for any given use is challenging. Fluctuations in business popularity, economic prosperity and employment create substantial challenges to finding a "one-size-fits-all" parking rate. For example, while a given parking standard may be more than sufficient for an average fast food restaurant, another business may require more parking than average. As another example, fluctuations in behavior throughout the year may result in a parking lot relatively empty most of the year, but well or fully used during a peak period (e.g. November-December holiday shopping).

A basic question to be answered is whether the city sets parking standards for an average time (business popularity, economic prosperity) or the peak time (holiday season, highly popular businesses and levels of employment)?

The benefit of parking for peak times is that it maximizes vehicular access. Businesses are not concerned that they are losing customers because of the difficulty of parking, and customers are not dissuaded from shopping at a location and go elsewhere due to limited parking. Potential parking spillover onto adjoining properties is eliminated.

However, high parking rates can act as a barrier to new businesses locating in Sunnyvale. In the situation that triggered this study, a bank was having difficulty locating in a vacant building in Sunnyvale because the proposed site did not have sufficient parking to meet the zoning code requirements. Changes in the banking business have resulted in more activity being done on-line, reducing the need to go to the bank. Sunnyvale's bank parking rate reflected the time period prior to online banking, ATMs and ATM cards. This is an example of a situation where up-to-date and flexible parking requirements are critical for economic vitality.

Parking for peak times also creates significant amounts of parking that are unused for the remaining days of year (approximately 330 days outside of the holiday season) or unused at all times of year for an average business. The impact of large (and unused) parking lots affects Sunnyvale's character and its desirability as a place to live. It also promotes inefficient land use and precludes development that could benefit the City.

In this study, staff undertook a comprehensive review of parking standards, including dimensions of parking spaces, number of spaces required, bicycle parking, design guidelines, and considered a parking adjustment process. The goal of the study was to promote economic vitality, good design, and environmental sustainability without adversely impacting adjacent uses and neighborhoods. "Getting Parking Right" has been the theme of the study. The goal is to strike a balance between having the right amount of parking for patrons so that businesses thrive and efficient use of land.

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

- Comparison with rates of Mountain View, Cupertino, Santa Clara, Redwood City, Fremont and Milpitas.
- Review of staff-conducted parking counts and parking counts by professional transportation firms. New parking counts were completed for targeted land uses in Sunnyvale during July and August 2012.
- Comprehensive review of relevant trends and literature, including *The Dimensions of Parking* (2011) by the Urban Land Institute and *Parking Generation, 4th Edition*, by the Institute of Transportation Engineers.
- Participation in the Metropolitan Transportation Commission (MTC) Technical Committee on parking.
- Survey of existing land uses in Sunnyvale and then the observed demand for those uses.
- Survey of community members to determine concerns about parking.
- Study Sessions with the Planning Commission, Sustainability Commission and Bicycle and Pedestrian Advisory Commission.

Based on this information and analysis of General Plan goals, staff is recommending the following findings to be incorporated into the parking code:

1) Sufficient parking for daily or weekly peaks is important towards furthering economic goals.
2) Flexible parking ratios enhance opportunities for re-use of buildings and stimulate economic vitality.
3) The needs of vehicular traffic shall be balanced with the need for adequate bicycle and pedestrian facilities;

4) Creating parking spaces that are rarely used creates negative environmental impacts through excessive impervious surface, discourages other productive uses of land and can conflict with pedestrian and bicycle travel.
5) Shared parking or other parking management tools are an effective method of ensuring adequate parking while maximizing land use;
6) Parking spillover into residential neighborhoods should be avoided.
7) Street parking is not intended to meet the parking needs for private uses.

Since aspects of this study are highly technical a Parking White Paper has been included (Attachment C) that describes the rates of surrounding cities, samples of existing parking rates, parking counts and surveys and relevant information. This RTC summarizes the findings of the White Paper and presents several alternatives for consideration. First, staff will discuss recommendations for the following five topics:

1. Parking Rates – Minimums and Maximums
2. Parking Adjustments
3. Dimension and Design Requirements
4. Special Parking
5. Cleanup and Reorganization

1. Parking Rates - Minimums and Maximums

The City regulates required parking through parking rates. The rates are structured such that one parking space is required per unit of building, employee, student or other measurement. Most commonly, parking requirements are based on gross floor area. Gross floor area is the entire area within the walls of a building, including stairways, storage and utility areas.

Staff has reviewed parking surveys, conducted parking counts and researched surrounding city requirements to establish appropriate parking rates. Staff has also discussed parking rates in other cities with the staff of those cities to understand how easy they are to implement and how realistic the rates are in reflecting "the right amount of parking." In many cases, staff is recommending lowering the City's current rate based on the above staff research and allowing businesses more flexibility to locate in appropriate locations.

While most zoning codes institute parking minimums, Sunnyvale also has parking maximums for industrial properties. The maximums are intended to discourage businesses from creating parking areas that are used only occasionally and to encourage ride-sharing or alternative modes of travel for their employees. In other areas, excess parking is installed because there are unspoken incentives to overpark a business. Some businesses feel that abundant parking for customers is essential for success. Lenders may also contribute to the issue, as properties with high parking rates are considered

more leasable than those with average amounts of parking. Creating a large number of parking spaces ensures that no customers are lost due to a perceived parking problem, and customers are not frustrated by a lack of parking to access the business.

Particularly with high-profile retail centers, there is a stronger desire to establish parking which may or may not be used on a regular basis. New trends in online shopping and service provision have lowered demand, but business thinking and parking rates have not yet caught up with this trend. With the high cost of land, developers are more conscientious of development costs of parking.

A maximum parking rate would limit the number of spaces built in a project. Regulating parking by maximum parking rates could be used effectively for commercial uses to create a baseline of how much parking is needed for average uses. An adjustment process could be included (see the next section) which would allow variation from minimums or maximums with documentation that the minimum or maximum is insufficient for business needs. Creating a maximum may prompt businesses to think more creatively about what parking they really need, and what steps can be taken during holiday seasons to address parking demand rather than just pave additional land area.

Details about each of the rates are contained in the Parking White Paper (Attachment C). Where possible, staff attempted to design rates based on building characteristics rather than employment. Rates based on staffing levels (per employee) and based on small areas within the building (seating areas) are generally avoided. Staff notes that the two rates recommended for increase are convalescent hospitals and child care uses.

Staff Recommendation: Staff recommends the following rates. Rates indicate the recommended number of parking spaces per 1,000 sq. ft. of gross floor area, unless otherwise specified. Arrows indicate whether the proposed rate has increased, decreased or stayed the same. Sideways arrows indicate that the rate is not proposed for change.

TABLE 1.1 – Recommended Parking Rates for Commercial and Office

Primary Use	Existing Minimum Spaces/ 1,000 sq. ft.	Proposed Min. Spaces/1,000 sq. ft.	Proposed Max. Spaces/1,000 sq. ft.
Auto-Related Uses	5.5	↓ 2.5 for retail & 3/service bay	None
Bars or Nightclubs	20	↓ 13	18
Financial Institution	5.5	↓ 3.3	4
Warehouse Retail or Bulk-Merchandise Retail	2.5	→ 2.5 (no change)	4
General Industrial	2	→ 2 (no change)	→ 4
General Retail	5.5	↓ 4	5
Hotel	1/room plus 1/employee	↓ 0.8 spaces per hotel room	1.2 spaces per hotel room
Office (General)	4	↓ 3.3	4
Office (Medical)	4.4	↓ 3.3	4
Restaurant – fast food	13	↓ 9	13
Restaurant – no bar	9	→ 9 (no change)	13
Restaurant – with bar	13	→ 13 (no change)	18
Shopping Center*	4.4- 5.5 depending on size	↓ 4	5
Warehouse, Commercial, Storage and Self-Storage	1.1 (warehouse) 0.4 (commercial storage)	↓ 0.4	↑ 2

***** Detailed discussion of the Cherry Orchard Shopping Center is located on page 12 of the Parking White Paper (Attachment C). The proposed rate neither increases or nor decreases the number of spaces.

TABLE 1.2 – Recommended Parking Rates for Recreation, Education and Care

Maximums are not recommended for this type of use. There are typically fewer commercial incentives to build significantly more parking than what is used on

an average basis. The variations in use characteristics may require significantly more parking than the minimum.

Primary Use	Existing Minimums	Proposed Minimum
Recreational and Athletic Facility	2.5/1,000 for general area and 47/1,000 for seating area plus 1/3 fixed seats	5/1,000 of general area and 20/1,000 for classroom area
Education - Primary	3/classroom	No change
Education – High School	0.25/student	No change
Education - Institution of Higher Learning	47/1,000 sq. ft. of seating area, or 0.3/ fixed seats	0.5/student
Education - Recreation and Enrichment	4/1,000 or 0.25/ student plus 1 per employee	4/1,000
Child Care Center, Including Business-Sponsored	1/employee during maximum shift plus 1/14 children	0.25/child
Adult Day Care Center	No rate in place	2.5/1,000
Convalescent Hospital	0.4/bed	1.5/bed
Place of Assembly	47/1,000 sq. ft. of seating area, or 0.3/fixed seats plus 2.5/1,000 of general area	25/1,000 for primary gathering areas.

2. Parking Adjustments

The current parking code has limited flexibility to determine appropriate parking ratios. The Director of Community Development may adjust parking requirements for shared uses, but adjustments cannot be made easily for other types of uses. Many cities have a parking adjustment process, and a similar process could be used in Sunnyvale.

Adjustments to parking minimums, maximums and bicycle parking requirements could be granted with any discretionary permit by the Director or applicable approving body. For example, if a project was being reviewed by the Planning Commission, the Commission would have the authority to grant an adjustment.

Clear findings are suggested to guide the public, staff and decision-makers on the correct application of the findings (Attachment A). Findings from the **minimums** include availability of shared parking, off-peak hours, and proximity to transit. Findings from the parking **maximums** include sufficient information to prove that additional parking is needed, and that project is in compliance with design guidelines and bicycle parking standards.

3. Dimensions and Design Requirements

Currently Sunnyvale has two different standard stall sizes for various uses and zoning districts as well as allowances for compact spaces. Compact spaces are permitted up to a certain percentage of the total spaces provided.

This range has inadvertently hampered re-use of some industrial or commercial spaces. For example, a medical office use occupying a general office property may actually require a Variance to allow compact spaces where they are allowed for general office. In addition, most parking technical manuals are recommending elimination of compact spaces as inefficient and difficult to use and enforce. See Attachment C, White Paper, page 2 for an in-depth discussion of parking lot dimensions.

TABLE 3.1 Recommended Dimensions for Parking Spaces and Lots

	Existing Requirements	**Proposed Requirements**
Parking Space Size	8.5 x 18 ft. for industrial (and residential) 9 x 18 ft. for commercial 7.5 x 18 ft. for compact	8.5 x 18 (universal space)
Minimum Two-Way Aisle	26 ft.	24 ft. (can be expanded if needed for other services such as fire lanes or garbage collection)
Compact Spaces	Permitted up to a certain percentage	Prohibited for new development.
Angled Spaces	Large grid for every angle in 5 degree increments.	Requirements for 0, 45, 60, and 90. Intermediate-angle parking, the aisle width shall be determined by straight-line interpolation between specified standards.
Loading Zones	One space per industrial or commercial use/building. (Exemption for lots of <15 spaces)	More targeted requirements for loading. Most dimensional and marking requirements now in Design Guidelines.
Standards for Parking Surfaces	Portland cement, etc.	Updated standards now in Design Guidelines.

4. Special Parking

The current parking ordinance also regulates bicycle parking, carpool spaces, and related standards.

Electric Car Chargers – While prewiring for electric car chargers is required for all new multi-family residential projects, it remains optional for other developments. Based on suggestions by the Sustainability Commission (see Public Contact discussion), staff is recommending that new industrial, research and development office and other office development be required to prewire 3% of the total vehicle spaces for electric car chargers.

Bicycle Parking - Currently, bicycle parking is only required for multi-family residential and industrial uses. Staff typically applies VTA bicycle parking standards as a condition of approval for discretionary projects. Staff is recommending codifying more comprehensive bicycle parking standards as a percentage of total vehicle spaces provided. This method is the most common for surrounding cities. The amount is similar to what is required in bicycle-friendly communities, including Palo Alto, Mountain View and San Francisco. VTA standards could be used to augment review of discretionary permits.

Car Sharing – Staff is recommending broadening the definition of carpool to include car share and lowering the total number of reserved spaces from 10% to 5% of total vehicle spaces for industrial uses.

5. Code Cleanup and Reorganization

Staff is in the process of updating the entire zoning code through the Zoning Code Retooling project. As part of this process, staff has taken the opportunity to reformat existing parking requirements for mixed use and residential development as part of this study. Diagrams have been added to assist the public in understanding regulations. No substantive changes have been made to the residential, mixed-use or downtown parking requirements.

Staff is also recommending repeal of a Resolution from 1976 that has pavement, drainage and design standards for parking areas (Attachment F). These policies have since been updated with building code requirements, Municipal Code requirements or amended City-Wide Design Guidelines.

ENVIRONMENTAL REVIEW

A Negative Declaration has been prepared in compliance with the California Environmental Quality Act provisions and City Guidelines (Attachment D). An initial study has determined that the proposed project would not create any significant environmental impacts on surrounding properties or uses.

FISCAL IMPACT

No fees or taxes are expected as a result of this project.

PUBLIC CONTACT

Planning Commission Study Session on September 24, 2012. Staff reviewed the purpose statement as well as the draft recommendations with the Commission.

Planning Commission Comments

- *Objectives* - General agreement with the key objectives/purpose statement.
- *Presence of Transit* - Discussion about how transit is still not widely available in key areas in the City and that it would be premature to radically adjust parking requirements until there is sufficient transit service.

Planning Commission Concerns/Questions

- *Lowered Rates* - Lowering parking rates is a concern. Could the adjustment process be used more broadly rather than lowering rates?
    - Staff recommends keeping the lower parking rate as a technique to achieve a higher level of environmental protection by discouraging the overbuilding of parking and finds that an exception provision will allow adequate opportunity to increase parking if needed for a specific use.
- *Sharing of Spaces* - Investigate the possibility of requiring shared parking for adjacent properties
    - Shared parking is already permitted, and has been allowed or required when uses have clearly different peak demands. El Camino Real is the primary retail location that would be able to share parking between adjacent properties. The Planning Commission has approved projects on El Camino Real to include cross access and parking between adjacent properties.
- *Enforceability* – Are the provisions of parking management plans enforceable?
    - Yes, if a Parking Management Plan is required either by the code or by a condition of approval for a project.

Planning Commission Recommendation

- *Auto-Dealers* - Consider a separate auto-sales parking standard
    - A separate auto sales rate has been added.

Members of the public also had questions about the increase in population and how that will relate to parking demand (as retail sites may be used more intensively).

Sustainability Commission on October 15, 2012. Staff reviewed the purpose statement as well as draft recommendations with the Sustainability Commission (Attachment H, Draft Minutes). The Sustainability Commission provided comments on the following:

Sustainability Commission Comments

- *Goal of Parking Requirements* - Parking requirements should reflect that Sunnyvale position itself at the forefront of environmental sustainability.
- *Encourage Non-Vehicular Facilities* - Rather than thinking of bicycle and pedestrian facilities as "adequate," should think of them as "ample" to invite further use.

Sustainability Commission Recommendations

- *5-Year Review* - Review the parking ordinance again in 5 years to see what further steps can be taken.
    - Staff agrees that it be beneficial to periodically review the parking requirements.
- *Incentives* - Create incentives for properties that provide more bicycle parking, car share spaces, parking lifts or electric car chargers.
    - Staff is recommends that 3% of vehicle spaces may be substituted with installation of employee showers and locker rooms.
    - Based on this discussion, staff also recommends a requirement for pre-wiring of electric car chargers for 3% of total vehicle spaces for office, R&D and manufacturing uses.
- *Minimum Parking Spaces* - Consider moving away from mandated minimum parking spaces. Minimums should be lowered if there are alternative transportation modes.
    - Staff notes the Planning Commission comment that it is premature to reduce parking rates in areas not well served by transit

A member of the public mentioned that current facilities for bicycle parking along El Camino Real are insufficient.

Bicycle and Pedestrian Advisory Commission (BPAC) on October 18, 2012. Staff reviewed the purpose statement as well as draft recommendations on bicycle parking and the draft design guidelines with the Committee (Attachment H, Draft Minutes). The Bicycle and Pedestrian Advisory Committee provided comments on the following:

BPAC Comments

- *Importance of Bicycle Parking* – Sufficient bicycle parking is as important as vehicle parking.

BPAC Recommendations

- *Bicycle Parking Spaces* - The proposed requirement of 3% of vehicular spaces is too low. BPAC suggests 5%.
    - Staff is recommending an enhanced bicycle parking rate of 5% of all vehicular spaces (not the 3% as originally suggested).
- *Clearances around Bicycle Parking* - Additional guidelines are needed to provide adequate clearance around bicycle racks for ease of use.
    - Staff has added guidelines regarding installation of bicycle racks
- *Adjustments for Bicycle Parking* - BPAC recommends eliminating any adjustment for bicycle parking.
    - Staff has narrowed the bicycle parking adjustment to the type of bicycle parking space provided, not the number of spaces.
- *Type of Rack* – High-turnover uses should be required to provide racks, not lockers, for ease of use.

City Council Study Session on October 30, 2012. Staff reviewed the purpose statement as well as draft recommendations with the Council (Attachment H, Draft Minutes).

City Council Comments

- *Need for Minimums and Maximums* – Discussion about the need and impact of minimums and maximums.
- *Importance of Economic Success* – Importance of ensuring that sufficient parking is in place to allow economic success for businesses.

City Council Concerns

- *Impact of Holiday Peaks* – Concerns were expressed that summer-time parking counts drastically undercount the needs during the December holiday season.
    - Staff reviewed the parking literature and discussed parking demand during various times of the year with one of the City's transportation consultants. Most of the literature shows that the peak parking demand for retail and mixed use development during the average weekday (typically 1:00 p.m.) is about 90% of the demand for the average holiday parking peak period (typically 1:00 p.m. on Saturdays between Thanksgiving and January 1). The literature also shows that January and February are the traditional low periods for most retail uses, and that for fast food restaurants July and August experience peak demand. Staff is recommending retail parking rates that are at least 15% higher than the average rate observed in the summer. July and August tend to be representative of the average demand for many retail uses. While many residents may be on vacation in the summer,

there is also increased shopping (back to school, home improvement, etc.) during the summer. Staff notes that the character of shopping is changing and that demand for parking spaces may decrease as on-line shopping continues to expand.

- *Bicycle Parking and Surrounding Cities* – Ensure that our bicycle parking standards are progressive; assess San Francisco for possible standards.
    - The bicycle parking requirement for San Francisco is 3% of the vehicle parking requirement. The overall parking requirement is lower in San Francisco, most likely due to the abundance of transit options. The lower rate translates into a lower bicycle parking requirement as well. Staff also looked at the rates for the City of Davis which is well-known for its bicycle supportive infrastructure. The rate for Davis is not specified in their zoning code which states that "The number and location of all bicycle parking spaces shall be in accordance with the community development and sustainability director or his/her designee. Based on this comment on comments from the Sustainability Commission, staff is recommending an enhanced bicycle parking rate of 5% of all vehicular spaces (not the 3% as originally suggested).

Other Public Contact:

- *Parking.inSunnyvale.com* – This website has information, a short video, and a survey.
- *Survey* – A survey posted on survey monkey with 65 respondents. Responses are summarized in Attachment G (Survey Responses).
- *Open House* – Planning staff held an open house in September and approximately 15 members of the public attended.

Public contact was also made through posting of the Planning, Sustainability and Bicycle and Pedestrian and Advisory Commissions' agendas on the City's official-notice bulletin board. The Planning Commission agendas were posted on the City's web site, and the availability of the agenda and report in the Office of the City Clerk. The Planning Commission and City Council public hearings were advertised in the Sunnyvale Sun, in accordance with City and State noticing requirements.

ALTERNATIVES

1. Introduce an Ordinance repealing the current parking code and providing revised parking requirements (Attachment A). This ordinance includes the information in Tables 1.1, 1.2, 3.1, and 4.1.
2. Repeal Resolution #193-76 (standards on parking surfaces, drainage, lighting and wheel stops.)
3. Approve amendments to the Citywide Design Guidelines addressing parking lots and circulation.

4. Determine that additional work is required and direct staff to return to with a revised ordinance.
5. Take no action.

RECOMMENDATION

Staff recommends Alternatives 1, 2 and 3. Alternative 1 would introduce the ordinance in Attachment A, which results in revised parking requirements including minimum and maximum parking ratios, dimensional standards, special parking standards and a parking adjustment process. Alternative 2 repeals outdated language regarding pavement surfaces, lighting and drainage that have since been enhanced and addressed in both the Sunnyvale Municipal Code and the Citywide Design Guidelines. Alternative 3 updates and enhances the Citywide Design Guidelines.

Staff finds these recommendations further the goals of economic prosperity, good design, and environmental sustainability. These parking standards are progressive yet generally consistent with surrounding cities.

Reviewed by:

Hanson Hom, Director, Community Development
Reviewed by: Trudi Ryan, Planning Officer
Prepared by: Diana O'Dell, Senior Planner

Approved by:

Gary M. Luebbers
City Manager

Attachments

A. Proposed Ordinance
B. Proposed Design Guidelines
C. Parking White Paper
D. Negative Declaration
E. Council Study Issue Paper
F. Existing Resolution 193-76 (Proposed for Repeal)
G. Summary of Survey Responses
H. Draft Minutes from Sustainability, BPAC, and City Council Study Sessions

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE TO AMEND CERTAIN SECTIONS OF THE SUNNYVALE MUNICIPAL CODE RELATING TO PARKING

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUNNYVALE DOES ORDAIN AS FOLLOWS:

SECTION . SECTION AMENDED. Section 19.12.020 of Chapter 19.12 (Definitions) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.12.030 "A"
(1) – (5) [Text unchanged.]
(6) "Adult day care center" means a use in which individuals 18 years or older receive non-medical care and supervision for less than a 24-hour period for compensation or profit.
(6) – (14) [Text unchanged; renumber (7) – (15), consecutively.]
(16) Assisted living facility" means a facility that provides primarily nonmedical resident services to 7 or more individuals in need of personal assistance essential for sustaining the activities of daily living, or for the protection of the individual, excluding members of the resident family or persons employed as facility staff, on a 24-hour-a-day basis.
~~(15)~~(17) "Association" means the organization or person owning a lot, parcel, area, condominium or right of exclusive occupancy in a community apartment project.
~~(16)~~(18) ~~"Auomobile agency"~~ "Auto sales or rental" means any use of a building or property for which the display, sales or rental of new or used automobiles, trucks, vans, trailers or recreational vehicles, and may include ~~any~~ warranty repair work or repair services. ~~conducted as an incidental use (less than ten percent of the gross floor area of the building).~~
(16) – (19) [Text unchanged; renumber (18) – (21), consecutively.]

SECTION . SECTION AMENDED. Section 19.12.030 of Chapter 19.12 (Definitions) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.12.030 "B"
(1) [Text unchanged.]
(2) "Bar" means a business establishment which has, as its primary business the sale of alcoholic beverages for consumption on the premises and where, if food is served, it is incidental to the sale of beverages, as defined by the Department of Alcohol Beverage Control.
(3) [Text unchanged.]
(4)"Bedroom" means any room intended for or capable of being used for sleeping purposes. For example, a room designated as a "den," "study," "loft," "library" or

other extra room is considered a bedroom. A kitchen, living room, dining room or bathroom is not a bedroom.

(4) [Text unchanged; renumber (5)]

(5) ~~"Bicycle parking, secured" means bicycle parking facilities located in convenient, safe, clean and well-lighted areas, near building entrances, out of pedestrian paths, and within view of windows, security offices or high volumes of pedestrian traffic. Secured bicycle parking shall be protected from the weather and have surfaces that are mud, dust and debris free, and not be adjacent to car parking or traffic lanes without adequate protection. Secured bicycle parking devices shall include the following: lockers; or enclosed, locked limited access areas with rigid metal racks or fixed stationary objects which allow the bicycle frame and both wheels to be locked with a bicycle locking device or the bicyclist supplying a lock and six-foot cable. Secured bicycle parking shall be located in a flat area on the ground level. If located within a building, secured bicycle parking shall be easily accessible on the ground floor or by elevator to other floors. Reasonable and sufficient ingress and egress must be provided so that a bicycle may be easily moved in and out of the locker or locked limited access area.~~

(6) – (15) [Text unchanged.]

SECTION . SECTION AMENDED. Section 19.12.070 of Chapter 19.12 (Definitions) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.12.140 "F"

(1) – (6) [Text unchanged.]

(7) ~~"Fixed seating" means tables and chairs permanently affixed ot the floor.~~

(8) – (11) [Text unchanged; renumber (7) – (10), consecutively.]

SECTION . SECTION AMENDED. Section 19.12.140 of Chapter 19.12 (Definitions) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.12.140 "M"

(1) – (3) [Text unchanged.]

(4) "Mixed Use" means a development that includes non-residential and residential uses on the same development site.

(4) – (7) [Text unchanged; renumber (5) – (8), consecutively.]

SECTION . SECTION AMENDED. Section 19.12.190 of Chapter 19.12 (Definitions) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.12.190 "R"

(1) – (13) [Text unchanged.]

(14) "Restaurant" means a business dispensing prepared meals or food, which may include service of alcoholic beverages. ~~for consumption at tables or counters on the premises~~. ~~The food is generally brought to the table or counter and service is generally in nondisposable containers.~~

(a) [Text unchanged.]

~~(b) "Restaurant, fast food" means a business establishment that offers quick food service, generally accomplished through a limited menu of items already prepared and held for service, or prepared, fried or griddled quickly, or heated in a device such as a microwave oven. Service may include alcoholic beverages. The food can be consumed at tables or counters on the premises or taken out. Orders are not generally taken to the customer's table, and food is generally served in disposable wrapping or containers.~~

~~(c)~~(b) "Restaurant, take out" means a restaurant which ~~an establishment which by design of physical facilities or by service or packaging procedures~~ permits or encourages the consumption of food off-premises through the physical design of the restaurant, type of service or type of packaging. ~~purchase of prepared ready-to-eat foods intended primarily to be consumed off the premises, and where the consumption of food in motor vehicles on the premises is not permitted or not encouraged.~~

SECTION . SECTION AMENDED. Section 19.12.200 of Chapter 19.12 (Definitions) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.12.200 "S"

(1) – (6) [Text unchanged.]

(7) "Shopping center" means a group of ~~primarily~~ retail, restaurant, commercial service and recreation uses that are planned, constructed and managed as a total entity. ~~Other uses such as restaurants, personal services and recreational uses may be included.~~

(8) – (30) [Text unchanged.]

SECTION . SECTION AMENDED. Section 19.32.030 of Chapter 19.32 (Building Heights, Lot Coverages, and Floor Area Ratios) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.32.030 Building heights – Increased – when.

(a) Towers, spires, chimneys, machinery penthouses not exceeding twenty-five percent of the roof area on which the penthouse is located, scenery lofts, cupolas, water tanks, telecommunications facilities, wind turbines and towers, high bay test facilities, and similar architectural and utility structures, including equipment screening, and necessary mechanical appurtenances, may exceed the maximum building height in any zoning district by a maximum of twenty-five feet, unless otherwise permitted pursuant to Chapter 19.54 (Wireless Telecommunication Facilities) or Chapter 19.56 (Alternative Energy Systems). Provided however, that no such architectural or utility structure, equipment screening, or necessary mechanical appurtenance shall be erected, maintained, or located between the face of the main building and any public street, nor in any required side or rear yard.

(b) Underground Parking. In R-4 and R-5 zoning districts, multiple-family dwelling developments with underground parking may exceed the maximum height limitation for the zoning district. The extension above the height limit may equal the depth of the underground parking, not to exceed 5 feet total. For

example, an apartment complex with underground parking facility of 6 feet in depth may exceed the zoning district height limit by no more than 5 feet.

SECTION . SECTION AMENDED. Section 19.37.040 of Chapter 19.37 (Landscaping, Irrigation and Useable Open Space) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

(A) Minimum landscaped area. Table 19.37.040 describes the minimum landscaped area and useable open space required by zoning district. In addition to the minimum landscaped area, areas not used for buildings, parking lot areas, driveways or pedestrian walkways shall be landscaped unless the review authority determines that landscaping is not necessary to achieve the purposes of this chapter. For requirements specific to single family uses, see subsection (f).

(b) Landscaped buffer required. A landscaped buffer is required for any property with a nonresidential use in a residential zoning district that abuts a residential use. It is also required for properties of any use in a nonresidential zoning district which abuts a residential zoning district. See section 19.37.0~~80~~ 070 for buffer landscaping design requirements.

(c) Landscaped frontage strip required. A fifteen-foot wide landscaped frontage strip is required for all properties except those noted below in subsection (f). The frontage strip is measured from the inside edge of the public sidewalk, or if no sidewalk exists, from the curb. See section 19.37.~~090~~080for frontage strip landscaping design requirements.

(d) Useable open space required. Useable open space is required for all duplex and multifamily residential properties as described in table 19.37.040. Useable open space areas that meet the definition of landscaping may contribute towards the minimum landscaped area of the site. See section 19.37.~~100~~ 090 for useable open space design requirements.

(e) Specific plan, precise plan and other specialized plan areas. Minimum landscaped area and useable open space for properties within a specialized plan's prescribed area are described in their individual plans.

(f) Allowances and limitations for single-family uses and single-family zoning districts.

(1) Allowances for single-family zoning districts. Yards are not required to be landscaped in single-family zoning districts; however other provisions in title 19 may apply.

(2) Limitation on paved areas in the r-0 and r-1 zoning districts. Not more than fifty percent of the required front yard of any lot within an r-0 or r-1 zoning district shall be paved with asphalt, concrete cement, or any other impervious surface, except as may be required to meet off-street parking and access requirements of chapter 19.46.

(3) Landscaped frontage strip for single-family uses. A landscaped frontage strip is not required in any zoning district for single-family residential uses which have a frontage on a public street.

SECTION . SECTION DELETED. Section 19.37.070 of Chapter 19.32 (Building Heights, Lot Coverages, and Floor Area Ratios) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby deleted.

~~(a) Parking Lot Shading. Trees shall be planted and maintained throughout the lot to ensure that at least fifty percent of the parking area will be shaded within fifteen years after the establishment of the lot.~~

~~(1) Solar Energy Systems as Shading. Up to twenty-five percent of the fifty percent parking lot shading requirement (twelve and one-half percent of the total parking lot area) may be met with installation of solar energy systems rather than trees.~~

~~(2) Calculation of Shading. Shading shall be calculated by using the diameter of the tree crown at fifteen years or the dimensions of any roofed area supporting the solar energy system within the parking lot area.~~

~~(3) Surfaces Subject to Shading Calculation. All surfacing on which a vehicle can drive is subject to shade calculation, including all parking stalls, vehicular drives within the property regardless of length, drive-through lanes, and all maneuvering areas regardless of depth. The following surface areas are exempt from shading requirements: truck loading areas in front of overhead doors, truck maneuvering and parking areas unconnected to and exclusive of any vehicle parking, surfaced areas not to be used for vehicle parking, driving or maneuvering, provided they are made inaccessible to vehicles by a barrier such as bollards or fencing, display, sales, service, or vehicular storage areas for automobile dealerships (required parking for auto dealerships is still subject to shading requirements), or surfaced areas existing prior to January 1, 2002.~~

~~(b) Ground Cover and Shrubs on Parking Islands. Parking islands shall contain living ground cover or shrubs with the trees, unless it can be shown that ground cover is incompatible with the tree. Where living ground cover is unsuitable, the director of community development may allow porous, nonliving ground cover such as pebbles or tanbark.~~

~~(c) Drainage Design. Landscaping islands and parking islands shall be designed to integrate parking lot and site drainage in order to reduce storm water runoff velocities and minimize non-point source pollution. When six-inch concrete curbs are installed, they shall have drainage "weep holes."~~

~~(d) Wheel Stops. Concrete wheel stops shall be installed when landscaped areas are not adequately protected. (Ord. 2918-10 § 3).~~

SECTION . SECTION AMENDED. Section 19.32.030 of Chapter 19.32 (Building Heights, Lot Coverages, and Floor Area Ratios) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

RENUMBER 19.37.080, 090, 100, 110

SECTION . CHAPTER 19.46 REPEALED. Chapter 19.46 (Off-Street Parking and Loading) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby deleted in its entirety.

SECTION . CHAPTER 19.46 ADDED. Chapter 19.46 (Parking) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby added to read as set forth in Exhibit "A" attached and incorporated by reference.

SECTION . SECTION AMENDED. Section 19.66.110 of Chapter 19.66 (Affordable Housing and Single Room Occupancies) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.66.110. An applicant's density bonus for senior citizen housing.

(a) Upon request, the city shall approve an increase in the number of units permitted in a proposed residential development governed by this chapter, where the entire development is designated and intended for exclusive occupancy by senior citizens. The increase in density may not exceed forty percent of the maximum number of units otherwise permitted by applicable zoning restrictions, and shall not apply to developments of less than twenty units.

(b) The density bonus described in subsection (a) shall be granted only on the condition that the owner enter into a binding, written agreement with the city that twenty percent of the units would be rented at an affordable rate for very low income seniors, and ten percent of the units would be rented at an affordable rate for low income seniors, as defined by the HUD Section 8 program income limits, or its successor or equivalent program. The agreement between the owner and the city would be in effect for the life of the project, and would be recorded with the deed.

(c) Parking requirements for senior citizen housing is provided in Chapter **19.46**, Off-Street Parking and Loading. A reduction in parking standards may be granted by the director of community development in accordance with Section **19.46**.080.~~055~~, Parking for special housing developments.

(d) For purposes of this section, a senior citizen is a person sixty-two years old or older. If two persons occupy a single unit, at least one person must be a senior citizen.

SECTION . SECTION AMENDED. Section 19.78.030 of Chapter 19.78 (Mobile Vendor Permits) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.78.030. Procedures.

(a) Permitted Locations. A mobile vendor permit shall authorize placement only upon the public sidewalk, paved private property or the downtown city plaza.

(b) Duration of Permit. A mobile vendor permit shall not exceed one calendar year. The permit shall specify dates of authorized use and the names of the companies or persons authorized to exercise it.

(c) Prohibited Locations. Notwithstanding the terms of any mobile vendor permit, no person shall place, maintain, conduct, park or allow to stand or remain any portable container, vehicle, pushcart, eating stand, wagon or car used in selling, vending, peddling, bartering or exchanging any goods, flowers or foodstuffs in any of the following places within the city:

(1) In or upon any street;

(2) Upon any unpaved private property;

(3) On any private property which contains fewer parking spaces than the minimum number required by Chapter **19.46**, regardless of whether the property has a variance or legal nonconforming status;

(4) At any location on private property separated from the public right-of-way by landscaping or vegetation, unless reasonable precautions are taken or improvements are installed sufficient to protect such landscaping from destruction by the vendor or vending facility customers;

(5) Within fifteen feet of any fire hydrant or public safety alarm box, or driveway;

(6) Upon any sidewalk or private property within twenty-five feet of any bicycle lane designated pursuant to Section 10.56.260;

(7) Upon any sidewalk within twenty-five feet of any “no parking” zone designated pursuant to the provisions of Title 10, during the times when such parking prohibition is in effect;

(8) Upon any private property within twenty-five feet of any designated fire lane unless specifically allowed by the director of community development in

connection with a mobile vendor permit;

(9) Within any forty-foot corner vision triangle defined by Section **19.**38.040~~**46.**040~~;

(10) On private property within fifty feet of a "no parking" zone designated pursuant to the provisions of Title 10, during the times when such parking prohibition is in effect;

SECTION . SECTION AMENDED. Section 18.12.160 of Chapter 18.12 (Design Standards) of Title 18 (Subdivisions) of the Sunnyvale Municipal Code is hereby amended to read as follows:

18.12.160. Sidewalks.

(a) All subdivisions shall have sidewalks.

(b) Where required, sidewalks shall be installed to grade on all streets and shall be constructed monolithically with the curb and gutter and parallel with the street right-of-way line, or at a location approved by the director of public works.

(c) Sidewalks, when required, shall be constructed to a minimum width of five feet in all subdivisions, and may be required at a greater width in multi-family or commercial zoning districts. Where sidewalks are otherwise required in accordance with Section 19.46. .080~~055~~, the director of public works shall have the discretion of requiring less than standard sidewalk width where topographic difficulties or lack of space would reasonably prohibit the installation of a standard width sidewalk.

(d) Where sidewalks are required, the director of public works shall have the discretion of determining that a sidewalk or a portion of a sidewalk not be installed if topographic difficulties or lack of space would reasonably prohibit the installation of a sidewalk.

SECTION . SECTION AMENDED. Section 18.12.220 of Chapter 18.12 (Design Standards) of Title 18 (Subdivisions) of the Sunnyvale Municipal Code is hereby amended to read as follows:

18.12.220. Underground utilities.

All public utilities shall be installed in accordance with the requirements found in Chapter 19.38 ~~Section **19.46.**060~~.

SECTION . SECTION AMENDED. Section 18.20.260 of Chapter 18.20 (Maps) of Title 18 (Subdivisions) of the Sunnyvale Municipal Code is hereby amended to read as follows:

18.20.260. Final or parcel map—Improvement security.

(a) No final or parcel map shall be presented for approval until the subdivider has filed or deposited with the director of public works improvement security to guarantee or secure each of the following:

(1) Faithful performance and warranty. The completion of all the improvements required to be done by the subdivider, including the undergrounding of any overhead utility facilities required pursuant to Chapter 19.38 ~~Section **19.46.**060~~, plus the performance of any changes or alterations in such work; provided, that all changes or alterations do not exceed ten percent of the original cost of the improvements, as estimated by the director of public

works, and the guarantee and warranty of the work for a period of one year following completion and acceptance thereof, against any defective work or labor done or defective materials furnished, in the performance of the agreement; and cost and reasonable expense and fees, including reasonable attorneys' fees.

SECTION . SECTION AMENDED. Section 19.32.020 of Chapter 19.32 (Building Heights, Lot Coverages, and Floor Area Ratios) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.32.020. Building height, lot coverage, and floor area ratio.

(a) Maximums. Maximum building height, lot coverage, and floor area ratio are shown in Table 19.32.020 (Building Height, Lot Coverage and Floor Area Ratio), with the following exceptions:

(1) R-1.5. In the R-1.5 zoning district, walls facing the side yards cannot exceed twelve feet in height within twelve feet of the side property lines. Second-story wall height is limited to twenty-one feet, exclusive of pitched roof structure .

(2) R-0, R-1, and R-2. In the R-0, R-1, and R-2 zoning districts, dwellings that exceed the maximum floor area ratio or gross floor area must be considered by the planning commission at a public hearing as described in Section 19.80.040 (Decisions).

(3) R-4 and R-5. In the R-4 and R-5 zoning districts, a five-foot height bonus is allowed when underground parking is included in the development. See Section 19.32.030 ~~46.040~~ (Building Heights – Increased – When).~~Incentives for underground parking, R-4 and R-5 zones~~).

(4) P-F. In the P-F zoning district, building height and lot coverage cannot exceed the maximums allowed in the most restrictive abutting zoning district. Additional setbacks, as described in Table 19.34.030 (Required Yards), are required for structures that exceed the maximum building height allowed in the most restrictive abutting zoning district .

(5) C-2 and C-3. In the C-2 and C-3 zoning districts, hotels may exceed seventy-five feet in height if allowed by use permit .

(6) Special Incentives. Exceptions to maximum building height, lot coverage, and floor area ratio may be allowed through Chapter 19.56 (Alternative Energy Systems) and other development incentives adopted by the city council .

(7) Other Exceptions. Other exceptions described in this chapter apply .

(b) Specific Plan, Precise Plan and Other Specialized Areas. If the lot is within a combining district or specialized plan's prescribed area, the standards established for those areas override the maximums shown in Table 19.32.020.

SECTION . SECTION AMENDED. Section 19.55.120 of Chapter 19.55 (Nonconforming Buildings and Uses) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.50.120. Conversion of single-family garage.

As provided for in Section **19.46.050 (Parking for Single-Family and Two-Family Dwellings)**~~230~~ any conversion of a single-family residential garage for which a building permit was obtained is considered a legal nonconforming use.

SECTION . SECTION AMENDED. Section 19.37.070 of Chapter 19.37

(Landscaping, Irrigation, and Useable Open Space) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.37.070. Parking lot landscaping design requirements. ***MOVED TO 19.46.0120***

(a) Parking Lot Shading. Trees shall be planted and maintained throughout the lot to ensure that at least fifty percent of the parking area will be shaded within fifteen years after the establishment of the lot.

(1) Solar Energy Systems as Shading. Up to twenty-five percent of the fifty percent parking lot shading requirement (twelve and one-half percent of the total parking lot area) may be met with installation of solar energy systems rather than trees.

(2) Calculation of Shading. Shading shall be calculated by using the diameter of the tree crown at fifteen years or the dimensions of any roofed area supporting the solar energy system within the parking lot area.

(3) Surfaces Subject to Shading Calculation. All surfacing on which a vehicle can drive is subject to shade calculation, including all parking stalls, vehicular drives within the property regardless of length, drive-through lanes, and all maneuvering areas regardless of depth. The following surface areas are exempt from shading requirements: truck loading areas in front of overhead doors, truck maneuvering and parking areas unconnected to and exclusive of any vehicle parking, surfaced areas not to be used for vehicle parking, driving or maneuvering, provided they are made inaccessible to vehicles by a barrier such as bollards or fencing, display, sales, service, or vehicular storage areas for automobile dealerships (required parking for auto dealerships is still subject to shading requirements), or surfaced areas existing prior to January 1, 2002.

(b) Ground Cover and Shrubs on Parking Islands. Parking islands shall contain living ground cover or shrubs with the trees, unless it can be shown that ground cover is incompatible with the tree. Where living ground cover is unsuitable, the director of community development may allow porous, nonliving ground cover such as pebbles or tanbark.

(c) Drainage Design. Landscaping islands and parking islands shall be designed to integrate parking lot and site drainage in order to reduce storm water runoff velocities and minimize non-point source pollution. When six-inch concrete curbs are installed, they shall have drainage "weep holes."

(d) Wheel Stops. Concrete wheel stops shall be installed when landscaped areas are not adequately protected.

SECTION . EXEMPTION FROM CEQA. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15061(b)(3), that this ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a Project which has the potential for causing a significant effect on the environment.

SECTION . CONSTITUTIONALITY; SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council declares that it would have adopted this ordinance and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more section, subsection, sentence, clause or phrase be declared invalid.

SECTION . EFFECTIVE DATE. This ordinance shall be in full force and effect 30 days from and after the date of its adoption.

SECTION . POSTING AND PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in *The Sun*, the official newspaper for publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within 15 days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on _____, 2012, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on _____, 2012, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST: APPROVED:

_____ _____
City Clerk Mayor
Date of Attestation: _____

(SEAL)

APPROVED AS TO FORM AND LEGALITY:

_____
Michael D. Martello, Interim City Attorney

CHAPTER 19.46 PARKING

19.46.010 Findings and Purpose
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19.46.110 Parking Requirements for Specific Non-Residential Uses
19.46.120 Parking Lot Design
19.46.130 Adjustments to Parking Requirements
19.46.140 Storage and Parking of Fleet Vehicles
19.46.150 Bicycle Parking
19.46.160 Parking Management Plans and Tools

19.46.010 Findings and Purpose

(a) **Findings.** The city council finds that:

(1) Sufficient parking for daily or weekly peaks is important towards furthering economic goals;

(2) Flexible parking ratios enhance opportunities for re-use of buildings and stimulate economic vitality;

(3) The needs of vehicular traffic shall be balanced with the need for adequate bicycle and pedestrian facilities to facilitate a variety of transportation modes;

(4) Creating rarely used parking spaces can result in negative environmental impacts through excessive impervious surface; discourages other productive uses of land; and conflict with pedestrian and bicycle travel;

(5) Shared parking or other parking management tools are an effective method of ensuring sufficient parking;

(6) Parking spillover into residential neighborhoods should be avoided; and

(7) Street parking is not intended to meet the parking needs for private uses.

(b) **Purpose.** The purpose of this chapter is to ensure sufficient and well-designed vehicular and bicycle facilities that satisfy the need for sufficient parking on a property. Parking rates are also designed to achieve maximum efficiency of parking areas and reduce the occurrence of both large numbers of empty spaces or overcrowding in parking lots at daily or weekly peak times.

19.46.020 Definitions

(1) "Garage, fully-enclosed" means a building designed for the parking of vehicles which is fully enclosed on all sides.

(2) "Parking lot" means an area devoted to the parking of vehicles, including parking spaces, aisles, driveways, and interior and perimeter landscaped areas.

(3) "Parking space" means an area designated specifically for the parking of a single vehicle that meets the standards of this chapter.

(4) "Tandem parking" means the placement of parking spaces one behind the other, so that the space nearest the driveway or street access serves as the only means of access to the other space. Tandem spaces may include parking lifts, or other similar means of mechanized parking.

19.46.030 Applicability

(a) This chapter applies to all uses on a property. The following types of projects require upgrades or changes as specified:

(1) **New Construction.** New construction shall meet all requirements of this chapter.

(2) **Use Change or Expansion.** Any change or expansion to a use or structure which requires additional parking shall meet the requirements of this chapter except for parking maximums. Existing parking lots with nonconforming parking space dimensions may be continued.

(3) **Restriping and Minor Modifications.** Restriping, surface resealing and minor surface changes are not required to update parking lot dimensions to current requirements. Any changes to parking lot layout or dimensions are required meet the standards of this chapter.

(4) **Major Modifications to the Lot.** Modifications to the asphalt paving to the baserock level require compliance with this chapter. Changes to paved parking area may also require compliance with Chapter 12.60 (Stormwater Management).

(b) **Exemption in the Parking District**. Properties within the boundaries of a public parking district in DSP Block 2 are exempt from this chapter and subject to the requirements of the parking district.

(c) **Specific Plans.** Minimum parking rates for specific plan properties, including the Downtown Specific Plan and Moffett Park Specific Plan are listed within the Chapter 19.28 (Downtown Specific Plan) and Chapter 19.29 (Moffett Park Specific Plan District), respectively. All other standards in this chapter apply to specific plan areas.

(d) **Design Guidelines.** New construction and building or site modifications shall conform to the City-wide Design Guidelines or other applicable guidelines to ensure sufficient and well-designed vehicular, bicycle and pedestrian facilities.

19.46.040 General Requirements for Residential Parking

The following requirements apply to all residential developments, including single-family, two-family and multiple-family dwellings, single-room occupancy facilities, special housing developments and mobile home parks.

(a) **Location.** Required parking shall be located off-street. Parking is allowed in all required yards. Up to 50% of the front yard may be used for vehicle parking. The following special restrictions apply:

(1) **Operable Vehicles.** Vehicles parked in the front or side yards are limited to currently-registered operable vehicles, trailers and boats. An operable vehicle is a vehicle that can move under its own power and which can operate legally and safely on the highways of the state.

(2) **RVs, Trailers and Boats.** Effective January 1, 2005, all recreational vehicles (RVs), trailers and boats parked in a front yard shall be parked perpendicular to the street, unless the legal driveway configuration dictates otherwise. RVs, trailers and boats are subject to the vision triangle requirements in Section 19.34.060 (Vision Triangles).

(b) **Type.** Residential developments are required to provide assigned and unassigned parking spaces in accordance with this chapter.

(1) **Covered Assigned Parking Spaces.** All required assigned parking spaces shall be covered. A garage, carport or space in an underground parking garage counts as a covered parking space. Garages or carports shall meet the following dimensions:

(A) **Two-Car Garages.** A two-car garage shall be 400 square feet gross floor area minimum. Inside the garage, a minimum area of 17 feet in width by 18 feet in depth shall be kept clear of appliances, water heaters, shelves, etc.

(B) **One-Car Garage.** A one-car garage shall be 200 square feet minimum. Inside the garage, a minimum area of 8.5 feet in width by 18 feet in depth shall be kept clear of appliances, water heaters, shelves, etc.

(C) **Carport.** Carports shall meet the minimum area standards described for garages and be designed so future enclosures meet the minimum dimensions for garages. Each dwelling unit with a carport is required to provide additional storage of at least 300 cubic feet for each carport space.

(D) **Underground Parking Spaces.** Assigned spaces in an underground parking garage shall be 8.5 ft. in width by 18 ft. in depth.

(2) **Unassigned Parking Spaces.** Unassigned parking spaces may be covered or uncovered and shall be 8.5 ft. in width by 18 ft. in depth.

(c) **Minimum Spaces.** Residential uses must provide minimum spaces in accordance with the use types as described in this chapter. When any fraction of a parking space is required, the entire space shall be provided. Conversion of any garage or carport for any residential use shall meet the requirements in Section 19.46.050(e) (Garage or Carport Conversions).

(d) **Parking Lots.** Parking lots shall meet the requirements in Section 19.46.120 (Parking Lot Design).

(e) **Parking Surfaces.** Parking surfaces shall meet the requirements of Section 19.46.120(a) (Parking Lot Surfaces and Markings).

19.46.050 Parking for Single-Family and Two-Family Dwellings

(a) **Minimum Spaces.** Each single-family dwelling and two-family dwelling shall provide a minimum of 2 covered spaces and 4 spaces total. Covered spaces are required to meet the requirements in Section 19.46.040 (General Requirements for Residential Parking) as shown in Figure 19.46.050 (Single-Family and Two-Family Dwelling Parking Dimensions). Tandem parking is allowed for uncovered driveway spaces located in front of covered parking.

(b) **Additional Parking Required.** New developments of single-family or two-family dwellings with limited street parking shall provide an additional 0.4 unassigned parking spaces per unit in addition to the minimum spaces required. Parking spaces on driveways do not qualify as unassigned parking.

(c) **Driveway Widths.** A driveway counts as 2 parking spaces provided it has a minimum dimension of 17 feet in width by 20 feet in depth. A driveway leading to a garage at the rear of the lot shall be at least 10 feet wide.

(d) **Required Upgrades for Single-Family Homes.** Effective March 1, 2003, any single-family dwelling with less than 2 covered parking spaces shall provide the minimum 2 covered spaces for projects described below:

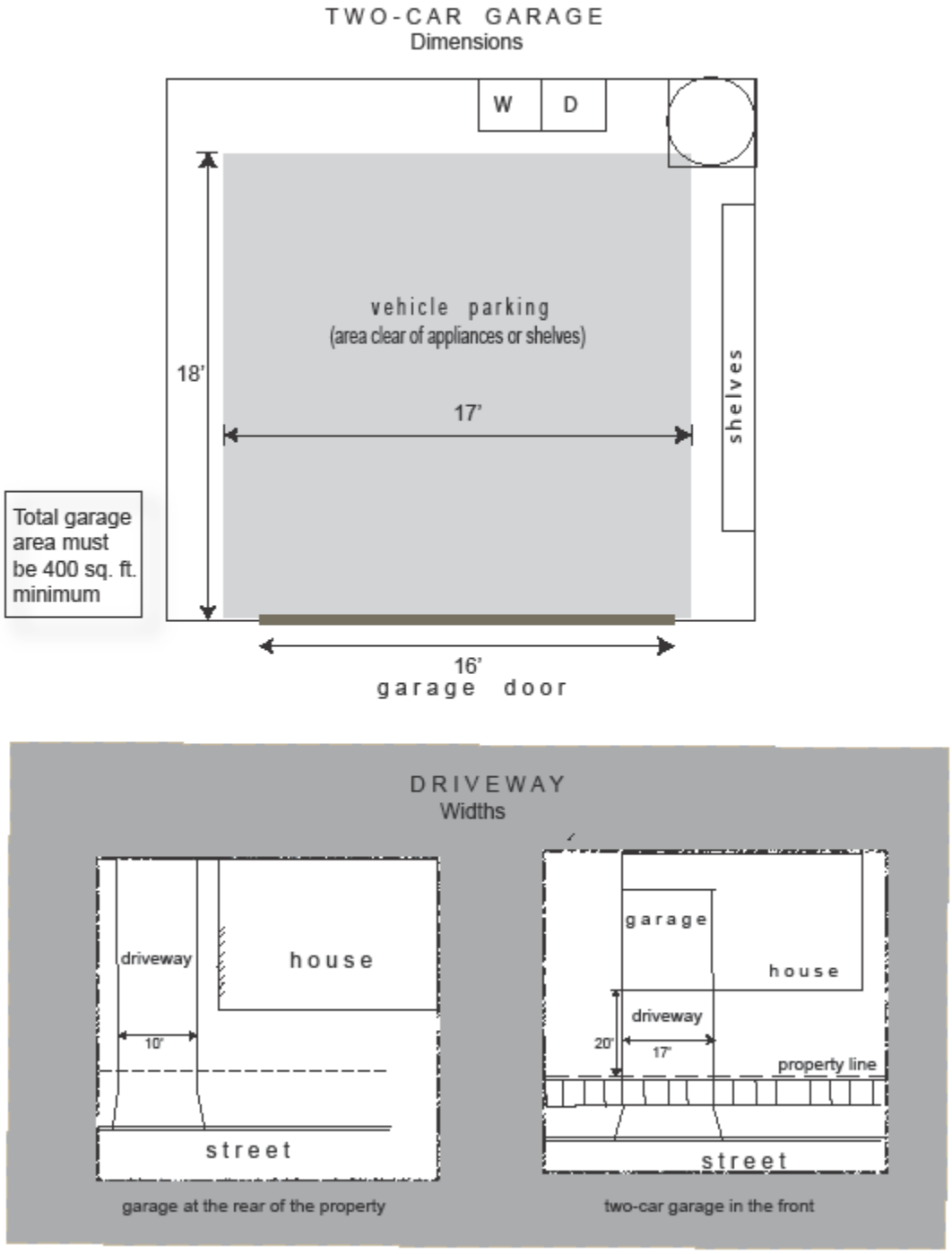
(1) An alteration or addition that results in 4 or more bedrooms; or

(2) An addition that results in a gross floor area of 1,800 square feet or more, including garages and carports. Homes that already exceed the 1,800 gross floor area threshold are required to upgrade the parking in conjunction with any addition.

(e) **Accessory Living Units.** Parking requirements for accessory living units are located in Section 19.68.040 (Accessory Living Units).

(f) **Garage or Carport Conversion**. A garage or carport may be converted to non-parking use provided each converted space is replaced by a covered space which meets applicable standards. Proposed garage or carport conversions require review through a Miscellaneous Plan Permit.

FIGURE 19.46.050 Single-Family and Two-Family Parking Dimensions



19.46.060 Parking for Multiple-Family Dwellings

(a) **Definitions.**

(1) "Assigned space" means a parking space reserved for the exclusive use by the residents of a specific dwelling unit.

(2) "Unassigned space" means a parking space that is not reserved for exclusive use by the residents of a specific dwelling unit; however unassigned spaces may be reserved for guest use only.

(3) "Guest" means a person who is not a permanent resident as defined by the homeowner's association or apartment management.

(4) "One-bedroom unit" means any dwelling with only one bedroom and includes studio and efficiency units.

(b) **Minimum Spaces.** Multiple-family dwellings are required to provide one covered assigned space per unit and additional unassigned spaces in accordance with Table 19.46.060 (Parking for Multiple-Family Dwelling Parking Requirements) and as described in Section 19.46.040 (General Requirements for Residential Parking).

(c) **Additional Parking Required.** The Director may require additional unassigned parking spaces beyond the minimum requirements for projects with limited street parking.

(d) **Compact Spaces.** Up to 10% of the total number of unassigned parking spaces may be compact in parking lots of 10 or more spaces.

(e) **Bicycle Parking.** New multiple-family developments shall provide bicycle parking in accordance with Section 19.46.150 (Bicycle Parking).

(f) **Parking Management Plan.** New multiple-family developments require a parking management plan in accordance with Section 19.46.160 (Parking Management Plans and Tools).

TABLE 19.46.060
Parking for Multiple-Family Dwellings

Assigned Space	Number of Bedrooms	Unassigned
One Carport or Underground Space	One-Bedroom Units	0.5 unassigned spaces per unit
	2-Bedroom Units	1 unassigned space per unit
	3-Bedroom Units	1 unassigned space per unit
	4-Bedroom Units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the third bedroom.
One Fully-Enclosed Garage Space	One-Bedroom Units	0.8 unassigned spaces per unit
	2-Bedroom Units	1.33 unassigned spaces per unit
	3-Bedroom Units	1.4 unassigned spaces per unit
	4-Bedroom Units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the third bedroom.
Two Fully-Enclosed Garage Spaces	One-Bedroom Units	0.25 unassigned spaces per unit
	2-Bedroom Units	0.4 unassigned spaces per unit
	3-Bedroom Units	0.5 unassigned spaces per unit
	4-Bedroom Units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the

Assigned Space	Number of Bedrooms	Unassigned
		third bedroom.

19.46.070 Parking for Single-Room Occupancy Facilities

(a) **Minimum Spaces.** Single-room occupancy facilities shall provide spaces in accordance with Table 19.46.070 (Parking for Single-Room Occupancy Facilities).

(b) **Compact Spaces.** Up to 10% of the total number of uncovered and unassigned parking spaces may be compact in parking lots of 10 or more spaces.

Table 19.46.070 Parking for Single-Room Occupancy Facilities

Single-Room Occupancy Unit Size	Required Parking Spaces
Less than 200 square feet	0.25 spaces per unit
200 square feet – 250 square feet	0.5 spaces per unit
Greater than 250 square feet	1 space per unit

19.46.080 Parking for Special Housing Developments

(a) **Definition.** ‘Special Housing Development” includes:

(1) Affordable housing developments for lower income households;

(2) Senior citizen housing, as defined in California Civil Code Sections 51.3 and 51.12, or successor sections; and

(3) Housing for persons with disabilities, as defined in the federal Fair Housing Amendments Act of 1988 and the California Fair Employment and Housing Act, or successor statutes.

(b) **Minimum Spaces.** Special housing developments shall provide spaces in accordance with Table 19.46.080 (Parking for Special Housing Developments).

(c) **Request for Reductions.** Special housing developments may request a reduction in parking requirements as described in Section 19.46.130 (Adjustment to Parking Requirements).

(d) **Compact Spaces.** Up to 10% of the total number of unassigned parking spaces may be compact in parking lots of 10 or more spaces.

(e) **Parking Management Plan.** A parking management plan is required for all special housing developments to ensure an adequate mix of assigned and unassigned parking spaces for residents, staff and guests. Parking management plan requirements are located in 19.46.160 (Parking Management Plans).

Table 19.46.080 Parking for Special Housing Developments

Type of Housing	Type of Unit	Required Parking Spaces
Affordable to lower income households	One-bedroom	1 space per unit
Affordable to lower income households	2 or 3 bedrooms	2 spaces per unit
Affordable to lower income households	4 or more bedrooms	2.15 spaces per unit
Affordable to lower income households	Unit of any size for senior citizens or persons with disabilities	0.6 spaces per unit

Type of Housing	Type of Unit	Required Parking Spaces
Standard Housing (Not Restricted Affordable Units)	Unit of any size for senior citizens or persons with disabilities	1 space per unit
Assisted Living	Unit of any size	0.25 spaces per resident

19.46.090 Parking for Mobile Home Parks

(a) **Minimum Spaces.** Mobile home parks shall have 2 spaces per unit plus 1 space per employee living off-site plus 1 space per special purpose vehicle.

(b) **Tandem Parking.** Tandem parking is permitted for mobile home parks.

(c) **Compact Spaces.** Compact spaces are prohibited.

19.46.100 General Requirements for Non-Residential and Mixed-Use Parking

(a) **Allowable Locations for Parking.** Required parking shall be located off-street. Parking is allowed in any required setback area except for required vision triangles. Parking shall be located on-site unless a parking management plan is approved with associated parking agreements.

(b) **Type of Parking.** Parking may be provided in the following forms: surface, underground or parking garages. Parking lifts, carousels or other types of mechanized parking require approval of the Planning Commission through a use permit. Any proposal for mechanized parking shall be accompanied with a proposed parking management plan.

(c) **Minimum Spaces.** Non-residential uses shall provide parking in accordance with Tables 19.46.100(a), (b) and (c) (Parking Requirements). All square footage numbers refer to gross floor area of the use. For uses not listed, the Director shall determine required parking ratios based on accepted guidelines such as ITE or ULI. When any fraction of a parking space is required, the entire space shall be provided. Uses that provide certain facilities may be allowed fewer parking spaces as described in Subsection (h) (Incentives).

(d) **Incentives.** The installation of employee showers and locker rooms may reduce required parking up to 3% of the total spaces..

(e) **Multiple Uses on a Property.** For multi-tenant properties, a combination of appropriate requirements may be used by the Director or other approving body to determine the required parking. Shopping center uses are regulated separately in 19.46.110(i) (Specific Shopping Center Requirements).

(1) **Mixed Uses Including Residential. "**Mixed use" means a development that includes non-residential and residential uses on the same development site. Parking ratios shall be based on accepted guidelines such as ITE or ULI, subject to Director approval. Parking management plans and bicycle parking are required for mixed use development.

(2) **Non-Residential Multi-Tenant Properties.**

(A) **Calculation.** In determining which requirements are appropriate in the case of a multi-tenant use on a property that is not a shopping center, any single use occupying 40% 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 the remaining 60%.

(B) **Captive Market.** For uses that are accessory to a larger business and primarily serve the needs of that business, no additional parking is required. Examples include a coffee or snack shop within an office or hotel development or a copy/package store within a business park.

(C) **Review of Shared Parking.** As part of any discretionary permit, shared parking may be considered. If a discretionary permit would not otherwise be required, a Miscellaneous Plan Permit shall be submitted to request consideration of shared parking.

(f) **Additional Requirements.** Tables 19.46.100(a), (b) and (c) lists additional requirements as described in this section.

(1) **Specific Use Standards.** Refer to Section 19.46.110 (Definitions and Parking Standards for Specific Non-Residential Land Uses) for definitions and information on parking requirements specific to a particular land use.

(2) **Parking Management Plans.** Refer to Section 19.46.160 (Parking Management Plans and Tools) for related requirements.

(3) **Bicycle Parking**. Refer to Section 19.46.150 (Bicycle Parking) for related requirements.

(4) **Loading Spaces**. If the use lists "Loading Space" as an additional requirement, one loading space shall be available per lot as described in the City-wide Design Guidelines. Lots with less than 15 spaces are exempt from this requirement.

(5) **Car Share Spaces**. "Car share" means a space for carpool vehicles or a vehicle-sharing provider. If the use lists "Car Share Spaces" as an additional requirement, a minimum of 5% of all parking spaces shall be permanently reserved for the exclusive use of car share vehicles. Car share spaces will be reserved with lot markings, signs, or other techniques.

(6) **Electric Car Chargers.** New construction of industrial uses, research and development office or other office uses with 100 spaces or more is required to provide pre-wiring for Level 2 electric car chargers for a minimum of 3% of the total parking spaces provided.

(g) **Fleet Vehicles.** Parking of fleet vehicles is regulated separately in Section 19.46.140 (Parking and Storage of Fleet Vehicles).

Table 19.46.100(a) Parking Requirements for Restaurant, Commercial Retail and Service

Primary Use	Minimum Spaces/1,000 sq. ft.	Maximum Spaces/1,000 sq. ft.	Additional Requirements
Auto - Auto Sales and Rental	4	No maximum	Loading Space
Auto - Auto-Service Uses	2.5 or office space plus 3 per service bay	No maximum	Auto-Related Use Standards
Bars or Nightclubs	13	18	
Financial Institution	3.3	4	Bicycle Parking
Hotel or Boardinghouse	0.8 spaces / hotel room	1.2 spaces / hotel room	Hotel Standards Loading Space
Restaurant – No bar or entertainment	9	13	Restaurant Standards Bicycle Parking
Restaurant – Including a bar or	13	18	Restaurant Standards Bicycle Parking

Primary Use	Minimum Spaces/1,000 sq. ft.	Maximum Spaces/1,000 sq. ft.	Additional Requirements
entertainment			
Restaurant – takeout	4	5	Restaurant Standards Bicycle Parking
Retail – General Retail and Service	4	5	Retail Use Standards Bicycle Parking Parking Management Plan Loading Space
Retail – Warehouse Retail or Bulky-Merchandise Retail	2.5	4	Retail Use Standards Bicycle Parking Parking Management Plan Loading Space
Shopping Center	4	5	Shopping Center Standards Bicycle Parking Parking Management Plan Loading Space

Table 19.46.100(b) Parking Requirements for Office, Industrial and Warehousing

Primary Use	Minimum Spaces/1,000 sq. ft.	Maximum Spaces/1,000 sq. ft.	Additional Requirements
Industrial – Industrial Uses, Research and Development Office and Corporate Office	2	4	Loading Space Car Share Bicycle Parking Electric Car Chargers
Office - in Commercial and Office Zones	3.3	4	Loading Space Car Share Bicycle Parking Electric Car Chargers
Storage - Commercial Storage or Self-Storage	0.4	2	Loading Space
Warehousing	1	2	Loading Space Car Share Bicycle Parking

Table 19.46.100(c) Parking Requirements for Recreation, Education and Care

Primary Use	Minimum Spaces	Additional Requirements
Adult Day Care Center	2.5 / 1,000 sq. ft.	
Child Care Center	0.25 / child	Education Use Standards
Convalescent Hospital	1.5 / bed	Loading Space
Education - Recreation and Enrichment	4 / 1,000 sq. ft.	Bicycle Parking
Education - Primary (Grades K-8)	3 / classroom	
Education – High School (Grades 9-12)	0.25 / student	Education Use Standards
Education - Institution of Higher Learning	0.5 / student	Education Use Standards
Place of Assembly – Community Serving or Business-Serving	25/1,000 for primary gathering areas	Place of Assembly Standards Parking Management Plan
Recreational and Athletic Facility	5 / 1,000 sq. ft. of general area plus 20 / 1,000 sq. ft. of classroom area	Bicycle Parking Recreational and Athletic Facility Standards

19.46.110 Definitions and Parking Standards for Specific Non-Residential Uses

Vehicle parking, bicycle parking and other requirements are described in Tables 19.46.100(a), (b) and (c) (Parking Requirements). This section specifies definitions and additional parking regulations for specific uses.

(a) **Auto Sales and Rental.** Auto sales and rental is defined in Chapter 19.12 (Definitions). Unenclosed display spaces and storage of cars for auto sales do not count towards required parking. Building areas devoted to vehicle repair and service shall be parked at the minimum for auto-service uses.

(b) **Auto-Service Uses. "**Auto-service uses" include gasoline stations, autobroker and wholesale auto sales, carwashes and vehicle service and repair as defined in Chapter 19.12 (Definitions). The following requirements apply to auto-related uses:

(1) **Secondary Retail.** The retail parking rate shall be applied to associated secondary retail such as a gas station convenience market, and related office space or parts supply at a repair shop.

(2) **Gasoline Stations.** Gasoline pump canopies do not require parking spaces. Spaces in front of air, water or propane supplies do not count towards required parking. Service bays are not a required space.

(3) **Car Washes.** Accessory car washes with 3 or fewer employees require a minimum of 1 additional parking space. Car washes with 4 or more employees require a parking study.

(c) **Education Uses.** Education uses are defined in Chapter 19.12 (Definitions). Parking rates are calculated for the maximum number of students or children that can be on-site at any given time.

(d) **Hotels.** Hotels are defined in Chapter 19.12 (Definitions). Hotels with banquet facilities, meeting facilities or restaurants with a bar require a parking study.

(e) **Places of Assembly.** "Place of assembly" includes both business-serving and

community-serving as defined in Chapter 19.12 (Definitions). "Primary gathering areas" means rooms such as auditoriums, sanctuaries, primary conference rooms and similar areas. Primary gathering areas include all space within the room, wall to wall. The Director may require additional parking if other areas are expected to generate significant parking demand during use of the primary gathering area.

(f) **Recreational and Athletic Facility.** Recreational and athletic facility is defined in Chapter 19.12 (Definitions). "Classroom areas" are any space set aside for workout instruction, spinning class or similar use. Classroom areas do not include sport courts.

(g) **Retail.** Retail uses include retail sales, retail service and personal service uses as defined in Chapter 19.12 (Definitions). Retail does not include auto sales.

(1) **General Retail and Service**. "General retail and service" means any retail or service business that is not defined as warehouse retail or bulky-merchandise retail. Examples of retail and service businesses include grocery stores, dry cleaners, shoe repair and drug stores.

(2) **Warehouse Retail or Bulky-Merchandise Retail.** "Warehouse retail or bulky-merchandise retail" means a tenant that primarily sells bulky goods or retail in a warehouse setting that is not part of shopping center. Home improvement stores, discount bulk stores, or furniture stores can be considered warehouse retail or bulky-merchandise retail.

(h) **Restaurants.** "Restaurant" is defined in Chapter 19.12 (Definitions). For the purposes of parking, the following clarifications are applied.

(1) **Takeout Restaurant.** Takeout restaurant does not have any seating. The presence of indoor or outdoor seating requires parking at the rate of "restaurant." The presence of a bar or entertainment requires parking at the rate of a "restaurant with a bar or entertainment."

(2) **Restaurant (No Bar or Entertainment).** Restaurants with this parking rate may have takeout services and alcohol sales. Restaurants with a bar, live entertainment or a dance floor shall be parked at the rate for "restaurant with a bar or entertainment." Examples include fast-food restaurants, coffee shops, pizza restaurants, and similar.

(3) **Restaurant with a Bar or Entertainment.** "Restaurant with a bar or entertainment" means a restaurant including a bar, dance floor, or live entertainment. For the purposes of this section, a bar is defined as a raised counter area with seating that serves alcoholic beverages and separates customers from employees working behind the counter area. Delivery and take-out service are incidental to the restaurant use.

(4) **Outdoor Seating.** Additional parking is required for outdoor seating exceeding 12 seats per business. Seats exceeding this amount are required to provide additional parking at the rate of 0.33 spaces per seat for each seat above 12. When any fraction of a parking space is required, the entire space shall be provided.

(i) **Shopping Centers.**

(1) **Applicability.** Shopping center" is defined in Chapter 19.12 (Definitions). All individual businesses within a shopping center use the shopping center parking rate except in the following instances:

(A) A restaurant with a bar or entertainment;

(B) Total recreational and athletic facility square footage of greater than 8,000 square feet; or

(C) Total restaurant square footage (not including takeout restaurants) of greater than 40% of the shopping center floor area.

(2) **Calculation of Parking.** For the uses listed above, the applicable parking requirement is calculated for the specified use separately. The remainder of the center is calculated at the shopping center rate.

19.46.120 Parking Lot Design

(a) **Access.** Parking spaces shall have direct access to a public or private roadway or shall be served by an aisle or driveway leading to the roadway. All uses requiring more than 15 parking spaces shall be served by a single two-way driveway or two one-way driveways.

(b) **Tandem parking.** Tandem parking does not count as required parking except for required uncovered spaces front of covered parking in single-family dwellings and in mobile home parks.

(c) **Minimum Dimensions**

(1) **Parking Space Dimensions.**

(A) **Standard Space.** Minimum space dimensions are 8.5 feet in width by 18 feet in depth. Low-growing ground cover 2 feet beyond a wheel stop or curb may be counted toward minimum stall length provided the landscape island is a minimum of 6 feet wide interior to the parking lot or 4 feet wide for perimeter landscaping.

(B) **Compact Space.** Residential uses are permitted to provide compact spaces 7.5 feet in width by 15 feet in depth. Ground cover shall not be substituted for compact space depth. Compact spaces are prohibited for new development of non-residential uses and mixed uses.

(2) **Specialized Spaces.** The Director or approving body may allow specialized spaces such as motorcycle parking or other unique vehicle parking.

(3) **Aisle Width and Layout.** Aisle width and layout requirements are described in Table 19.46.130 (Parking Lot Dimensions) and shown in Figure 19.46.130 (Parking Lot Design). Service vehicle access such as fire lanes and solid waste vehicle requirements may expand aisle width requirements for certain projects. Aisle width requirements are dependent on the angle of parking provided. For intermediate-angle parking, the aisle width shall be determined by straight-line interpolation between specified standards. Interlock parking spaces or alternative parking layouts may be approved by the Director based on accepted guidelines such as ULI.

(4) **Driveways.** Minimum one-way driveway width shall be 12 feet and minimum two-way driveway width shall be 20 feet except for residential uses, which may have two-way driveways of 18 feet in width minimum.

(5) **Maneuvering Area.** Backing distance for 90-degree parking spaces shall be 24 feet minimum.

(d) **Surfaces and Markings.**

(1) **Parking Surfaces.** All parking surfaces shall be permanently paved in compliance with the Citywide Design Guidelines and using one of the following methods:

(A) Currently adopted building codes;

(B) Current geotechnical report for the property; or

(C) As allowed by the Director.

(2) **Markings.** All spaces shall be clearly marked. The Director may modify this requirement for permeable paved spaces.

(3) **Wheel Stops.** Bumper guards, wheel stops or curbs are required for all parking stalls that head into a building, property line, fence or landscaped areas. These barriers shall be installed no closer than 2 feet from the building, property line or fence.

(e) **Parking Areas in Vision Triangles.** Parking areas are subject to the vision triangle requirements in 19.34.060 (Vision Triangles).

(f) **Design Guidelines.** Parking lot design and lighting is subject to the Citywide Design Guidelines.

(g) **Landscaping Area.** Parking lot landscaping shall follow the general requirements of Chapter 19.37 (Landscaping, Irrigation and Useable Open Space). A minimum of 20% of the parking lot area is required to be landscaped. Parking lots in single-family zoning districts (R-1, R-0, R-1.5 and R-1.7/PD) are exempt from parking lot landscaping requirements.

(h) **Shading Requirements.** Trees shall be planted and maintained throughout the parking lot to ensure that at least 50% of the parking area will be shaded within 15 years of tree establishment. Up to 25% percent of the 50% parking lot shading requirement (12.5% of the total parking lot area) may be met with installation of solar energy systems rather than trees.

(1) **Surfaces Subject to Shading Calculation.** All surfaces that can be driven on, including parking stalls, vehicular drives, drive-through lanes and maneuvering areas are subject to shade calculation. The following areas are exempt from shading requirements:

(A) **Truck Areas.** Truck loading areas in front of overhead door and truck maneuvering and parking areas exclusive of vehicle parking are exempt from shading requirements.

(B) **Inaccessible Paved Areas.** Paved or surfaced areas not used for vehicle parking, driving or maneuvering are exempt from shading requirements provided they are made inaccessible to vehicles by barriers such as bollards or fencing.

(C) **Auto Sales.** Display, sales, service or vehicular storage areas for automobile sales are exempt from shading requirements. Required parking for auto sales is still subject to shading requirements.

(D) **Areas paved prior to January 1, 2002.** Surfaces paved prior to January 1, 2002 are exempt from shading requirements.

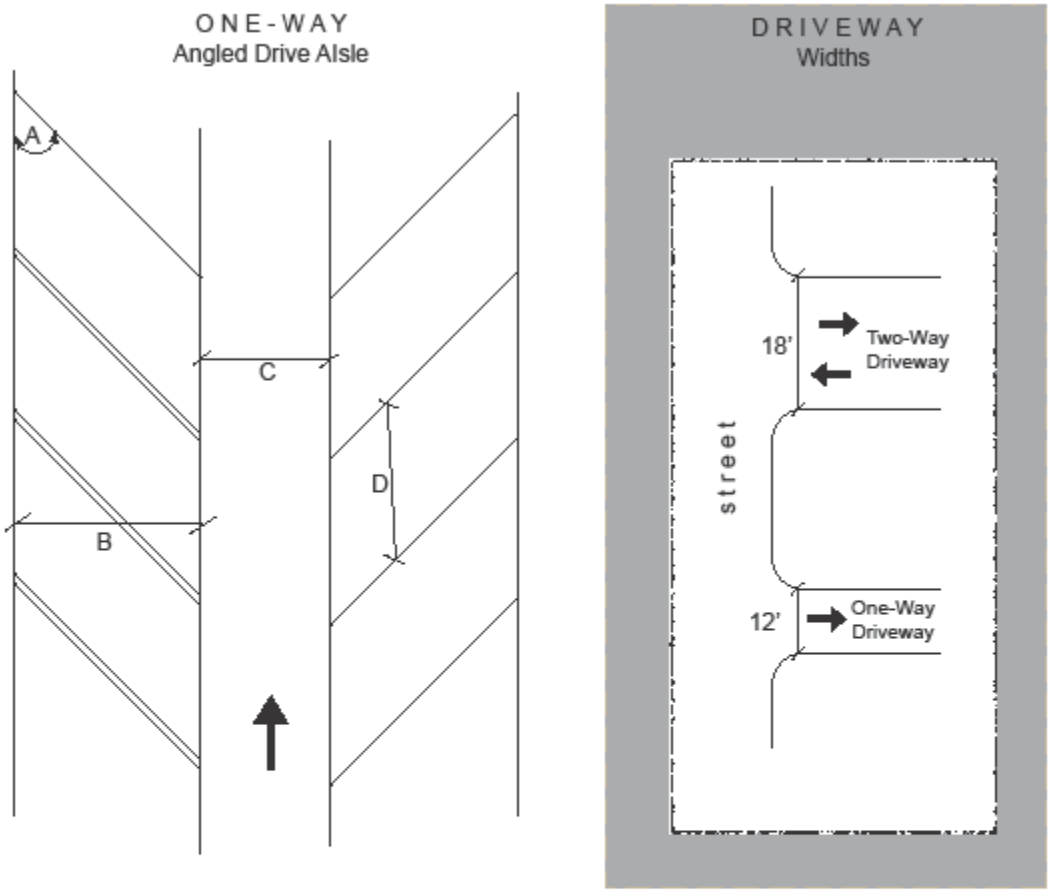
(2) **Calculation of Shading.** Shading is calculated by using the diameter of the tree crown at 15 years or the dimensions of any roofed area within the parking lot.

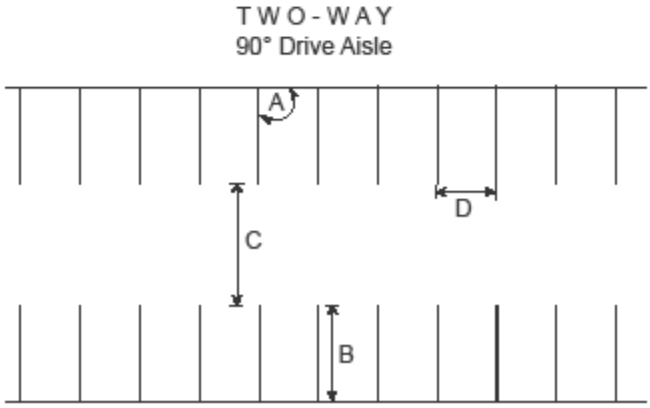
(i) **Ground Cover and Shrubs on Parking Islands.** Parking islands shall contain living ground cover or shrubs with trees unless it can be shown that ground cover is incompatible with the tree. If living ground cover is found unsuitable, porous, nonliving ground cover may be used.

TABLE 19.46.130 Parking Lot Dimensions

		One-Way Traffic	
Parking Angle (A)	**Vehicle Projection (B)**	**Aisle Width (C)**	**Bay Depth (D)**
0°	8.5	12	29.0
45°	17.6	12.8	48.0
60°	19	14.5	52.5
90°	18	24	60

FIGURE 19.46.120 PARKING LOT DESIGN





19.46.130 Adjustments to Parking Requirements

(a) **Purpose.** A parking adjustment permits flexibility in parking requirements to address unusual or specific use or locational characteristics.

(b) **Applicability.** Adjustments may be granted from parking ratio minimums, maximums or type of bicycle parking provided for non-residential uses or for special housing developments as described in 19.46.080 (Special Housing Developments). Adjustments are not permitted for residential parking ratios other than special housing developments. The adjustment may be granted by the approving body as part of any discretionary permit or, if no discretionary permit would be otherwise required, a Miscellaneous Plan Permit. Changes in use for existing properties with established parking lots do not require an adjustment to exceed the parking maximum. A request to deviate from any other requirement in this chapter requires a variance.

(c) **Findings for Parking Adjustments for Special Housing Developments.** To grant an adjustment from a parking minimum for special housing developments, the Director or approving body shall find:

(1) One or more of the following applicable characteristics are present:

(A) Location or proximity to transportation;

(B) Variety or forms of transportation available;

(C) Accessibility; or

(D) Services and programs offered, or population served by the housing development.

2) Based on the characteristics present in Finding 1, the proposed parking is adequate.

(b) **Findings for Parking Adjustments from Minimum Parking Ratios for Non-Residential Uses.** To grant an adjustment from a parking ratio minimum for non-residential uses, the Director or approving body shall find:

(1) One or more of the following applicable characteristics are present:

(A) There are parking agreements with off-site properties;

(B) There is a parking management plan that includes valet parking, off-site employee parking, parking agreements, or other demand management tools;

(C) The uses on a site have complementary peak hours;

(D) The use is commercial and nature and is intended to serve adjacent employment centers. The use provides adequate pedestrian connections to the site from nearby properties and businesses; or

(E) The use is within 1/2 mile of a walk from a rail station, light rail station, or major bus stop. A major bus stop is defined as a stop where six or more buses per hour from the same or different routes stop during the peak period in core, corridor or station areas.

(F) The proposed use has an unusual characteristic that results in less parking demand. This characteristic shall be described and limited in applicable conditions of approval for a discretionary land use permit. Land uses that are permitted by right may not apply for adjustment under this finding.

(2) Based on the characteristics present in Finding 1, the proposed parking is adequate and will not spill over onto surrounding properties or streets.

(d) **Findings for Parking Adjustment from Maximum Parking Ratios.** To grant an adjustment from a parking ratio maximum, the Director or approving body shall find:

(1) The applicant has submitted sufficient information to prove that additional parking is needed to support the use;

(2) The site is in compliance with the Citywide Design Guidelines for parking lots;

(3) The lot complies with current bicycle parking standards; and

(4) Shopping centers may exceed the maximum if the following uses are proposed:

(5) A restaurant with a bar;

(6) A recreational and athletic facility over 8,000 square feet; or

(7) A cumulative restaurant square footage equaling 40% or more of the total floor area.

(e) **Findings for Parking Adjustment from Type of Required Bicycle Parking.** To grant an adjustment from the type of bicycle parking required, either secured or bicycle rack, the Director or approving body shall find:

(1) The proposed project is a change of use in an existing building; and

(2) An unusual configuration of the site, buildings or parking precludes installation of a particular type of bicycle parking; and

(3) The proposed type of bicycle parking will still meet the needs of the use.

19.46.140 Storage and Parking of Fleet Vehicles

(a) **Definitions.**

(1) "Commercial vehicle" means any vehicle with a gross vehicle weight of 10,000 pounds or more according to the manufacturer's specifications, which is required to obtain a commercial vehicle license. This definition is intended to be consistent with California Vehicle Code Section 22507.5 or successor statue.

(2) "Fleet vehicle" means any vehicle owned or operated by the person, company or business which is used for purposes of delivery, pick up or service to patrons of the primary use. A fleet vehicle may also be a commercial vehicle.

(b) **Applicability.** This section regulates the accessory storage or parking of fleet vehicles in parking lots. Parking of fleet vehicles on streets or on residential properties is regulated in Title 10 (Vehicles and Traffic). Service yards for fleet vehicles require a use permit reviewed by the Planning Commission.

(c) **Commercial Vehicles in Residential Zoning Districts.** Storage and parking of commercial vehicles is prohibited in residential zoning districts and residential uses.

(d) **Fleet Vehicles in Non-Residential Zoning Districts.** Storage and parking of up to 5 fleet vehicles is permitted on each property for non-residential uses. Properties with more than 5 fleet vehicles require a Miscellaneous Plan Permit. To approve the additional fleet vehicle parking, the Director shall be able to make the findings that:

(1) The property provides sufficient parking for employees and patrons of the primary use, and;

(2) The number of proposed fleet vehicles is consistent with the purpose of the zoning district.

19.46.150 Bicycle Parking

(a) **Definitions.**

(1) "Secured bicycle parking" means lockable facilities such as individual lockers or enclosed, locked, limited-access areas for parking of bicycles. Secured bicycle parking may also be known as Class I bicycle parking. For residential uses, an enclosed garage assigned to one residential unit meeting the minimum area requirements for a two-car garage is considered a secured bicycle parking space.

(2) "Bicycle racks" means a stationary object to which a bicycle can be locked. Examples include "inverted U" racks or "ribbon weave" racks. Bicycle racks may also be known as Class II bicycle parking.

(b) **Applicability.** Bicycle parking shall be provided for multiple-family uses and non-residential uses as specified in Tables 19.46.100 (a), (b) and (c).

(c) **Number of Bicycle Parking Spaces.** Bicycle parking shall be provided in the following amounts:

(1) **Multiple-Family Uses.** Multiple-family uses of 5 or more units shall provide one bicycle parking space for every 4 units, but no fewer than 4 spaces. All required bicycle parking shall be secured.

(2) **Non-Residential Uses.** Non-residential uses are required to provide bicycle parking in the amount of 5% of the total number of vehicular parking spaces. Industrial uses, research and development office and corporate office shall provide secured bicycle parking for a minimum of 75% of required bicycle parking spaces. All other non-residential uses shall provide bicycle racks for a minimum of 75% of required bicycle parking spaces.

(3) **Mixed Uses.** Mixed uses shall provide bicycle parking for the residential and non-residential uses in the proportions required by this section.

19.46.160 Parking Management Plans and Tools

(a) **Definitions.**

(1) "Parking management plan" means a plan designed to manage the use of parking on a property. A parking management plan may be a component of a Transportation Demand Management (TDM) plan.

(2) **"**Valet parking" means a service where an attendant parks and retrieves patrons' vehicles for free or for a fee.

(3) "Fee-based parking" means any parking lot where a fee is required to park.

(b) **Applicability.** Parking management plans shall be provided for new construction or use changes for any of the uses listed in Tables 19.46.100 (a), (b) and (c) (Parking Requirements), mixed uses, multiple-family residential uses and special housing developments in 19.46.080 (Parking for Special Housing Developments). Parking management plans shall be reviewed by the Director with a miscellaneous plan permit or by the hearing body reviewing the associated development. Uses in a public parking district are exempt from requirements for a parking management plan.

(c) **Submittal Requirements.** Submittal requirements may include information about peak hour use, vehicular circulation, overall quantity of parking spaces, distribution of parking on the site, needs of specific users, including employees, guests, residents and patrons and other applicable information.

(d) **Parking Management Tools.** Proposed parking management tools may include valet parking, designation of car sharing or guest spaces, parking agreements, short-term parking, or other tools to achieve parking efficiency. Valet parking or fee-based parking shall be considered as part of a new or amended parking management plan. To approve valet parking or fee-based parking, the Director shall be able to make the findings that:

(1) The proposed fee-based or valet parking will not hinder the parking or circulation on the site; and

(2) If there are multiple uses on the site, the fee-based or valet parking is made available for all uses; and

(e) Valet parking spaces shall not take prime locations in front of existing businesses. **Temporary Uses.** Valet parking is permitted at temporary events such as a festival.

Staff Note: The existing design guidelines were adopted in 1992 and can be found italicized and in gray at the end of each section. The current guidelines are proposed for repeal and replaced with the new guidelines.

City-Wide Design Guidelines

III. PARKING AND CIRCULATION - Project site shall be conveniently accessible to pedestrians, bicycles and automobiles. Sufficient off-street parking shall be provided for every project. Onsite circulation patterns shall be designed to adequately accommodate pedestrian, bicycle and vehicle traffic.

CIRCULATION

PROVIDE WELL-DEFINED AND DESIGNED PEDESTRIAN AREAS AND CIRCULATION

Pedestrian-oriented development can reduce parking demand by making shared parking more useable. Improvements to pedestrian spaces and comfort can reduce perceived distances and increase the activity and life of a center.

New:

1. **Walkways -** All projects should have a clear and direct walkway between fronting streets and one or more of the primary building entries.

2. **Pedestrian Connections -** Provide pedestrian connections between all buildings on the site. Avoid pad buildings along street frontages without clear pedestrian links to the remainder of a shopping complex.

3. **Pedestrian Access -** Provide easy pedestrian access to building entries from side streets serving adjacent residential neighborhoods.

4. **Number of Walkways -** Pedestrian walkways should be provided in all parking lots over 50 spaces. Walkways running parallel to the parking rows should be provided for every four rows, and walkways running perpendicular to the parking rows should be no further than 20 parking stalls apart. (*Pedestrian technical guidelines).*

5. **Design of Walkways -** Where walkways cross traffic lanes, the walkway should be clearly delineated with contrasting color and pavement pattern, and be raised slightly to form a speed table.

6. **Design of Walkways -** Parking lots with over 150 spaces should have walkways designed with adjacent planting areas for trees and other landscaping.

7. Pedestrian walkways should include the following features:

    a. At least 5 feet in width

    b. Separated from vehicular movements for at least 50% of its length.

c. Visually distinct from vehicular driving surfaces (e.g. pavers, brick, scored concrete, color.) Paint striping is not permitted.

d. Appropriate lighting.

8. **Pedestrian Amenities -** Pedestrian amenities and varied width walkways along storefronts are encouraged through the use of expanded plaza areas, landscaped amenity areas with benches, landscaping, special paving, and pedestrian scale lighting.

9. **Outdoor Eating Area -** For development of new shopping centers, a single area should be set aside for all restaurant outdoor dining when possible. If this is not possible, additional area shall be designed to allow for both the placement of tables and chairs as well as comfortable pedestrian circulation in front of the building.

Existing:

- *Limit curb cut entries into project sites to maintain sidewalk and streetscape continuity. Shared driveway access on adjacent non-single family properties is encouraged. (A3 from City-Wide Design Guidelines)*
- *Provide walkways to connect parking lots to building entrances. Define walkways by landscaping, lighting and paving. (A8 from City-Wide Design Guidelines)*
- *Separate pedestrian and automobile traffic paths, and minimize conflict areas for safety. (A7 from City-Wide Design Guidelines)*
- *Walkways and paths shall be provided in parking lots and provide a safe pedestrian access to buildings. (D8 from Industrial Design Guidelines)*
- *Different color or textured material shall be used to define primary pedestrian access ways on site. (D10 from Industrial Design Guidelines)*

DESIGN ATTRACTIVE, EFFICIENT AND SAFE PARKING LOTS

ATTRACTIVE

1. While surface parking is most typical, below grade parking facilities are encouraged to reduce the amount of paving. When surface parking is unavoidable, cluster parking spaces into small parking areas, dispersed around the site, to avoid large paved expanses.
2. Separate large parking lots of 120 or more cars into smaller subareas with landscaping, pedestrian walkways and/or buildings.
3. Landscaped strips between rows of parking are encouraged to reduce the visual sense of large areas of paving and to provide the ability to use bioswales to reduce the amount of storm water runoff. They may be continuous or broken into segments.
4. Landscaped islands are encouraged to break up long rows of parking spaces and reduce the visual width of parking aisles. One island for every 10 spaces is suggested as a minimum.
5. Parking lot edges at adjacent streets should be defined positively with three feet walls and/or box hedges. Parking lot edges at property or setback lines should include landscape islands with large species trees and low plants to visually break up long lines of parked vehicles.
6. Landscaped edges are encouraged along pedestrian sidewalks at storefronts to separate pedestrians from parked cars and vehicular traffic.

EFFICIENT

7. Angled parking is preferred in high-turnover uses such as retail, restaurant and recreation uses to make turning movements easier. One-way driveways should be used for angled parking spaces to reduce paving and increase layout efficiency.
8. Parking spaces shall be marked in the following manner to encourage careful parking and increase usability of spaces.
    a. Double lines, 1 foot apart (as measured from the center) and 4 inches wide shall mark the sides of each space.
    b. Lines shall be 16 feet long, with a rounded radius end.

SAFE

(a) **Lighting.** (Check city of Fremont and what happened with Best Buy)
   (1) **Brightness.** Lighting must provide a minimum average of 0.5 foot candles.
   (2) **Energy efficiency**. High energy-efficient lighting, including LED lighting is encouraged. Lights which interfere with color recognition, such as sodium vapor is discouraged. *(City-wide Design Guidelines VD6)*
   (3) **Pole Height**. Light poles are limited to 8 feet in height for pedestrian and residential areas. Light poles may extend up to 16 feet in height in other areas. Light poles must not exceed the height of the main building. *(City-Wide Design Guideline VD3 and VD4)*
   (4) **Shielding**. Shield light sources to prevent any glare or direct illumination on public streets or adjacent properties. *(City-wide Design Guidelines VD5)*

(b) **Drainage Design.** The design of landscaping islands and parking areas shall integrate parking lot and sign drainage to reduce storm water runoff velocities and minimize non-point source pollution. Drainage "weep holes" are required for 6-inch concrete curbs. *(19.37.060(c))*

Existing:

- Minimize the use of surface parking in large office complexes and multi-family developments to preserve open space and reduce visual effects. Below grade parking facilities are encouraged. *(A1 from City-Wide Design Guidelines)*
- When surface parking is unavoidable, cluster parking spaces into small parking areas, dispersed around the site, to avoid large paved expanses. *(A2 from City-Wide Design Guidelines)*
- Design internal driveways for safety and convenience. For dimensional standards and requirements on driveways and parking spaces refer to Section 19.48.210 of the Zoning Code. *(A4 from City-Wide Design Guidelines)*
- Appropriately stripe parking stalls to indicate handicapped and compact spaces. *(A5 from City-Wide Design Guidelines)*
- Avoid parking in required setback areas to maintain landscape strips along project boundaries. (*A6 from City-Wide Design Guidelines)*
- No more than 50% of the front setback area can be paved for driveways **in** single family residential projects (Section 19.40.60) to maintain landscaping along residential streets. (*A11 from City-Wide Design Guidelines)*
- Landscaping shall be adequately distributed through out parking lots to reduce the effect of heat and glare from pavement. *(D1 from Industrial Design Guidelines)*
- When landscape pockets are provided between parking spaces facing each other, the width of the islands shall be minimum of 6 feet. Landscaped pockets shall also be provided for every 7

parking spaces and at the end of each; row of parking spaces. *(D3 from Industrial Design Guidelines)*

- When tree wells are provided, the wells shall be a minimum of 5 feet square. Interlocking pavement is encouraged around tree wells. *(D4 from Industrial Design Guidelines)*
- When selecting landscape material for parking lots, trees with deep roots shall be selected to avoid damaging the pavement. *(D5 from Industrial Design Guidelines)*
- Buildings shall be separated from parking areas by landscaping and walkways. *(D6 from Industrial Design Guidelines)*
- Maximum landscaping is encouraged in parking areas, however, the Municipal Code allows for 2 foot overhang for standard spaces into internal landscape areas over 6 feet wide or perimeter landscaped area over 4 feet wide. *(D7 from Industrial Design Guidelines)*
- Separate all parking and landscape areas by a 6" wide, poured in place concrete curbs. *(D9 from Industrial Design Guidelines)*
- *When parking lots are adjacent to public rights-of-way, parking shall be screened by combining berms, shrubs and trees. (D2 from Industrial Design Guidelines)*

BICYCLE PARKING

New:

SAFE
Bicycle parking areas should be lit at night throughout the year to increase safety. Special consideration should be used when deciding on the placement of lighting especially near residential areas.

To protect bicycles from theft and vandalism racks should not be obscured by landscaping fences or other obstructions. They should be in view of passing pedestrians or vendors.

LOCATION
Bicycle parking racks should be conveniently located close to a building entrance and should be clearly visible from the entrance and its approaches. Signs should be posted to direct bicyclists to the bike parking if this is not possible.

Protection from the weather should be provided for a portion of the rack parking. The ground surface area where the rack is situated should be an all-weather and drainable material. Consideration should be given to the material and how slippery it may become when wet.

Bicycle lockers should be conveniently located for the bicyclist, at least as close as the nearest motor vehicle parking area.

Lockers should be places on hard all-weather surfaces and be protected from the weather. The lockers shall have adequate drainage to ensure that bicycles remain dry during weather events.

Bicycle racks and lockers should be located outside of the typical pedestrian travel path with additional room for bicyclists to maneuver outside of the pedestrian way. Clearances are specified below.

Bicycle racks and lockers should be located at a sufficient distance from motor vehicles to prevent damage to parked bicycles, lockers or motor vehicles.

Signs should be posted to direct bicyclists to the locations of bike racks or lockers that may not be readily apparent. Similarly, signs indicating the location of bicycle parking should be posted wherever a NO BICYCLE PARKING sign is posted.

Racks should be installed with the following clear distances:

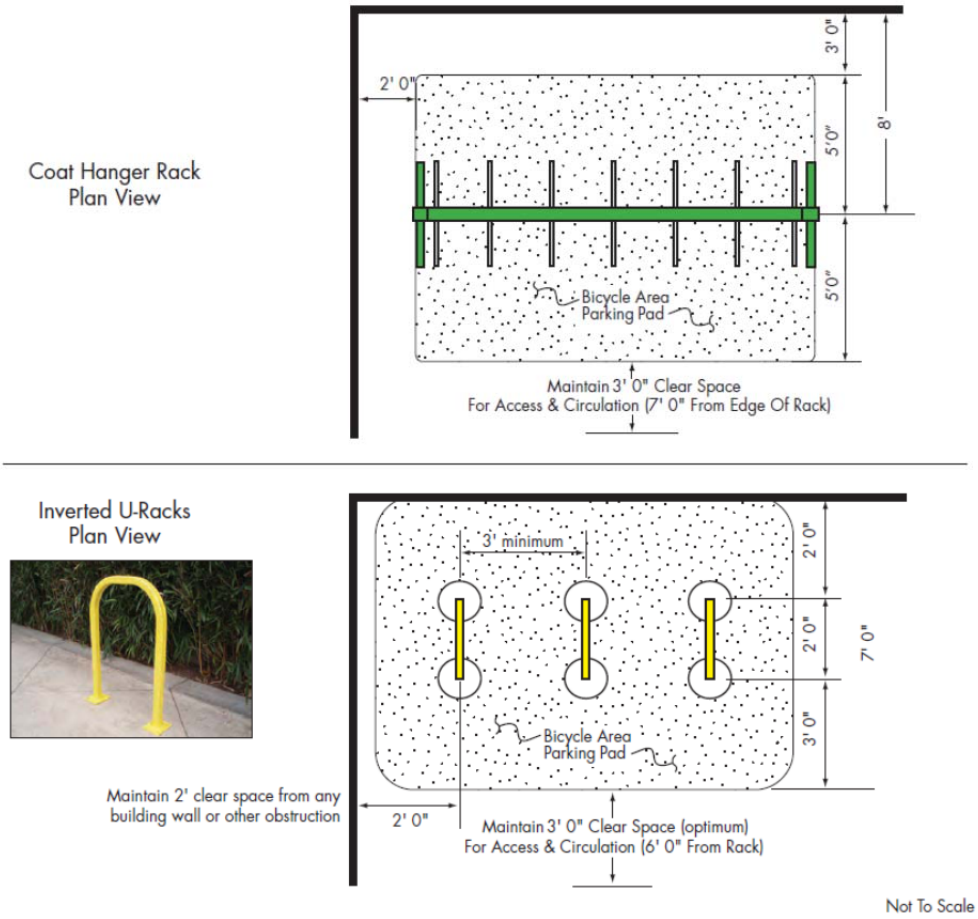


Figure 10-4:
Bike Rack Placement Criteria (in Plazas or near Buildings)

Source: VTA Bicycle Technical Guidelines

Existing:

- Large developments shall sufficient bicycle parking and lockable racks close to entrances. (*A9 from City-Wide Design Guidelines)*
- Long term storage of recreational vehicles and boats on front driveways of residential buildings is discouraged to avoid visual impacts on the neighborhood. Covered permanent parking areas/storage areas are recommended. (*A10 from City-Wide Design Guidelines)*

RESIDENTIAL PARKING

Garage doors must be a minimum of 16 feet in width. See Figure 19.46.050 Residential Parking Dimensions. (OFF THE WALL-DESIGN GUIDELINE). For two individual doors must be 8.5 feet wide.

A trellis roof qualifies as covered parking if it is more than 50% solid – (Off the Wall)

(1) Existing functional two-car garages not meeting minimum area or dimension requirements may be considered adequate for additions above 1,800 square feet if they meet the minimum dimensions for most of the garage area. That is, if they do not meet the minimum dimensions just at the entry or because of a small obstruction such as a water heater.(OFF THE WALL)

PARKING LOT SURFACES

Residential Parking Surfaces. Residential parking surfaces that accommodate passenger vehicles only shall be constructed with the following standard:

A) Four inches of concrete with #3 rebars at 16 inches on center each way at mid-height; and
B) Over six inches of aggregate base compacted to 95% relative compaction over sub-grade compacted to 90% relative compaction.
C) Permeable paving materials such as grass cell and turf block may be considered if the materials support anticipated vehicle traffic and weight. Materials shall not cause maintenance problems.

Permanent paving

LOADING SPACES

New:

A) **Time of Use.** Interrupting daily flow – flexibility to allow unmarked areas in front of stores
B) **Size.** A loading space must be 350 square feet in area with a minimum dimension of 35 feet in one direction. *(19.46.150(a))*
C) **Space Markings.** Required loading spaces must be reserved with lot markings, signs or other techniques. Signs must indicate loading times if no specific loading space is reserved.
D) **Location.** A loading space must be located within 10 feet of the building served and cannot impede normal circulation of vehicular traffic through parking areas or traffic circulation

aisles. In the ECR Combining District, loading areas must be set back 20 feet from the any property line that abuts residential uses/zoning districts? Loading bays that include ramps, roll-up doors or gates are prohibited between the face of the building and the street. *(19.46.150(a)(b)(c))? (19.26.160(d)(B))*

CAR-SHARE SPACES

Reserved car share spaces must be located close to the main building.

PARKING WHITE PAPER 2012

This report provides technical information and background on staff recommendations for the Non-ResidentialParking Study Issue.

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DIMENSIONS

CURRENT SUNNYVALE STANDARDS

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

Comparison of Dimensions:

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

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

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

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

Compact Spaces

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

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

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

RECOMMENDATIONS FOR PARKING DIMENSIONS

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

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

DEMAND AND EFFICIENCY

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

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

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

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

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

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

RECOMMENDATIONS FOR DEMAND AND EFFICIENCY

Park for Peak Times in an Average Week

Use Parking Mangement Plans to Address Holiday Peaks

PARKING MAXIMUMS

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

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

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

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

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

RECOMMENDATIONS FOR PARKING RATIO MINIMUMS AND MAXIMUMS

Maintain Parking Ratio Maximums for Industrial Uses

Create Parking Ratio Maximums for Commercial Uses

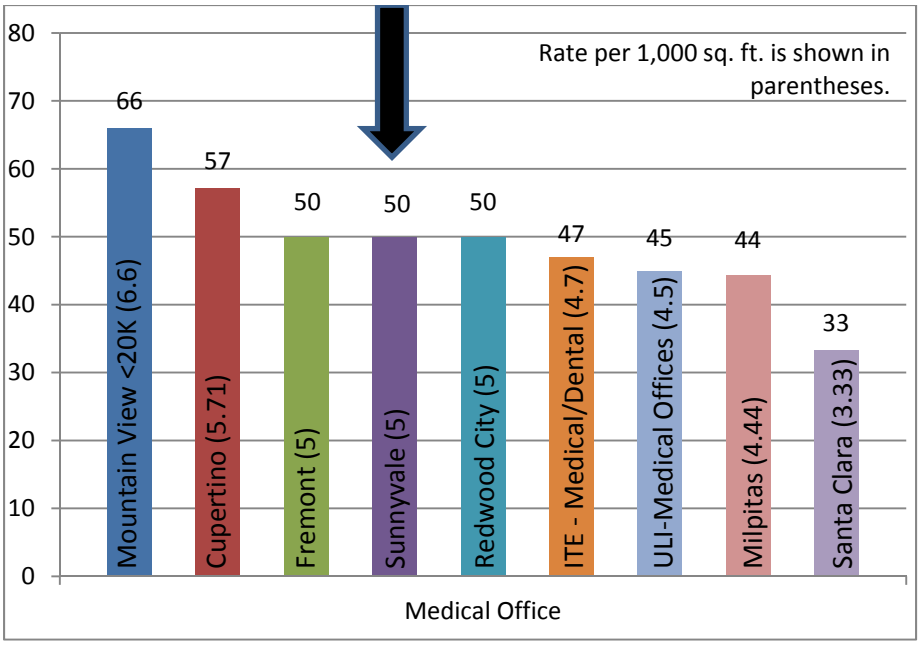
Do Not Institute Parking Ratio Maximums for Education, Care or Assembly Uses

Establish an Exception Process from Both Minimums and Maximums

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

MEDICAL OFFICE

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



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

PARKING COUNTS

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

EXAMPLES OF MEDICAL OFFICES IN SUNNYVALE

Address	Description	Building (sq. ft.)	Total Spaces	Parking / 1,000 sq. ft.
301 Old San Francisco Road	Palo Alto Medical Foundation Medical Clinic (under const.)	137,670	685	5
877 W. Fremont	Large collection of diverse medical, dental and optometrist offices.	75,250	325	4.3
1555 Sunnyvale Saratoga Road	Smaller dental office adjacent to residential	5,568	24	4.3
1010 W. Fremont Avenue	Optometrist with retail sales of glasses	7,833	30	3.83

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

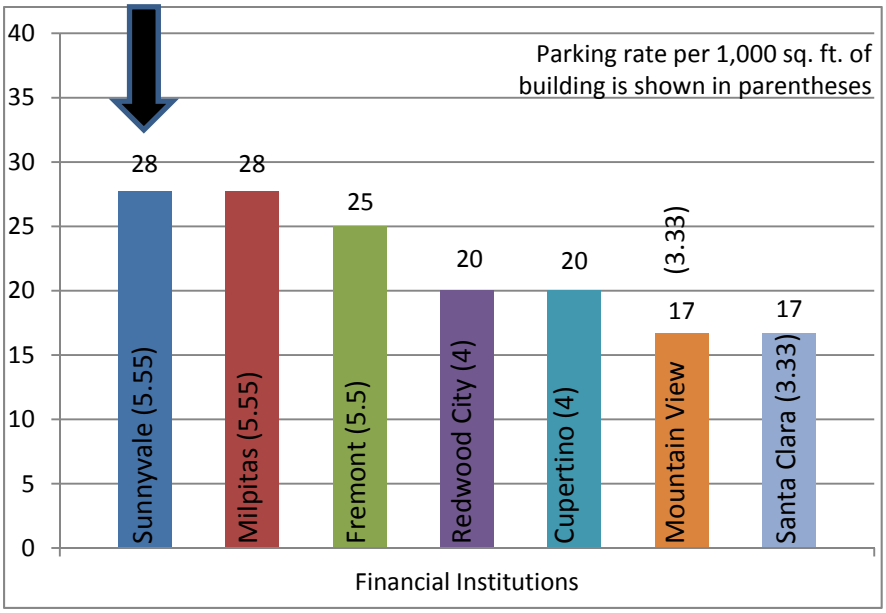
RECOMMENDATION FOR MEDICAL OFFICES

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

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

FINANCIAL INSTITUTION

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



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

EXAMPLES OF FINANCIAL INSTITUTIONS IN SUNNYVALE

Address	Description	Building (sq. ft.)	Total Spaces	Parking / 1,000 sq. ft.
270 Charles Street	Wells Fargo Bank	4,955	50	10
201 W. El Camino Real	First Republic	4,011	20	5
440 S. Mathilda Avenue	Bank of America	33,048	140	4.23

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

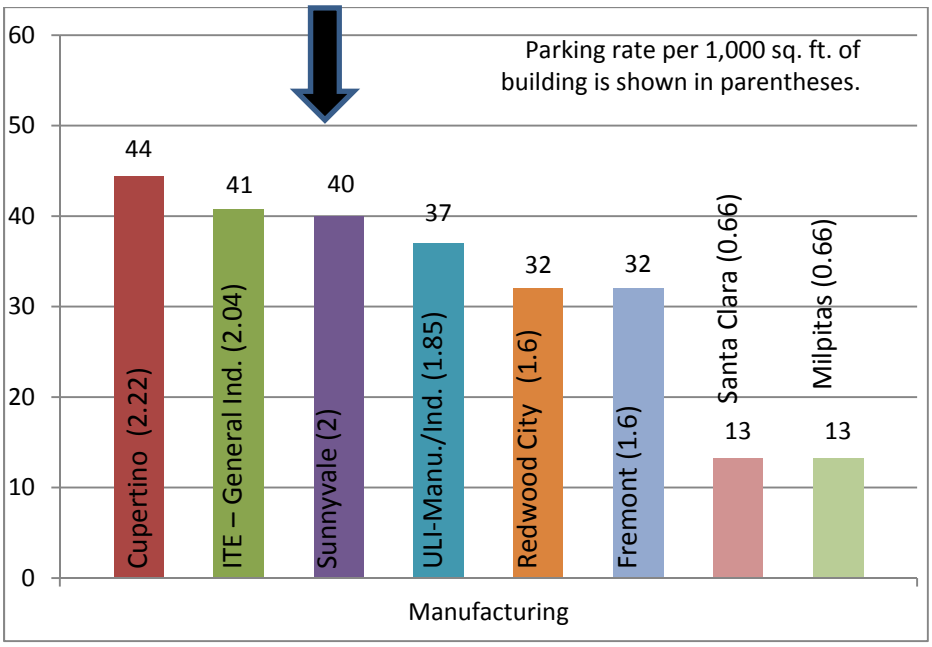
RECOMMENDATION FOR FINANCIAL INSTITUTIONS

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

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

MANUFACTURING AND OFFICE

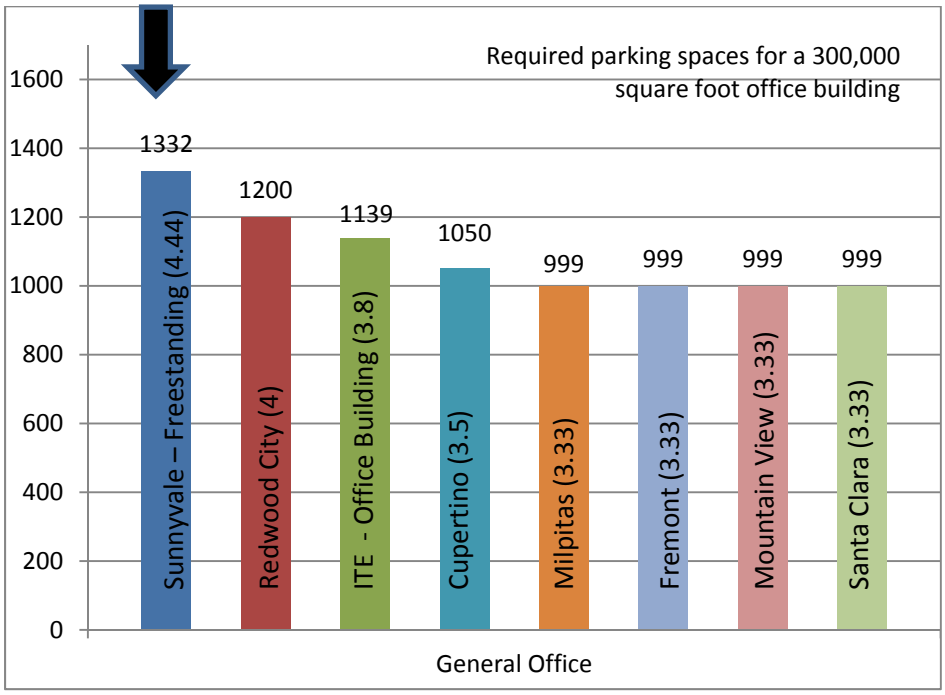
A 20,000 square foot manufacturing building would require:



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

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

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



MANUFACTURING AND OFFICE

EXAMPLES OF OFFICE AND MANUFACTURING IN SUNNYVALE

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

PARKING COUNTS

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

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

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

RECOMMENDATIONS FOR MANUFACTURING AND OFFICE

Maintain General Industrial Minimum of 2 - 4/1,000
Lower General Office Minimum to 3.3/1,000
Maintain Warehousing and Storage Rate of 1.1/1,000

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

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

GAS STATION AND AUTO USES

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

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

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

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

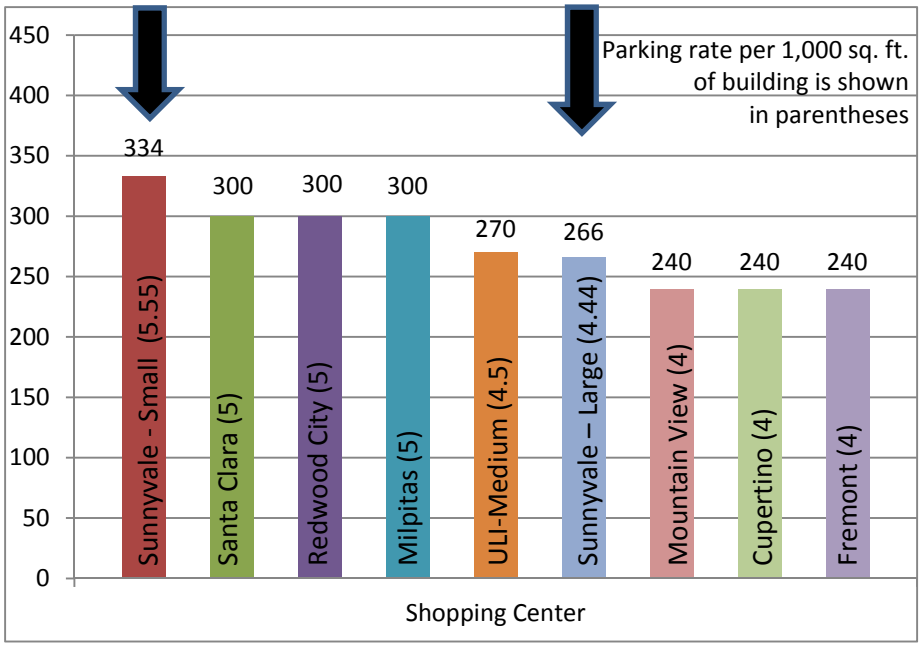
RECOMMENDATIONS FOR AUTO REPAIR AND GAS STATION

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

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

SHOPPING CENTER

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



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

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

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

Cherry Orchard Shopping Center (El Camino and Mathilda)

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

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

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

SHOPPING CENTER

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

There appears to be some relationship between fitness centers, restaurants with bars, and parking availability. As shown in the Cherry Orchard example above, parking management and enforcement is a crucial component in using spaces effectively. All of the large shopping centers that contain a health club get very busy at peak times. Staff is considering crafting a requirement that reflects the outsized impacts these uses can have on a center. With regards to the Cherry Orchard Shopping Center, the proposed rate would require similar number of spaces because of requirements that a restaurant with a bar be calculated at higher rate.

Furniture/Appliance Stores

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

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

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

RECOMMENDATIONS

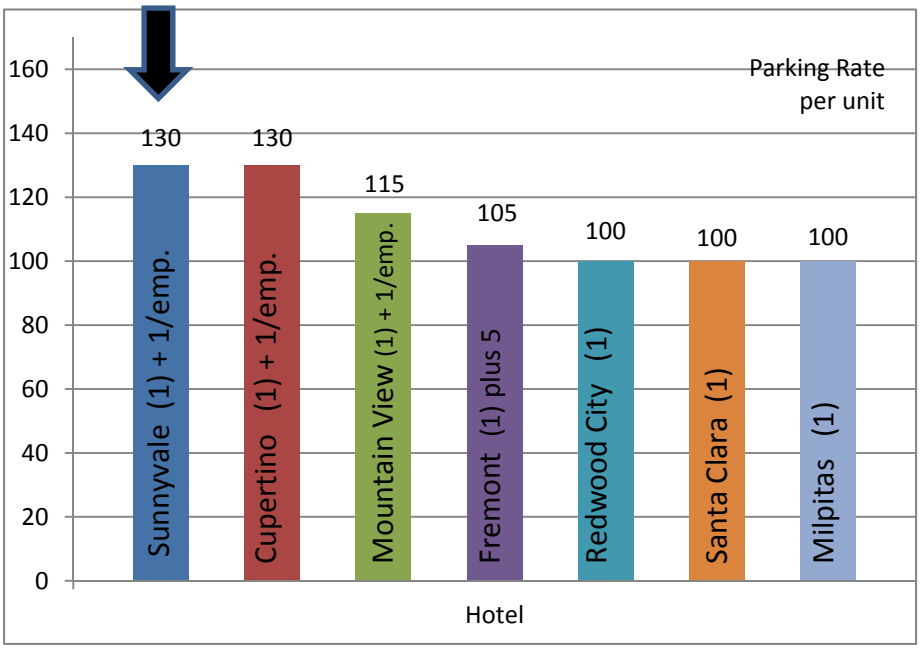
Lower Minimum to 4/1,000 for Retail and Shopping Center
Create Maximum of 5/1,000 for Retail and Shopping Center

Expand Furniture/Appliance Rate to include Home Improvement and Bulk Goods
Create Maximum of 4/1,000 for Furniture/Appliance Rate

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

HOTEL

100 room hotel with 30 employees.



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

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

EXAMPLES OF HOTELS IN SUNNYVALE

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

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

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

RECOMMENDATION FOR HOTEL

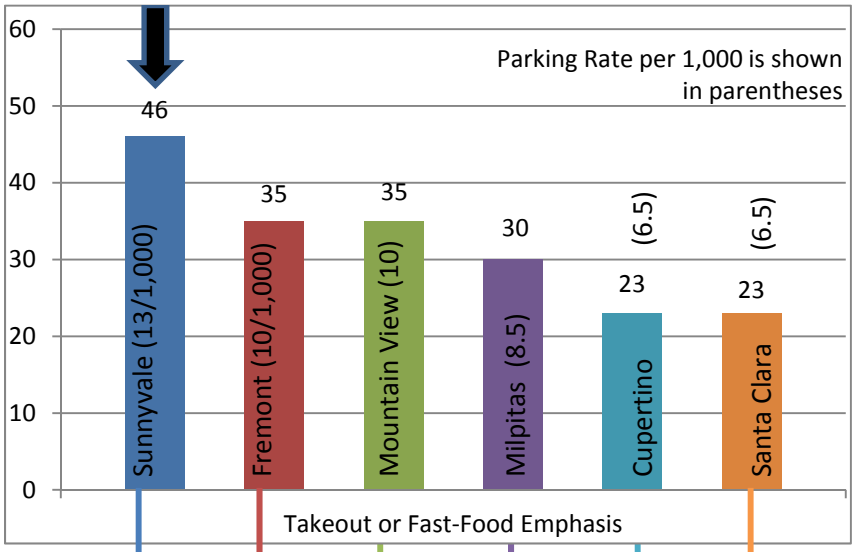
Lower rate to 0.8/hotel room

Create Maximum of 1.2 / hotel room

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

FAST FOOD RESTAURANT

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



Sunnyvale (13/1,000)	Fremont (10/1,000)	Mountain View (10)	Milpitas (8.5)	Cupertino (6.5)	Santa Clara (6.5)
1/75 sq. ft.	0.29 per seat **PLUS** 10% **OR** 1/100	0.25 per seat **OR** 1/100	0.4 per seat **PLUS** 1/60 for take-out area	0.33 **PLUS** 1 per emp-loyee	0.33 per seat **OR** 1/200

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

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

PARKING COUNTS

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

Friday, noon, July 2012

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

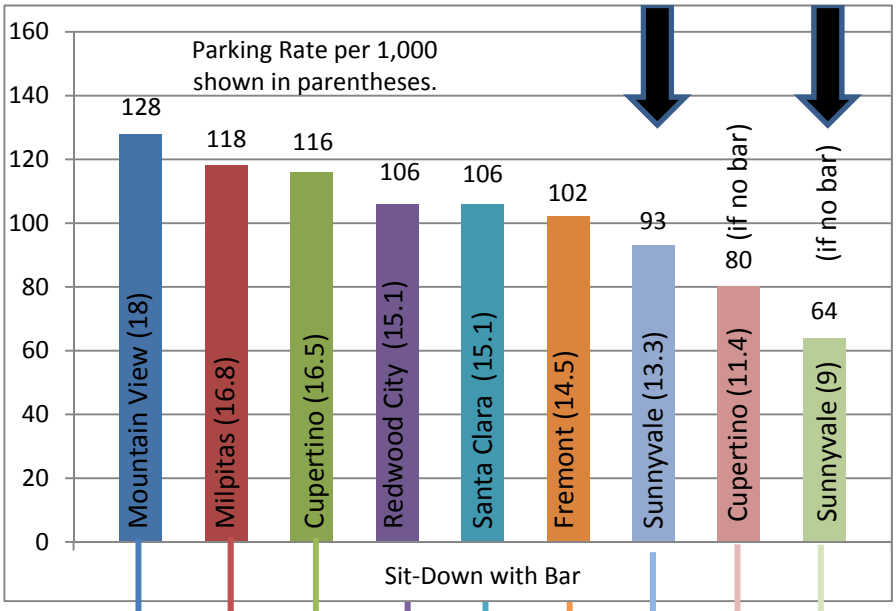
RECOMMENDATION FOR FAST FOOD RESTAURANTS

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

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

RESTAURANT (NOT FAST FOOD)

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



0.4 per seat **OR** 1/100	1/39 sq. ft. of dining area	0.33 per seat **PLUS** 1 per emp.	0.33 per seat	0.33 per seat **OR** 1/200	0.29 per seat **PLUS** 10% **OR** 1/100	1/75	0.25 per seat **PLUS** 1 per emp.	1/ 110

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

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

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

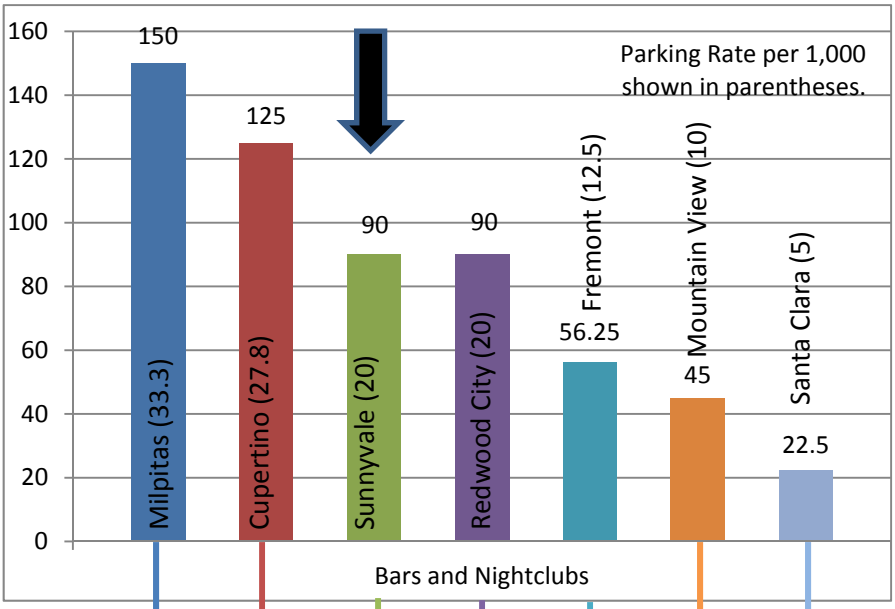
RECOMMENDATION FOR RESTAURANTS (NOT FAST FOOD)

Maintain Minimum of 13/1,000 for Restaurants with Bars or Entertainment
Maintain Minimum of 9/1,000 for Restaurants (no bars or entertainment)

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

BARS AND NIGHTCLUBS

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



1/30 sq. ft.	0.33 per seat **PLUS** 1 per emp. **PLUS** 1/36 sq. ft. of dance floor	1/50 sq. ft.	1/50 sq. ft.	1/80 sq. ft.	1/100 sq. ft., with min. 25 spaces	1/200 sq. ft. **OR** 0.33 per seat

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

Staff Comment: The current rate for bars and nightclubs falls is mid-range for surrounding cities. There a few true bars outside of the downtown area. There are some small bars located in shopping centers along El Camino Real, Sunnyvale-Saratoga Road, and Lawrence Expressway. In general, the distinction between a bar only and restaurant with bar can often be murky – many bars serve limited food, and restaurants with bars can become more bar-oriented later in the night. To increase flexibility in use, staff recommends making the rate consistent with restaurant with bar. Staff also believes that requiring 90 spaces for a 4,500 sq. ft. nightclub is too high of a rate. For this many spaces to be needed, the assumption would be that that everyone drives alone and there is one person in every 7 ft. by 7 ft. space, including all service areas.

RECOMMENDATION FOR BARS AND LOUNGES/ENTERTAINMENT

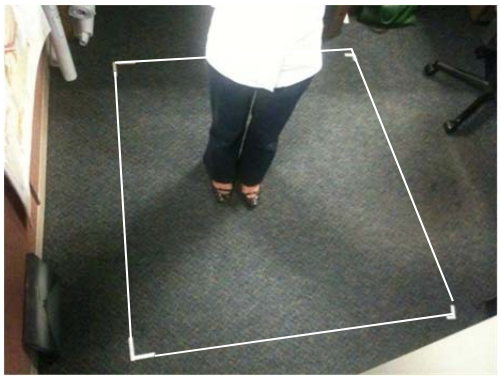
Reduce Minimum to 13/1,000

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

RECREATION

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

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



Examples of Recreational Facilities

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

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

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

RECOMMENDATIONS FOR RECREATION USES

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

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

CHILD CARE / HIGHER LEARNING

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

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

Examples of Child Care Facilities

Address	Description	Number of Children	Parking/ child	Total Spaces
1302 Warner	Appleseed Montessori	96	1/3.5 children	27
1159 Willow	Tulip Kids	83	1/6.4 children	13
404 E. Evelyn		30	1/4.28 children	7
743 S. Wolfe		112	1/3.86 children	29

STAFF COMMENT: The current rate is one space per 14 children plus 1 per employee. Due to the variety of staffing methods, parking ratios can vary widely in child care facilities with similar numbers of children.

City	Higher Learning
Sunnyvale	0.33/fixed seat plus 27/1,000 of open seating area plus 1 employee plus
Mountain View	Parking study required.
Santa Clara	1/classroom or office plus 0.1/student
Cupertino	0.33/student plus 1/employee plus 8 visitor spaces plus 18/1,000 multipurpose room
Fremont	1/3 seats
Redwood City	1/classroom or office plus 10/1,000 for auditoriums plus 1/student over 16 years of age.
Milpitas	5/1,000 sq. ft.

They are also more difficult to calculate as they may fluctuate due to changes in enrollment. State licensing, however, grants child care licenses based on the maximum number of children that can be cared for at any one time. This number is much less likely to fluctuate than employment. For child care, staff assumes 2 drop off/pickup spaces per 14 children, plus adequate spaces for teachers and administrative employees. Staff believes that 1 space per 4 chilren (0.25 spaces/child) is adequate for most child care needs.

Institutions of higher learning have similar concerns as child care. Staff finds that basing the rate on students will more accurately reflect parking demand.

RECOMMENDATIONS

Change Rate to 1/4 Children for Child Care
Maintain Rate of 3/Classroom for K-8 and 0.25/Student for High School
Change Rate to 0.5/Student for Institutions of Higher Learning

These rates are tied to maximum enrollment, not varying staffing rates. This proposed rate is easier for staff to implement and more realistic for businesses.

HEALTH AND SENIOR CARE

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

Convalescent Care

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

- **Convalescent Hospital** – Cedar Crest has 115 beds and 53 parking spaces (1 / 2 beds) and Sunnyvale Health Care has 102 beds and 46 spaces (1/2 beds). See discussion at left.
- **Adult Day Care** – There are two types of adult day care – Adult Day Programs that provide non-medical care, and Adult Health Day Care (AHDC) that provides medical, preventative and social care. AHDC licensing requires door-to-door transportation for each participant. Parking needs are generally for employees only.

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

RECOMMENDATIONS FOR SENIOR LIVING AND CARE

Increase Rate to 1.5/bed for Convalescent Care
Create Rate of 2.5/1,000 for Adult Day Care

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

PLACE OF ASSEMBLY

City	Higher Learning
Sunnyvale	0.33/fixed seat plus 27/1,000 of open seating area plus 1 employee plus 2.5/1,000 for other
Mountain View	5.8/1,000 sq. ft.
Santa Clara	0.16/seat in the in the auditorium plus 1 space for each classroom or office
Cupertino	0.25/ seat plus 1/employee plus 1/special purpose vehicle
Fremont	0.33/seat
Redwood City	0.28/seat in the main meeting room plus 1/15 classroom seats
Milpitas	4/1,000 sq. ft. or 0.20/seat in the main area of assembly

- Place of assembly uses include lodges, churches, community centers, and business meeting groups.
- During the time of the peak meeting/worship use, the peripheral buildings are rarely being used by people able to drive themselves (i.e. children).
- Peripheral uses rarely, if ever, require more parking than the primary gathering area. No peripheral use could require more parking than the primary gathering area. As shown in the trinity parking breakdown, primary "meeting" time is the most intense, by more than double commonly.

Examples of POA Facilities

Address	Gathering Area Sq. Ft.	Other Areas	Total Spaces Required	Parking/ Sq. Ft.
830 E. Evelyn	2,736	12,215	117	7.8/1,000
The Dalles	3,456	13,365	115	6.8/1,000
Reamwood	1,920	3,080	50	10/1,000
Trinity	3,982	56,332	204	3.3/1,000
Sandia	1,885	3,061	52	10.5/1,000

STAFF COMMENT: Place of assembly uses are unusual because of the short and significant peak times along with the substantial square footage devoted to more lightly used accessory buildings. These accessory, or "other" areas, outside of the main gathering space can range between two to four times as large as the intensely used "gathering space." These other areas are rarely used intensely during the peak meeting time, but often at off-peak hours during the week. To take this into consideration, staff often creates a parking analysis to determine the appropriate rates for place of assembly uses, as shown.

Sample of Current Parking Requirements by Day for the Trinity Church on North Mathilda

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Worship/ Nursery	Office	Office & Group mtg	Office	Office & Group mtg	Office	Group meetings
Parking Required by Current Code	**204**	**50**	**50**	**20**	**57**	**20**	**20**

As demonstrated here, the primary gathering area generates over three times the amount of parking as any of the surrounding uses, despite the fact that the other areas consist of over 90% of the total square footage (see Examples of POA Facilities, above). Staff believes that requiring additional parking for the accessory buildings is unnecessary, as these uses almost never are used during a primary gathering time and are used at much less intensity. However, staff recommends the Director reserve the right to require additional parking if other areas are expected to generate significant parking demand during use of the primary gathering area.

Sunnyvale also has the highest parking rate required, at 0.33/seat or 1/21 sq. ft. of open seating area (see Recreation Uses for further discussion of this requirement.) In addition, we require additional parking for all accessory buildings and uses.

RECOMMENDATIONS FOR PLACES OF ASSEMBLY

Change Rate to 25/1,000 for Primary Gathering Areas

Staff believes this rate is more reflective of how Place of Assembly uses operate and will greatly simplify parking calculations.

County of Santa Clara
Office of the County Clerk-Recorder
Business Division

County Government Center
70 West Hedding Street, E. Wing, 1st Floor
San Jose, California 95110 (408) 299-5688

CEQA DOCUMENT DECLARATION

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

1. LEAD AGENCY: City of Sunnyvale
2. PROJECT TITLE: Application for a Study Issue filed by the City of Sunnyvale.
3. APPLICANT NAME: City of Sunnyvale PHONE: 408-730-7257
4. APPLICANT ADDRESS: 456 W. Olive Avenue, Sunnyvale, CA 94086
5. PROJECT APPLICANT IS A: ☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity
6. NOTICE TO BE POSTED FOR 21 DAYS.
7. CLASSIFICATION OF ENVIRONMENTAL DOCUMENT

a. PROJECTS THAT ARE SUBJECT TO DFG FEES

☐ 1. ENVIRONMENTAL IMPACT REPORT (PUBLIC RESOURCES CODE §21152)	$ 2,919.00	$ 0.00
☐ 2. NEGATIVE DECLARATION (PUBLIC RESOURCES CODE §21080(C)	$ 2,101.50	$ 0.00
☐ 3. APPLICATION FEE WATER DIVERSION (STATE WATER RESOURCES CONTROL BOARD ONLY)	$ 850.00	$ 0.00
☐ 4. PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS	$ 992.50	$ 0.00
☐ 5. COUNTY ADMINISTRATIVE FEE (REQUIRED FOR a-1 THROUGH a-4 ABOVE) Fish & Game Code §711.4(e)	$ 50.00	$ 0.00

b. PROJECTS THAT ARE EXEMPT FROM DFG FEES

☐ 1. NOTICE OF EXEMPTION ($50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)	$ 50.00	$ 0.00
☐ 2. A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE *SAME PROJECT IS ATTACHED ($50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)		
DOCUMENT TYPE: ☐ ENVIRONMENTAL IMPACT REPORT ☐ NEGATIVE DECLARATION	$ 50.00	$ 0.00

c. NOTICES THAT ARE *NOT* SUBJECT TO DFG FEES *OR* COUNTY ADMINISTRATIVE FEES

☐ NOTICE OF PREPARATION ☒ NOTICE OF INTENT	NO FEE	$ NO FEE

8. OTHER: _____ FEE (IF APPLICABLE): $ _____
9. TOTAL RECEIVED..... $ 0.00

*NOTE: "*SAME PROJECT*" MEANS NO CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE **SUBSEQUENT** FILING OR THE APPROPRIATE FEES ARE REQUIRED.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL CEQA DOCUMENTS LISTED ABOVE (*INCLUDING COPIES*) SUBMITTED FOR FILING. WE WILL NEED AN ORIGINAL (WET SIGNATURE) AND THREE COPIES. *(YOUR ORIGINAL WILL BE RETURNED TO YOU AT THE TIME OF FILING.)*

CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

". . . NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID." Fish & Game Code §711.4(c)(3)

PLANNING DIVISION
CITY OF SUNNYVALE
P.O. BOX 3707
SUNNYVALE, CALIFORNIA 94088-3707

File Number: 2011-7114
No. 12-16

NOTICE OF INTENT TO ADOPT NEGATIVE DECLARATION

This form is provided as a notification of an intent to adopt a Negative Declaration which has been prepared in compliance with the provisions of the California Environmental Quality Act of 1970, as amended, and Resolution #193-86.

PROJECT TITLE:

Application for a **Study Issue** filed by the **City of Sunnyvale**.

PROJECT DESCRIPTION AND LOCATION (APN):

FILE #:	**2011-7114**
Location:	**City Wide**
Proposed Project:	Consideration of changes to non-residential parking requirements, including number of spaces, dimensions, parking exceptions, and other special parking requirements.
Environmental Review:	Negative Declaration
Staff Contact:	Diana O'Dell, (408) 730-7257, dodell@ci.sunnyvale.ca.us

WHERE TO VIEW THIS DOCUMENT:

The **Negative Declaration**, its supporting documentation and details relating to the project are on file and available for review and comment in the Office of the Secretary of the Planning Commission, City Hall, 456 West Olive Avenue, Sunnyvale.

This **Negative Declaration** may be protested in writing by any person prior to 5:00 p.m. on **Tuesday, December 18, 2012**. Protest shall be filed in the Department of Community Development, 456 W. Olive Avenue, Sunnyvale and shall include a written statement specifying anticipated environmental effects which may be significant. A protest of a **Negative Declaration** will be considered by the adopting authority, whose action on the protest may be appealed.

HEARING INFORMATION:

A public hearing on the project is scheduled for:

Monday, November 26, 2012 at 8:00 p.m. and **Tuesday, December 18, 2012** at 7:00 p.m. in the Council Chambers, City Hall, 456 West Olive Avenue, Sunnyvale.

TOXIC SITE INFORMATION:

(No) listed toxic sites are present at the project location.

Circulated On October 25, 2012

Signed: _____
Andrew Miner, Principal Planner

Project Title	Parking Requirements for Non-Residential Uses
Lead Agency Name and Address	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
Contact Person	Diana O'Dell
Phone Number	408-730-7257
Project Location	City-wide
Applicant's Name	City of Sunnyvale
Project Address	456 W. Olive Avenue Sunnyvale, CA 94088
Zoning	City-wide (all zoning districts)
General Plan	City-wide (all general plan districts)
Other Public Agencies whose approval is required	None

Description of the Project:

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

This study issue evaluates the parking ratios for non-residential uses, minimum dimensions, bicycle parking, and related standards. This study will not be addressing mixed use or residential parking standards. Mixed use parking standards will be considered as part of the broader "Mixed Use Toolkit" project in conjunction with the Lawrence Station Area Plan.

The following table is a summary of each code section that is proposed to be modified with the associated problem and correction.

DETAILED PROJECT DESCRIPTION:

Based on discussion with Planning Commission, Sustainability Commission and the Bicycle and Pedestrian Advisory Commission as well as review of existing General Plan goals and proposed Land Use and Transportation Element goals, staff has identified the following key objectives and findings for the parking code:

1) Sufficient parking for daily or weekly peaks is important towards furthering economic goals.
2) Flexible parking ratios enhance opportunities for re-use of buildings and stimulate economic vitality.
3) The needs of vehicular traffic shall be balanced with the need for adequate bicycle and pedestrian facilities;

4) Creating parking spaces that are rarely used creates negative environmental impacts through excessive impervious surface, discourages other productive uses of land and can conflict with pedestrian and bicycle travel.
5) Shared parking or other parking management tools are an effective method of ensuring adequate parking while maximizing land use;
6) Parking spillover into residential neighborhoods should be avoided.
7) Street parking is not intended to meet the parking needs for private uses.

PARKING STUDY METHODOLOGY AND RECOMMENDATION

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

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

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

CHANGE	RECOMMENDATION	JUSTIFICATION
1. Lower Rates	For medical and general office, financial institution, stand-alone retail, shopping center, hotel, fast food restaurants and bars	Based on parking counts and comparisons with surrounding cities, the rates for these uses are too high.
2. Raise Rates	For child care and convalescent hospitals.	Changes in these uses have increased the parking required.
3. Clarify Rates	For recreation and athletic facility, institutions of higher learning, outdoor seating, assisted living, adult day care	Current rates are described in a confusing way ("seating area" for a gym). Rates are re-phrased and adjusted to be clearer.
4. Establish Maximums	Establish parking maximums for commercial uses. Maximums currently exist for industrial uses.	This reduces incentives to "over park" a site. The exception process will allow flexibility when necessary.
5. Create Exceptions	Create a new process to allow exceptions from minimums, maximums, and bicycle parking standards. Can be approved at a staff level with a discretionary permit.	Variances are not the right way to "allow" flexibility. Standards established in the ordinance will provide clear guidance on appropriate situations for parking exceptions.
6. Standardize Dimensions	Eliminate compact spaces and institute universal spaces for all industrial and commercial development. Standardize aisle width and angled parking standards. This	Simplifies parking lot layout and increases consistency with industrial and residential-sized spaces. Compact spaces create inefficiencies with large cars parking in them.

CHANGE	RECOMMENDATION	JUSTIFICATION
	applies to new development only.	
7. Enhance Design Guidelines	Update Citywide Design Guidelines for parking lots and bicycle parking installation.	Parking lot design can be as important as number of spaces. The more recent Precise Plan for ECR has a good template for parking lot design guidelines.
8. Address Special Parking	Update standards for bicycle parking, loading spaces, and car sharing. Address parking lifts.	Our bicycle parking standards are out of date. We also want to address new trends such as parking lifts.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (d). In this case, a brief discussion should identify the following:
6. Earlier Analysis Used. Identify and state where they are available for review.
7. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
8. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project
9. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agricultural Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology/Soils
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation/Traffic
- ☐ Utilities/Service Systems
- ☐ Mandatory Findings of Significance

MANDATORY FINDINGS OF SIGNIFICANCE (see checklist for further information):

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

☐ Yes
☐ No

Mandatory Findings of Significance? Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?

☐ Yes
☐ No

Mandatory Findings of Significance? Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

☐ Yes
☐ No

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☒

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. ☐

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

Checklist Planner Name: Diana O'Dell

Date: October 22, 2012

Title: Senior Planner

City of Sunnyvale

Signature: Diana O'Dell

Parking

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
Planning					
1. Aesthetics -Substantially damage scenic resources, including, but not limited to trees, historic buildings?	☐	☐	☐	☒	Sunnyvale General Plan Map, Community Character and Land Use and Transportation Chapters of the Sunnyvale General Plan generalplan.InSunnyvale.com
2. Aesthetics -Substantially degrade the existing visual character or quality of the site and its surroundings including significant adverse visual changes to neighborhood character	☐	☐	☐	☒	Sunnyvale General Plan Map, Community Character and Land Use Chapters of the Sunnyvale General Plan
3. Aesthetics -Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	General Plan Map, Community Character and Land Use and Transportation Chapters of the Sunnyvale General Plan
4. Population and Housing - Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) in a way that is inconsistent with the Sunnyvale General Plan?	☐	☐	☐	☒	Land Use and Transportation Chapter of the Sunnyvale General Plan, General Plan Map www.sunnyvaleplanning.com
5. Population and Housing -Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	Housing Sub-Element, Land Use and Transportation Chapter of the Sunnyvale General Plan and General Plan Map www.sunnyvaleplanning.com
6. Population and Housing -Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	Housing Sub-Element www.sunnyvaleplanning.com
7. Land Use Planning - Physically divide an established community?	☐	☐	☐	☒	Sunnyvale General Plan Map www.sunnyvaleplanning.com
8. Land Use Planning conflict - With the Sunnyvale General Plan, Zoning Ordinance, San Francisco Bay Conservation and Development Commission (BCDC) area or related specific plan adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	Land Use and Transportation Chapter of the Sunnyvale General Plan, Title 19 (Zoning) of the Sunnyvale Municipal Code http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off

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Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
9. **Transportation and Traffic - Result in inadequate parking capacity?**	☐	☐	☒	☐	***See discussion.***
10. For a project located the Moffett Field AICUZ or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	Moffett Field Air Installations Compatible Use Zones (AICUZ), Sunnyvale Zoning Map, Sunnyvale General Plan Map www.sunnyvaleplanning.com
11. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	There are no private airstrips in or in the vicinity of Sunnyvale
12. For a project within the vicinity of Moffett Federal Airfield, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	Air Installations Compatible Use Zones (AICUZ) Study Map
13. Agricultural Resources - Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	Sunnyvale Zoning Map www.sunnyvaleplanning.com
14. Noise - Exposure of persons to or generation of noise levels in excess of standards established in the Noise Sub-Element, Noise limits in the Sunnyvale Municipal Code, or applicable standards of the California Building Code?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan, SMC www.sunnyvaleplanning.com 19.42 Noise Ordinance http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off
15. Noise -Exposure of persons to or generation of excessive groundborne vibration?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
16. Noise - A substantial permanent or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
17. Biological Resources - Have a substantially adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or	☐	☐	☐	☒	Santa Clara Valley Habitat Conservation Plan (under development, expected adoption date mid-2012), www.scv-habitatplan.org Project Description

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Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
U.S Wildlife Service?					
18. Biological Resources -Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	Santa Clara Valley Habitat Conservation Plan (under development, expected adoption date mid-2012), www.scv-habitatplan.org Project Description
19. Biological Resources -Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	Santa Clara Valley Habitat Conservation Plan (under development, expected adoption date mid-2012), www.scv-habitatplan.org Project Description
20. Biological Resources -Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	SMC 19.90 Tree Preservation Ordinance Sunnyvale Inventory of Heritage Trees
21. Biological Resources -Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	Santa Clara Valley Habitat Conservation Plan (under development, expected adoption date mid-2012), www.scv-habitatplan.org
22. Historic and Cultural Resources - Cause a substantial adverse change in the significance of a historical resource or a substantial adverse change in an archeological resource?	☐	☐	☐	☒	Community Character Chapter of the Sunnyvale General Plan, Sunnyvale Inventory or Heritage Resources The United States Secretary of the Interior's "Guidelines for Rehabilitation" Criteria of the National Register of Historic Places
23. Historic and Cultural Resources - Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	Project description. Project archeological study and cultural resource survey.
24. Public Services - Would the project result in substantial adverse physical impacts associated with the provision of new or expanded public schools, the construction of which could cause significant environmental	☐	☐	☐	☒	The following public school districts are located in the City of Sunnyvale: Fremont Union High School District, Sunnyvale Elementary School District, Cupertino Union School District and Santa Clara Unified

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Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
impacts, in order to maintain acceptable performance objectives?					School District. See discussion for information about school impacts.
25. Air Quality - Conflict with or obstruct implementation of the BAAQMD air quality plan? How close is the use to a major road, hwy. or freeway?	☐	☐	☐	☒	BAAQMD CEQA Guidelines Sunnyvale General Plan Map Sunnyvale Air Quality Sub-Element www.sunnyvaleplanning.com
26. Air Quality - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒	BAAQMD CEQA Guidelines AB 32
27. Air Quality -Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒	BAAQMD CEQA Guidelines AB 32
28. Air Quality -Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	☐	☐	☐	☒	BAAQMD CEQA Guidelines Sunnyvale Air Quality Sub-Element
29. Air Quality -Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒	BAAQMD CEQA Guidelines Sunnyvale Air Quality Sub-Element www.sunnyvaleplanning.com
30. Air Quality -Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	BAAQMD CEQA Guidelines Sunnyvale Air Quality Sub-Element www.sunnyvaleplanning.com
31. Seismic Safety -Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
32. Seismic Safety - Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
33. Seismic Safety-Strong seismic ground shaking?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
					www.sunnyvaleplanning.com
34. Seismic Safety-Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if "Less Than Significant" with or without mitigation: None required.

PARKING CAPACITY DISCUSSION: Staff has reviewed parking surveys, conducted parking counts, and researched surrounding city requirements to establish appropriate parking rates. Staff has also discussed parking rates in other cities with the staff of those cities to understand how easy they are to implement and how realistic the rates are in reflecting "the right amount of parking." In many cases, staff is recommending lowering the City's current rate based on the above staff research and allowing businesses more flexibility to locate in appropriate locations.

These rates have been determined to be sufficient for average daily or weekly use while also being sensitive to the needs of residents and existing businesses. Spillover onto adjacent properties and negative impacts on residents and adjacent businesses will be avoided.

Responsible Division: Planning Division Completed by: Diana O'Dell Date: Oct 11,2012

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
Transportation					
35. Exceeds the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all modes of transportation including non-motorized travel and all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian walkways, bicycle paths, and mass transit?	☐	☐	☐	☒	(Place sources here)
36. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measurements, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒	(Place sources here)
37. Results in a change in air traffic patterns, including either an increase in air traffic levels or a change in flight patterns or location that results in substantial safety risks to vehicles, bicycles, or pedestrians?	☐	☐	☐	☒	(Place sources here)
38. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☐	☒	(Place sources here)
39. Conflict with adopted policies, plans, or programs regarding public transit or nonmotorized transportation?	☐	☐	☐	☒	(Place sources here)

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
40. Affect the multi-modal performance of hte highway and/or street and/or rail and/or off road nonmotorized trail transportation facilities, in terms of structural, operational, or perception-based measures of effectiveness (e.g. quality of service for nonmotorized and transit modes)?	☐	☐	☐	☒	(Place sources here)
41. Reduce, sever, or eliminate pedestrian or bicycle circulation or access, or preclude future planned and approved bicycle or pedestrian circulation?	☐	☐	☐	☒	Bicycle Plan
42. Cause a degredation of the performance or availability of all transit including buses, light or heavy rail for people or goods movement?	☐	☐	☐	☒	(Place sources here)

Further Discussion if "Less Than Significant" with or without mitigation: None required.

Responsible Division: Transportation and Traffic Division Completed by: Diana O'Dell Date 10/22/12

Building	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
Building					
43. Hydrology and Water Quality - Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	FEMA Flood Insurance Rate Map Effective 5/18/09 www.sunnyvaleplanning.com , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
44. Hydrology and Water Quality - Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	FEMA Flood Insurance Rate Map Effective 5/18/09 www.sunnyvaleplanning.com, California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
45. Hydrology and Water Quality - Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	1995 ABAG Dam Inundation Map www.abag.ca.gov, California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
46. Geology and Soils -Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	Sunnyvale Municipal Code 12.60, Storm Water Quality Best Sunnyvale Management Practices Guideline Manual
47. Geology and Soils -Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan, www.sunnyvaleplanning.com California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code
48. Geology and Soils -Be located on expansive soil, as defined by the current building code, creating substantial risks to life or property?	☐	☐	☐	☒	California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code

Further Discussion: The California Building Code contains a series of building code requirements to address safety issues regarding seismic shaking, flooding, and soil types. In addition, Title 16.62 of the Sunnyvale Municipal Code requires a series of measures for provisions to reduce flood-related hazards to buildings. These standards are suggested by the Federal Emergency Management Agency and required by code by the City of Sunnyvale. These standards must be met for a building permit to be issued.

Responsible Division: Building Division Completed By: Diana O'Dell Date:10/22/12

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
Engineering					
49. Utilities and Service Systems: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	Environmental Management Chapter of the Sunnyvale General Plan
50. Utilities and Service Systems: Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	Project Description Environmental Management Chapter of the Sunnyvale General Plan
51. Utilities and Service Systems: Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	Project Description Environmental Management Chapter of the Sunnyvale General Plan
52. Utilities and Service Systems: Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	Project Description Environmental Management Chapter of the Sunnyvale General Plan
53. Utilities and Service Systems: Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	Project Description Environmental Management Chapter of the Sunnyvale General Plan
54. Utilities and Service Systems: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	Environmental Management Chapter of the Sunnyvale General Plan
55. Hydrology and Water Quality - Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
56. Hydrology and Water Quality - Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	Santa Clara Valley Water District Groundwater Protection Ordinance www.valleywater.org
57. Hydrology and Water Quality - Otherwise substantially degrade water quality?	☐	☐	☐	☒	Project description Environmental Management Chapter of the Sunnyvale General Plan
58. Hydrology and Water Quality - Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems in a manner which could create flooding or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒	RWQCB, Region 2 Municipal Regional Permit, Stormwater Quality BMP Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
59. Hydrology and Water Quality - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river?	☐	☐	☐	☒	Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams www.valleywater.org City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects
60. Utilities and Service Systems: Comply with federal, state, and local statues and regulations related to solid waste?	☐	☐	☐	☒	Environmental Management Chapter of the Sunnyvale General Plan
61. Public Services Infrastructure? Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒	

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans

Further Discussion if "Less Than Significant" with or without mitigation: None required.

Responsible Division: Public Works Engineering Division Completed By: Diana O'Dell Date: 10/22/12

Public Safety – Hazardous Materials	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
Public Safety					
62. Public Services Police and Fire protection - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
63. Public Services Police and Fire protection - Would the project result in inadequate emergency access?	☐	☐	☒	☐	***See discussion.***

Further Discussion if "Less Than Significant" with or without mitigation: None required.

Staff considered any possible impact of drive aisle widths on fire truck or solid waste access. Staff has determined that the reduced width will not negatively impact access as we reserve the right to require wider aisle widths when necessary for sufficient vehicle access.

Responsible Division: Department of Public Safety Completed By: Diana O'Dell Date: 10/22/12

Public Safety – Hazardous Materials	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
Public Safety – Hazardous Materials					
64. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☐	☐	☐	☒	Project description
65. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	☐	☒	Project description
66. Hazards and Hazardous Materials - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an exiting or proposed school?	☐	☐	☐	☒	Sunnyvale Zoning Map Project description
67. Hazards and Hazardous Materials - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	
68. Hazards and Hazardous Materials - Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if "Less Than Significant" with or without mitigation: None required.

Responsible Division: Department of Community Services Completed By: Diana O'Dell Date:10/22/12

Community Services	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
Community Services					
69. Public Services Parks - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	☐	☐	☐	☒	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
70. Recreation - Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
71. Recreation - Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

Further Discussion if "Less Than Significant" with or without mitigation: None required.

Responsible Division: Department of Community Services Completed By: Diana O'Dell Date:10/22/12

ENVIRONMENTAL SOURCES

City of Sunnyvale General Plan:
Sunnyvale General Plan Consolidated in (2011)
generalplan.inSunnyvale.com

- Community Vision
- Land Use and Transportation
- Community Character
- Housing
- Safety and Noise
- Environmental Management
- Appendix A: Implementation Plans

City of Sunnyvale Municipal Code:

- Title 8 Health and Sanitation
- Title 9 Public Peace, Safety or Welfare
- Title 10 Vehicles and Traffic
- Title 12 Water and Sewers
- Chapter 12.60 Storm Water Management
- Title 13 Streets and Sidewalks
- Title 16 Buildings and Construction
  - Chapter 16.52 Fire Code
  - Chapter 16.54 Building Standards for Buildings Exceeding Seventy –Five Feet in Height
- Title 18 Subdivisions
- Title 19 Zoning
  - Chapter 19.28 Downtown Specific Plan District
  - Chapter 19.29 Moffett Park Specific plan District
  - Chapter 19.39 Green Building Regulations
  - Chapter 19.42 Operating Standards
  - Chapter 19.54 Wireless Telecommunication Facilities
  - Chapter 19.81 Streamside Development Review
  - Chapter 19.96 Heritage Preservation
- Title 20 Hazardous Materials

Specific Plans:

- Downtown Specific Plan
- El Camino Real Precise Plan
- Lockheed Site Master Use Permit
- Moffett Park Specific Plan
- 101 & Lawrence Site Specific Plan
- Southern Pacific Corridor Plan
- Lakeside Specific Plan
- Arques Campus Specific Plan

Environmental Impact Reports:

- Futures Study Environmental Impact Report
- Lockheed Site Master Use Permit Environmental Impact Report
- Tasman Corridor LRT Environmental Impact Study (supplemental)
- Kaiser Permanente Medical Center Replacement Center Environmental Impact Report (City of Santa Clara)
- Downtown Development Program Environmental Impact Report
- Caribbean-Moffett Park Environmental Impact Report
- Southern Pacific Corridor Plan Environmental Impact Report
- East Sunnyvale ITR General Plan Amendment EIR
- Palo Alto Medical Foundation Medical Clinic Project EIR
- Luminaire (Lawrence Station Road/Hwy 237 residential) EIR
- NASA Ames Development Plan Programmatic EIS
- Mary Avenue Overpass EIR
- Mathilda Avenue Bridge EIR

Maps:

- General Plan Map
- Zoning Map
- City of Sunnyvale Aerial Maps
- Flood Insurance Rate Maps (FEMA)
- Santa Clara County Assessor's Parcel
- Utility Maps
- Air Installations Compatible Use Zones (AICUZ) Study Map
- 2010 Noise Conditions Map

Legislation / Acts / Bills / Resource Agency Codes and Permits:

- Subdivision Map Act
- San Francisco Bay Region
- Municipal Regional Stormwater NPDES Permit
- Santa Clara County Valley Water District Groundwater Protection Ordinance
- Section 404 of Clean Water Act

Lists / Inventories:

- Sunnyvale Cultural Resources Inventory List
- Heritage Landmark Designation List

ENVIRONMENTAL SOURCES

- Santa Clara County Heritage Resource Inventory
- Hazardous Waste & Substances Sites List (State of California)
- List of Known Contaminants in Sunnyvale
- USFWS / CA Dept. F&G Endangered and Threatened Animals of California http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/TEAnimals.pdf
- The Leaking Underground Petroleum Storage Tank List www.geotracker.waterboards.ca.gov
- The Federal EPA Superfund List www.epa.gov/region9/cleanup/california.html
- The Hazardous Waste and Substance Site List www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

Guidelines and Best Management Practices

- Storm Water Quality Best Management Practices Guidelines Manual 2007
- Sunnyvale Citywide Design Guidelines
- Sunnyvale Industrial Guidelines
- Sunnyvale Single-Family Design Techniques
- Sunnyvale Eichler Guidelines
- Blueprint for a Clean Bay
- Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams
- The United States Secretary of the Interior 's Guidelines for Rehabilitation
- Criteria of the National Register of Historic Places
- Santa Clara Valley Habitat Conservation Plan (under development, expected adoption date mid-2012)

Transportation:

- California Department of Transportation Highway Design Manual
- California Department of Transportation Traffic Manual
- California Department of Transportation Standard Plans & Standard Specifications
- Highway Capacity Manual
- Institute of Transportation Engineers - Trip Generation Manual & Trip Generation Handbook
- Institute of Transportation Engineers - Traffic Engineering Handbook
- Institute of Transportation Engineers - Manual of Traffic Engineering Studies
- Institute of Transportation Engineers - Transportation Planning Handbook
- Institute of Transportation Engineers - Manual of Traffic Signal Design
- Institute of Transportation Engineers - Transportation and Land Development
- U.S. Dept. of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices for Street and Highways & CA Supplements
- California Vehicle Code
- Santa Clara County Congestion Management Program and Technical Guidelines
- Santa Clara County Transportation Agency Short Range Transit Plan
- Santa Clara County Transportation Plan
- Traffic Volume Studies, City of Sunnyvale Public works Department of Traffic Engineering Division
- Statewide Integrated Traffic Records System
- Sunnyvale Zoning Ordinance – including Titles 10 & 13
- City of Sunnyvale General Plan – land Use and Transportation Element
- City of Sunnyvale Bicycle Plan
- City of Sunnyvale Neighborhood Traffic Calming Program
- Valley Transportation Authority Bicycle Technical Guidelines
- Valley Transportation Authority Community Design & Transportation – Manual of Best Practices for Integrating Transportation and Land Use
- Santa Clara County Sub-Regional Deficiency Plan
- City of Sunnyvale Deficiency Plan
- AASHTO: A Policy on Geometric Design of Highways and Streets

Public Works:

- Standard Specifications and Details of the Department of Public Works
- Storm Drain Master Plan
- Sanitary Sewer Master Plan

ENVIRONMENTAL SOURCES

- Water Master Plan
- Solid Waste Management Plan of Santa Clara County
- Geotechnical Investigation Reports
- Engineering Division Project Files
- Subdivision and Parcel Map Files

Miscellaneous Agency Plans:

- ABAG Projections 2010
- Bay Area Clean Air Plan
- BAAQMD CEQA Guidelines

Building Safety:

- California Building Code,
- California Energy Code
- California Plumbing Code,
- California Mechanical Code,
- California Electrical Code
- California Fire Code
- Title 16.52 Sunnyvale Municipal Code
- Title 16.53 Sunnyvale Municipal Code
- Title 16.54 Sunnyvale Municipal Code
- Title 19 California Code of Regulations
- National Fire Protection Association (NFPA) standards

Additional Project References:

- Project Description
- Sunnyvale Project Environmental Information Form
- Project Development Plans dated **/**/**
- Project Traffic Impact Analysis
- Project Noise Study
- Project Air Quality Analysis
- Field Inspection
- Project Site Plan dated **/**/**
- Project construction schedule
- Project Draft Storm Water Management Plan
- Project Tree Inventory
- Project Tree Preservation Plan
- Project Green Building Checklist
- Project LEED Checklist

Other

2012 Council Study Issue

CDD 12-10 Consideration of Non-residential Parking Requirements

Lead Department Community Development

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

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

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

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

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

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

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

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

3. Origin of issue

Council Member(s) Spitaleri, Moylan

4. Staff effort required to conduct study Major

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

5. Multiple Year Project? No **Planned Completion Year** 2012

6. Expected participation involved in the study issue process?

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

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

Amount of budget modification required

Explanation

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

Are there costs of implementation? No

Explanation

9. **Staff Recommendation**

Staff Recommendation Support

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

Reviewed by

12/5/11

Department Director **Date**

Approved by

12/6/11

City Manager **Date**

RESOLUTION NO. 193-76

PARKING
AREA LIGHTS

RESOLUTION OF THE COUNCIL OF THE CITY OF SUNNYVALE CONFORMING AND APPROVING STANDARDS TO BE EMPLOYED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT AND REPEALING RESOLUTION NO. 6968 AND RESOLUTION NO. 333-72

WHEREAS, Section 19.48.240 of the Sunnyvale Municipal Code requires the surface of area designated as parking and loading and their approaches, together with bumper guards, stall entrances, exits and traffic flow markings in connection with off-street parking and loading, be provided and maintained in conformity with standards approved by the Director of Community Development; and

WHEREAS, the Director of Community Development has submitted to the City Council a list of standards which he has approved, said standards being State of California and City of Sunnyvale Department of Public Works Standards and Specifications;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS, that the following described improvement standards approved by the Director of Community Development in connection with providing and maintaining parking and loading area, bumper guards, stalls, entrances, exits, traffic flow markings, surface drainage and outside storage areas hereby are conformed and approved until further order of the City Council.

I. GRADING AND PAVEMENT

A. Subgrade preparation - top six inches of subgrade shall be scarified and compacted to 95% relative compaction.

B. The minimum allowable pavement section shall be as follows:

1. Residential (single family and duplexes)
   (a) Concrete pavement - four inches of concrete on natural ground with a well drained surface.
   (b) Asphaltic concrete pavement - two inches of asphaltic concrete over four inches of aggregate base material compacted to 95% relative compaction with prime coat; or four inch deep lift asphaltic concrete.
2. Residential (multiple, three or more units)
   (a) Concrete pavement - four inches of concrete on natural ground with a well drained surface.
   (b) Asphaltic concrete pavement - two inches of asphaltic concrete over four inches of Class II aggregate base material or four inches of cement treated soil compacted to 95% relative compaction or four inch deep lift asphaltic concrete with fog seal.
3. Commercial, industrial and institutional (including automobile service stations).
   (a) Concrete pavement - five inches of concrete pavement over four inches of Class II aggregate base material.
   (b) Asphaltic concrete pavement - two inches of asphaltic concrete with fog seal over six inches Class II aggregate base material compacted to 95% relative compaction, or five inches deep lift asphaltic concrete with fog seal.

4. Private streets or roadways - asphaltic concrete pavement two inches of asphaltic concrete with fog seal over eight inches Class II aggregate base material compacted to 95% relative compaction, or six inches deep lift asphaltic concrete with fog seal.

C. All parking spaces covered by a structure shall be constructed of Portland cement concrete.

D. All base material to receive a prime coat prior to the placement of the asphaltic concrete pavement.

II Bumper Guards, Wheel Stops and Curbs:

A. Bumper guards or wheel stops shall be:

1. Provided for all parking stalls which head into a building, property lines or fencing.
2. Installed a minimum of two feet from a building, property lines or fencing.
3. Of a design prepared and submitted by the owner or occupant, and approved by the Director of Community Development.

B. Concrete curbs shall be:

1. Installed around all planting area which abutt parking area or driveways.
2. Of a design equivalent to a Type I6 curb as shown in the City of Sunnyvale, Department of Public Works Standard Details.
3. Permitted as wheel stops for interior landscaping which exceed 6' in width or perimeter landscaping of parking areas which exceed 4' in width.

III. Safety Lighting System shall be:

A. Provided for all industrial, commercial and institution parking areas.

B. Installed to provide a minimum average of 0.5 foot candles on the pavement, ~~and average to dark ratio not to exceed 4 to 2~~.

C. Of a design prepared and submitted by the owner or occupant and approved by the Director of Community Development.

D. Installed, shielded, and/or equipped with special lenses to prevent any glare or direct illumination on any public street or other property.

E. Install on separate circuit from building lighting system.

IV. Parking areas designs shall be prepared and submitted by the owner or occupant and approved by the Director of Community Development.

V. Surface Drainage:

A. Storm water run-off shall be conveyed to the public storm sewer, either:

1. Directly connected by subgrate structures when the public storm sewer is, or will be, available at the time of completion of the improvement and the total lot area is over 20,000 square feet for commercial and industrial property or 32,500 square feet for residential property. A minimum velocity of 2.5 feet per second is required.

2. Through the curb to public right of way by subgrade structures when no public storm sewer is, or will be, available at the time of completion of the improvement or the total lot area is less than 20,000 square feet for commercial and industrial property, or 32,500 square feet for residential property.

B. All storm drain piping shall be approved material permitted by either the City of Sunnyvale Standard Specifications and Details or the Uniform Plumbing Code as published by the International Association of Plumbing and Mechanical Officials, and adopted as the Plumbing Code of the City of Sunnyvale.

C. All storm drain structures (and appurtenances) to be in accordance with City of Sunnyvale Public Works Standard Specifications and Details or approved by the Director of Community Development.

D. Minimum rainfall design criteria shall be 11/2" per hr.

E. Minimum pavement slope for asphaltic concrete shall be 1%. All valleys with a slope of less than 1% shall be constructed of concrete with a minimum slope of 0.3%.

F. All pavement and appurtenances shall be maintained in good condition during the life of the improved parking areas or driveway.

VI. Outside Storage Areas:

A. Outside storage areas shall be installed to conform with the requirements of Section I, Subsection B-3 and Section V of this resolution.

VII. Alternate methods, based on engineering design, to accomplish any of the foregoing may be submitted by the owner or occupant to the Director of Community Development for approval.

VIII. Permit for installation of storm lines shall be obtained from the Building Safety Division and the installation to be in accordance with the Uniform Plumbing Code as published by the International Association of Plumbing and Mechanical Officials and adopted as the Plumbing Code of the City of Sunnyvale.

IX. Fees for grading and storm drainage systems shall be established by a resolution of the City Council.

Resolution No. 6968 adopted by the City Council on April 6, 1965 and Resolution No. 333-72 adopted by the City Council on November 14, 1972, be and the same hereby are, annulled and repealed.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Sunnyvale held on the 27th day of April, 1976, by the following called vote:

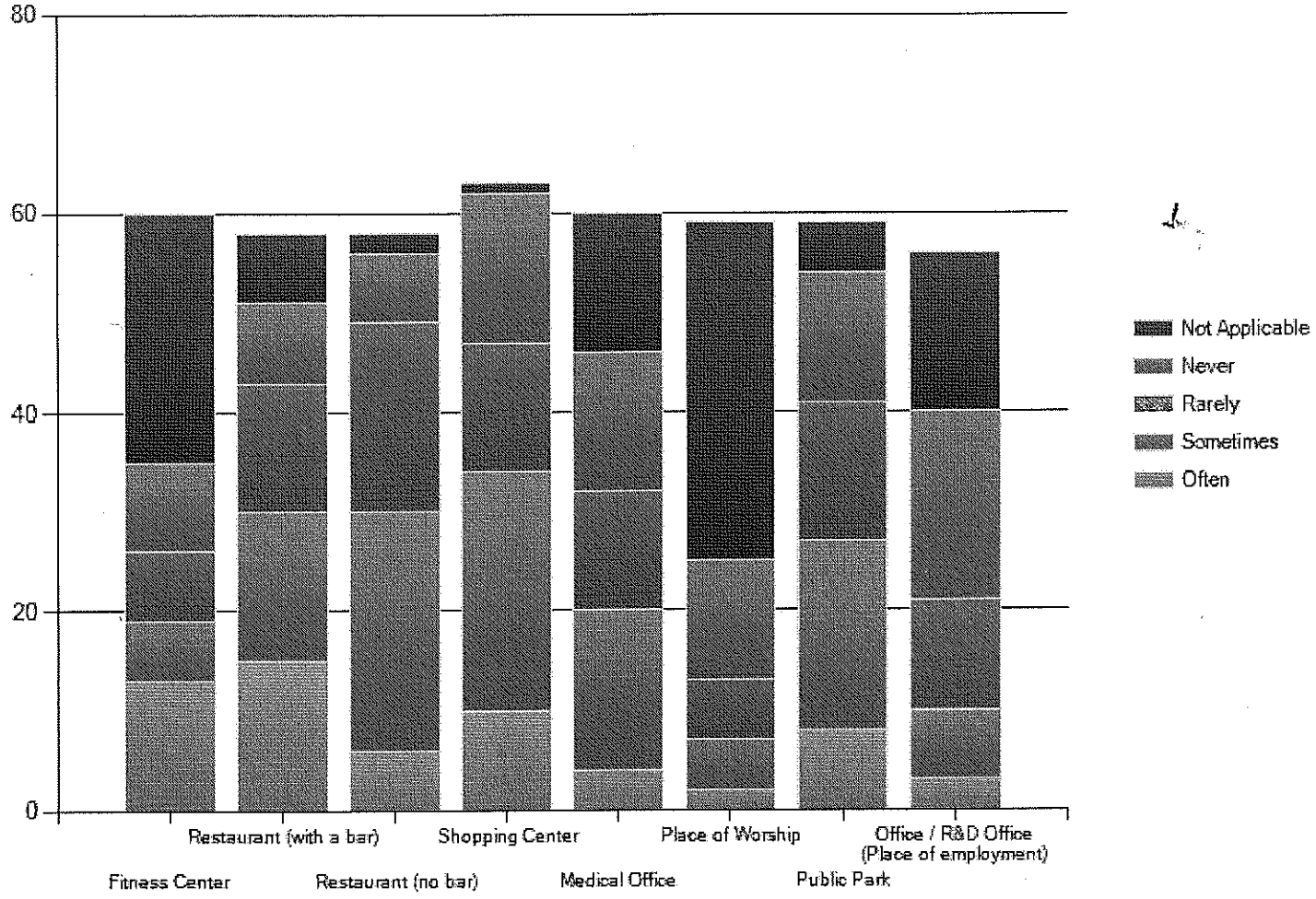
AYES: Allen, E. Logan, Koreski, Morris, Gunn, Stone and D.Logan
NOES: None
ABSENT: None

ATTEST:
JOHN E. DEVER, City Clerk
By Carol Ann Butler
Deputy City Clerk

APPROVED:
D. D. Logan
Mayor

(SEAL)

Have you had difficulty parking a car at any of the following types of businesses or uses in Sunnyvale? Choose all that apply.



Sunnyvale Parking Survey

SurveyMonkey

1. Have you had difficulty parking a car at any of the following types of businesses or uses in Sunnyvale? Choose all that apply.

	Often	Sometimes	Rarely	Never	Not Applicable	Response Count
Fitness Center	21.7% (13)	10.0% (6)	11.7% (7)	15.0% (9)	**41.7% (25)**	60
Restaurant (with a bar)	**25.9% (15)**	**25.9% (15)**	22.4% (13)	13.8% (8)	12.1% (7)	58
Restaurant (no bar)	10.3% (6)	**41.4% (24)**	32.8% (19)	12.1% (7)	3.4% (2)	58
Shopping Center	15.9% (10)	**38.1% (24)**	20.6% (13)	23.8% (15)	1.6% (1)	63
Medical Office	6.7% (4)	**26.7% (16)**	20.0% (12)	23.3% (14)	23.3% (14)	60
Place of Worship	3.4% (2)	8.5% (5)	10.2% (6)	20.3% (12)	**57.6% (34)**	59
Public Park	13.6% (8)	**32.2% (19)**	23.7% (14)	22.0% (13)	8.5% (5)	59
Office / R&D Office (Place of employment)	5.4% (3)	12.5% (7)	19.6% (11)	**33.9% (19)**	28.6% (16)	56
Please list specific locations that have caused parking difficulties.(optional)						42

answered question	**65**
skipped question	**0**

2. Please help us understand the problem. Choose all that apply.

	Response Percent	Response Count
Not enough parking spaces	**70.7%**	**41**
Available parking spaces were not close to my destination	17.2%	10
Difficulty maneuvering (aisles or spaces too narrow, etc.)	46.6%	27
Other (please specify)	24.1%	14
answered question		**58**
skipped question		**7**

3. Do you believe a business or property can have too much parking?

	Response Percent	Response Count
Yes, excessive parking is unattractive and discourages walking, biking and using transit.	**56.3%**	**36**
No, convenient and plentiful parking is important to me.	43.8%	28
Comment (optional)		18
answered question		**64**
skipped question		**1**

4. Have you used one of the following methods to travel to a commercial or industrial destination (such as a place of employment or shopping center) in Sunnyvale?

	Often	Sometimes	Rarely	Never	Response Count
Walk	**39.3% (24)**	29.5% (18)	18.0% (11)	13.1% (8)	61
Bike	15.0% (9)	30.0% (18)	20.0% (12)	**35.0% (21)**	60
Public transit such as light rail, bus or train	8.3% (5)	16.7% (10)	33.3% (20)	**41.7% (25)**	60
				Comment (optional)	12
				answered question	**63**
				skipped question	**2**

5. Would additional bicycle parking or pedestrian pathways make it more likely you would walk, bike, or take public transit? Please explain.

	Response Count
	51
answered question	**51**
skipped question	**14**

6. Please tell us about any other ideas or comments you have about parking.

	Response Count
	36
answered question	**36**
skipped question	**29**

7. Do you:

	Response Percent	Response Count
Live in Sunnyvale	**93.8%**	**60**
Work in Sunnyvale	32.8%	21
Own a business in Sunnyvale	7.8%	5
Participate in a community group in Sunnyvale	34.4%	22
Other (please specify)	0.0%	0
answered question		**64**
skipped question		**1**

8. Your age:

	Response Percent	Response Count
Under 18	0.0%	0
18 – 37	23.4%	15
38 – 57	**59.4%**	**38**
58 - 77	15.6%	10
Over 77	1.6%	1
answered question		**64**
skipped question		**1**

9. Do you have any further comments about this topic? (optional)

	Response Count
	9
answered question	9
skipped question	56

PARKING SURVEY – Responses as of October 22, 2012

Question 1 – Please list specific locations that have caused parking difficulties.

- Cherry Orchard
- Murphy Street Area
- Hacienda Center
- Cherry Chase Center
- Safeway/Toys R Us/24-Hour Fitness
- PAMF near Mountain View and Sprouts
- The Fish Market on El Camino
- In & Out Burger
- Northeast corner of Wolfe & El Camino behind the car wash
- Fitness 19 on Fremont
- Serra Park
- Decathlon Club
- Sunnyvale Library
- Starbucks at Mathilda & Washington
- Pho Queen at Lawrence & Tasman
- Ortega Park on weekends
- Washington Park
- Permit only areas are too small
- Farmer's Market
- Las Palmas Park
- Not enough bike parking!
- Fair Oaks Medical Clinic
- Apartment Complexes, especially on Remington between El Camino and Sunnyvale-Saratoga
- Bernardo Safeway Shopping Center
- DeAnza Park
- Sunnyvale Art Gallery
- Raynor Park
- Fremont High School
- Anywhere near public schools

Question 2 – Description of the parking difficulty named in Question 1.

- Companies that are closed in the evening have posted parking spaces that are then not useable
- Better trained drivers; narrowness and straightness cause more accidents
- Need more bike parking
- No parking zones are not clearly marked, no signs or paint worn off
- Need more trees to provide shaded parking spaces
- Only issues during business hours; time specific crunches; when valet parking is offered
- Parking is free so spaces fill up
- Issues with parking in places like Home Depot where larger items are loaded in larger vehicles
- Not enough handicapped parking

Question 3 – Comment on whether a business or property can have too much parking.

- If the facility carries a variety of products like Target; if a business doesn't have enough customers then there's too much parking; depends on the destination
- Sometimes tight shopping centers are avoided where parking could become an unpleasant or dangerous experience
- 25% of land area is paved to support cars, I thought we should be supporting people
- Orchard Hardware has too much parking
- Too much parking encourages shopping cart abandonment
- Challenge is to find off-peak uses for parking
- Concerned about the impermeable surface of parking lots, it should be a different surface type; add more trees to parking lots
- More train station parking would be appreciated

PARKING SURVEY – Responses as of October 22, 2012

Question 4 – Comment on whether the respondent has walked, biked or used public transit to travel to a commercial or industrial destination.

- Biking on the roads is dangerous with the amount of cars
- Public transit should be more frequent
- Use of car is preferred, but I organize errands so they are efficient
- Buses are too expensive and time consuming; transit too slow to consider an option
- Some of these destinations do not have bike racks

Question 5 – Comment on whether additional bicycle or pedestrian pathways make it more likely to walk, bike or use transit.

YES:

- Friendly pedestrian ways and lights for walking from transit at night would be helpful; safer is better; would like to see some type of barrier between cars and bikes to make it safer for bikes
- More bike parking would help; transit could be better equipped to accommodate bikes
- Frequent transit or 10mph transit ways would help with biking more; actual bike trails like Stevens Creek trail would influence the convenience of biking

NO:

- Transit is too far away to merit taking it; time is too tight to rely on transit
- Transit system is not well designed
- Wouldn't really help, already afraid of bike being stolen
- Need to re-invent transit like personal rapid transit, not rapid buses
- Crossing car traffic is the main detriment to biking/walking; streets too busy to ride on even with the bike lanes painted on

UNDECLARED:

- More public transportation for some companies which would help take more cars off the street

Question 6 - Describe any other ideas or comments on parking.

- Use the space for other/better things
- Angled spaces make parking safer
- Downtown Sunnyvale parking is challenging
- Charge for all parking in the city to help support transit and parking expenses; have paid parking in parking lots
- Have more trees/shade in parking areas; use landscaping to help hide/convert parking lots to useable areas
- Stores with shopping carts should have return stations in the parking lot that are easily found and accessible
- More bike parking all over Sunnyvale
- No permit parking; others would be happy to pay for permit parking on their street
- More handicapped parking spaces are needed; create commuter spaces which allow cars with 3+ people to park in them; some believe compact spaces should be removed
- Residential developments need more visitor parking
- More crosswalks needed
- Have covered parking with solar panels on top; establish more underground parking

DRAFT

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Meeting Minutes – October 18, 2012

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on October 18, 2012 with Commission Chair James Manitakos presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: James Manitakos
Angela Rausch
Kevin Jackson
Richard Kolber
David Jones

Members Absent: Cathy Switzer, Kyle Welch - excused

Council Liaison Present: Absent

Staff Present: Jack Witthaus, Transportation and Traffic Division Manager, Department of Public Works
Diana O'Dell, Senior Planner, Community Development Department
Officer Rudy Ramirez, Department of Public Safety

Visitors: David Simons, Valley Transportation Authority Bicycle and Pedestrian Advisory Committee representative

At the Direction of the Chair, the meeting agenda was taken out of order.

INFORMATION ONLY ITEMS

1. Annual Reporting on Collisions Involving Pedestrians and Cyclists

The Commission discussed with Public Works and Public Safety staff the primary causes of collisions over the last year. Cell phone use and the use of video recording devices by cyclists to record right of way violations was discussed. Commissioners encouraged traffic law enforcement around schools.

SPECIAL PRESENTATION

None.

PUBLIC ANNOUNCEMENTS

(Speakers are limited to 3 minutes for announcements of related board/commission events, programs, resignations, recognitions, acknowledgments)

Chair Manitakos announced the veto of SB 1464, a law that would have required a three foot passing distance around bicyclists.

Commissioner Jackson gave an update on Safe Routes to School program surveys.

Commissioner Jones announced a pair of Think Bike workshops to be held by the City of San Jose and other organizations that will provide a Dutch perspective on bicycling in the Silicon Valley. The workshops are at San Jose City Hall on October 22 at 9 AM and October 23 at 5:30 PM.

Santa Clara Valley Transportation Authority BPAC representative David Simons provided information on election of VTA BPAC officers and a One Bay Area Grant program workshop.

CONSENT CALENDAR

1.A) Approval of the Draft Minutes of September 20, 2012 Meeting
1.B) Updated 2012 BPAC Calendar

Approved by consensus.

PUBLIC COMMENTS

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If you wish to address the board or commission, please complete a speaker card and give it to the Recording Secretary or you may orally make a request to speak. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by board or commission members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the board or commission.

None.

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION – STUDY ISSUE – Consideration of Non-Residential Parking Requirements

Senior Planner O'Dell gave the staff report. Generally supported the work presented, and gave specific feedback on code revisions and design guidelines including the areas of ratios of bicycle parking, when lockers or racks should be specified, elimination of exemption clauses, provision of ADA references, improving language regarding blocking of bicycle parking, discouraging street parking, minimum sidewalk widths, weather protection of bicycle parking areas, and flexibility in the siting of bicycle parking. Motion by Manitakos, second Jackson to support approval of the revisions to Non-Residential Parking Requirements with incorporation of the BPAC recommendations. Motion approved, 5-0.

NON-AGENDA ITEMS AND COMMENTS

- COMMISSIONERS ORAL COMMENTS

Commissioner Jackson encouraged consideration of revised corner radii as part of curb ramp installation projects. In response to feedback from Commissioner Jackson, staff indicated that the pedestrian bridge at Highway 85 and The Dalles was being considered for modifications.

Commissioner Jones thanked staff for modifying signal timing at Fair Oaks and California Avenues to better accommodate bicycles.

- STAFF ORAL COMMENTS

Staff announced a Silicon Valley Leadership Group workshop on Transit Oriented Development to be held

INFORMATION ONLY ITEMS

2. Stevens Creek Trail Feasibility Study Public Meeting
3. Transportation Presentations
4. Fremont High School Bike Parking
5. City Driver Training Materials

Chair Manitakos stated that the Driver Training Materials should not say bicycles and pedestrians "are a concern", but rather should use softer language.

6. BPAC E-mail messages and/or letters since circulation of the agenda packet of the September 20, 2012 meeting.
7. BPAC Active Items List.

Accepted as submitted, with comments from Chair Manitakos.

ADJOURNMENT

Meeting adjourned at 7:43 p.m.

Respectfully submitted by:

_____

Jack Witthaus
Transportation and Traffic Manager

MINUTES

SUNNYVALE SUSTAINABILITY COMMISSION
October 15, 2012

The Sustainability Commission met in regular session in the West Conference Room at 7:00 p.m. with Chair Harrison presiding.

The meeting was called to order at 7:00 p.m.

ROLL CALL

Commission Members Present:
Commission Chair Sue Harrison
Commission Vice Chair Srivastava
Commissioner Barbara Fukumoto
Commissioner Andy Frazer
Commissioner Gerry Glaser
Commissioner Joe Green-Heffern
Commissioner Dan Hafeman

Council Liaison: Councilmember Jim Davis (Present)

Staff Present: Diana O'Dell, Senior Planner
Dustin Clark, Sustainability Coordinator, Staff Liaison

Guest: Councilmember Tara Martin-Milius
Planning Commissioner Gustav Larrson

SCHEDULED PRESENTATION

None

PUBLIC ANNOUNCEMENTS

Chair Harrison opened the public hearing to public announcements.

There were no announcements.

Chair Harrison closed the public hearing.

CONSENT CALENDAR

DRAFT

1.A. Approval of draft minutes of Sustainability Commission meeting of September 17, 2012.

Commissioner Green-Heffern moved and Commissioner Fukumoto seconded the motion to approve the meeting minutes of September 17, 2012.

VOTE: 6-0-1 (Motion carries; Commissioner Srivastava abstained)

PUBLIC COMMENTS

Chair Harrison opened the public hearing to public comments.

There were no comments.

Chair Harrison closed the public hearing.

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION: Tentative Staff Recommendation for Non-Residential Parking Requirements

The Planning Division is completing study issue CDD 12-10 Consideration of Non-residential Parking Requirements. Diana O'Dell, Senior Planner, brought staff's tentative recommendation on non-residential parking requirements to the Sustainability Commission to solicit their input. Senior Planner O'Dell had two central questions for the Commission. The Commission commented on each of the questions and made separate motions for each question to forward their comments and recommendations through the planning process.

The comments provided to staff for the first motion were based on the following key objectives and findings for the parking code identified by staff.

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

The first question addressed by the Commission was "Does the Commission concur with the objectives and findings for the ordinance, as presented by staff?"

Senior Planner O'Dell summarized the Commissions comments regarding Question #1 as follows:

- Staff heard questions about minimums and use changes and flexibility for adding parking. Staff heard that the Commission's statements strongly support items 1-3.
- After some discussion, the Commission reiterated their support for items 6 and 7 with comments that parking spillover into residential neighborhoods should be avoided and that street parking should not be considered toward meeting parking needs for private uses
- Conversation on item 4 and whether it can be rephrased to talk about rarely used parking land could be repurposed to enable pedestrian and bicycle travel and reduce stormwater runoff and also move away from just "adequate" bicycle and pedestrian facilities to "ample".

Chair Harrison opened the public hearing to public comments.

There were no comments.

Chair Harrison closed the public hearing.

Commissioner Hafeman moved and Commissioner Green-Heffern seconded the motion that the Commission's comments and recommendations regarding Question #1 have been accurately reflected by staff and can be forwarded through the planning process.

Commissioner Glaser opposed and commented that the reason for not supporting this motion is that, fundamentally, the City should get rid of the code, so rationalizing it and having a new set of reasons for having something that ought to be done differently, Commissioner Glaser does not want to support.

Commissioner Srivastava abstained because the way the actual comments are written up and integrated into staffs report may not be firm enough or may not be interpreted in a way the Commission agrees with.

VOTE: 5-1-1 (Motion carries; Commissioner Glaser opposed; Commissioner Srivastava abstained)

The second question addressed by the Commission was "What issues or concerns would the Sustainability Commission like to see added or addressed in the staff analysis?" The Commission's comments for the second motion were based on the table below that was excerpted from the staff analysis.

RECOMMENDED CHANGE	DESCRIPTION	JUSTIFICATION

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

Senior Planner O'Dell summarized the Commissions comments regarding Question #2 as follows:

- The Commission had interest in the possibility of lowering parking rates for properties that provide more electric car chargers
- Incentives for bicycles parking or bicycle facilities
- Incentives or lowering rates for car share types of facilities
- Incentivizing parking lifts, such as increasing maximums or doing something else, to encourage more efficient land use for parking
- Incentives for multilevel garage or multilevel parking

- Include examples of exceptions and how they would come into play
- Although outside the scope of this study, the Commission commented on connectivity
- General comment that Sunnyvale would like to model itself as very progressive and at the forefront of sustainability and ways to incorporate that more fully into this code
- Look at moving away from minimums
- Five year update reconsideration of this code to see where to go from there
- Maybe change the minimums based on alternative transportation in the area, for example lower rates if there is alternative transportation

Chair Harrison opened the public hearing to public comments.

Sunnyvale resident, Betty Green-Heffern, commented as bicyclist in the City. As far as parking, Ms. Green-Heffern commented that retail establishments have little or no parking for bicycles making it difficult to be a consumer on a bicycle because there is nowhere to park. This forces Ms. Green-Heffern to drive in order to be a consumer. Ms. Green-Heffern commented that it concerns her that a City as progressive as Sunnyvale has no place for her as a consumer, who chooses to ride her bicycle, does not have a place to park it and lock it up. This imposes a level of risk because bicyclists are forced to lock their bike to itself and pray that the City is safe enough that it will still be there when leaving the store. Ms. Green-Heffern commented that it seems ironic that the City does not have parking for bikes, but there is a lot of parking for cars. Ms. Green-Heffern commented that she would like to see bicycle parking on the retail side of things, even medical offices, be addressed in the requirements. Ms. Green-Heffern commented that the term "parking" should be encompassing and holistic and not only assume automobiles.

Councilmember Martin-Milius commented building on Ms. Green-Heffern's comment, that from an economic purpose, how you get people into a store from pedestrian and alternative methodologies, like a Segway or bike or scooter, is an important piece and an alternative use to nonpermeable surfaces.

Chair Harrison closed the public hearing.

Commissioner Fukumoto moved and Commissioner Green-Heffern seconded a motion that the Commission's recommendations regarding Question #2 have been accurately reflected by staff and can be forwarded through the planning process.

Commissioner Srivastava abstained because the way the actual comments are written up and integrated into staffs report may not be firm enough or may not be interpreted in a way the Commission agrees with.

VOTE: 6-0-1 (Motion carries; Commissioner Srivastava abstained)

NON-AGENDA ITEMS AND COMMENTS

Commissioner Oral Comments

Commissioner Fukumoto commented that she attended the SPUR Climate Action Planning Workshop.

Commissioner Fukumoto commented that she attended the City's community meeting regarding a ban on expanded polystyrene (EPS). Commissioner Fukumoto commented that there were many students from Homestead High Schools Advanced Placement Environmental Science class.

Commissioners Green-Heffern, Harrison and Frazer attended a meeting of the Lawrence Station Area Plan advisory group. Commissioner Frazer commented on one objection he had regarding the meeting that the way the plan was presented with three alternatives with different uses. Each of the alternatives had a different number for estimated job growth and dwelling units added. Commissioner Frazer first concern was how those different numbers impact traffic, schools and park lands. Commissioner Frazer thought it would be more useful to subject each of the options to traffic studies to more tightly define the parameters before going to the public and asking to choose between the alternatives.

Commissioner Srivastava commented on the meetings held by the CCA Subcommittee. The subcommittee has made good progress toward organizing the CCA workshop.

Commissioner Harrison commented that she attended a VTA Board meeting.

Commissioner Harrison attended a Healthy Community seminar.

Staff Comments

Sustainability Coordinator Clark discussed efforts with Joint Venture Silicon Valley to secure a location and confirm logistics regarding the informational CCA presentation to be hosted in Sunnyvale that includes potential governmental partners interested in a CCA partnership. The CCA forum will be held at NetApp on November 14.

Sustainability Coordinator Clark that the Commissions proposed study issue to identify sites at public facilities appropriate to locate electric car chargers was pulled and will be a "just do it" by staff.

INFORMATION ONLY ITEMS

CDD 12-10 Consideration of Non-residential Parking Requirements

ADJOURNMENT

The meeting adjourned at 8:52 p.m.

Respectfully submitted,

Dustin Clark, Environmental Sustainability Coordinator

Reviewed by: John Stufflebean, Director of Environmental Services
Melody Tovar, Regulatory Programs Division Manager

CITY OF SUNNYVALE

City Council Study Session Summary
Consideration of Non-Residential Parking Requirements
October 30, 2012

The City Council met in study session at City Hall in the West Conference Room, Sunnyvale, California on October 30, 2012, with Vice Mayor Whittum presiding.

City Councilmembers Present:
Mayor Anthony (Tony) Spitaleri
Vice Mayor David Whittum
Councilmember Christopher Moylan
Councilmember Jim Griffith
Councilmember Pat Meyering
Councilmember Tara Martin-Milius
Councilmember Jim Davis

City Councilmembers Absent: None

City Staff Present:
Gary Luebbers, City Manager
Michael Martello, Interim City Attorney
Robert Walker, Assistant City Manager
Trudi Ryan, Planning Officer
Diana O'Dell, Senior Planner

Visitors/Guests Present:
Barbara Fukumoto, Sustainability Commissioner
Dan Hafeman, Sustainability Commissioner
Russ Melton, Planning Commissioner

Call to Order: 7:00 p.m.

Study Session Summary:
Diana O'Dell used a slide presentation to review the purpose of the study, the methodology, guiding principles and preliminary staff recommendations.

Councilmembers made comments and posed questions on the following topics:

QUANTITY

- What happens during peak (holiday parking) when there is more demand?

- Summer surveys may not address demand during peak periods.
- What is the value of including maximums?
- Is there a reason why "no minimum requirement" is not included?
- What are the bicycle parking of other cities, such as San Francisco.

PROCESS

- Why exceptions and not variances?

OTHER OPTIONS

- Is reserved parking for alternative fuel vehicles desirable; are there parking requirements for electric/hybrid vehicles?
- Should we "go further" and explore options for reduced parking based on location or dynamic pricing?
- Pay parking may work better in downtown or other TOD area; note that someone is paying for parking.

GENERAL COMMENTS

- Remember the relationship of parking regulations to Climate Action Plan.
- Does lack of parking contribute to empty storefronts?
- Efficiency alone is not enough, economic success needs to be considered.
- Will proposed changes to shopping center rates affect nearby residential areas?

Staff indicated that additional information would be provided on other cities' bicycle requirements and the relationship of July parking demand to seasonal peak demand.

Public Comments:

- The City should consider incentives for parking structures
- A policy that goes even further to encourage walking and bicycling is desired.
- Consider design guidelines that encourage permeable pavement treatments, similar to Lowe's.
- Perhaps less parking should be provided on El Camino Real because of available transit.
- Review the ordinance in 3-5 years for future enhancements and changes.

Adjournment: 7:40 p.m.

Respectfully submitted,
Trudi Ryan