



1150-1170 Kifer Road, Parking Management Summary

October 31, 2022

This Draft Parking Management Summary aims to respond to project Application Comments for the 225-unit multifamily development located at 1150-1170 Kifer Road in Sunnyvale, CA. Per the most recent City Comments received, we are providing this updated initial Draft Parking Management Summary to outline the shared parking between the residential and office uses on the site. Shared parking strategies result in fewer total parking spaces compared to the total number of spaces needed for each land use or business separately.

Parking Plan Outline

- The existing site consists of 394 parking stalls.
- Based on the proposed plans, the project calls for removing 246 stalls from the south of the site and keeping 148 stalls surrounding the two existing office buildings (west, north, and east).
- The proposed 225 residential building will include a three-story garage consisting of 269 stalls.
- The project implements the State Density Bonus Law. Because of the project site's proximity to a major transit stop, the project will utilize the 0.5 parking ratio requirement for the residential units. This equates to 113 parking stalls.
- The remaining 157 stalls (269 – 113) in the garage will be allocated for office use.
 - Of the 157 stalls in the garage:
 - 85 stalls will be located on the ground floor and primarily dedicated for daytime office use.
 - The office users allowed on this garage will have RFID access.
 - The ground floor garage entry is located on the western side of the building in connection with the existing office parking drive aisle.
 - Floor 2 of the garage will allocate 72 of its 94 stalls for office users.
 - These stalls will be visually identified as shared use stalls within the garage and be secured from the residential only stalls by a security gate.
 - The second floor garage is accessed from San Zeno on the East. The office users allowed on this garage floor will have RFID access (car transponder) and will be registered to park in this area at defined times during the work day.
- The 157 garage stalls and the 148 existing surface stalls (305 stalls) provide an office parking ratio of 2.95 for Office Use (Total Office SF – 103,057). This is within the allowable range per City of Sunnyvale LSAP parking requirements.

To maximize the use of the proposed parking stalls between the two uses, a parking management and operations plan will be finalized to facilitate the sharing of parking stalls. It will include:

- Site plan of parking spaces intended for shared parking and their proximity to land uses they will serve
 - Including designated times allowed for shared parking between residents and employees.
 - Allocation of RFID access (car transponder) for users of the garage's first and 2nd floors
- The signage plan directs drivers to the most convenient parking areas for each use.
- Vehicular access devices for those parking on structured parking.



- Pedestrian circulation plan showing connections and walkways between parking areas and site uses.
- Safety and security plan that addresses lighting and maintenance of the parking areas.

The recent Shared Parking Analysis for the project, which was conducted using the Urban Land Institute (ULI) *Shared Parking Calculation Model, 2020*, confirms that according to the time-of-day trend data, parking demand for office uses highest between 10:00 AM and 2:00 PM on weekdays, and parking demand for residential uses is highest in the evening and early mornings. Parking demand is low for office uses over the weekend, and the parking supply would accommodate parking demand for residential and office uses. Please find the Shared Parking Analysis attached to this document.

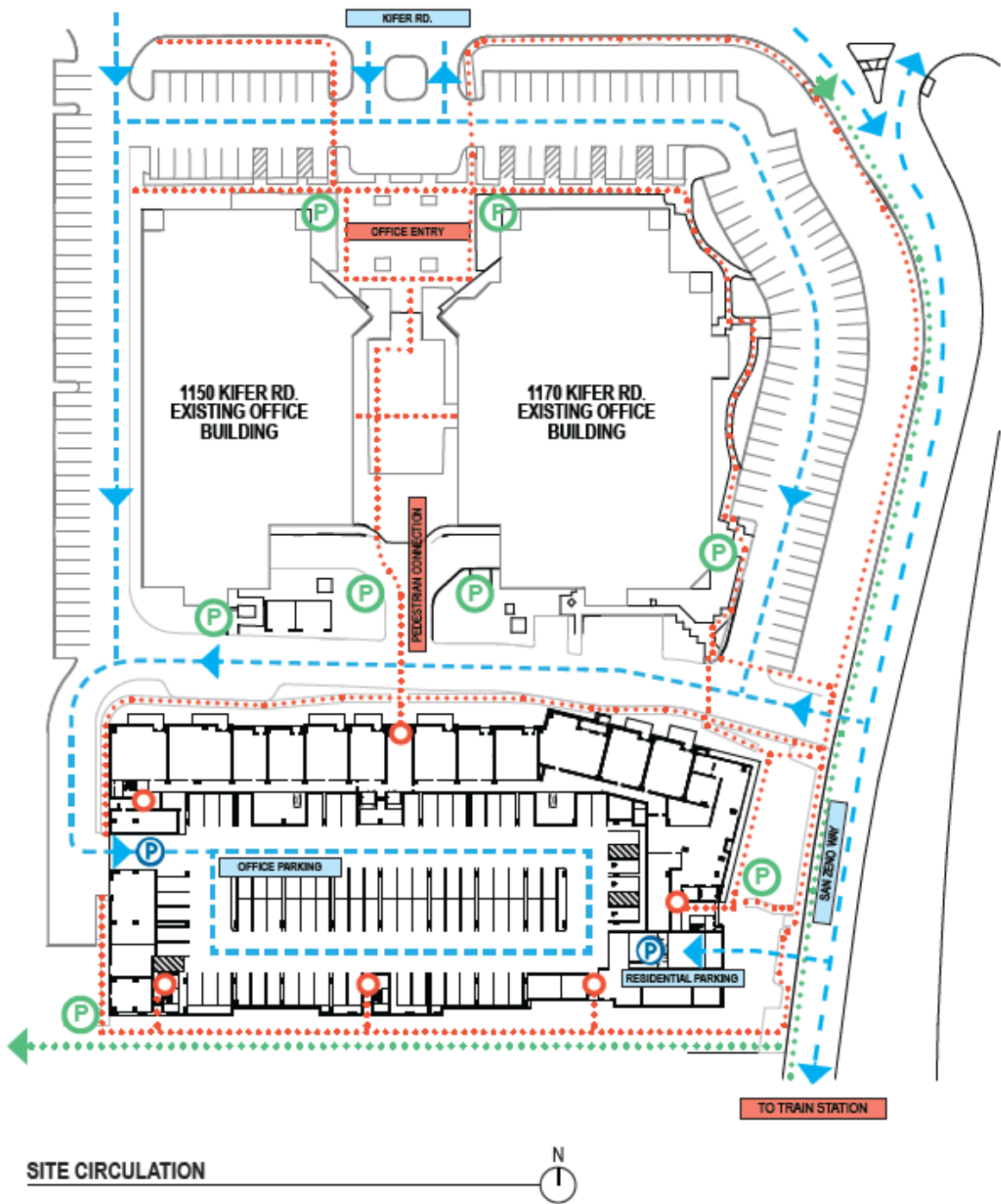
As noted and requested in the recent project comments, a Preliminary Residential Transportation Demand Management (TDM) Plan is being developed. Below is a draft of the Preliminary Transportation Demand Management Strategies which details the achievable TDM strategies and confirms the project will have no trouble achieving the required 10 points. The Residential TDM will consist of some of the following measures.

Preliminary Transportation Demand Management Strategies		Points Available*	Points Requested
Proximity to Transit	Less than .5 miles to a major transit route (15-min headway)	1	0
	Less than .5 miles to a major transit stop (2 routes @ 15-min headway)	5	0
	Less than .5 miles to Caltrain/Light Rail Station	8	8
Affordable Housing	20% Affordable Housing Project	1	1
	40% Affordable Housing Project	2	0
	60% Affordable Housing Project	3	0
	80% Affordable Housing Project	4	0
	100% Affordable Housing Project	5	0
Proximity to Commercial Uses	Less than .5 miles from:	1	1
	1. A shopping center consisting of at least three tenant spaces, or 2. Three separate retail/restaurant/service/recreational uses		
	Less than .25 miles from:	3	0
	1. A shopping center consisting of at least three tenant spaces, or 2. Three separate retail/restaurant/service/recreational uses		
Access Improvements	Close Gaps: Bicycle, Pedestrian, and/or transit access improvements (e.g. bike lanes)	3	3
Bicycle Facilities	Provide an on-site bicycle repair station and secured bicycle parking	0.5	0.5
Enhanced Bicycle Facilities	Provide double the amount Class I secure bike parking than zoning code and a second bicycle repair station		0.5
Wayfinding Station	On-site kiosk or information center with multi-modal wayfinding information and transit information	0.5	0.5
TDM Coordination	On-site TDM Coordinator (can be property manager) offering: multi-modal and wayfinding information, rideshare matching, walking/biking group coordination	0.5	0.5
TDM Communication	Distribution of transit, wayfinding and other TDM informational materials to new residents as they move in and annually to all residents	0.5	0.5
Transit Pass Programs	Provide VTA EcoPass (or a comparable program) membership to all residents for the first ten years following project completion	5	0
	Provide Caltrain Go Pass (or a comparable program) membership to all residents for the first ten years following project completion	10	0
	Offer discounted transit passes (VTA or Caltrain) to residents for the first ten years following project completion	2	0
Bicycle Share Program	Providing private or public bicycle share memberships to on-site residents	0.5	0
Proximity to BikeShare	Site is less than .5 miles from a bicycle share hub with bicycles available to on-site residents	0.5	0
Shared Parking	Shared parking spaces for flexible use between residents and adjacent commercial areas		0.25
Car share program	Providing private or public car share memberships to on-site residents	0.5	0
Proximity to car share vehicle	Less than .5 miles from a car share hub with cars available to on-site residents	0.5	0
		Total	15.75

* If a TDM category has multiple options, only one option/point value can be used.

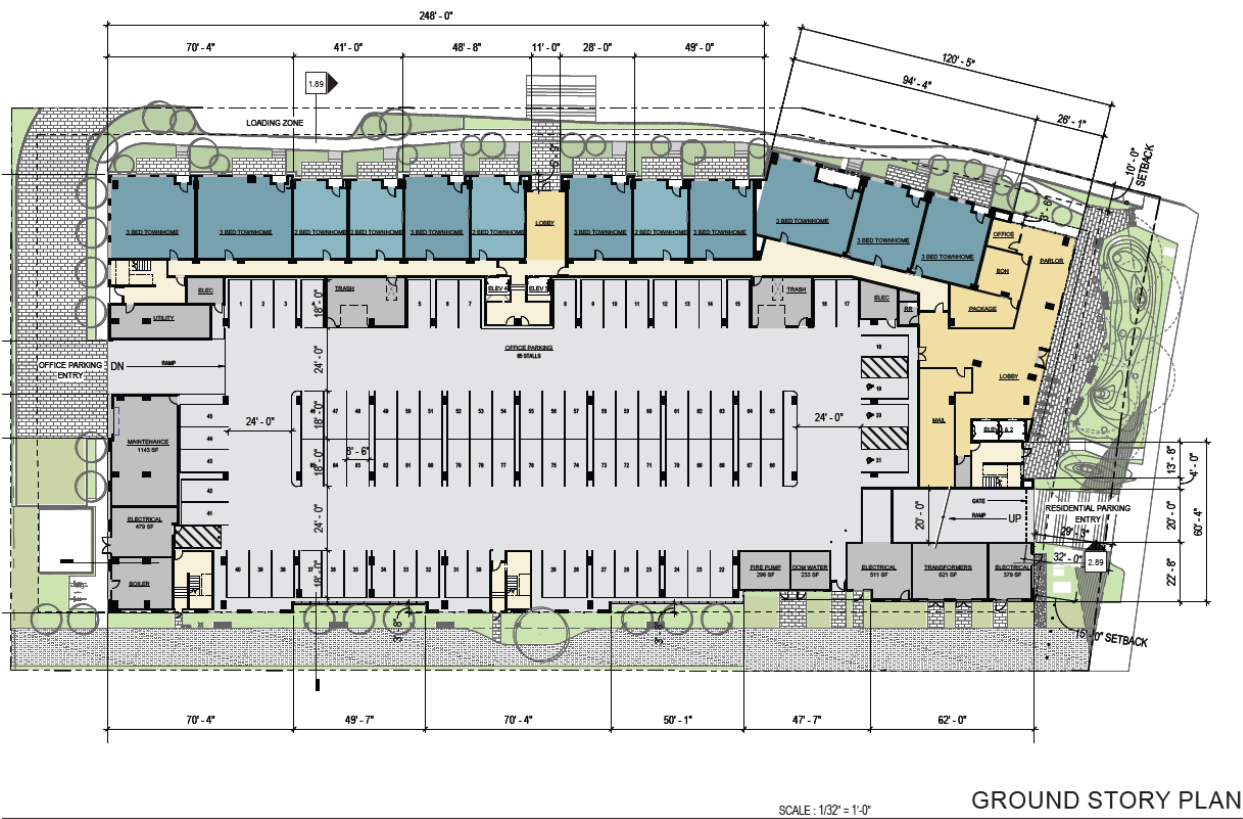


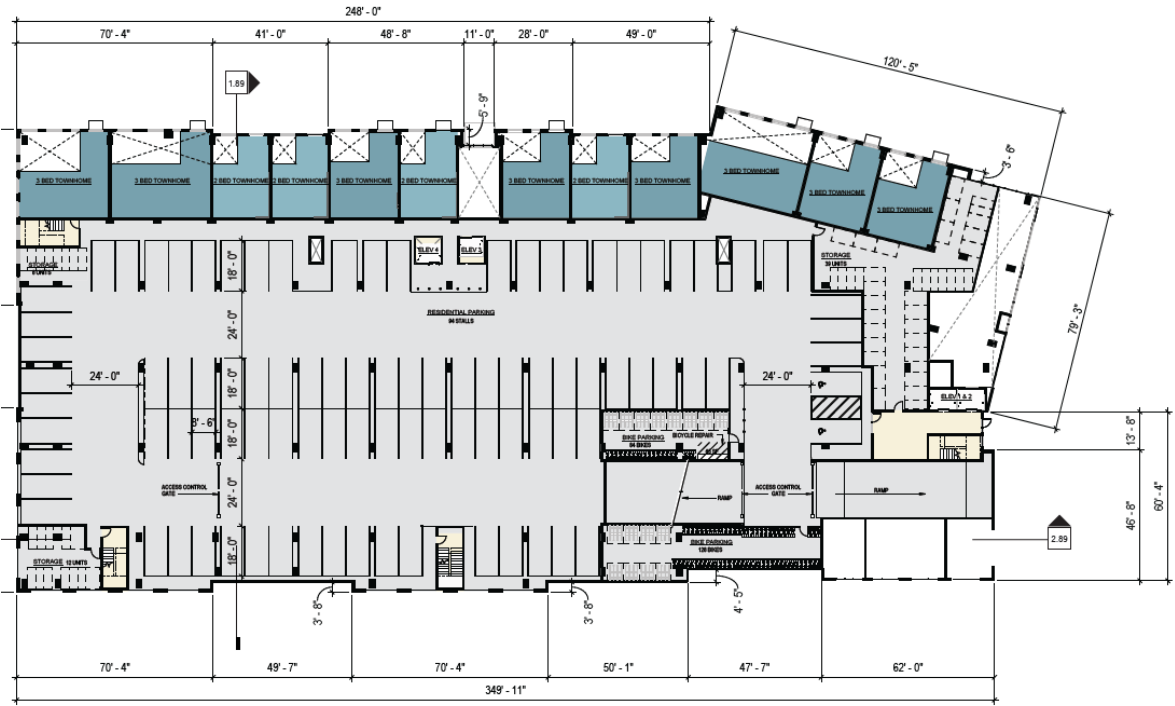
Site Plan





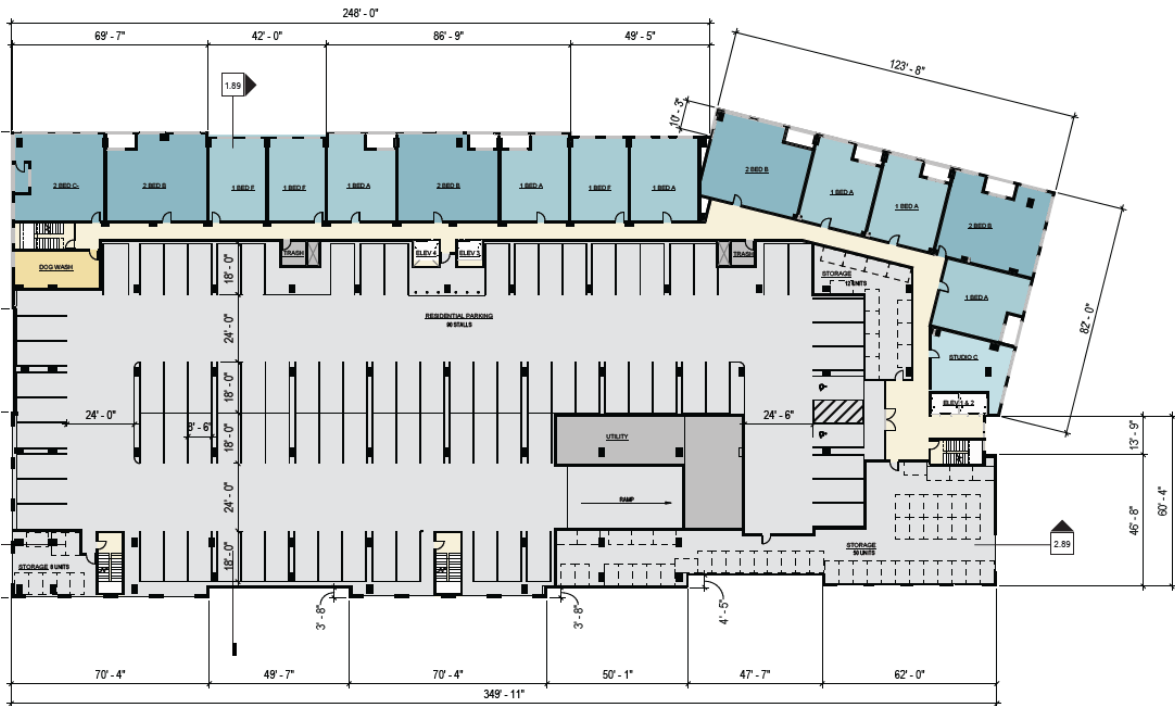
Garage Plans





SCALE: 1/32" = 1'-0"

2ND STORY PLAN



SCALE: 1/32" = 1'-0"

3RD STORY PLAN



HEXAGON TRANSPORTATION CONSULTANTS, INC.

October 20, 2022

Mr. Jonathan Stone
Prometheus Real Estate Group, Inc.
1900 South Norfolk Street, Suite 1500
San Mateo, CA 94403

Subject: Shared Parking Analysis for the Proposed Development at 1170 Kifer Road in Sunnyvale, California

Dear Mr. Stone:

Hexagon Transportation Consultants, Inc. has conducted a shared parking analysis for the proposed development at 1170 Kifer Road in Sunnyvale, California. The site currently has two office buildings totaling approximately 103,000 square feet, a surface parking lot, and parking spaces along the boundary of the site. The project proposes to build 225 residential units and a parking garage with 269 parking spaces on a portion of the existing surface parking lot. This would leave 148 parking spaces remaining in the existing surface lot for the office buildings. Thus, the total parking on the site would be 417 spaces. The parking garage spaces would be shared between the offices and the new residential units.

City Code Parking Analysis

The project is located in the Lawrence Station area, in which the Specific Plan office parking requirement is a minimum of 2.75 spaces per 1,000 square feet (s.f.) and a maximum of 4.0 spaces per 1,000 s.f. The parking requirement for the residential development is established based on the State Density Bonus Law, which requires 0.5 space per unit for locations within ½ mile of a transit station. Thus, the office requires at least 284 spaces, and the residential requires 113 spaces for a total of 397 spaces.

The project proposes 417 spaces, so it would meet the code requirement. The parking garage would have three levels. The top level (90 spaces) and a portion of the second level (23 spaces out of 94 spaces) would be gated off for residential use, meeting the requirement of 113 spaces. That would leave 304 spaces for the office, which exceeds the requirement of 284 spaces.

Shared Parking Analysis

A shared parking analysis using the Urban Land Institute (ULI) *Shared Parking Calculation Model, 2020* was performed to evaluate whether the proposed and existing parking spaces would adequately serve the needs of the residential development and the office uses. The parking demand for these uses throughout the day was calculated based on the time-of-day trend data published in the ULI *Shared Parking, Third Edition*. According to the time-of-day trend data, parking demand for office uses is highest between 10:00 AM and 2:00 PM on weekdays, and parking demand for residential uses is highest in the evening and early mornings. Parking demand is low for office uses over the weekend, so the parking demand easily would be accommodated by the parking supply. The shared parking analysis was conducted using a combination of parking ratios developed by Hexagon based on apartment counts in the region and based on the City code parking ratios for office.



Mr. Jonathan Stone
October 20, 2022
Page 2 of 3

Based on surveys conducted by Hexagon for apartments in the region, the parking demand per bedroom is approximately 0.8 spaces for weekdays, which is lower than the City of Sunnyvale's parking requirements and ULI's parking ratio for residential land uses. The residential units would be split into 30 studios, 125 one-bedroom units, 62 two-bedroom units, and 8 three-bedroom units. This sums to 303 bedrooms, so the maximum residential parking demand calculates to 243 spaces. Using the parking ratio developed by Hexagon for the residential development, the office ratio calculates to 2.87 spaces per 1,000 s.f., which is within the allowable range for the Lawrence Station area (see Table 1).

Table 1: Shared Parking Analysis – Hexagon Parking Ratios

Hour of Day	Residential Weekday ¹	Office Weekday ²	Parking Demand Weekday
6:00 AM	228	8	236
7:00 AM	193	41	234
8:00 AM	163	140	303
9:00 AM	133	259	392
10:00 AM	121	296	417
11:00 AM	109	282	391
12:00 PM	97	233	330
1:00 PM	97	241	338
2:00 PM	97	281	378
3:00 PM	97	268	365
4:00 PM	109	233	342
5:00 PM	122	165	287
6:00 PM	147	69	216
7:00 PM	173	41	214
8:00 PM	197	14	211
9:00 PM	209	8	217
10:00 PM	233	3	236
11:00 PM	237	0	237
12:00 AM	243	0	243
Maximum Demand			417
Parking Supply			417
Surplus/Deficit			+0

Notes:

1. ULI Time-of-Day ratios were used for Residential, Suburban, with a parking demand ratio of 0.80 space per bedroom (based on Hexagon surveys).
2. ULI Time-of-Day ratios were used for Offices between 100,000 square feet and 500,000 square feet, with a parking demand ratio of 2.87 spaces per 1,000 square feet, including the ULI parking ratio of 0.25 space per unit for visitors.



Mr. Jonathan Stone
October 20, 2022
Page 3 of 3

The residential development would need a maximum of 243 spaces overnight, which means they would use the 113 reserved residential spaces plus 130 shared office spaces on the first and second floors of the garage. The 113 reserved residential spaces, alone, would be sufficient for the residential demand between roughly 11 AM to 4 PM. Between about 10 AM and 2 PM all of the shared spaces would be needed for the offices (assuming a ratio of 2.87 spaces per 1,000 s.f.). Thus, it will be necessary to manage the parking such that residents must vacate the shared spaces prior to about 9 AM on weekdays. This is typical for garages that are shared between offices and residences.

Conclusions

The number of parking spaces proposed for the project would be sufficient both to meet the City parking requirements and to accommodate the anticipated parking demand. Since several spaces would need to be shared between the offices and residences during the day on weekdays, it will be necessary to manage the parking so that residents vacate the shared spaces prior to 9 AM.

We appreciate the opportunity to provide this parking analysis. If you have any questions, please do not hesitate to call.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary K. Black, AICP
President

Katie Riutta
Planner