



Sunnyvale

Parking Capacity and Management Study Findings



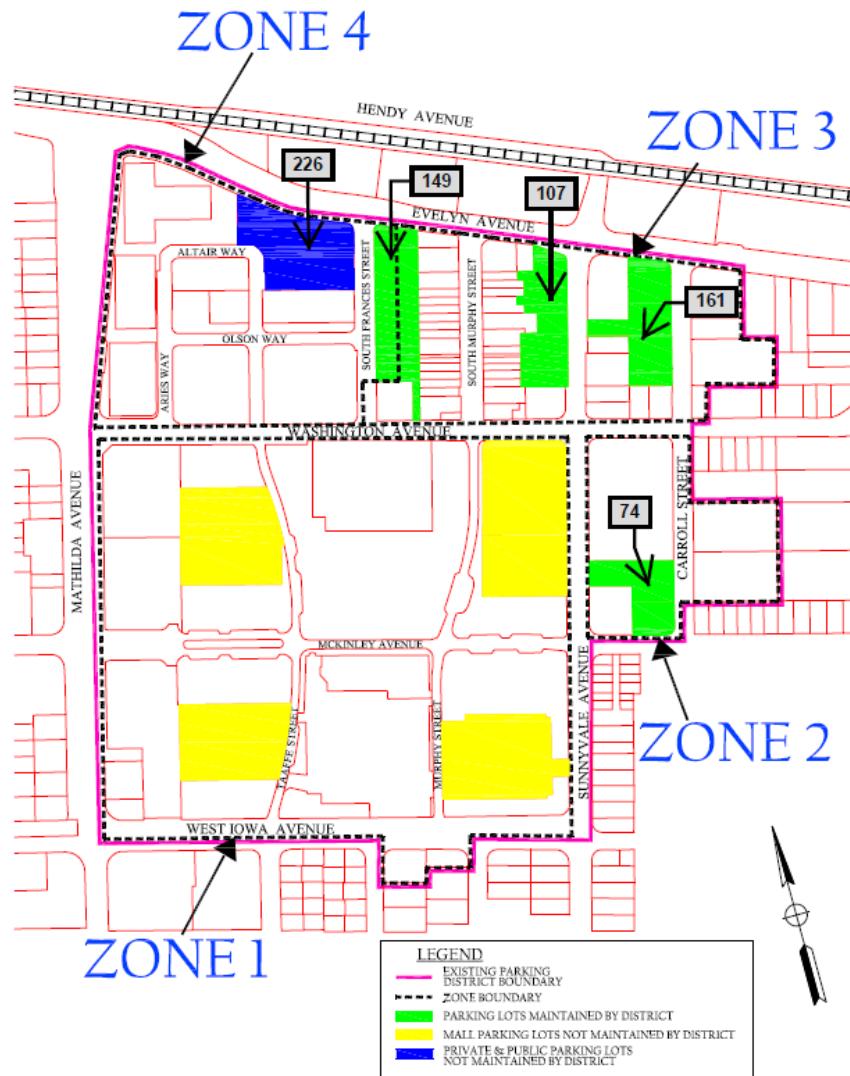
Purpose of Parking Study

- The City engaged Walker Consultants in 2018 to complete a Downtown Parking Capacity and Management Study
- Study Issue initiated in 2016 to examine parking issues for small lot development (Mr. Askari's property)
- Inform the update of the DSP so that appropriate policies are in place
- Look for ways to implement LUTE policies regarding reduced parking requirements for areas with transit

Goals of the Parking Study

- Study the parking district's capacity and utilization
- Examine the various policies that regulate downtown parking
- Provide information on current and future parking demand for the downtown
- Compare downtown Sunnyvale parking management and requirements to comparable communities
- Provide recommendations for future parking demand

District Zones and Facilities



Existing System

Walker Inventory Findings

Parking Supply

- 3199+ spaces
 - ◆ 259 on-street spaces
 - ◆ 2,940 off-street spaces
 - ◆ All within 5 minute walk of Murphy Avenue

Parking Enforcement

- Varying time restrictions
 - ◆ Garages 3-4 hours
 - ◆ On-street 1-3 hours
 - Parking unrestricted 6 PM – 2:30 AM
 - No parking times vary considerably

Parking Utilization (all parking)

Peak Parking Utilization between 12pm and 2pm all days

	Percentage	Available Spaces
Weekday Peak Utilization	52	1545
Weekend Peak Utilization	49	1636

On street utilization typically higher at 75%
than off-street at 50%

Parking Out of Balance

Surface Lots

- 85% utilized

Pear Garage (PD-1)

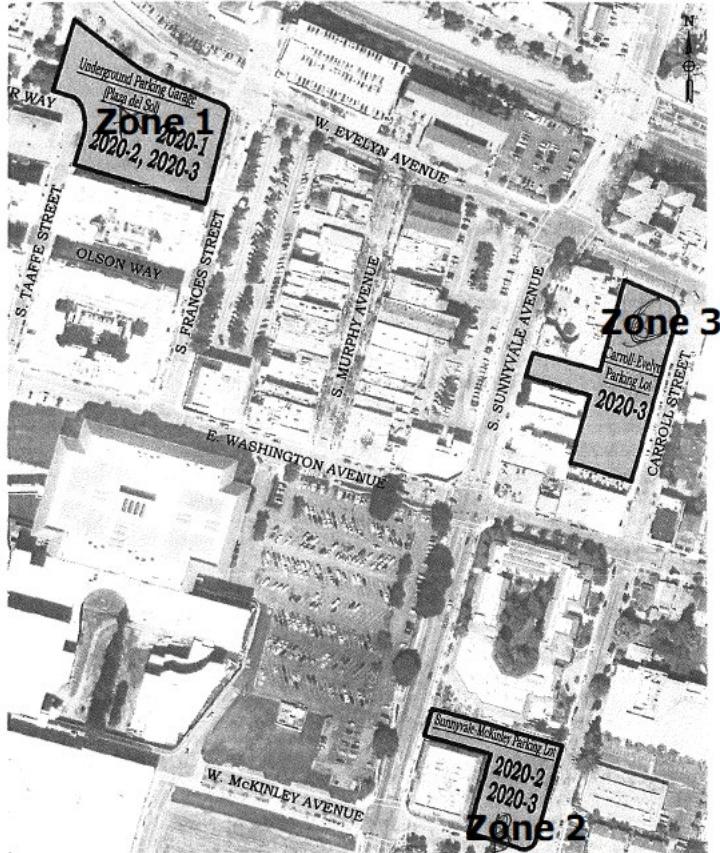
- 7% utilized

Orange Garage (PD-2)

- 33% utilized overall
- Level 1 96% utilized
- 560 open spaces, Levels 2-4

Overall downtown parking supply sufficient for current and future demand if managed

Parking Out of Balance – Parking Permit Program



1476 parking
permits annually
issued for 461
spaces

Permits exempts from time limit restrictions

Parking Turnover Rates

- 80% of on-street parking spaces turnover every 2 hrs.
- Lower turnover on Washington Avenue (3-hr restriction) and Carroll Street (unrestricted)

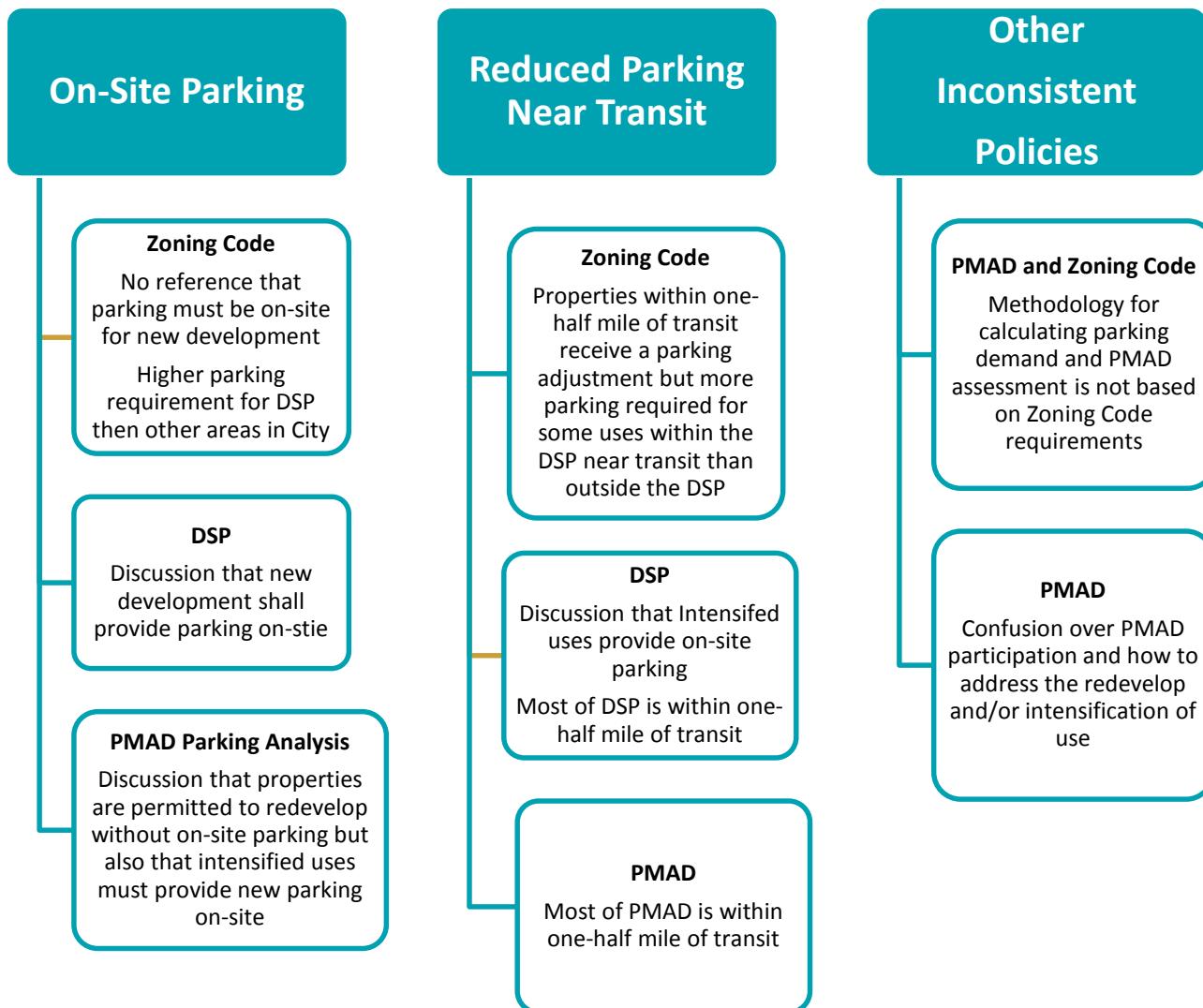
Vehicles on
Washington and
Carroll parked for 4-
10 hours

Parking Model and Proposed Development

- Total future public supply is 3,738
 - Collected by field survey during peak (12:00 p.m. and 2:00 p.m.)
- Total future public demand is 2,954
 - Walker/ULI shared parking model

Future Downtown
Public Parking
Utilization During
Peak is 79%

Misalignment between Policies and Regulations



PMAD methodology and the DSP

- PMAD Engineers Report reflects DSP requirements to provide parking for new development
- The PMAD resolution only instructs assessment on “parking deficit”

City Comparison Parking Management

	Parking Requirements	Paid Parking	Parking Permits
Mountain View	Lower	Under Study*	For purchase – varies
Palo Alto	20% reduced	Under Study*	Res \$50 Emp \$466
Redwood City	Lower	Yes	\$720- \$1200
San Mateo	Lower	Yes	\$480- \$1200
Sunnyvale	Higher	No	Free

*Cities where paid parking was under study have 2-3 hour parking limits.

Recommendations

- Reduce parking requirements for non-residential uses
- Align Parking Requirements between code, DSP and PMAD reporting
- Increase parking enforcement
 - Shorten parking time limits
 - Considered paid parking model
- Improve wayfinding, parking signage, data
- Consider future parking in lieu fees