

- 5      [15-0389](#)      Approve the Parking Structure Design Guidelines for Projects in All Zoning Districts and Find that the project is exempt under CEQA pursuant to Guidelines 15060(3) and 15378(b)(5) (Study Issue)

Stephanie Skangos, Associate Planner, presented the staff report.

Comm. Klein discussed with Trudi Ryan, Planning Officer, wrapping art around garage structures and potentially using it to satisfy art in private development requirements. Comm. Klein and Ms. Ryan also discussed the type of materials used for wrapping art on the exterior of a building, and confirmed that item three under the Bike Parking section specifying the type of bike rack to be used should have been removed.

Comm. Harrison confirmed with staff that the phrase "should be" which appears throughout the draft document means variations could occur with merit, and discussed with Ms. Ryan the reason pedestrian access points should be minimized. Comm. Harrison confirmed with Ms. Ryan that the 15 foot landscaped setback between office park above grade parking structures and adjacent public streets is a requirement.

Chair Melton noted that he supports removal of the third paragraph of the Bike Parking section, and discussed with Ms. Ryan the potential reasons that full below grade parking may not be feasible.

Chair Melton opened the public hearing, and upon seeing no speakers for this item, closed the public hearing.

Comm. Klein moved to recommend to City Council Alternative 1 to find that the project is exempt from CEQA pursuant to CEQA Guidelines 15060(c)(3) and 15378(b)(5), and Alternative 3 to Approve the Parking Structure Design Guidelines with modifications:

- 1) Remove number 3 under the Bike Parking section; and,
- 2) Have staff investigate a proposal to add large scale art and colored materials to wrap the side of the parking structures

Comm. Simons seconded.

Comm. Klein noted that he proposed this issue not too long ago, is surprised by how quickly this issue moved forward, and said he is happy that City Council saw this as a requirement. He said parking structures are too often the after thought of design and that although we see the final plans of a project, the rest is left to the Director of Community Development and we never get an idea of the relationship

between the structure and design of the buildings. He applauded staff for how quickly this issue has moved forward, and said it will hopefully help developers, the Planning Commission and City Council resolve issues before they happen in the future. He noted that the guidelines would have prevented some of the issues seen around the City today, and that this is a great step toward trying to codify or give guidelines for what is a good design. He said it captured all of the issues brought up by the Planning Commission, that staff laid them all out well, and that he looks forward to Council approving this and making it part of a standard package of guidelines. He recommended Council get a colored version of the report, and said that once it is in place we will have better community with projects that require parking structures.

Comm. Simons offered a friendly amendment to add the noise and security sections in the Report to Council.

Comm. Klein accepted.

Comm. Simons noted that grammatical and format corrections suggested by staff should be changed, and Comm. Klein agreed.

Comm. Simons offered a friendly amendment to minimize auto ingress and egress as appropriate, and add wording that pedestrian access should be designed for safe access and designing pedestrian access to not rely on walking in auto travel lanes

Comm. Klein accepted.

Comm. Simons requested keeping item 3 of the Bike Parking section with language that encourages a variety of bike rack options that could become part of the art in public space consideration.

Comm. Klein accepted.

Comm. Durham said he supports the motion, and that it is a great document. He applauded the amendment regarding bike racks and said he would like to see people who have bikes help make a determination about whether certain types of bike racks are useful or not for locking up bikes, and that he has seen a fair number of racks that look nice but he has no idea how they really work with regard to securing bikes properly. He said new guidelines will be useful as less time will be spent during meetings discussing what developments need in terms of parking structures. He said with mixed use developments we allow mixed parking and he

would like to see in the future developments that do not use the full amount normally used for apartments and office because at different times of the day when there is much office use of parking residents will be out of their apartments, which can reduce the size and bulk of the parking structure.

Vice Chair Olevson said he will be supporting the motion, and that as part of the motion we have asked staff to look at a variety of additional items before finalizing the report and sending it to Council. He said he supports the concept of having art on the side of a building but that it may conflict with a recommendation that was added after the last study session in which the Commission suggested that parking structures should be consistent in format and look of the building it is supporting. He said if the main building does not have art work and the parking structure does it will stand out, so he encourages the addition of wording that explains that the two are not mutually exclusive. He added that staff has done an excellent job of incorporating comments from seven people, each with varying ideas on how the City ought to be structured.

Chair Melton said he will be supporting the motion, that staff has done a great job, and he commended Comm. Klein for putting this forth as a study issue, which exhibits great leadership. He said looking at the projects on Weddell and Fair Oaks were the first signals that we needed design guidelines, and he highlighted language from the Design Guidelines that says parking structures are expected to be more than utilitarian boxes, which was a key sentence for him. He said too often we have seen utilitarian boxes where the developer has run out of ideas, energy or money after building the big thing that they wanted to build which is the office or the housing development and the parking structure becomes an after thought. He said this draft is a great effort by staff and the consultant to synergize a lot of information from various sources and come out with a high quality document. He added that he hopes City Council has good time reviewing this document.

MOTION: Comm. Klein moved Alternative 1 to find that the project is exempt from CEQA pursuant to CEQA Guidelines 15060(c)(3) and 15378(b)(5), and Alternative 3 to Approve the Parking Structure Design Guidelines with modifications:

- 1) Staff investigate a proposal to add large scale art and colored materials to wrap the side of the parking structures;
- 2) Addition of the noise and security sections in the Report to Council;
- 3) Minimize auto ingress and egress as appropriate, and add wording that pedestrian access should be designed for safe access and designing pedestrian access to not rely on walking in auto travel lanes; and,
- 4) Encourage a variety of bike rack options that could become part of the art in public space consideration.

Comm. Simons seconded. The motion carried by the following vote:

**Yes:** 6 - Chair Melton  
Vice Chair Olevson  
Commissioner Durham  
Commissioner Harrison  
Commissioner Klein  
Commissioner Simons

**No:** 0

**Absent:** 1 - Commissioner Rheaume

**6**      [15-0645](#)      **Standing Item:** Potential Study Issues for 2016

Comm. Simons suggested a potential study issue to create web and mobile capabilities that allow the public to review previous project plans and view and report roadway information. Ms. Ryan said an interactive map to view pending and approved projects is currently being developed and will be available soon.

**NON-AGENDA ITEMS AND COMMENTS**

**-Commissioner Comments**

Comm. Durham said it has been an entertaining time on the Planning Commission, and thanked the City for helping him further his goal of pushing the City in a direction he thinks is best. He noted that the Mayor stated that the Commission works for no pay, but he feels he is paid by having a better City. He thanked staff for their hard work and patience bringing him up to speed and educating him on the City, and thanked his fellow Commissioners for their work and commitment. He also thanked the City Council for trusting him to be up on the dais, and thanked the public, especially those who take the time to come and speak during public hearings.

Chair Melton said he gives props to City staff, that he attended the ground breaking for Fire Station 5 and through the land swap agreement managed by City staff, Sunnyvale will be getting a new fire station that will have a training room and gun range, that we will be getting a new fire engine and new road that hopefully will help untie the knot of the Mathilda and Highway 237 underpass. He said it is worth noting all of the work staff put into making this deal happen.