

Downtown Parking Study

July 27, 2020



Agenda

- Study background
- Current conditions
- Policy issues
- Future demand
- Recommendations
- Questions



Background: Downtown Parking in Sunnyvale

- Study Session: 2010 and 2017
- Study the City's downtown development policies to identify and explore alternative solutions for meeting future parking needs
- Examine the capacity of the parking supply in the downtown Parking Management Assessment District
- Study the capacity of the PMAD in relation to the existing uses and properties that are within the parking district.
- Identify the potential for providing additional parking supply
- Provide information on the effect of recent downtown development on parking demand and parking patterns

Study Methodology

- Research review of policies, and plans, and regulations
- Data collection
- Stakeholder outreach
- Policy analysis
- Development of recommendations

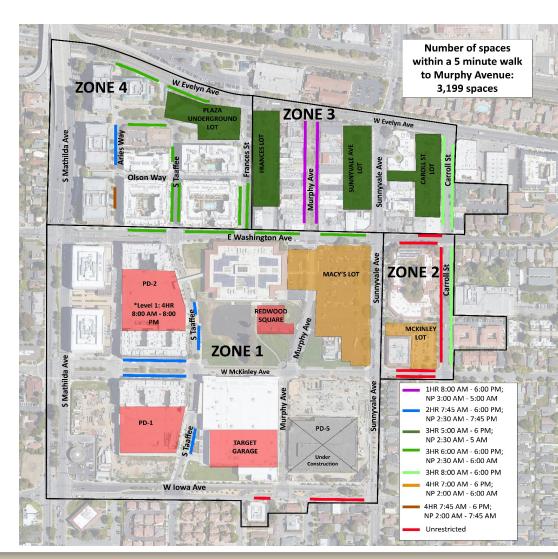




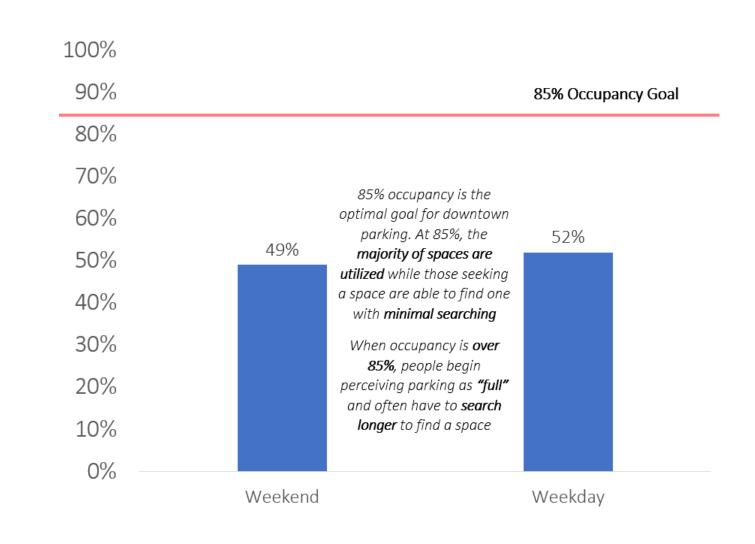
Existing Parking Supply

 3,200 on and off-street public parking spaces

- 259<u>+</u> on-street spaces
- 2,940+ off-street spaces
- All within a 5-minute walk of

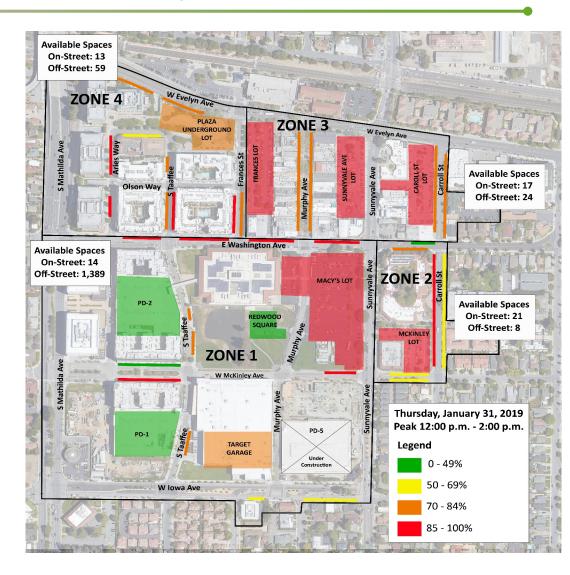


Peak Parking Utilization: Weekday 12pm-2pm 1,545 Available Spaces



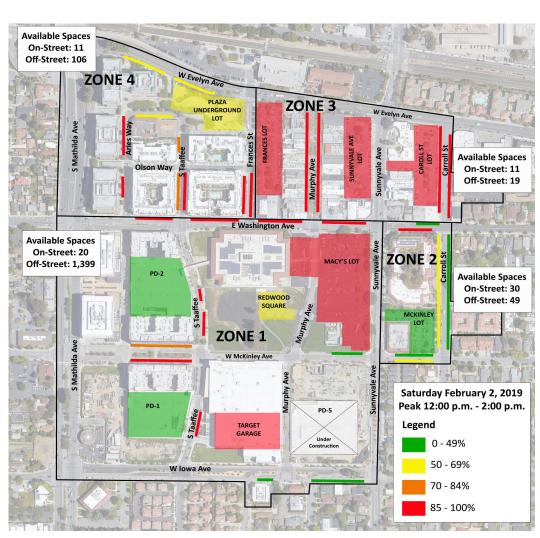
Current Conditions: Weekday

- Peak parking utilization:
 - 12- 2pm
 - 52% Utilization
 - On-street 75% utilization
 - Off-street 50% utilization
- 1,545+ Available parking spaces
- 39% of spaces in the Sunnyvale and Francis lot occupied 4+ hrs.
 - 1,476 parking permits



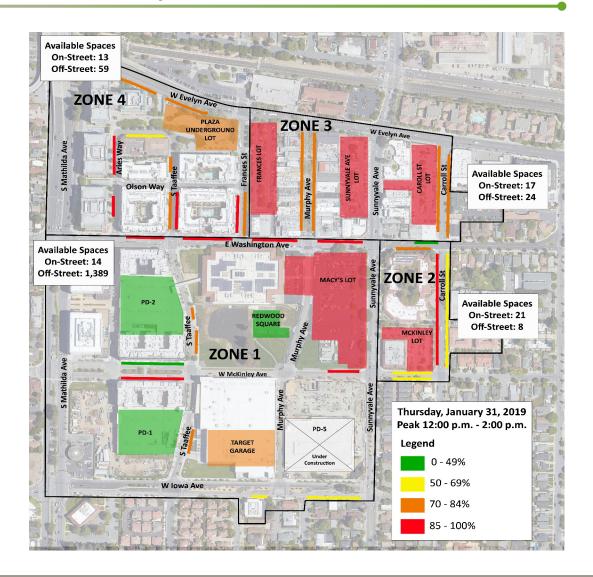
Current Conditions: Weekend

- Peak parking utilization:
- 12- 2pm
- 49% Utilization
 - On-street 76% utilization
 - Off-street 46% utilization
- 1,636+ Available parking spaces

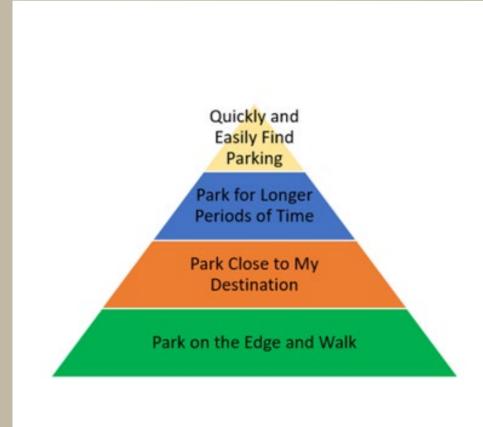


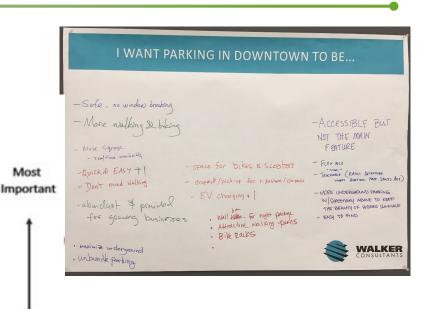
Current Conditions Analysis

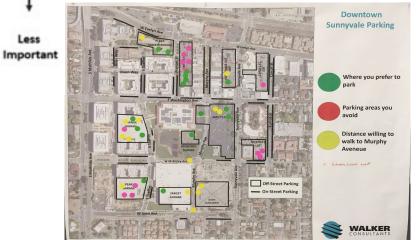
- Parking utilization is out of balance
- During peak:
 - Surface lots near Murphy Avenue are over 85% utilized
 - PD-1: 33% utilized
 - PD-2: 7% utilized



Stakeholder and Community Outreach







Existing Downtown Parking Policies

DSP

Calls for sense of cohesion between development and the street to enhance pedestrian experience

Encourages shared parking

Conflicting discussion of on-site requirements

Right

Sizing

Parking

Zoning Code

Section 19.28.140

Shared parking shall be considered and encouraged

Section 19.46.010

Flexible parking ratios enhance opportunity for re-use of buildings and stimulate economic vitality

Section 19.46.130

Reduced parking within one-half mile of transit

PMAD

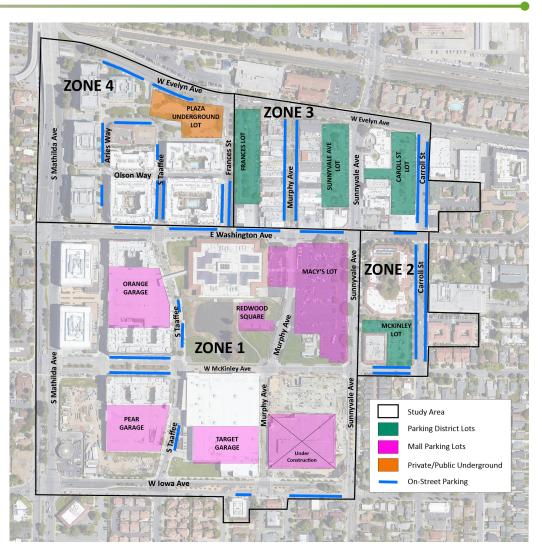
Purpose is to reduce the amount of parking typically required by regulations

Maintain shared public parking for downtown businesses

Property owners receive a benefit because PMAD allows them to redevelop their properties without providing required onsite parking

Parking Management Assessment District

- Shared parking strategy
- Supplies, operates, and maintains parking for downtown businesses
- Property owners pay a fee based on their parking "deficit"



Issues with Downtown Parking Policies

On-Site Parking

Zoning Code

No reference that parking must be on-site for new development

DSP

Discussion that new development shall provide parking on-stie

PMAD

Discussion that properties are permitted to redevelop without on-site parking but also that intensified uses must provide new parking on-site

Reduced Parking Near Transit

Zoning Code

Properties within one-half mile of transit receive a parking adjustment but more parking required for some uses within the DSP near transit than outside the DSP

DSP

Discussion that Intensifed uses provide on-site parking

Most of DSP is within onehalf mile of transit

PMAD

Unclear if intensiified development must provide new parking on-site. Most of PMAD is within one-half mile of transit

Other Inconsistent Policies

PMAD and Zoning Code

Methodology for calculating parking demand and PMAD assessment is not based on Zoning Code requirements

PMAD

Unclear if a property that is within the PMAD boundaries but has no deficit parking has the right to participate if they redevelop/intensify use

Future Parking Demand

Future Projected Typical Parking Utilization Dur	ing Weekday Peak Parking D	emand
Existing Public Supply (data collected by Walker) ¹		3,199
Total New Public Supply		884
PD-5 Opens	+926	
Macy's Lot	- 337	
Redwood Square	-5 0	
New Public Parking Built by CityLine	+345	
Total Future 24/7 Public Supply		4,083
Total New Reserved		2,289
New 24/7 Reserved	+1,213	
New Weekday Business Hours Reserved	+1,076	
(available evenings and weekends)		
Total Future Public Parking Demand		3,299
Existing Peak Public Parking Demand ²	1,654	
Future Peak Public Parking Demand ³	1,645	
Public Parking Surplus Spaces Available During Peak (12:00pm – 2:00pm)		784

¹Walker did not collect existing reserved parking data.

²Existing Peak Public Parking Demand is the number of vehicles parked in public parking spaces in the PMAD between 12:00 p.m. and 2:00 p.m. counted by Walker field survey.

³ Future Peak Public Parking Demand of 3,299 = Walker/ULI Shared Parking Model future demand projection of 3,934 for CityLine and 100 Altair minus the 2,634 new parking spaces built by CityLine and at 100 Altair that will be reserved during the peak public parking demand between 12:00 p.m. and 2:00 p.m. *Source: Walker Consultants, 2019*

Near Term Recommendations

- Reduce parking requirements in downtown
- Allow projects within the PMAD boundary reduced on-site parking
- Parking agreements
- Improve parking management and parking enforcement
- Increase parking visibility
- Restructure permit parking program
- TDM
- Paid parking pilot program

Staff Recommendation

Alternative 1:

- Find that the action is exempt from the California Environmental Quality Act (CEQA)
- Accept the Downtown Parking Study parking recommendations
- Direct staff to return with a fully developed plan to implement near-term strategies



Questions or Comments