



MILPITAS PLANNING COMMISSION AGENDA REPORT

PUBLIC HEARING

Meeting Date: June 11, 2008

APPLICATION:	Parking Task Force Update on Task 2, public outreach
APPLICATION SUMMARY:	An update and findings of the public outreach for the Parking Task Force.
LOCATION:	N/A
APPLICANT:	N/A
OWNER:	N/A
RECOMMENDATION:	Note receipt and file.
PROJECT DATA:	N/A
General Plan/	N/A
Zoning Designation:	N/A
Overlay District:	N/A
Specific Plan:	N/A
Site Area:	Citywide
CEQA Determination:	N/A
PLANNER:	Joseph J. Oliva III, Principal Transportation Planner
PJ:	N/A
ATTACHMENTS:	A. Technical Memorandum and its attachments--May 20, 2008

BACKGROUND

On April 17, 2007, the Milpitas City Council approved the City's Parking Task Force Work Program. The Parking Task Force Work Program identifies four major tasks including Collection of Existing Parking Data, Research of Local and National Parking Standards, Public Outreach and Preparation of a Draft Parking Section of the Zoning Ordinance. This technical memorandum will document the findings resulting from the Public Outreach task of the Parking Task Force Work Program.

PROJECT DESCRIPTION

The Public Outreach task of the Work Program was conducting during March, April and May of 2008. City Staff conducted several meetings with key stakeholders in the community. The attached memo goes into detail about the outreach and findings of the task.

RECOMMENDATION

Note receipt and file



MEMORANDUM

Economic Development Department – City Manager’s Office

To: City of Milpitas Parking Task Force
From: Joseph J. Oliva III, Principal Transportation Planner
Subject: Parking Task Force Work Program Task 3 Technical Memorandums
Date: May 20, 2008

Background

On April 17, 2007, the Milpitas City Council approved the City’s Parking Task Force Work Program. The Parking Task Force Work Program identifies four major tasks including Collection of Existing Parking Data, Research of Local and National Parking Standards, Public Outreach and Preparation of a Draft Parking Section of the Zoning Ordinance. This technical memorandum will document the findings resulting from the Public Outreach task of the Parking Task Force Work Program.

Analysis

The Public Outreach task of the Work Program was conducting during March, April and May of 2008. City Staff conducted several meetings with key stakeholders in the community. These stakeholders included:

- Homeowners Associations in Milpitas
- Commercial Property Owners
- Religious Entities
- Milpitas Chamber of Commerce
- Milpitas Rotary Club
- Milpitas Downtown Association

The following section is a summary of parking issues raised by the above-mentioned stakeholders.

Residential Parking

Residential parking was the most widely discussed issue of all parking during the Public Outreach task of the Work Program. Residents from Terra Serena voiced concerns regarding the adequacy of guest parking in their development. They stated many residents’ own more than two vehicles and thus utilize guest parking spaces for their additional vehicles. Residents and guests of the Parc Metropolitan development were observed parking in the Great Mall of the Bay Area parking lot. Residents who have tandem parking garages tend not to utilize them and parking their second vehicles in the guest parking spaces or on the street.

Residents from older established neighborhoods also raised concerns regarding the availability of parking in their neighborhoods. Residents along Washington Drive stated that their street is filled with vehicles on street and they have difficulty backing out of their driveways. Many residents stated that they sometimes could not find on street parking in close proximity to their residence. Many homeowners rent bedrooms and some households have as many as seven or eight vehicles to park

Commercial Parking

The commercial center owners expressed concern over reciprocal parking arrangements between shopping centers and location of uses that could cause “spillover” parking on adjacent centers. These uses could include large restaurants or high vehicular generators such as health clubs. Issues were raised several times regarding parking lot design and incorporation of compact parking stalls to maximize parking. It was also noted that larger vehicles park in compact spaces and take up multiple parking spaces, while compact cars parked in standard parking spaces.

The economics of land are leading to poorer site design, which lead to poorer site circulation and inconvenient parking space locations. Eventually, the cost of land will lead to construction of underground or structured parking for commercial sites. Mixed use projects will make better utilization of available parking, with different land uses maximizing their parking demand at different times of the day.

Religious Stakeholder Parking

Staff met with religious stakeholders twice in May. The primary concerns related to the parking requirements for places of assembly. They reiterated to Staff that religious organizations tend to have several activities and they do not generally peak at the same time. The scheduling of activities is the key to making the best uses of parking. This flexibility should be incorporated into the new parking standards being developed. The religious stakeholders are very successful in implementing carpools, shuttles and other TDM measures to reduce demand during peak parking periods (usually Sundays).

The stakeholders also mentioned that when their facilities are located near uses that have parking problems, the issues become magnified and the “spotlight” is on the churches. Many stakeholders mentioned that most multi-family developments have a lack of guest parking. The household size and auto ownership issues were also discussed. Many multi-generational families reside in Milpitas and children are living at home longer leading to additional pressure on parking.

Meeting notes from Public Outreach meetings are included as attachments to this Technical Memorandum.

ATTACHMENTS

MEMORANDUM

Economic Development Department – City Manager’s Office

To: Diana Whitecar, Economic Development Manager
From: Joseph J. Oliva III, Principal Transportation Planner
Subject: Parking Task Force Outreach to the downtown Association
Date: March 7, 2008

Parking Task Force Update

Joe Oliva, Principal Transportation Planner presented a summary of the Parking Task Force Technical Memorandums 1 and 2. There were approximately 15 people in attendance ranging from residents from the Starlight Pines Neighborhood and Main Street business owners.

Questions/comments were:

- 1. More bicycle and motorcycle parking should be provided at commercial centers.**
- 2. The City should consider building a parking structure in the Midtown area to provide additional parking.**
- 3. Tandem parking does not appear to work in the existing residential projects. The City should consider removing it from the Zoning Ordinance.**
- 4. The fifteen percent (15%) guest-parking ratio combined with a twenty percent (20%) TOD parking reduction may not provide adequate parking in the future given the City’s high household sizes and auto ownership rates.**
- 5. The Parking Section of the Zoning Ordinance needs to be “expanded” to cover more uses, yet have flexibility to consider specialty uses.**
- 6. The City should consider allowing compact parking spaces in commercial zones to allow for additional landscaping and to accommodate irregular shaped parcels.**
- 7. The City should pay particular attention to site design to insure all parking areas including personal garages are easily accessible.**

MEMORANDUM

Economic Development Department – City Manager’s Office

To: Diana Whitecar, Economic Development Manager
From: Joseph J. Oliva III, Principal Transportation Planner
Subject: Parking Task Force Outreach Meeting with HOA/Homeowners
Date: April 22, 2008

As part of the City of Milpitas Parking Task Force Work Program Task 3, a public meeting was held at 7:30 PM on Monday April 21, 2008 at Milpitas City Hall. The meeting invitees were representatives from HOA’s and homeowners and lasted one hour. . Joe Oliva, Principal Transportation Planner’ presented an overview of the Parking Task Force Task 1 and 2 Technical Memorandums and opened up the meeting for discussion/questions and answers. Approximately 12 people were in attendance.

Two groups of people representing two areas in the City were in attendance. There were eight people from Terra Serena (KB Homes – west side of Abel Street) and four people living on Washington Drive. Their concerns are as follows:

KB Homes

- There is not enough guest parking in the development.
- Residents are requesting a portion of the linear park be converted to parking.
- Owner’s vehicles are being towed quickly by HOA tow trucks while parked parallel to their garages.
- A resident inquired about converting the streets to one-way to provide adequate width to accommodate on-street parking.

Washington Drive

- There are too many vehicles parked along Washington Drive.
- Some vehicles have been parked and rarely moved for years.
- Since the space between driveways is short (15 feet), parked vehicles sometimes block resident’s driveways and make backing out difficult.
- Residents also noted inoperable or vehicles under repair in driveways and on street.
- Many vehicles are a result of homeowners renting rooms in their house.

MEMORANDUM

Economic Development Department – City Manager’s Office

To: Diana Whitecar, Economic Development Manager
From: Joseph J. Oliva III, Principal Transportation Planner
Subject: Parking Task Force Outreach Meeting with Commercial Centers
Date: April 30, 2008

City Staff conducted a public meeting on Wednesday April 30, 2008 at 9:30 AM at City Hall with commercial shopping center owners/management representatives. There were four people in attendance representing the McCarthy Marketplace, Shapell Industries and William Cilker Jr. Parking Task Force vice-chair Frank Desmidt was also in attendance. The meeting lasted approximately one hour.

Principal Transportation Planner Joe Oliva started the meeting with a presentation summarizing the Parking Task Force Work Program and conclusions from Tasks one and two. The presentation was followed by comments and a group discussion. The comments are summarized below.

- 1. Parking associated with Use Permits for restaurants should be carefully evaluated, especially when these uses are in close proximity to other commercial uses.**
- 2. The use of compact parking spaces at commercial centers should be looked at carefully. Larger vehicles tend to take up more space and reduce these spaces – two vehicles taking up three parking spaces.**
- 3. Tandem parking for residential uses is inconvenient and leads to over use of guest parking spaces in residential multi-family units.**
- 4. There seems to be a shortage of guest parking spaces at newer multi-family projects.**
- 5. The economics of land is leading to poorer site design and problems in circulation and parking.**
- 6. As land continues to become more expensive, the use of underground and structured parking will be incorporated into commercial projects.**
- 7. Mixed-use projects can make more efficient use of parking due to different peaking characteristics of the uses.**

MEMORANDUM

Economic Development Department – City Manager’s Office

To: Diana Whitecar, Economic Development Manager
From: Joseph J. Oliva III, Principal Transportation Planner
Subject: Parking Task Force Outreach Meeting with Religious Entities
Date: May 5, 2008

City Staff conducted a public meeting on Wednesday May 5, 2008 at 9:30 AM at City Hall with commercial religious entities and their representatives. There were two people in attendance from the Silicon Valley Alliance Church. The meeting lasted approximately one hour.

Principal Transportation Planner Joe Oliva started the meeting with a presentation summarizing the Parking Task Force Work Program and conclusions from Tasks one and two. The presentation was followed by comments and a group discussion. The comments are summarized below.

- 1. The pastor of the Silicon Valley Alliance mentioned that he felt there were not enough guest parking provided at the new multi-family development on Great Mall Parkway between Main and Abel Streets.**
- 2. Church parking requirements were discussed at length especially pertaining to multi-purpose rooms located on the same property as a sanctuary.**
- 3. Issues relating to the scheduling of church events and evening services were discussed as they related to making the most efficient use of available parking.**
- 4. The pastor discussed parishioners are very willing to carpool and make use of other TDM measures to reduce parking impacts.**
- 5. Keeping a good line of communication open with neighboring property owners will help resolve issues prior to project processing with the City.**
- 6. The City of Milpitas household sizes and auto ownership rates are higher than County and US averages. The pastor didn’t feel 3.5 to 3.6 residents per household were abnormally high. Staff explained this includes all households in the City (single family and multi-family dwellings).**

MEMORANDUM

Economic Development Department – City Manager’s Office

To: Diana Whitecar, Economic Development Manager
From: Joseph J. Oliva III, Principal Transportation Planner
Subject: Parking Task Force Outreach Meeting with Religious Entities
Date: May 15, 2008

City Staff conducted a public meeting on Thursday May 15th at a pastor luncheon held at the Milpitas Bible Fellowship Church AT 1715 East Calaveras Boulevard. There were approximately 20 people in attendance including Diana Whitecar and Joe Oliva from Milpitas Economic Development Staff.

Principal Transportation Planner Joe Oliva started the meeting with a presentation summarizing the Parking Task Force Work Program and conclusions from Tasks one and two. The presentation was followed by comments and a group discussion. The comments are summarized below.

- 1. Questions were raised about the final outcome of the study and what that meant for the religious stakeholders.**
- 2. The issue was raised regarding there not being adequate parking supply in commercial areas and multi-family areas. When this occurs near a church, the problem of parking becomes magnified.**
- 3. The City should consider flexibility in parking requirements for churches. City Staff needs to understand the uses proposed and the timing of those uses. There should not be a “one size fits all” approach.**
- 4. Strict requirements such as legally required easements sometimes place a huge burden on churches. The churches have had success working with commercial and industrial landowners in securing off-site parking in the past.**
- 5. The issue of parking lot design was raised, especially how it related to compact parking spaces. A point was raised about compact cars parking in non-compact spaces when compact spaces were available.**
- 6. The pastors formed a small subcommittee to work with City Staff as a conduit for the larger group.**