

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 1 Technical Memorandum
Date: September 13, 2007

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 existing parking conditions for Industrial, Commercial, Residential and Religious uses within Milpitas.

Analysis

Existing parking conditions within the City were documented by Staff by conducting windshield surveys during peak parking times for the various land uses. Also, recent parking accumulation studies prepared for several development projects were researched and presented in this technical memorandum. Staff utilizing a standard parking survey data collection form conducted windshield surveys. The data collection form is illustrated as figure 1.

The parking survey data collection form contains information on the type of land use (commercial, industrial, residential and other), the property address, date and time of the survey approximate occupancy of the parking lot and additional comments. In most cases, the survey also contained a digital photo to document the site conditions. A summary spreadsheet was prepared for each land use type and is contained as attachments to this technical memorandum.

Industrial Parking

The industrial zoning districts in Milpitas include M1 (light Industrial), M2 (Heavy Industrial) and MP (Industrial Park). Figure 2 depicts the 10 major industrial districts within the City that were defined as part of the Industrial Land Analysis currently under development by City Staff. All districts shown were surveyed. Staff concentrated on district 1 (Town Center Business Park), district 3 (Oak Creek and Milpitas Business Parks) and district 2 (McCandless Business Park).

Current required parking requirements for industrial uses are as follows:

- Office – one parking space per 350 square feet of floor area
- Research and Development (R&D) – one space per 300 feet
- Manufacturing and Warehouse – one space per 500 feet

Figure 1

City of Milpitas Parking Survey Data Collection Form

Citywide Parking Survey –2007

Name of Establishment Surveyed _____

Address or Major Cross Streets _____

Type of Land Use (circle one) Commercial Industrial Residential Other

Day/Date _____

Time of Day _____

Parking Utilization (Percent Occupied)

- 0 – 25% _____
- 25 – 50% _____
- 50-75% _____
- 75 – 100% _____

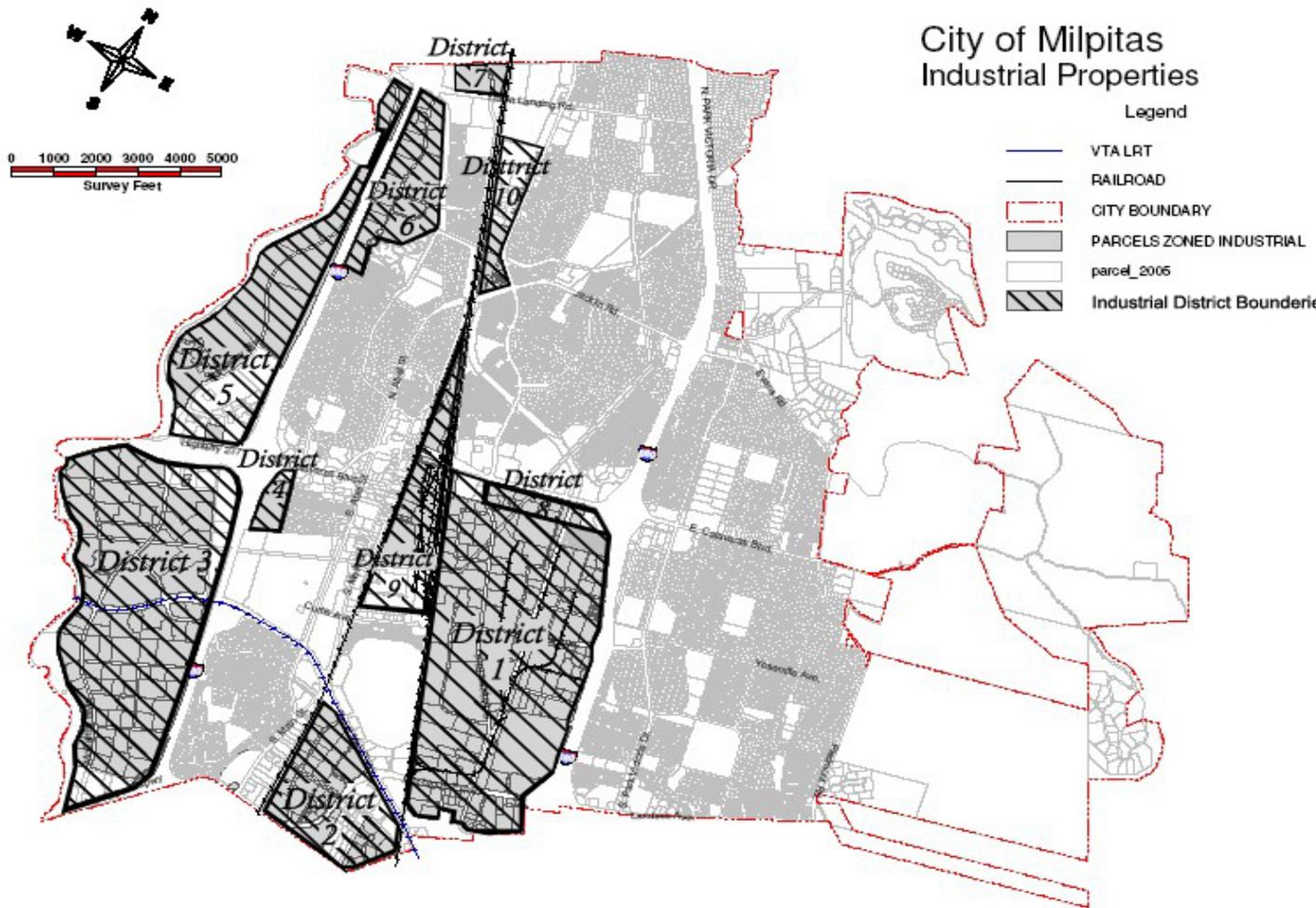
Illegally Parked Vehicles Yes _____ No _____

Vehicles Waiting for Parking Spaces Yes _____ No _____

Comments _____

Name _____

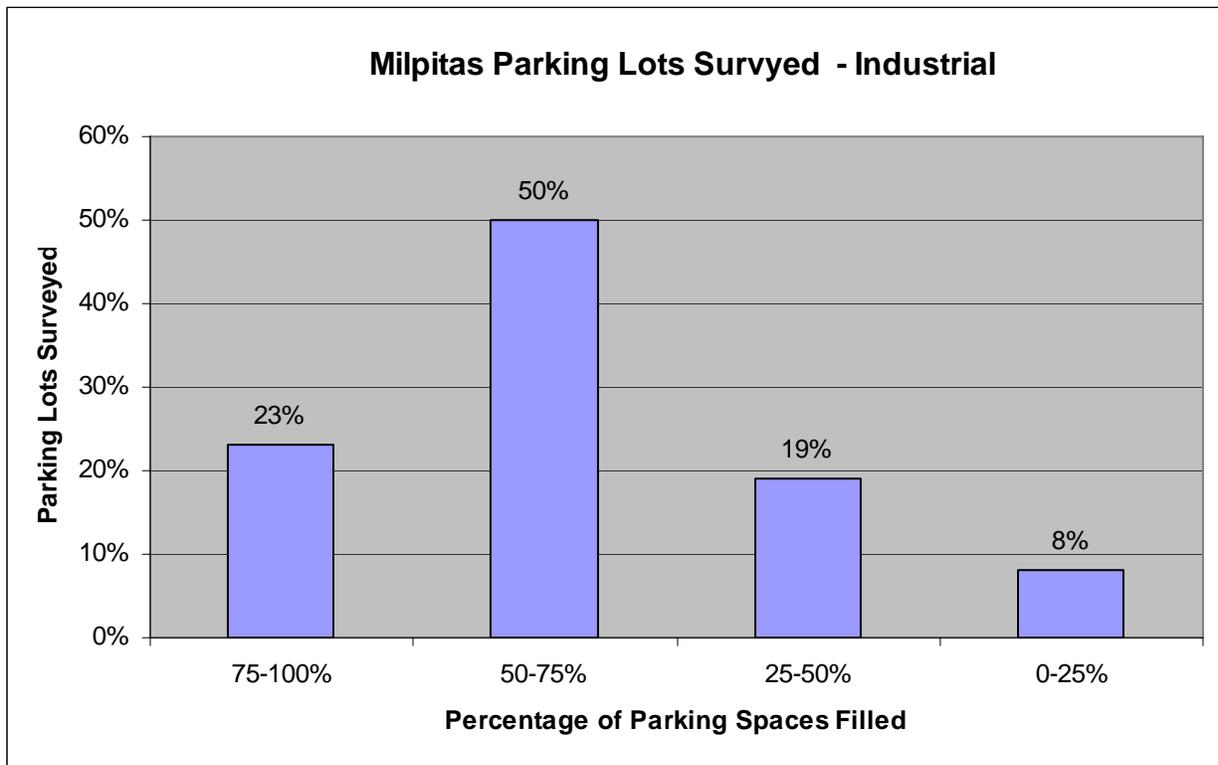
Figure 2 Industrial Zones in Milpitas



Industrial sites were surveyed between the hours of 9:00 to 11:00 AM and 2:00 to 4:00 PM on Tuesdays, Wednesdays and Thursdays to measure maximum parking demand periods. In total, 26 sites were surveyed during the months of June, July and August 2007. The size of the sites ranged from buildings less than 50,000 square feet to large campuses totaling nearly 1 million square feet.

Figure 3 depicts parking lot occupancies for the industrial uses surveyed by ranges (0 to 25%, 25 to 50%, 50 to 75% and 75 to 100%). One half of the industrial sites surveyed indicated parking lot occupancies of 50 to 75%, while the other one half were divided between 0 to 50% and 75 to 100%. Only two locations were observed to have parking lot utilization near 100% - KLA Tencor on Technology Drive and the businesses along Hanson Court. In general, it appears most industrial sites within the City are adequately parked using current parking standards contained in the Parking Section Zoning Ordinance.

Figure 3 - Industrial Parking Lot Utilization



Commercial Parking

The commercial zoning districts in Milpitas include C1 (Neighborhood Commercial), C2 (General Commercial), HS (Highway Services) and TC (town Center). Major commercial centers surveyed included the Great Mall of the Bay Area, McCarthy Ranch Marketplace, Milpitas Square, City Square, Milpitas Town Center and other commercial centers within the City.

Current required parking standards for commercial uses are as follows:

- Shopping Centers – one space per 200 square feet of floor area
- Hotels/Motels – one space per guest room plus two spaces per Manager’s unit
- Restaurants – one space per three seats plus 10 percent for employee parking
- Restaurants (take-out/fast food) – one space per 2.5 seats plus one space per 50 square feet of take out/ordering area

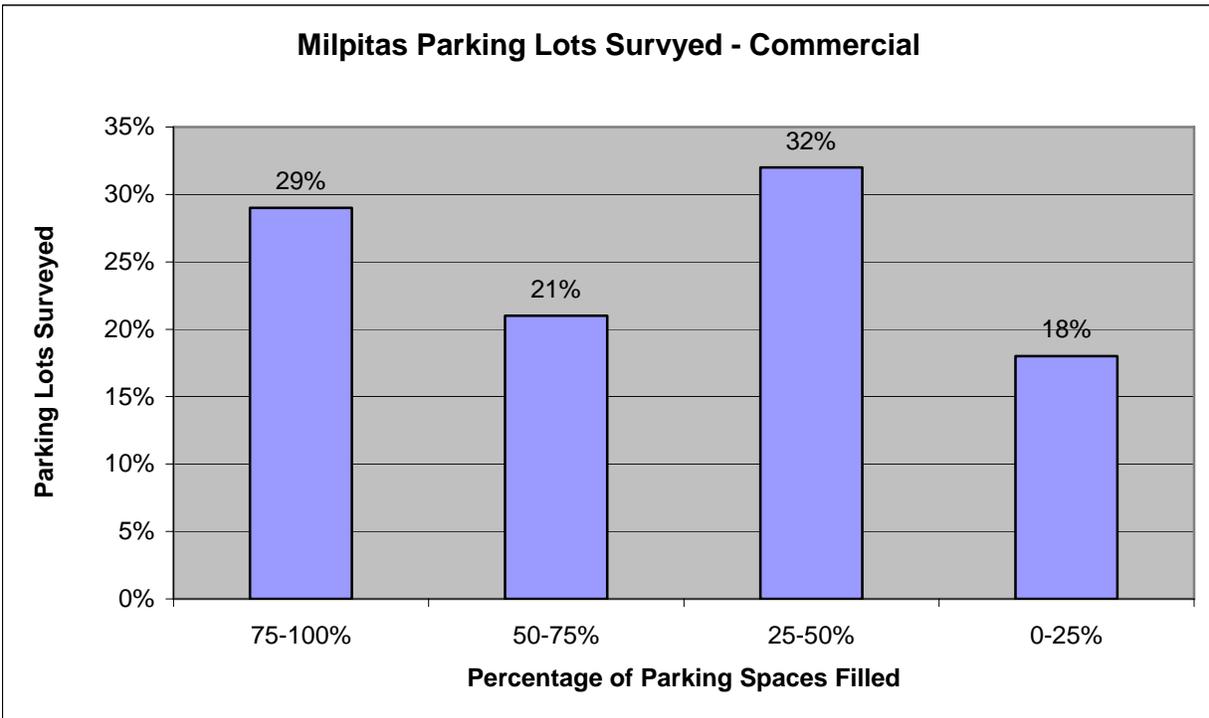
Commercial uses were generally surveyed during weekdays from 11:00 AM to 1:00 PM and on Saturdays between 11:00 AM and 3:00 PM, which generally represents the peak parking demand. In total, 34 surveys were conducted (some centers multiple times) during June, July and August 2007. The commercial sites surveyed range from small strip centers to the Great Mall of the Bay Area, which encompasses approximately 100 acres.

Figure 4 illustrates parking lot occupancies for the commercial uses surveyed by range (0 to 25%, 25 to 50%, 50 to 75% and 75 to 100%). One half of the surveys indicated the parking lots were 50 to 100% occupied. Less than one in five (18%) sites surveyed had occupancies between 0 and 15%. Most of these observations were performed under non-peak period parking demand.

In general, most commercial uses were adequately parked – even under peak period conditions. However, there were a few sites that experienced severe parking shortages. First, the Milpitas Square Shopping Center anchored by the Ranch 99 Supermarket and several large restaurants was observed to be severely under-parked during the lunchtime peak. Vehicles were observed parking at the Crown Plaza Hotel and along Barber Lane and Barber Court. The center had a security guard monitoring the parking lot for illegal parkers.

Second, the McCarthy Ranch Marketplace (south of Ranch Drive) experienced parking congestion adjacent to the Macaroni Grill and Banana Leaf restaurants. It should be noted that there was available parking further south in the center, but the parking was not conveniently located and not visible to drivers unfamiliar with the layout of the center. The Calaveras Center was observed to experience congestion and internal circulation impacts during the weekday lunch period. Parking supply was not the major issue, but more adequate circulation to reach available parking spaces.

Figure 4 – Commercial Parking Lot Utilization



Great Mall of the Bay Area

The Great Mall of the Bay Area is by far the largest shopping center in Milpitas. It encompasses more than 1.5 million square feet of retail and entertainment uses and has a parking supply of 6,705 spaces. The City is currently processing a number of Use Permit applications within the Great Mall. One of the project applicants contracted with a Transportation Consultant to prepare a parking accumulation study for the entire Great Mall. This parking accumulation study is included as an attachment to this memorandum.

In order to capture the peak parking demand at the Great Mall, parking counts were conducted on Friday evening (July 13th), Saturday afternoon/evening (July 14th) and Sunday afternoon (July 15th). The results of the parking accumulation study are summarized in table 1. As shown on table 1, the parking occupancy peaks at 8:00 PM on Friday (61%), 5:00 PM on Saturday (70%) and 4:00 PM on Sunday (75%). Even at the peak parking demand, the Great Mall has a supply of nearly 1,700 unused parking spaces. However, these 1,700 parking spaces are not evenly distributed around the Great Mall and the western and northern parking fields are generally 100% full during peak demand periods.

**Table 1
Great Mall Parking Surveys - Non Holiday Season**

Time	Friday Evening 7/13/07			Saturday Afternoon 7/14/07			Sunday Afternoon 7/15/07				
	Demand*	Supply*	% Occupancy	Time	Demand*	Supply*	% Occupancy	Time	Demand*	Supply*	% Occupancy
5:00 PM	2,815	6,705	42%	3:00 PM	4,425	6,705	66%	12:00 PM	2,475	6,705	37%
6:00 PM	3,050	6,705	45%	4:00 PM	4,573	6,705	68%	1:00 PM	3,277	6,705	49%
7:00 PM	3,788	6,705	56%	5:00 PM	4,668	6,705	70%	2:00 PM	4,236	6,705	63%
8:00 PM	4,090	6,705	61%	6:00 PM	4,451	6,705	66%	3:00 PM	4,823	6,705	72%
9:00 PM	3,180	6,705	47%	7:00 PM	4,279	6,705	64%	4:00 PM	5,014	6,705	75%
10:00 PM	1,710	6,705	26%	8:00 PM	4,081	6,705	61%	5:00 PM	4,563	6,705	68%
11:00 PM	1,602	6,705	24%	9:00 PM	2,912	6,705	43%	6:00 PM	4,156	6,705	62%

* Does not include handicapped or motorcycle spaces
Peak Hour in **BOLD**

Residential, Religious and other Land Uses

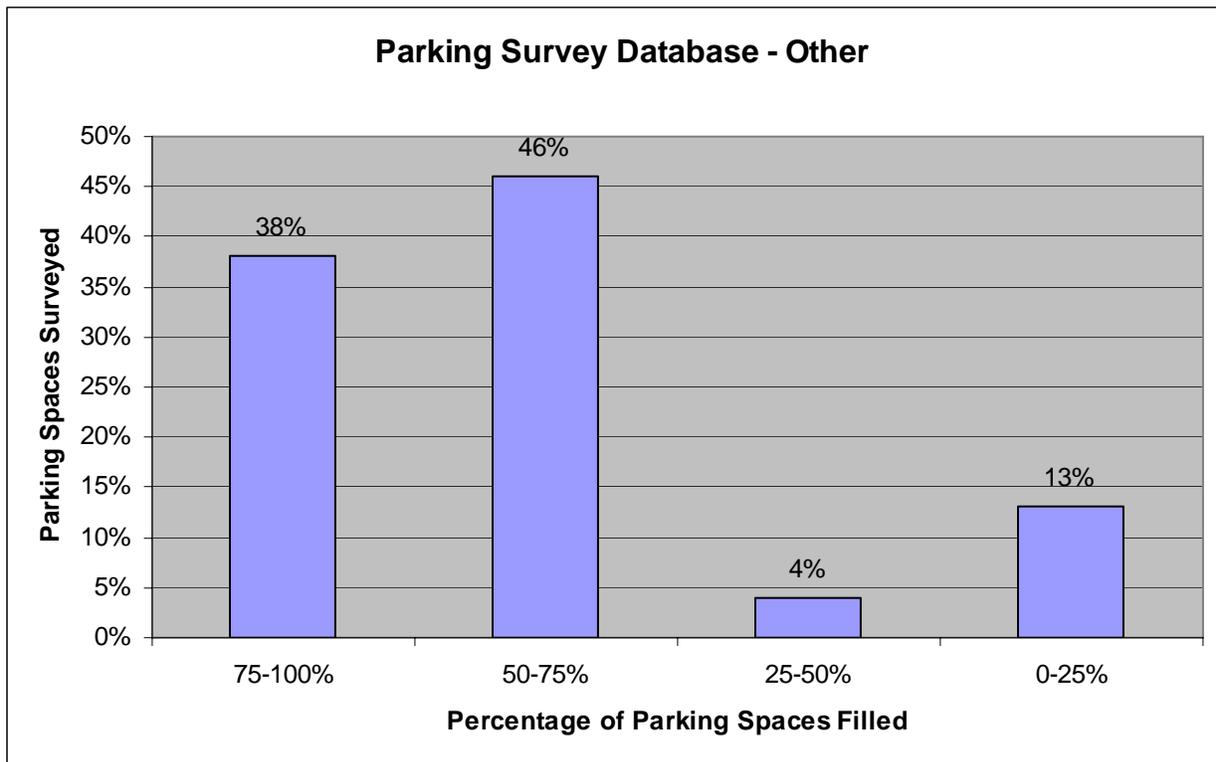
Residential zoning districts surveyed included R2 (One or Two Family), R3 (Multi-Family High Density) and R4 (Multi-Family Very High Density). Religious uses surveyed were located in industrial and commercial zoning districts. Other uses (Medical, Health Care, Recreational and Hotels) were located in industrial and office zoning districts. Residential uses were surveyed during weekends to capture maximum parking demand and religious uses were surveyed on Sunday mornings to measure peak parking demand. Medical and Health Care facilities were surveyed Tuesdays, Wednesdays and Thursdays between 9:00 and 11:00 AM and 2:00 to 4:00 PM to document maximum parking demand.

Current required parking standards for residential and religious facilities are:

- Religious Uses – one space per five seats in assembly area plus parking for classrooms and offices
- Medical Offices - one space per 225 square feet
- Residential – Studio units one space, one bedroom units one and one-half spaces and two bedrooms and up two spaces, plus 15 percent for guest parking.

A total of 24 surveys were conducted (five residential, 11 religious facilities and eight other uses). Figure 5 depicts the parking lot occupancies for the above-mentioned uses. As illustrated on Figure 5, nearly 40% of the uses surveyed had parking lot occupancies between 75 and 100% and another 45% had occupancies between 50 and 75%.

Figure 5 Other Uses Parking Lot Utilization



In general, most religious uses surveyed were adequately parked during Sunday morning services. A few were noted to have vehicles parked on the surrounding public streets, but not interfering with traffic circulation. The residential complexes surveyed had a range in parking lot occupancies. The newer residential projects (Parc Metropolitan and Parc Place) were observed to experience very tight parking supply, with many vehicles parked on street or on surrounding private property. The older residential projects surveyed appeared to have adequate parking supply. It should be noted, the guest-parking requirement for Parc Metropolitan was 30 percent and Parc Place was 15 percent. The older residential properties surveyed had guest parking ratios of 40 percent.

Conclusions

After extensive windshield surveys at industrial, commercial and residential/other uses, Staff has the following conclusions:

- 1. In general, industrial uses appear to be adequately parked during peak demand periods.**
- 2. Commercial centers are generally adequately parked, with the exception of centers containing multiple large restaurants. These centers experience a short supply of parking during the lunch hours and experience congestion and internal circulation problems as well.**
- 3. Residential projects built recently suffer from a lack of off-street parking.**
- 4. Religious facilities are generally adequately parked during peak Sunday mornings. Some locations also utilize on-street parking for overflow. In industrial areas, this has not been observed to cause any impacts to the surrounding public streets.**

Attachments

Parking Survey Database

Site	Location	Date	Time	Occupancy
Seagate Technologies	155 S. Milpitas Blvd	06/01/07	10:00	75-100%
Smurfit Stone	Los Coches Street	6/14/07	10:00	50-75%
Sipex Corp.	233 S. Hillview Dr.	6/14/07	10:00	25-50%
JDS Uniphase	375 Los Coches St.	6/14/07	10:00	50-75%
Glide Write	304 Topaz	6/14/07	10:00	50-75%
Adaptec	500 Yosemite Drive	6/14/07	10:00	25-50%
Solectron	777 Gibraltar Drive	6/14/07	11:00	50-75%
Lifescan	1000 Gibraltar Drive	6/14/07	11:00	75-100%
Yosemite BP	Yosemite Drive	6/14/07	11:00	0-25%
LSI	1621 Barber Lane	6/20/07	3:00	50-75%
LSI	1501 McCarthy Blvd	6/20/07	3:00	50-75%
LSI	765 Sycamore Drive	6/20/07	3:00	50-75%
LSI	1621 Barber Lane	6/20/07	11:00	50-75%
KLA Tencor	Technology Drive	6/20/07	2:00	75-100%
Cisco Systems	McCarthy Blvd.	6/20/07	2:00	75-100%
San Disk C	601 McCarthy Blvd.	6/20/07	3:00	50-75%
Avaya	1033 McCarthy Blvd	6/20/07	3:00	50-75%
Linear Technology	Sycamore Drive	6/20/07	3:00	50-75%
Dixon Landing	Dixon/Milmond	8/22/07	10:00	25-50%
Office Equities	423 Dixon Landing	8/22/07	10:00	25-50%
Patni	1521 Calf. Circle	8/22/07	10:00	75-100%
Credence	1421 Calf. Circle	8/22/07	10:00	50-75%
Sigma Designs	1221 Calf. Circle	8/22/07	10:00	50-75%
Genmark Automation	1201 Cadillac Ct.	8/22/07	10:00	25-50%
Okidata	1101 Cadillac Ct.	8/22/07	10:00	0-25%
Hanson Ct Buildings	962 Hanson Ct.	8/22/07	10:00	75-100%

Parking Survey Database

Commercial

Site	Location	Date	Time	Occupancy
Calaveras Commercial	148 W. Calaveras E	6/14/2	9:00	25-50
Abbott Center	Abbott/Valley Way	6/14/2	10:00	0-25%
Ocean Market	Calaveras/Park Vic.	6/14/2	10:00	75-100
Park Victoria Place	Park Vic/Dempsey I	6/14/2	10:00	75-100
Victorian Square	Calaveras/Park Vic.	6/14/2	11:00	25-50
Ocean Market	Calaveras/Park Vic.	6/14/2	11:00	75-100
Dixon Road Center	141 Dixon Road	06-15	10:00	0-25%
Lyons Food Center	N. Milpitas Blvd.	6/15/2	10:00	25-50
Abel Plaza	Calaveras/Abel	6/15/2	10:00	25-50
Victoria Square	Calaveras/Park Vic.	6/18/2	9:00	0-25%
Foothill Square	Jacklin/Arizona	6/18/2	9:00	0-25%
Brandon's Rest.	1820 Barber Lane	6/21/2	11:00	0-25%
Brandon's Rest.	1820 Barber Lane	6/21/2	1:00	50-75%
Dixon Road Center	141 Dixon Road	6/22/2	2:00	75-100
Banfaire Market	Jacklin/Park Vic.	6/22/2	9:00	25-50
Wal-Mart Center	Ranch Drive	6/26/2	11:00	25-50
United Ctr	16 Corning Ave.	6/26/2	2:00	75-100
Wal-Mart Center	Ranch Drive	6/28/2	1:00	50-75%
McCarthy Ranc	Ranc	6/28/2	1:00	25-50
McCarthy Ranch S.	Ranch Drive	6/28/2	1:00	75-100
Milpitas Square	Bellew/Barber	6/28/2	12:00	75-100
Calaveras Center	Calaveras/Serra W	6/29/2	1:00	75-100
Milpitas Town Center	Calaveras/Town Ctr	6/30/2	3:00	25-50
Albertson's Center	Calaveras/Milpitas	6/30/2	3:00	50-75%
Orchard Supply Ctr.	Milpitas/Beresford	6/30/2	3:00	50-75%
n Park Vic Ctr.	Jacklin/N Park Vic.	6/30/2	3:00	0-25%
Victoria Square	Calaveras/ Park Vic	6/30/2	2:00	25-50
Foothill Square	Jacklin/Arizona	6/30/2	1:00	50-75%
Bonfaire Center	Jacklin/Park Vic.	6/30/2	1:00	75-100
City Square	Milpitas/Dixon	7/3/2	12:00	75-100
Sunny Hills Center	Milpitas/Dixon	7/3/2	12:00	50-75%
Albertson's Center	Calaveras/Milpitas	7/11/2	3:00	50-75%
Orchard Supply Ctr.	Milpitas/Beresford	7/11/2	3:00	25-50
Town Center	Calaveras/Town Ctr	7/11/2	1:00	25-50

Parking Survey Database

Of
(Residential, Religious, Medical)

Site	Location	Date	Time	Occupancy
Kaiser Permanente	770 E. Calaveras	6/14/2	10:00	50-75%
Kaiser Permanente	611 S. Milpitas Blvd.	6/14/2	11:00	50-75%
Milpitas Health & Fit	Jacklin/I-680	6/19/2	9:00	75-100%
BAPS	25 Corning Ave.	96-26	2:00	0-25%
Chinese Church	S. Main/Corning Ave.	6/26/2	2:00	0-25%
Beresford Town home	Milpitas/Silver Lake	6/27/2	2:00	0-25%
Crowne Plaza Hotel	Bellew Drive	6/28/2	12 Noon	75-100%
Crowne Plaza Hotel	Bellew Drive	6/28/2	2:00	50-75%
Beresford Village	Milpitas/Silver Lake	6/30/2	3:00	25-50%
Hidden Lake Village	Milpitas/Escuela	6/30/2	3:00	50-75%
Park Vic. Duplexes	Jacklin/Park Vic.	6/30/2	3:00	50-75%
Kennedy Town home	Kennedy/Temple Dr.	6/30/2	2:00	50-75%
Calvary Assembly	Piedmont Road	7/1/2	11:00	50-75%
North Valley Church	919 Hanson Ct.	7/1/2	11:00	75-100%
Greater Love Church	Dixon/Arizona	7/1/2	11:00	50-75%
Living Word Church	1494 Calif. Circle	7/1/2	11:00	75-100%
Buddhist Temple	Main/Carlo	7/1/2	11:00	75-100%
St. Johns Church	Abel Street	7/1/2	11:00	75-100%
Jane Ter	722 S. Mair	7/1/2	11:00	50-75%
Parc Metropolitan	Curtis Ave	7/1/2	11:00	75-100%
Parc Place	Curtis Ave.	7/1/2	11:00	75-100%
Community Christ	1000 S. Park Vic.	7/1/2	10:00	75-100%
Korean Baptist	Pecton Court	7/1/2	11:00	50-75%
Mt. Olive Church	Calaveras/Evans Rd.	7/1/2	10 AM	50-75%



HEXAGON TRANSPORTATION CONSULTANTS, INC.

August 24, 2007

Mr. Joe Oliva
City of Milpitas
455 E. Calaveras Avenue
Milpitas, California 95035

Subject: *Great Mall of the Bay Area Parking Monitoring Study for Dave and Busters Expansion*

Dear Mr. Oliva:

As you are aware, Hexagon has been retained by Dave and Busters to conduct a parking study at the Great Mall of the Bay Area. Dave and Busters is requesting a use permit to expand their seating from 2,039 seats to 2,140 seats. The purpose of this analysis is to determine whether there is sufficient parking at the mall to accommodate the proposed seating capacity increase.

Work Scope

To help determine existing parking conditions at the Great Mall of the Bay Area, the mall parking lots were surveyed on the following days:

- **July Friday Evening, 5:00 PM to 11:00 PM.** This period represents typical Friday evening conditions at the mall during the non-holiday season.
- **July Saturday, 3:00 PM to 9:00 PM.** This period represents typical Saturday conditions at the mall during the non-holiday season. It includes the period where the parking generation at the mall transitions from primarily retail uses to primarily entertainment uses.
- **July Sunday, 12:00 PM to 6:00 PM.** This period represents typical Sunday conditions at the mall during the non-holiday season. Based on historical data, the overall weekend parking demand at the Great Mall peaks on Sunday afternoon.

Surveys were conducted once per hour during the times noted above.

Parking Survey Results

The survey results for the overall mall parking demand are summarized in Table 1. Figures 1 through 3 provide a graphic representation of the data during Dave and Busters' peak periods of parking demand. More detailed information is presented below.

July Friday Evening Demand, 5:00 PM to 11:00 PM. At the Great Mall, overall parking demand rises in the early evening until 8:00 PM, when demand peaks. After this time, demand begins a gradual decline until 11:00 PM, when the survey finished. During the period of peak demand, the mall parking fields were approximately 61% full. Parking demand was very heavy on the north side of the mall between Home Depot and the Century Theaters. Elsewhere onsite, parking was easily locatable in nearly all parking fields. In front of Dave and Busters, the parking demand peaked at 9:00 PM, when the

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parking field was approximately 85% occupied. At this time, there were approximately 140 vacant parking spaces in the parking field immediately adjacent to Dave and Busters, and approximately 800 vacant spaces in the nearby parking structure.

July Saturday Demand, 3:00 PM to 9:00 PM. At the Great Mall, overall parking demand rises in the early afternoon until 5:00 PM, when demand peaks. After this time, demand begins a gradual decline until 9:00 PM, when the survey finished. During the period of peak demand, the mall parking lot was approximately 70% full. Parking demand was very heavy on the front side of the mall between Home Depot and the mall's southwest entrance. These areas were nearly 100% occupied and vehicles were observed waiting for spaces to open. On the backside of the mall, parking was easily locatable in most parking fields. In front of Dave and Busters, the parking demand peaked at 9:00 PM, when the parking field was approximately 80% occupied. At this time, there were approximately 180 vacant parking spaces in the parking field immediately adjacent to Dave and Busters, and approximately 820 vacant spaces in the nearby parking structure.

July Sunday Demand, 12:00 PM to 6:00 PM. At the Great Mall, overall parking demand rises in the early afternoon until 4:00 PM, when demand peaks. After this time, demand begins a gradual decline until 6:00 PM, when the survey finished. During the period of peak demand, the mall parking lot was approximately 75% full. Parking demand was very heavy on the front side of the mall between Home Depot and the mall's southwest entrance. These areas were nearly 100% occupied and vehicles were observed waiting for spaces to open. On the backside of the mall, parking was easily locatable in most parking fields. In front of Dave and Busters, the parking demand peaked at 5:00 PM, when the parking field was approximately 50% occupied. At this time, there were approximately 450 vacant parking spaces in the parking field immediately adjacent to Dave and Busters, and approximately 500 vacant spaces in the nearby parking structure.

Before this survey, the most recent non-holiday season parking surveys at the Great Mall of the Bay Area were conducted in October of 2004. During those surveys, Friday parking demand peaked at 63% of occupancy, and weekend parking demand peaked at 79% occupancy. Thus, the current non-holiday parking demand at the mall is slightly lower than the historical data.

Impact of Proposed Increase in Seating Capacity

Dave and Busters is proposing to increase their seating capacity by 101 seats. The City of Milpitas parking code for restaurants requires 1 parking space for every 3 seats, plus 10% for employee parking. Thus, the proposed seating increase would correspondingly increase parking demand in front of Dave and Busters by approximately 37 vehicles. During the parking surveys conducted in July of 2007, there were at least 140 parking spaces available in the parking field immediately adjacent to Dave and Busters during all hours of the day. There also were hundreds of additional parking spaces available in the parking structure located to the south. Thus, there would be plenty of available parking spaces to accommodate the proposed increase in seating capacity at Dave and Busters during the non-holiday season.

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During the holiday season, the mall experiences a considerable increase in parking demand. However, based on the parking surveys conducted during the 2004 holiday season, 10% of the mall's parking spaces are still vacant during the highest hours of parking demand. Nearly all of these vacant spaces are located on the back side of the mall, inside the existing parking structure. Thus, it would be more difficult for Dave and Busters patrons to locate parking spaces during the holiday season. The City of Milpitas currently requires the Great Mall to implement a holiday parking management program. The purpose of the plan is to insure that the available parking supply is utilized to the greatest extent. In conjunction with the proposed increase in seating, the City is requesting that Dave and Busters be an active participant in the mall's holiday season parking management program. For example, Dave and Busters could provide incentives for employees to park on the top floor of the parking structure between Thanksgiving and New Years, thereby increasing the available parking supply for patrons in the closest parking fields.

Conclusion

The Great Mall of the Bay Area currently has sufficient parking supply to accommodate its non-holiday season parking demand. Based on new parking surveys conducted in July of 2007, parking demand at the Great Mall peaked at 75% of capacity. In front of Dave and Busters, parking demand peaked at 85% of capacity, during which, there were approximately 140 vacant spaces. The proposed seating increase at Dave and Busters would increase parking demand by approximately 37 spaces. Thus, during the non-holiday season, there would be sufficient parking supply in front of Dave and Busters to accommodate this increase. During the holiday season, it would be more difficult for Dave and Busters patrons to locate parking spaces, but vacant parking stalls would still be available within a reasonable walk in the adjacent parking structure.

This concludes our analysis. If you have any questions, please do not hesitate to call.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.



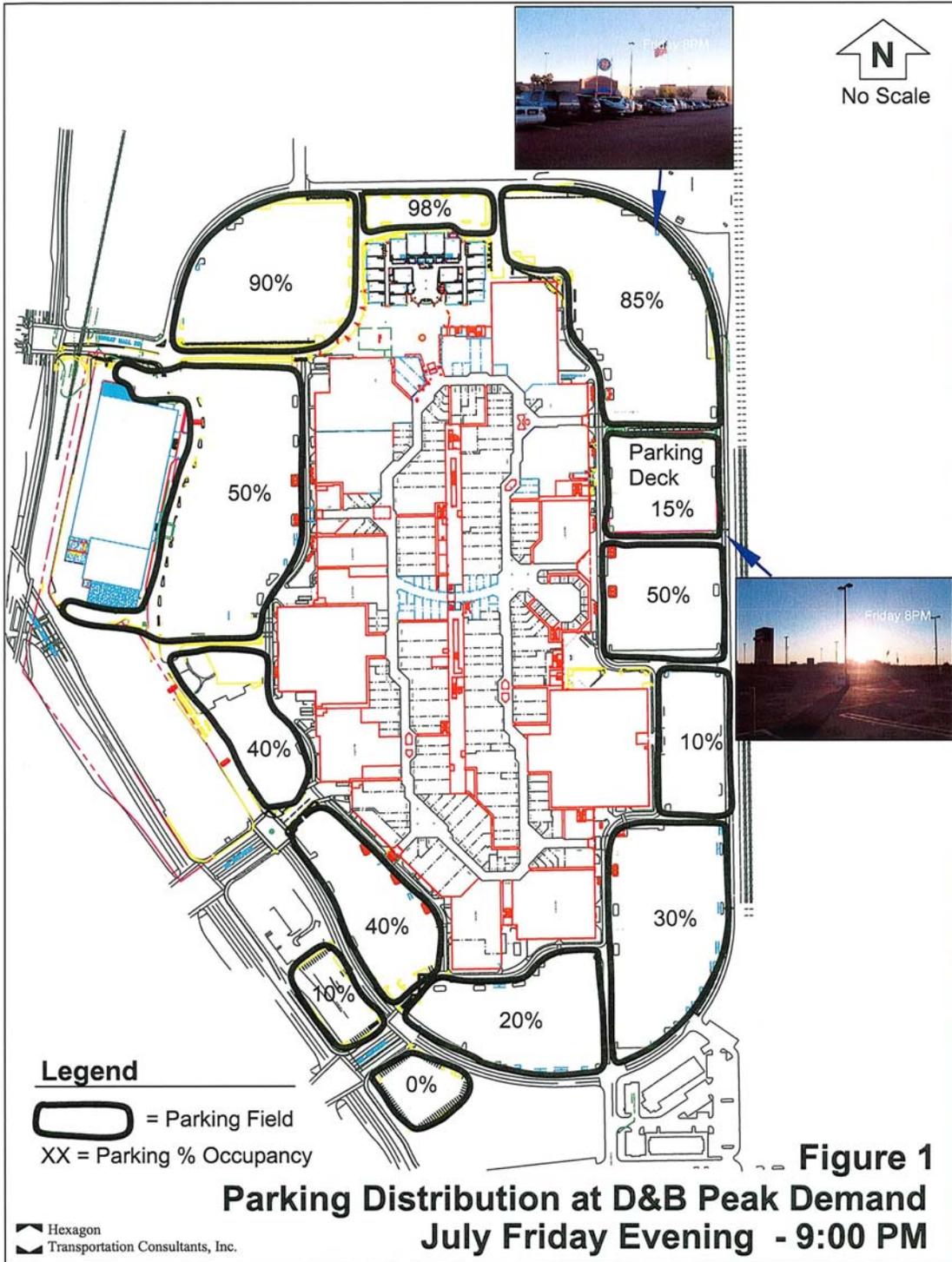
Brett Walinski P.E.
Principal

Attachments: Table 1, Figures 1 – 3

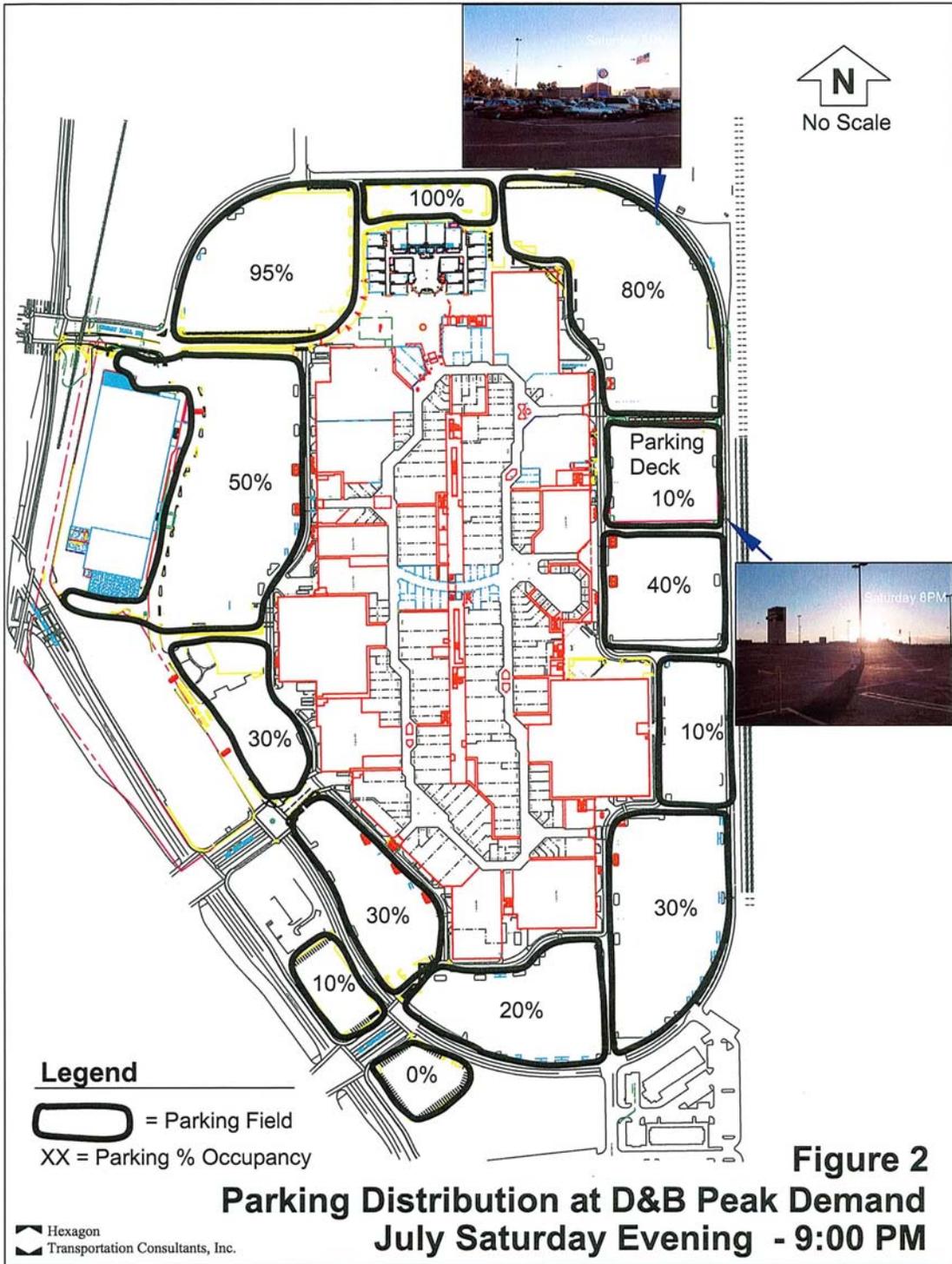
**Table 1
Great Mall Parking Surveys - Non Holiday Season**

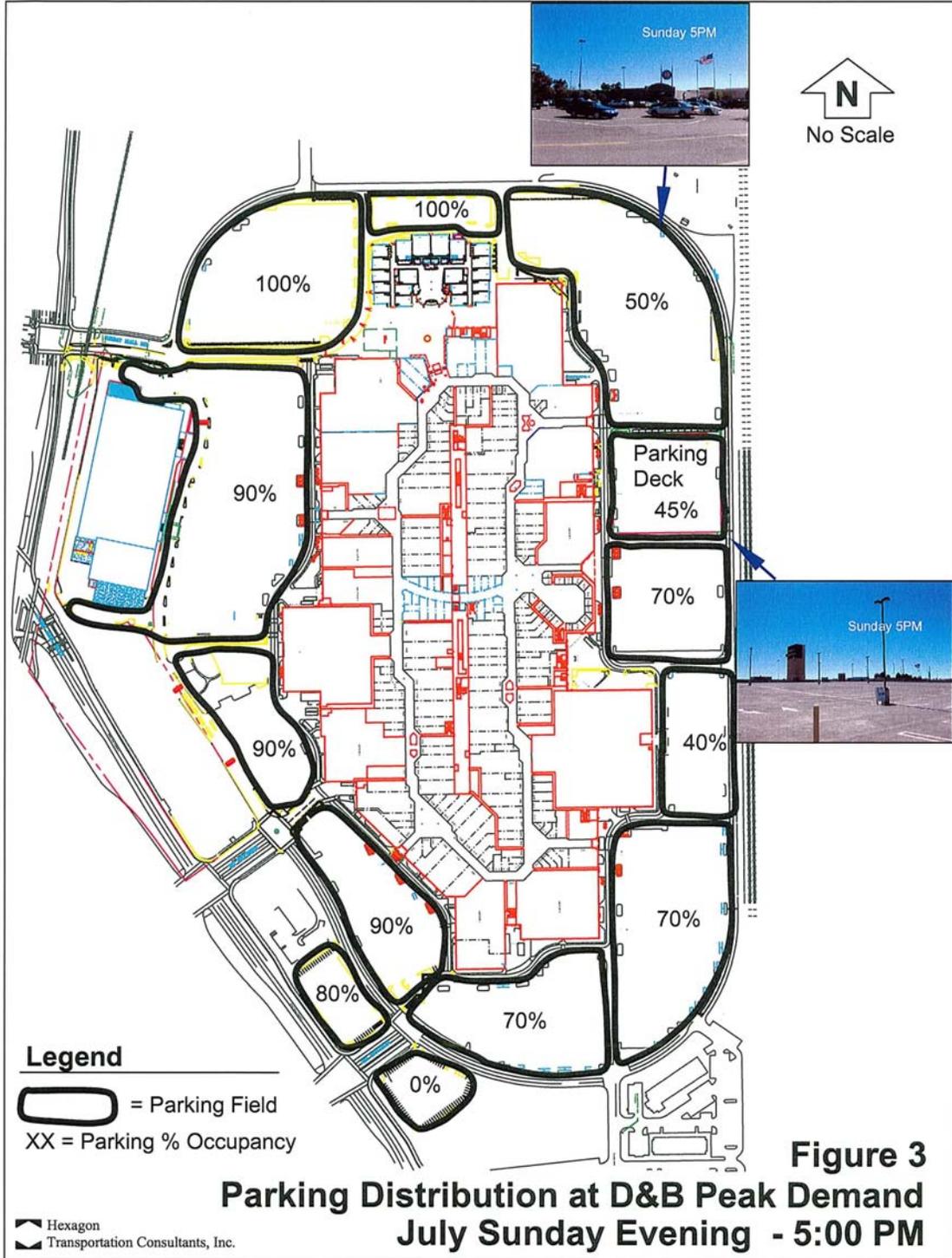
Time	Friday Evening 7/13/07			Saturday Afternoon 7/14/07			Sunday Afternoon 7/15/07				
	Demand*	Supply*	% Occupancy	Time	Demand*	Supply*	% Occupancy	Time	Demand*	Supply*	% Occupancy
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7:00 PM	3,788	6,705	56%	5:00 PM	4,668	6,705	70%	2:00 PM	4,236	6,705	63%
8:00 PM	4,090	6,705	61%	6:00 PM	4,451	6,705	66%	3:00 PM	4,823	6,705	72%
9:00 PM	3,180	6,705	47%	7:00 PM	4,279	6,705	64%	4:00 PM	5,014	6,705	75%
10:00 PM	1,710	6,705	26%	8:00 PM	4,081	6,705	61%	5:00 PM	4,563	6,705	68%
11:00 PM	1,602	6,705	24%	9:00 PM	2,912	6,705	43%	6:00 PM	4,156	6,705	62%

* Does not include handicapped or motorcycle spaces
Peak Hour in **BOLD**



D&B Parking Study - 2007





D&B Parking Study - 2007

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 2 Technical Memorandums
Date: January 29, 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 a comparison of off-street parking standards for Milpitas, several other local jurisdictions and published national standards.

Analysis

At the direction of the Parking Task Force, City Staff prepared a comparison of off-street parking standards for 10 cities (including Milpitas). The other nine cities included San Jose, Fremont, Santa Clara, Campbell, Mountain View, San Mateo, Redwood City, Dublin and San Rafael. Land uses surveyed were Residential, Industrial, Commercial, Institutional and Public/Quasi Public. The master spreadsheet containing a comparison of all ten cities is contained in the Attachments to this memorandum.

Industrial

Industrial land uses in this section are designated M1 (Light Industrial), M2 (Heavy Industrial) and MP (Industrial Park). Typical uses in these zoning districts are Research and Development, Manufacturing and Assembly and Warehouse. Table 1 illustrates the various off-street parking requirements for the major industrial uses.

As shown on Table 1, the range of off- street parking requirements for Research and Development is between 1 parking space per 250 square feet of Gross Floor Area (GFA) in the cities of Redwood City and Campbell to one space per 500 square feet of GFA (City of San Mateo). The City of Milpitas Zoning Ordinance requires one parking space per 300 square feet of GFA.

Table 1 Industrial Parking Requirements by Jurisdiction

Jurisdiction	Research and Development	Manufacturing and Assembly	Warehouse
Fremont	1/300 sq. ft.	1/300 sq. ft.	1/800 sq. ft.
San Jose	1/350 sq. ft.	1/250 sq. ft. + 1/company vehicle	2/5,000 sq. ft. up to 25,000 sq. ft. and 1/5,000 sq. ft over 25,000 sq. ft.
San Mateo	1/500 sq. ft.	1/1000 sq. ft. + 1/250 sq. ft. office	1/1,000 sq. ft up to 20,000 sq. ft and ¼,000 sq. ft. over 20,000 sq. ft.
Mountain View	1/300 sq. ft.	1/250 sq. ft. + 1/company vehicle	1/500 sq. ft. + 1/company vehicle
Redwood City	1/250 sq. ft.	1/2 employees or 1/600 sq. ft.	1/1,000 sq. ft. or 1/2 employees
Dublin	1/300 sq. ft. + 1/250 sq. ft. of office +1/company vehicle	1/400 sq. ft. + 1/250 sq. ft. office + 1/company vehicle	1/1,000 sq. ft.
San Rafael	1/500 sq. ft. of industrial +1/250 sq. ft. office	1/500 sq. ft.	1/500 sq. ft.
Campbell	1/250 sq. ft	1/400 sq. ft.	1/400 sq. ft.
Santa Clara	1/450 sq. ft	1/500 sq. ft. or 1/3 employees	1/1,000 sq. ft. or 1/3 employees
ITE	N/A	1.02 /1,000 sq. ft. or 0.97/employee	1/1.3 employees
Milpitas	1/300 sq. ft.	1/500 sq. ft.	1/1,500 sq. ft.

The Manufacturing and Assembly land use requirements range from one space per 250 square feet of GFA plus one space per company vehicle (City of San Jose) to one parking space per 1,000 square feet of GFA plus one space per 250 square feet of office and one space per company vehicle (City of Dublin). The Institute of Transportation Engineers *Parking Generation, 3rd Edition* average is 1.02 spaces per 1,000 square feet of GFA or 0.97 spaces per employee. The City of Milpitas Zoning Ordinance requires one space per 500 square feet of GFA.

The Warehouse land use parking requirements range from one space per 400 square feet of GFA (City of Campbell) to two spaces per 5,000 square feet of GFA up to 25,000 square feet and one space per 5,000 square feet of GFA over 25,000 square feet (City of San Jose). The ITE survey average is one parking space per 1.3 employees. The City of Milpitas Zoning Ordinance requires one parking space per 1,500 square feet of GFA.

Commercial/Retail

Commercial/retail land uses are contained in the C1 (Neighborhood Commercial), C2 (General Commercial), HS (Highway Services), TC (Town Center) and MXD (Mixed Use) zones within the City. Several sub categories fall under commercial/retail land uses. Therefore, a series of tables will be provided comparing the Milpitas Zoning Ordinance to other local jurisdictions parking standards.

Table 2A depicts a comparison of auto related uses including auto sales and service, auto service stations and full-service car washes. The auto sales and service land uses comparison yields ranges from one space per 200 square feet to one space per 450 square feet of showroom area plus additional spaces for outdoor sales area and service bays. The City of Milpitas Zoning Ordinance currently does not provide off-street parking standards for auto sales and service.

The next land use comparison was auto service stations. Most agencies parking standards are based on square footage of the building area plus number of service bays provided. The City of Milpitas Zoning Ordinance requires one parking space per 200 square feet or 3 spaces per service bay, whichever is greater.

The last auto-related uses analyzed were the full service car wash. Most jurisdictions require parking based on wash bays or wash lanes. The City of Milpitas Zoning Ordinance requires one parking space per 200 square feet of building area. The ITE Parking Generation Manual did not contain any parking data for these uses.

Table 2B illustrates a comparison of off-street parking requirements by jurisdiction for shopping center and retail land uses. As Table 2B indicates, most agencies require between 1 parking space per 200 to 250 square feet of GFA. for shopping center uses. The City of Milpitas Zoning Ordinance requires one parking space per 200 square feet of GFA. Retail sales uses have similar requirements with the lower range of one parking space per 300 square feet of GFA required by the City of Dublin. Milpitas requires one parking space per 200 square feet for the first floor and one per 300 square feet of GFA for second floors and above.

The ITE Parking Generation manual indicates ranges for shopping center and retail sales from 3 parking spaces to 4.5 parking spaces per 1,000 square feet of GFA. The ranges documented are for non-December and December rates, respectively. The shopping center land use category included restaurant and other uses in their surveys.

Table 2A Auto related use comparison by Jurisdiction

Jurisdiction	Auto Sales & Service	Service Station	Car Wash
Fremont	5 + 1/300 sq. ft.	5(1 per tow vehicle)	2.5/Wash Bay
San Jose	1/350 sq. ft. of enclosed showroom + 1/2500 sq. ft. of open area + 2/ service bay	4/service bay + 1/pump + 1/employee + 1 for information stop	1/employee + 1.5/lane
San Mateo	1/400 sq. ft. of showroom + 1/1000 sq. ft. of outdoor sales	2 + 2/service bay	5/Wash Bay
Mountain View	1/450 sq. ft. of showroom + 1/2000 sq. ft. of outdoor sales + 1/500 sq. ft. of service area + 1/300 sq. ft. of parts sales	1/180 sq. ft.	Parking Study Required
Redwood City		1/167 square feet + 3/service bay	N/A
Dublin	1/250 sq. ft. of office + 1/1000 sq. ft. of display + 1/400 sq. ft. of repair + 1/company vehicle	1/300 sq. ft. + 2/service bay – 5 min.	10 spaces
San Rafael	1/400 sq. ft. of showroom + 1/2000 sq. ft. of outdoor sales + 3/service bay	2/service bay + 1/250 sq. ft. of convenience area	N/A
Campbell	1/employee + 1/200 sq. ft	1/250 sq. ft. + 2/service bay	1/250 sq. ft. + 10/Wash Lane
Santa Clara	1/400 sq. ft. + ½ employees no less than 6 spaces	N/A	N/A
ITE	N/A	N/A	N/A
Milpitas	N/A	1/200 sq. ft. or 3/service bay	1/200 sq. ft.

Table 2B shopping Center/Retail Comparison by Jurisdiction

	Shopping Center	Retail Sales
Fremont	1/250 sq. ft.	
San Jose	N/A	1/200 sq. ft.
San Mateo	1/225 sq. ft.	1/300 sq. ft. up to 20 KSF + 1/225 sq. ft. over 20 KSF
Mountain View	1/250 sq. ft.	1/180 sq. ft.
Redwood City	1/200 sq. ft.	1/200 sq. ft.
Dublin	Per CUP	1/300 sq. ft.
San Rafael	1/250 sq. ft.	1/250 sq. ft.
Campbell	1/200 sq. ft.	1/200 sq. ft. + 1/1000 sq. ft. outdoor sales
Santa Clara	N/A	1/200 sq. ft.
ITE	3/1000 sq. ft. (non December) to 4.5 1000 sq. ft. (December)	1/333 sq. ft. (non December) to 4.5 1000 sq. ft. (December)
Milpitas	1/200 sq. ft.	1/200 sq. ft. 1st floor + 1/300 sq. ft. 2+ floors

Table 2 C presents a comparison of entertainment and recreational land use off-street parking standards by jurisdiction. The health club land use off-street parking requirements ranged between one spaces per 80 square feet of GFA (City of San Jose) to one space per 250 square feet of GFA (City of San Rafael). The City of Milpitas Zoning Ordinance currently does not contain a parking requirement for health club uses. The ITE Parking Generation manual specifies 5.15 parking spaces per 1,000 square feet of GFA.

The next land use comparison was for the private club or lodge classification. The off-street parking requirements by jurisdiction ranged from one parking space per 50 square feet of GFA (Cities of Fremont and Dublin) to one space per 200 square feet of GFA (City of Campbell). The City of Milpitas Zoning Ordinance requires one parking space per 200 square feet of GFA.

The movie theatre land use classification comparison by jurisdiction indicated a range of off-street parking requirements. The high end of the range is 1 space per three seats (Cities of Campbell and Dublin) to one space per five seats (City of San Mateo). The City of Milpitas Zoning Ordinance currently does not contain a parking requirement for movie theatres. The ITE Parking Generation manual specifies a rate of one parking space per four seats.

Table 2C Entertainment and Recreation Comparison by Jurisdiction

Jurisdiction	Health Club	Private Club or Lodge	Movie Theater
Fremont	10 spaces + 1/200 sq. ft.	1/50 sq. ft. or 1/5 seats	1/3.5 seats
San Jose	1/80 sq. ft.	¼ seats + 1/500 sq. ft. of outdoor area	1/3 seats 3 screens or less, 1/3.3 seats 4 screens and over
San Mateo	1/200 sq. ft.	1/70 sq. ft.	1/5 seats
Mountain View	1/200 sq. ft.	N/A	1/3.5 seats
Redwood City	N/A	N/A	1/3.5 seats
Dublin	1/50 sq. ft. of gym and aerobic + 1/250 sq. ft. of office	1/50 sq. ft.	1/3 seats or 1/50 sq. ft.
San Rafael	1/250 sq. ft.	N/a	Parking Study Required
Campbell	1/150 sq. ft.	1/200 SQ. FT.	1/3 seats or 1/35 sq. ft.
Santa Clara	N/A	1/100 SQ. FT.	¼ seats or 1/32 sq. ft.
ITE	5.19 spaces per 1,000 sq. ft.	N/A	¼ seats
Milpitas	N/A	1/200 SQ. FT.	N/A

Table 2D illustrates the comparison of off-street parking requirements for food service related uses by jurisdiction. As presented in Table 2D, the eating establishment land use (commonly referred to as restaurant) off-street parking requirements are very consistent among the jurisdictions requirements. The parking requirement appears to generally be one parking space per three seats or one space per 100 square feet. The City of Milpitas Zoning Ordinance requires one parking space per three seats plus ten percent 10% for employees. The ITE Parking Generation manual documents one space per three seats or one space per 100 square feet.

The take out shop land use classification (also commonly referred to as fast food restaurants) generally have consistent requirements for off-street parking. Most jurisdictions require 1 parking space per 50 to 75 square feet of GFA. The City of Campbell had the lowest requirement at one space per 2250 square feet of GSA. The City of Milpitas Zoning Ordinance requires one space per 2.5 seats plus one space per 50 feet of take out area. The ITE Parking Generation manual specified one parking space per two seats or one space per 80 square feet of GFA.

Table 2D Food Service Comparison by Jurisdiction

Jurisdiction	Eating Establishment	Take out Shops
Fremont	1/3.5 seats + 10^ for employee	N/A
San Jose	N/A	1/75 sq. ft. min = 5 spaces + 1/delivery vehicle
San Mateo	1/50 sq. ft. up to 4 KSF and 1/80 sq. ft. over 4 KSF	1/50 sq. ft. +1/2employees
Mountain View	1/2.5 seats or 1/100 sq. ft.	1/80 sq. ft.
Redwood City	1/3 seats	1/3 seats or 1/50 sq. ft.
Dublin	1/100 sq. ft.	1/50 sq. ft.
San Rafael	1/50 sq. ft.	1/2.5 seats or 1/50 sq. ft.
Campbell	1/3 seats	1/250 sq. ft.
Santa Clara	1/3 seats or 1/200 sq. ft.	N/A
ITE	1/3 seats or 1/100 sq. ft.	1/2 seats or 1/80 sq. ft.
Milpitas	1/3 seats + 10% employee	1/2.5 seats + 1/50 sq. ft. take out area

Institutional

Institutional land uses could be located in a variety of zoning districts. Institutional land uses in this memorandum include educational facilities, health services and public/quasi-public uses.

Table 3A presents a comparison of off-street parking requirements for educational land uses by jurisdiction. Off-street parking requirements for elementary schools vary considerably by jurisdiction. The City of San Mateo requires one parking space per employee, while the City of San Rafael requires 3 spaces per classroom plus parking for an auditorium. The City of Milpitas Zoning Ordinance does not contain parking standards for elementary school uses. The ITE Parking Generation manual specifies one parking space for every four students enrolled.

The Secondary School parking requirements appear to be more consistent among the jurisdictions surveyed. The parking standard is one space per classroom or office plus one parking space for every five to ten students. The City of Milpitas Zoning Ordinance does not contain any requirements for secondary school uses. The ITE Parking Generation manual specifies one parking space per four students.

Table 3A Educational Comparisons by Jurisdiction

Jurisdiction	Elementary School	Secondary School	Post Secondary/Trade School
Fremont	1/employee	1/employee + 1/7 student seats	1/3 seats
San Jose	1/teacher + 1/employee	1/teacher + 1/employee + 1/5 student seats	1/3 students
San Mateo	1/employee + loading area	1/employee + 1/6 student seats	1/employee + 1/3 students
Mountain View	1/classroom and office + 1/100 sq. ft. of auditorium	1/student over 16 years old	1/student
Redwood City	N/A	N/A	N/A
Dublin	2/classroom + 60 feet of loading/100 students	1/classroom + 1/4 students + 60 ft. loading/200 students	Per CUP
San Rafael	3/classroom + 1/100 sq. ft. of auditorium	1/4 students of capacity	1/150 sq. ft.
Campbell	1.5/classroom + 1/75 sq. ft. of assembly	1/classroom + 1/75 sq. ft. of assembly	15/classroom + 1/75 sq. ft. of assembly
Santa Clara	1/classroom – min = 3	1/classroom or office + 1/10 students	1/classroom + 1/5 students – min + 1/200 sq. ft.
ITE	1/4 students	1/4 students	1/5 students
Milpitas	N/A	N/A	1/200 sq. ft.

The Post Secondary/Trade school off-street parking requirements range between one spaces per student (City of Mountain View) to one space per three students (Cities of Fremont and San Jose). The City of Milpitas Zoning Ordinance requires one parking space per 200 square feet of GFA. The ITE Parking Generation manual specifies one parking space per five students.

Table 3B presents a comparison of off-street parking requirements for health service land uses by jurisdiction. As shown on Table 3B, the parking requirements for hospital uses varies significantly by jurisdiction. The range is from one space per bed (City of Mountain View) to 3 spaces per bed plus one space per doctor plus one space for every three employees (City of Dublin). The City of Milpitas Zoning Ordinance requires one space per bed or one space per 200 square feet of GFA. The ITE Parking Generation manual specifies 4.72 spaces per bed or 0.83 spaces per employee.

The medical/dental office land use classification parking requirements are fairly consistent among jurisdictions surveyed, ranging between one space per 200 square feet of GFA and one space per 250 square feet of GFA. The Milpitas Zoning Ordinance requires one space per 225 square feet of GFA. The ITE Parking Generation manual specifies 3.33 spaces per 1,000 square feet of GFA.

Table 3B Health Service Comparison by Jurisdiction

Jurisdiction	Hospital	Medical Dental Offices	Veterinary Clinic
Fremont	1/1.5 beds	1/200 sq. ft.	N/A
San Jose	1/2.5 beds	1/250 sq. ft.	1/250 sq. ft.
San Mateo	1/. 75 beds	1/200 sq. ft.	1/250 sq. ft
Mountain View	1/bed	N/A	1/250 sq. ft
Redwood City	1/bed + 1/employee	1/200 sq. ft.	1/200 sq. ft.
Dublin	1/doctor + 1/3 employees + 3/bed	N/A	N/A
San Rafael	Parking Study Required	1/225 sq. ft.	1/150 sq. ft.
Campbell	1.25/bed + 1/400 for office + ancillary uses	N/A	N/A
Santa Clara	1/2beds + 1/2 employees + 1/doctor	N/A	N/A
ITE	4.72/bed or 0.83/employee	3.53/1000 sq. ft.	1.6/1000 sq. ft. or 1/4/employee
Milpitas	1/bed or 1/220 sq. ft.	1/225 SQ. FT.	N/A

The veterinary clinic classification parking requirements are also fairly consistent for the jurisdictions surveyed. The ranges are from a low of one space per 250 square feet of GFA (cities of San Jose, San Mateo and Mountain View) to a high of one space per 150 square feet of GFA in the city of San Rafael. The City of Milpitas Zoning Ordinance does not provide parking requirements for this use. The ITE Parking Generation Manual specifies 1.6 parking spaces per 1,000 square feet of GFA or 1.4 spaces per employee.

Table 3C depicts the comparison of off-street parking requirements for public and quasi-public land use by jurisdiction. As shown on Table 3C, the religious/assembly uses off-street parking requirements vary considerably by jurisdiction. The ranges in standards are from one parking space per 4 seats to 1 parking space per 6 seats with both also requiring additional parking for office and classrooms. The City of Milpitas Zoning Ordinance requires one space per 5 seats plus one space per 250 square feet of office plus one space per classroom. The ITE Parking Generation manual specifies one space per six seats or one space per 125 square feet of GFA.

The museum/library land use classification requirements for off-street parking vary considerably among the jurisdictions surveyed. The City of Santa Clara has the most stringent requirements at one parking space per 100 square feet of GFA, while the City of San Mateo has the lowest requirements at one space per 1,000 square feet of GFA. The City of Milpitas Zoning Ordinance requires one parking space per 400 square feet of GFA. The ITE Parking Generation manual specifies 2.8 parking spaces per 1,000 square feet of GFA (roughly one parking space per 300 square feet of GFA).

The comparison of off-street parking requirements for the community center land use contains only one listing. The City of San Jose Zoning Ordinance requires one parking space per 4 seats (or 6 linear feet of bench) plus one space per 500 square feet of outdoor area. The City of Milpitas Zoning Ordinance does not contain standards for community center uses. The ITE Parking Generation manual does not contain any listing for community center uses.

Residential

Residential zoning districts in the Milpitas Zoning Ordinance include R-1 (single Family), R2 (One or Two Family), R3 (Multi Family High Density) and R4 (Multi Family Very High Density). Multi family units and guest parking requirements by jurisdiction are generally driven by the number of bedrooms provided. Most jurisdictions surveyed did not distinguish between apartments and condos/townhouses (ownership).

Table 4 presents a comparison of off-street parking requirements by jurisdiction for residential land uses. As shown on Table 4, most jurisdictions require 2 off-street parking spaces for single-family dwelling units. The City of Fremont requires three parking spaces for single-family dwelling units containing more than four bedrooms. The City of Milpitas Zoning Ordinance requires two covered parking spaces per single-family dwelling unit. The ITE Parking Generation manual specifies 1.83 spaces for single-family dwelling units.

Table 3C Public/Quasi-Public Comparison by Jurisdiction

Jurisdiction	Religious Assembly	Museum/Library	Community Center
Fremont	1/100 sq. ft. of assembly area	10 + 1/ 200 sq. ft.	N/A
San Jose	1/4 fixed seats or 1/6 linear feet or 1/30 sq. ft. of assembly	1/300 sq. ft.	1/4 seats or 1/6 linear ft. +1/500 sq. ft. of outdoor uses
San Mateo	1/5 seats + 1/42 sq. ft. of open areas	1/1,000 sq. ft.	N/A
Mountain View	1/170 sq. ft.	Parking Study Required	N/A
Redwood City	1/3.5 seats or 1/50 sq. ft. + 1/classroom	N/A	N/A
Dublin	1/3 seats or 1/50 sq. ft. + 1/classroom	Per CUP	N/A
San Rafael	1/4 seats	Parking Study Required	N/A
Campbell	1/4 seats + 1/40 sq. ft. of assembly area	1/200 sq. ft.	N/A
Santa Clara	1/6 seats or 1/50 sq. ft. of assembly + 1/office	1/100 sq. ft. min = 15	N/A
ITE	1/6 seats Or 1/125 sq. ft.	2.61 / 1,000 sq. ft. or	N/A
Milpitas	1/5 seats + 1/250 sq. ft. of office + 1/classroom or 1/7 sq. ft. assembly area	1/400 sq. ft.	N/A

The off-street parking requirements for multi - family dwelling units is similar among the cities surveyed. The guest-parking ratio varied between 15% (cities of Mountain View and San Rafael) and 50 % (cities of Fremont and Dublin). The City of Milpitas Zoning Ordinance requires 1.5 spaces for a one-bedroom unit, two spaces for a two-bedroom unit and 15 percent guest--parking. in the R4 zoning district. The R3 zoning district requires 20 percent guest parking. The ITE Parking Generation manual identifies an average of 1.5 parking spaces per dwelling unit.

The comparison of off-street parking requirements for hotels/motels for the jurisdictions surveyed indicates fairly uniform standards. All jurisdictions required at least on space per room plus additional spaces for resident managers and ancillary uses. The City of Milpitas Zoning Ordinance requires one parking space per guest room, plus two spaces per resident manager. The ITE Parking Generation Manual indicates an average of 0.90 spaces per room.

Table 4 Comparison of Residential Uses by Jurisdiction

Jurisdiction	Single- Family	Multi-Family	Hotel/Motel
Fremont	2 covered 4 BR or less, 5 Br = 3 covered	1 BR = 1 covered +.5 guest, 2 BR+ = 1.5 +.5 guest	5 + 1/room + code for ancillary uses
San Jose	2 covered	Studio/1BR = 1.5, 2BR = 1.8, 3BR = 2.0	1/room + 2/manager
San Mateo	2 covered + 1/750 of additional uses	Studio = 1.5, 1BR = 1.8, 2BR = 2.0, 3BR = 2.2 (includes guest)	1/room + ½ employees + code for ancillary uses
Mountain View	2 spaces, 1 covered	Studio = 1.0, 1BR = 2.0, TH = 2.5 + 15% guest	1/room + code for ancillary uses
Redwood City	2 covered up to 4 BR .50 for additional BR	Studio = 0.75, 1 BR = 1.0, 2 BR = 1.5, max = 3.0, TH/Dup = 2.0	1/room + code for ancillary uses
Dublin	2 in garage + 1 on-street	Studio/1 BR = 1.0, 2 BR = 2.0 guest =1/2units	1/room + 1/employee + 1/250 sq. ft. of office + 1/300 sq. ft. for retail + 1/100 sq. ft. of restaurant
San Rafael	2 covered	Studio = 1.0, 1 BR = 1.5, 2 BR+ = 2.0 + 15% guest	1/room + 2/employee + 1 resident manager
Campbell	2 – 1 covered	Apartment 1BR =1.5, 2 BR = 2.0 + 20% guest, Condos 1BR = 2.0, 2BR+ = 2.5	1/room + 1/employee
Santa Clara	N/A	N/A	1/room
ITE	1.83/unit	1.5/unit	0.90/room
Milpitas	2 covered	1 BR = 1.5, 2 BR = 2.0 + 15% guest, R3 = 2.0/ unit + 20% guest	1/room + 2 resident manager

Conclusions

After a comprehensive review of nine local jurisdictions off-street parking requirements from their respective Zoning Ordinances and comparison with the City of Milpitas standards, the following conclusions are noted:

1. In most cases, off-street parking requirements are fairly consistent among jurisdictions surveyed.
2. The City of Milpitas off-street parking requirements are generally in the range of local and national averages, however, lack a wide variety of land use categories that other jurisdictions include.
3. The City of Milpitas Parking Section of the Zoning Ordinance is “compact” and should be expanded to include a wider variety of land use classifications.
4. With Transit Oriented Development (TOD) and mixed-use developments becoming more common, the parking standards should reference the Urban Land Institute *Shared Parking* publication to make more efficient use of available parking supply.
5. Parking standards may need to be differentiated between suburban and urban style development areas within the City.

ATTACHMENTS

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	<u>Parking Standard Comparison by Jurisdiction</u>												
2													
3	Land Use		Milpitas	Fremont	San Jose	San Mateo	Mtn. View	Redwood City	Dublin	San Rafael	Campbell	Santa Clara	
135	Industrial Services		1/300 sq. ft.	1/300 sq. ft.	1/350 sq. ft.				1/400 sq. ft.+	1/500 sq. ft.		1/750 sq. ft	
136									1/250 office+			or 1/3 emp.	
137									1/comp. Auto				
138													
139													
140	<u>Offices & Financial Services</u>												
141													
142	Financial Institution		1/180 sq. ft.	1/200 sq. ft.	1/250 sq. ft.	1/250 sq. ft.	1/300 sq. ft.	1/250 sq. ft.	1/150 sq. ft.	1/200 sq. ft.	1/350 sq. ft.	1/300 sq. ft.	
143													
144	Automated Teller Machine				2/Machine	2/machine	1/machine						
145													
146	General Offices		1/200 sq. ft 1st		1/250 sq. ft.	1/335 sq. ft.	1/300 sq. ft.	1/250 sq. ft.	1/250 <7500	1/250 sq. ft.	1/225 sq. ft.	1/300 sq. ft.	
147			1/400 sq. ft. 2+						1/300 <40,000				
148									1/350>40,000				
149													
150	<u>Public, Quasi-Public &</u>												
151	Assembly Uses		1/4 seats			1/5 seats +		1/3.5 seats	1/3 seats+ 1/	1/4 seats	1/4 seats + 1/	1/4 seats or	
152						1/35 sq. ft.			50 sq. ft.		40 assembly	1/32 sq. ft.	
153													
154	Church or Religious Center		1/5 seats +	1/100 sq. ft	1/4 fixed seat	1/5 seats + 1/	1/170 sq. ft.	1/3.5 seats or	1/3 seats or 1/	1/4 seats	1/4 seats +	1/6 seats or	
155			office and	Assembly	or 1/6 linear	42 sq. ft. in		1/50 sq. ft.+ 1	50 sq. ft. + 1/		1/40 sq. ft. of	1/50 sq. ft. +	
156			classroom	Area	ft. of seat or	open areas		eats in class	classroom		assembly	1/office	
157					1/30 sq. ft. of								
158					Assembly								
159													
160	Museums/libraries		1/400 sq. ft.	10 + 1/200	1/300 sq. ft.	1/1,000 sq. ft.	study req'd		Per CUP	Pkg Sdy Req	1/200 sq. ft.	1/100 sq. ft.	
161												min=15	
162	Parks and Playgrounds				1/500 sq. ft.								
163													
164	Community Centers				1/4 seats or								
165					1/6 linear ft, 1								
166					200 sq. ft., 1/								
167					500 sq. ft. out-								
168					door uses								
169													
170	<u>Residential</u>												
171													
172	Mixed Use/Ground Floor				Respective			code for res+					
173	Retail with Resid. Above				Comm. And			75% of retail					
174					Resid. Req.								
175													
176	Multiple Family Dwelling		1br=1.5, 2br=	1 covered. .5	Calculated by	Studio = 1.5, 1	studio=1.0, 1	studio=0.75, 1	Studio=1,1br=	Studio=1, 1 br	1br=3, 2br=3.5		
177			2.0 -15% guest	guest 1 Bed	Bedrooms	br=1.8, 2br=	br+ = 2 15%	br=1.0, 2br+=	1, 2br=2+gues	1.5, 2br+=2	Apt=1br=1.5,		
178			R3=2.0/unit+	1.5, .5 guest		2.0, 3br =2.2	guest	1.5 - max=3.0	1/2 units	guest=1/5	2br=2 +.2 gst.		

	A	B	C	D	E	F	G	H	I	J	K	L	M
1			<u>Parking Standard Comparison by Jurisdiction</u>										
2													
3	Land Use		Milpitas	Fremont	San Jose	San Mateo	Mtn. View	Redwood City	Dublin	San Rafael	Campbell	Santa Clara	
179			20% guest	2 bedroom +		(inc. guest)	TH= 2.5/unit	TH/DUP = 2.0					
180													
181	Single Family Dwelling		2/unit	2 Covered or	2 Covered	2 covered + 1	2 spaces, 1	2 covered up	2 in garage +	2 covered/	2/unit - 1		
182			covered	3 covered 5+		for each add'l	covered	to 4, br+0.5	1 on-street	unit	covered		
183				Bedrooms		750 sq. ft		for add'l br					
184													
185	Mobile Home			2/unit					2/unit+.5 gst.	2/unit	2/unit+.25 gst		
186													
187	SRO Facilities			1/SRO Unit	1/SRO Unit		1/unit +1/emp			.75/unit	1/3 units		
188													
189	Hotels/Motels		1/nit +2/ res.	5+1/room +	2/manager +	1/room+1/2	1/guest room+	1/guest room+	1/room+1/250	1/room + 2/	1/room +1/	1/room	
190			manager	code for	1/guest room	emp.+code	code for	code for	office+1/300	emp. + 1/res.	employee		
191				other uses		ancillary uses	ancillary use	ancillary use	retail+1/100	manager			
192									rest+1/emp.				