



Chamber Parking
Subcommittee Report

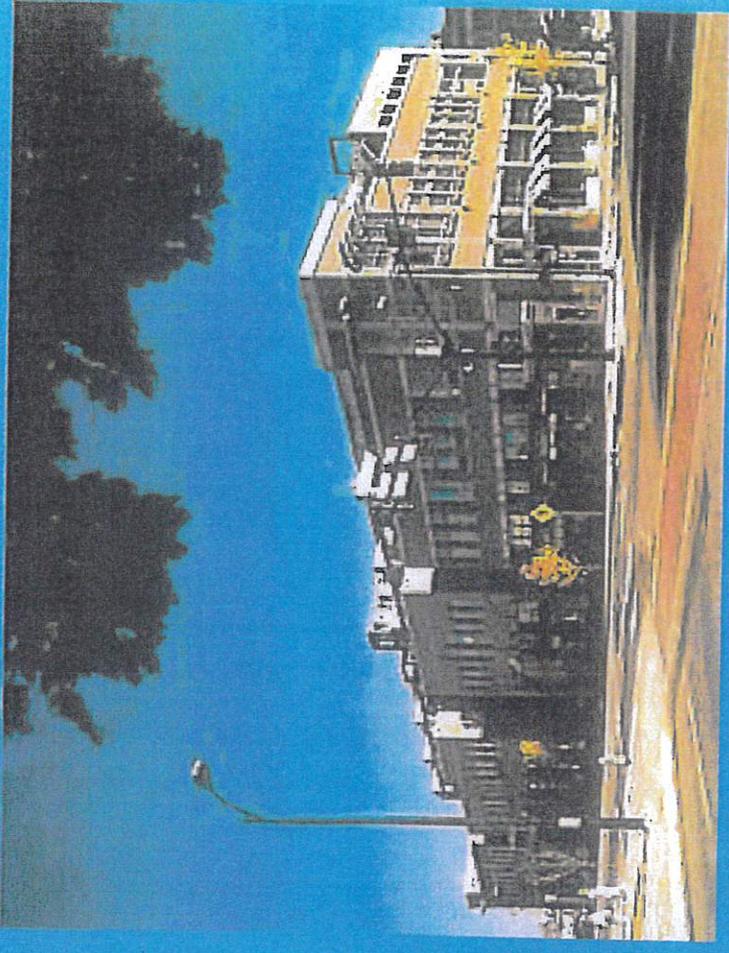
Downtown Los Altos

June 4, 2014

CHAMBER CONCERNS

- During past 30+ years, almost every parking study has concluded that a parking structure is needed
- Parking structure can be a five-year project
- Until construction begins, the process can be stopped at any time if it is determined that a parking structure is not needed
- Pursuit of a long-term solution does not prevent consideration of short-term solutions, including parking management implementation

Chamber formed a Parking Subcommittee, consisting of Dan Brunello, Barry Groves, Ron Labetich, Jeff Morris, Ron Packard, Mark Rogge and Julie Rose



The Subcommittee was created to consider a parking structure as a long-term solution

The recommendation of the Subcommittee is to engage a parking structure design company to involve the public (focus groups, public hearings, study sessions, etc.), then develop a schematic design to be submitted to the Council

The Subcommittee began with a careful review of the Downtown Los Altos Downtown Parking Management Plan (Parking Master Plan) prepared by CDM Smith and adopted by the City in September 2013



Questions the Parking Master Plan considered:

Then condition – 2012

Projected short-term – 2014

Projected mid-term – 2017-2022

Projected long-term – 2022 and after

Recommendations on a parking structure?

The Parking Master Plan's analysis was based primarily on the parking inventory and building sizes within the downtown Parking District

(Note: 400 Main and Safeway are not part of the Parking District)

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN



Legend

- On-Street Parking
- Off-Street Parking with Plaza ID
- Downtown Parking District
- Study Area Boundary

Scale: 0 10 20 30 40 50



Figure 1-1: Study Area

2012

Parking inventory (stalls):

On-street	245
Off-street (Plazas)	1,204
400 Main (including dirt)	96
Safeway	<u>-</u>
Total	1,545

Building inventory (sq. ft.):

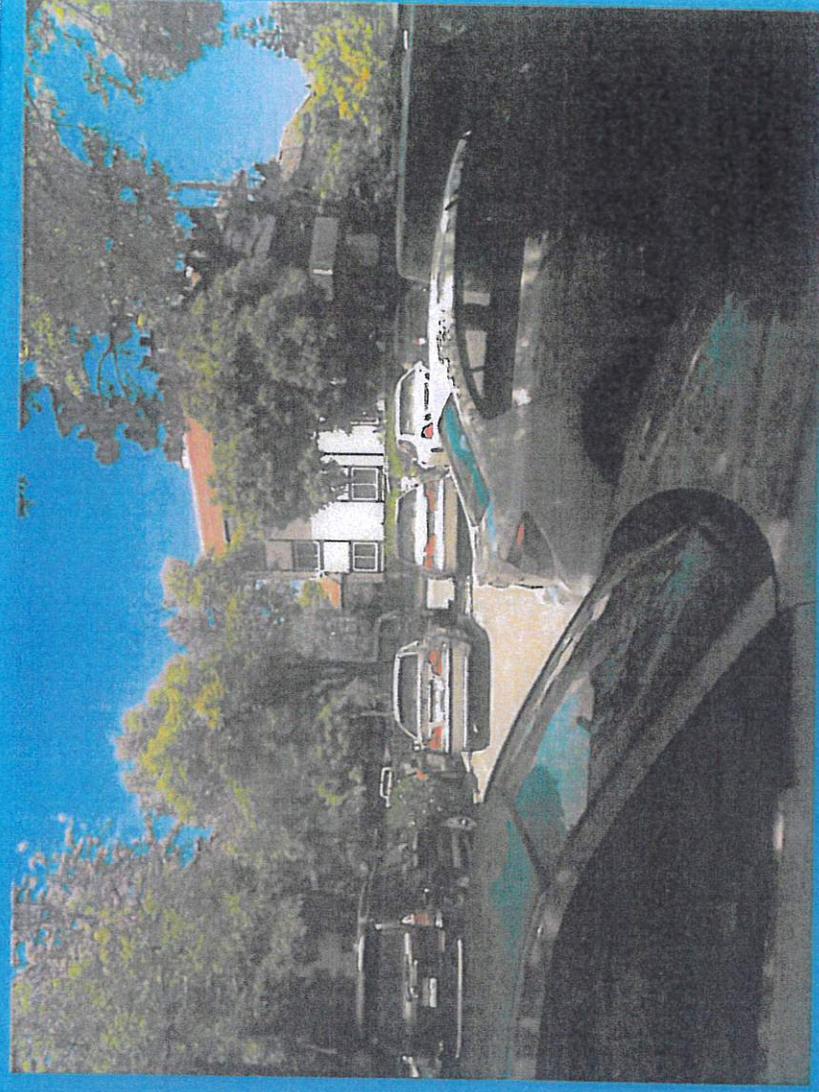
Boutique retail	158,000
Personal Services	35,000
Office	140,000
Fine/Casual Dining	45,000
Other	<u>57,000</u>
Total	435,000

Parking Model (% of capacity):

September weekday (peak hour)	82%
September weekend (peak hour)	68%
December weekday (peak hour)	85%

The parking model is based on current zoning, assuming no variances or entitlements are granted as an exception to the parking requirements

Public perception of the parking condition in 2012, as stated in the Parking Master Plan?



2012 Godbe Research survey on downtown parking –

53% said that there is enough parking
35% said that there is not enough parking

Majority – if more parking needed, use garage

	<u>2012</u>	<u>2014</u>	<u>2017-22</u>	<u>2022 +</u>
Parking inventory (stalls):				
On-street	245	237	237	237
Off-street (Plazas)	1,204	1,195	1,195	1,195
400 Main (including dirt)	96	-	-	-
Safeway	-	34	34	34
Total	1,545	1,466	1,466	1,466

Building inventory (sq. ft.):

Boutique retail	158,000	158,000	145,000	138,000
Personal Services	35,000	35,000	30,000	15,000
Office	140,000	140,000	140,000	135,000
Fine/Casual Dining	45,000	45,000	52,000	60,000
Other	57,000	57,000	68,000	87,000
Total	435,000	435,000	435,000	435,000

Parking Model (% of capacity):

September weekday (peak hour)	82%	86%	90%	93%
September weekend (peak hour)	68%	79%	76%	84%
December weekday (peak hour)	85%	89%	92%	95%

2012 2014 2017-22 2022 +

Parking inventory (stalls):
Total

1,545 1,466 1,466 1,466

Building inventory (sq. ft.):
Total

435,000 435,000 435,000 435,000

Parking Model (% of capacity):

September weekday (peak hour)	82%	86%	90%	93%
September weekend	68%	79%	76%	84%
December weekday	85%	89%	92%	95%

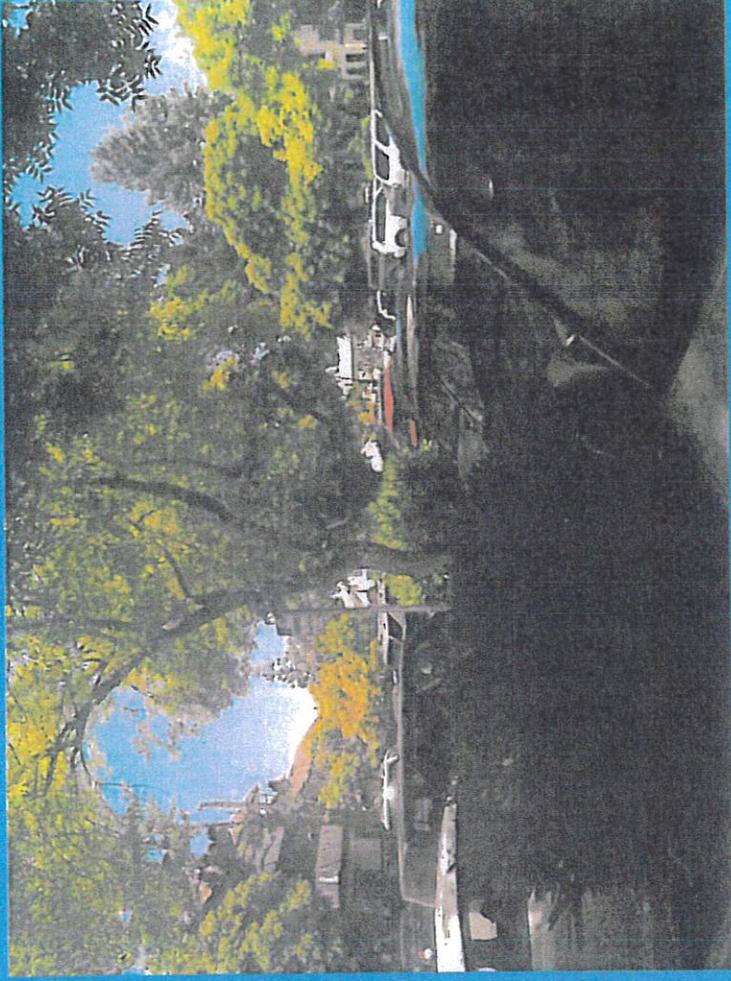
Estimated parking spaces needed for
85% [Table 3-7]

21 81 144

PARKING MASTER PLAN

- Conclusions

1. “The application of an effective parking supply buffer to achieve 85 percent occupancy on a typical weekday would require an additional 21 to 141 spaces;” [4.2.2]
2. “. . . additional supply is available on-street immediately outside the district. It is expected that increased spillover into these areas would occur.”
3. Final sentence: “Consideration of all these factors suggests that the best approach to expanding the parking supply in the Downtown would be to develop structured parking, rather than attempting to gain parking by reconstructing the parking plazas.” [4.3]



NEW REALITIES

- The model of the Parking Master Plan assumes that “any new developments that occur within or adjacent to the Downtown Parking District would be accommodated by self-provided parking.”
- There are at least four concerns with this assumption:
 - 1 It does not take into account projects approved without the required parking, such as a hotel that replaced vacant land
 - 2 There are properties within the CRS district that are not built out to 100% FAR, but can be expanded without providing any additional parking, such as the bank drive-through on Main Street

NEW REALITIES (cont'd)

- 3 Safeway has a buyout option (\$2,380,000 anytime during the first 5 years after it opens for business, and \$1,000,000 thereafter), that would eliminate 129 public parking stalls, which is counted as 34 stalls in the adopted Parking Plan
- 4 New developments outside but adjacent to the Parking District were not included, even though the tenants, patrons, customers, visitors and residents of those new developments may use the public plazas and street parking instead of the on-site parking.

NEW REALITIES

This new and attractive building is next to but not within the Parking District

Nothing prevents its customers from using the convenient parking plazas, instead of the provided underground parking



This situation may be repeated many times with other new developments outside of but next to the Parking District

NEW REALITIES

In fact, there are significant adjacent developments that cumulatively warrant caution when it comes to projecting the 85% capacity parking stall count, even though they are “fully parked” per City standards:

	<u>Prior (5-2012)</u>	<u>New</u>	<u>Net increase</u>
• Safeway	22,000 s.f.	45,000 s.f.	23,000 s.f.
• Hotel	dirt	12,000 s.f.	12,000 s.f.
• 400 Main	dirt	31,000 s.f.	31,000 s.f.
• 86 Third	<u>5,315 s.f.</u>	<u>33,660 s.f.</u>	<u>28,345 s.f.</u>
Totals	27,315 s.f.	121,660 s.f.	94,345 s.f.

Going from 435,000 sq. ft. to 529,345 sq. ft. is a 22% increase

NEW REALITIES

This 22% increase in the immediately adjacent developments will most likely have a material and negative impact on the public plaza and street parking within the Parking District, including a spillover into residential areas

Spillover into residential areas has become such a significant problem in Palo Alto that it has imposed a moratorium on downtown developments that are not self-parked

ALTERNATE PURPOSES OF A GARAGE

The purpose of a garage depends on two factors: (1) the parking spaces needed (at the time the garage is built) to get parking at 85% capacity, and (2) the number of additional net parking spaces the garage will provide.

For example, if there is a deficit of 150 parking spaces based on a survey in the future, and if the parking garage provides 175 net spaces, then it is assumed that the first 150 parking spaces would be used to satisfy the then parking deficit. This would leave 25 parking spaces for other possible uses.

After reviewing the City's Parking Plan, the Subcommittee did the following:

Engaged International Parking Design (IPD) from Oakland, an internationally recognized parking garage design company, for preliminary schematics and to obtain an estimate of the cost to prepare final schematics

Obtained cost estimates from a general contractor with extensive experience constructing public garages

Consulted bonding counsel in San Francisco who did the last several bond issuances for the City, regarding financing alternatives

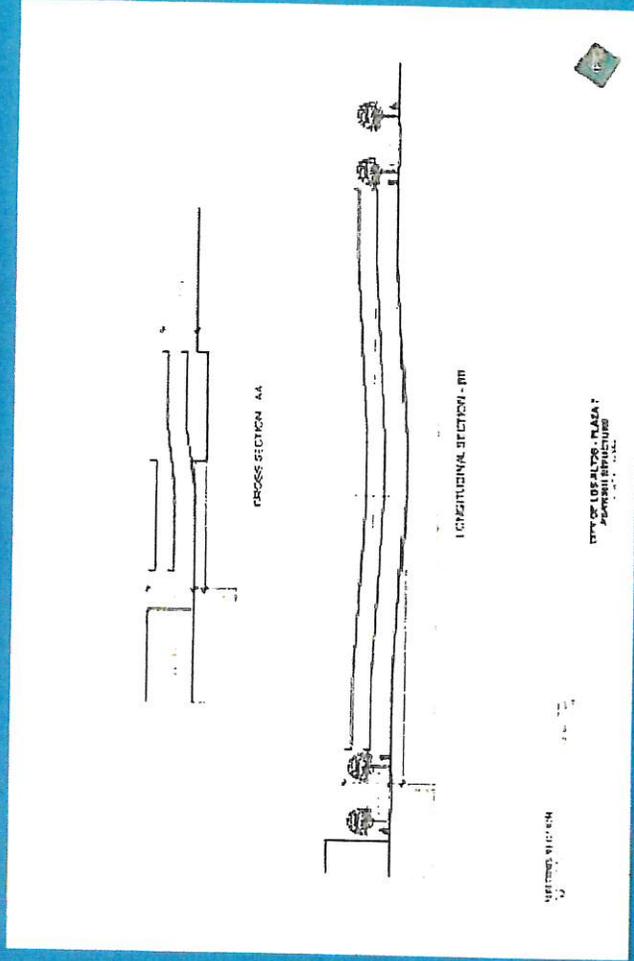
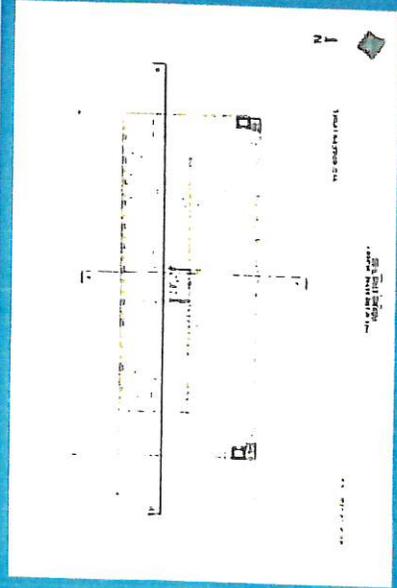
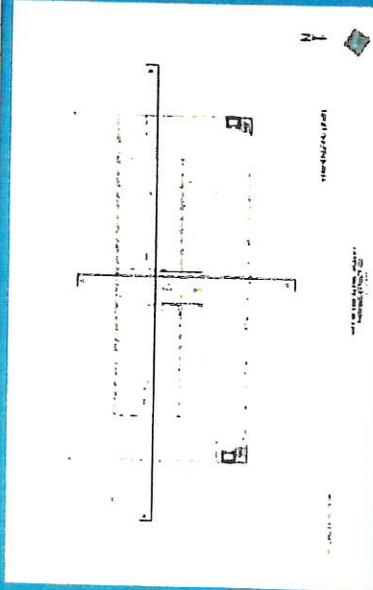
Consulted with the San Francisco bond underwriter who conducted the last bond issuances for the City, regarding the debt service and interests rates for tax-free bonds with a 30 year amortization schedule

Tentatively looking at Plaza 7, but that is interchangeable with other rectangular plazas.



Plaza 7 Parking Structure

Preliminary Schematic Idea by IPD



- 3 maybe 4 levels of parking
- First level is half underground – natural light, minimum maintenance

3-Level Garage

300 parking stalls

Net increase of 175 stalls (after replacing existing parking)

This plan is 25 feet at the highest point

4-Level Garage

400 parking stalls.

Net increase of 275 stalls (after replacing existing parking)

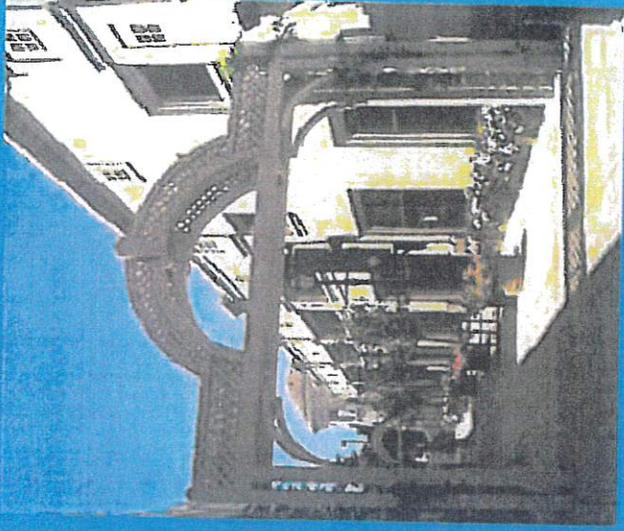
This plan would be 35 feet at the highest point

Parking stall counts are based on 9-foot stall widths.

Parking garages designed by IPD

Todos Santos Parking Center
Concord, CA

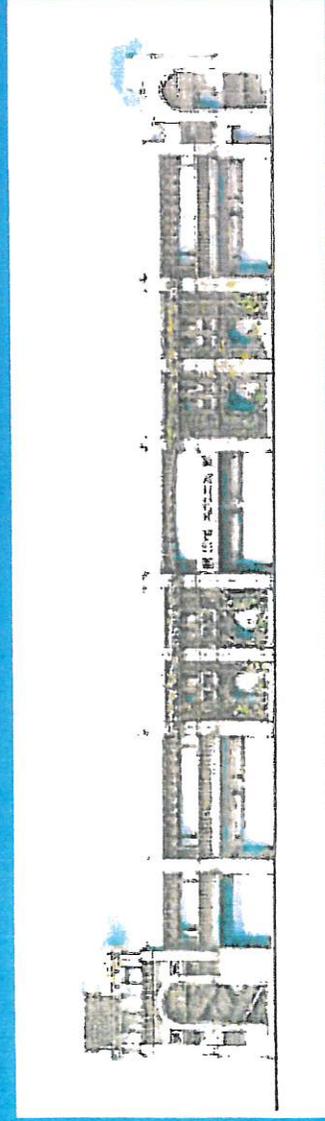
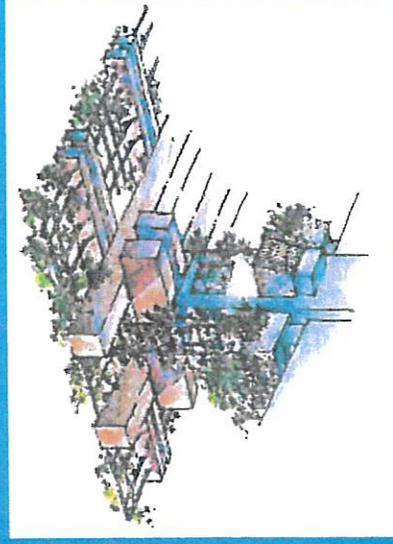
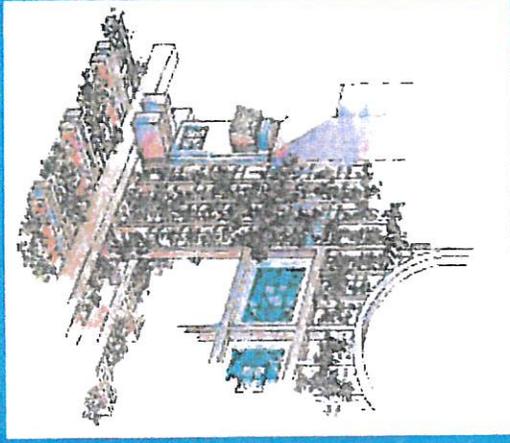
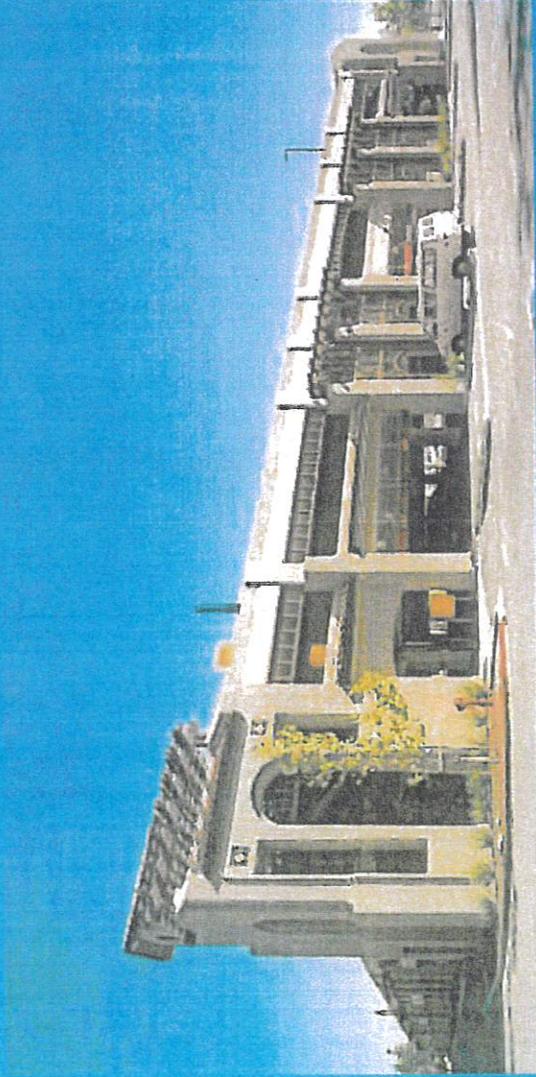
3 levels | 432 spaces



Parking garages designed by IPD

De Anza Parking Structure
Cupertino, CA

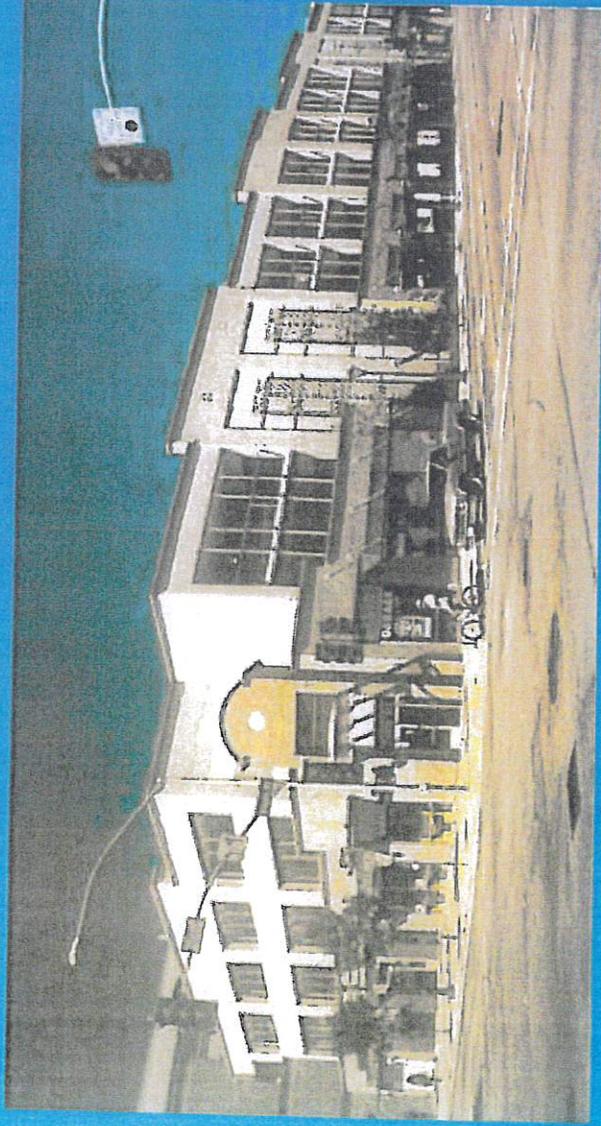
3 levels | 1,035 spaces



Parking garages designed by IPD

Soquel/Front Parking Structure
Santa Cruz, CA

4 levels | 407 spaces



ESTIMATED COSTS

3 level garage per the Parking Plan:

\$10,510,268 [Table 4-4]

Subcommittee's estimate: \$12M to \$14M

FUNDING

Assumption is that the costs are shared equally between the property owners and the City

Assumption that the property owners' share would be bond financing using either a Mello-Roos Special Tax District or a 1913 Act Assessment District

A 1913 Act assessment district



- Requires only a majority vote of the ballots cast
- An assessment engineer prepares a report that shows a “special benefit for the property owner” that is separate from and above the benefit to the public at large
- The assessment engineer estimates the total project cost, then allocates that cost to each parcel based on the special benefit that parcel is determined to receive from the project
- The special benefit can be based on factors such as the square footage of the existing improvement on each parcel, the type of use, or the proximity to the parking structure

Mello-Roos tax district

Requires a 2/3 affirmative vote of the ballots cast

No required showing of a special benefit

The city hires a separate special tax consultant, who annually determines the debt service on the bonds, then devises a special tax formula for the property owners

Can have flexibility to make a reallocation each year if there are material changes in land uses, building square footage, etc., for any parcel



DEBT SERVICE

30-Year Tax Free Bonds

Total garage cost	\$12M	\$14M
City	50%	\$7M
Property owners	50%	\$7M
Annual Debt Service	\$526,686	\$607,090
Monthly Debt Service	\$43,890	\$50,590
Existing parking district (sq. ft.)	435,000	435,000
Allocation to Property Owners		
Monthly share per 1,000 sq. ft.	\$103	\$119
Monthly share per 5,000 sq. ft.	\$516	\$595
Monthly share per 10,000 sq. ft.	\$1,032	\$1,190
Monthly increase based on sq. ft.	\$0.10	\$0.12

Assumes interest rates (4.000% that graduates to 5.470%) & underwriting fees, per underwriters report of 4/2/2014

Recommendation

Engage IPD or other similar firm to involve the public in focus groups, public hearings, study sessions, etc., and then develop a schematic design to be submitted to the Council (costs unknown)

IPD quoted \$60,000 to do detailed final schematic design with 3D models, architectural treatments, floorplans, and sections, which would allow a contractor to price the garage within ten percent of the actual cost

Decisions which do NOT need to be made now:

- Mello-Roos vs. 1913 Act

- Width of parking stalls

- In-lieu parking program

The City can obtain funding from the \$500,000 Safeway payment to be made at time of opening. [¶4.2 of the 3-21-2012 Agreement]



DATE: August 28, 2012

AGENDA ITEM # 7

TO: City Council
FROM: Mayor Carpenter and Councilmember Satterlee
SUBJECT: Revised summary of key conclusions from 2012 Downtown survey

RECOMMENDATION:

Accept the summary of key conclusions from the 2012 survey among City of Los Altos residents regarding Downtown Los Altos

SUMMARY:

Estimated Fiscal Impact:

Amount: None

Budgeted: No

Public Hearing Notice: Not applicable

Previous Council Consideration: December 13, 2011; January 24, 2012; June 26, 2012 and July 24, 2012

CEQA Status: Not applicable

Attachment:

1. Report from Mayor Carpenter and Councilmember Satterlee dated August 28, 2012



REPORT

DATE: August 28, 2012
TO: City Council
FROM: Mayor Carpenter and Councilmember Satterlee
SUBJECT: SUMMARY OF KEY CONCLUSIONS FROM 2012 DOWNTOWN SURVEY

Recommendation to accept this summary of key conclusions from the 2012 survey among City of Los Altos residents regarding downtown Los Altos.

BACKGROUND

During the past six years, several downtown zoning committees were appointed by Council to review various aspects of downtown Los Altos. Comprised of City residents, other key stakeholders including downtown business and property owners, Commissioners, Councilmembers, and City staff, these committees held numerous public meetings, in the course of which they developed specific recommendations for the downtown area. Their recommendations led to Council approval of revisions to the downtown zoning ordinances, to among other things allow taller buildings and a wider range of uses along the north and south ends of First Street and south of Main Street, and reduce the parking requirement for office uses. As a result, five new projects in downtown Los Altos have been approved, three of which are currently under construction or newly completed. Concurrently, the City made significant infrastructure investments downtown.

However, there had not been a comprehensive survey conducted by a professional marketing research firm of a representative sample of City of Los Altos residents to ascertain how the community uses downtown currently, how satisfied residents are with the downtown as it exists today, and what additional changes they would or would not favor. Conducting such a survey was identified as a 2012 Council goal during Council's annual goal-setting meeting on December 3, 2011.

On December 13, 2011, Council authorized and funded this project and appointed an ad hoc Council subcommittee consisting of Mayor Carpenter and Councilmember Satterlee to work with Godbe Research. The research objectives were to: (1) gauge resident satisfaction with the City of Los Altos in general and downtown in particular; (2) assess attitudes and perceptions about shopping, restaurants, entertainment, traffic and parking in downtown Los Altos; (3) gauge resident preferences for future directions of downtown; and (4) identify any differences in opinions due to demographic and/or behavioral characteristics. After reviewing the draft questionnaire during the January 24, 2012 regular Council meeting, the questionnaire was finalized and the survey was fielded between May 20 and May 29, 2012.

socialize with their families, neighbors and friends, as well as shop for groceries and other items and run errands.

4. Residents visit Downtown Los Altos frequently. Residents generally visit Downtown Los Altos a few times a week (32%). 62% visit at least once a week, and another 26% visit at least once a month. Only 2% never visit Downtown Los Altos; 3% visit several times a day.
5. Their primary reason for going downtown is to eat out or have drinks (29%), followed by shopping for groceries or food (26%). The top other (i.e., non-primary) reason for going downtown is to shop for apparel, gifts, etc. (21%). Attracting and retaining restaurants, grocery stores, and shops in Downtown Los Altos is vital to continuing to effectively serve our residents.
6. Most people drive to Downtown Los Altos, but a significant percentage walk or ride a bike at least some of the time. 59% always drive, and another 32% sometimes drive. 49% walk at least some of the time, and 31% bike at least some of the time. (Note that these percentages accurately reflect respondent answers, even though they add up to more than 100%.) Virtually no one takes a bus or taxi to downtown. When those who always or sometimes drive were asked what would encourage them to walk or bike to downtown, the top responses were living closer (31%) or nothing at all (25%).
7. A convenient connection between Downtown Los Altos and the Community Center campus for pedestrians, bicyclists and drivers is at least somewhat important to 72% of residents.
8. Mountain View is the #1 alternative to Downtown Los Altos for shopping, eating out, meeting friends, getting coffee or dessert, and other activities, followed by Palo Alto and shopping malls such as Stanford and Valley Fair. Only a few mentioned Los Gatos, Santana Row, Sunnyvale or Cupertino; hardly anyone mentioned Rancho, Menlo Park, Foothill, San Francisco, or San Jose.
9. More variety in restaurants, shops, entertainment and activities, and staying open later in the evening, would motivate people to go downtown more often. In an open-ended question in which the answers were not read to them, few respondents mentioned that a movie theatre (6%), a bookstore (5%), a nightclub (4%), more play areas/parks for children (4%), and more places for pre-teens/teens to hang out (less than 1%) would motivate them to go downtown more often; however, these response rates are within the survey's margin of error and therefore may not reflect residents' views accurately.

Of those who said retail would motivate them to go downtown more often (a subset of 127 respondents), a bookstore (3%) was their top choice. Of those who said entertainment would motivate them to go downtown more often (a subset of 108 respondents), a movie theatre (11%) topped their wish list, followed by live entertainment/music (5%).

10. Parking in Downtown Los Altos is not a major concern for residents today, and most are unwilling to pay for parking. 66% think it is at least somewhat convenient to park in Downtown Los Altos, while 30% think it is at least somewhat inconvenient; 29% found parking very convenient, while 13% found it very inconvenient. A majority believe that there is enough parking in Downtown Los Altos today (53%), while 35% believe there is not. There isn't a preference for street (22%) versus plaza (20%) parking per se; whichever type of parking is closest to their destination (49%)

A total of 413 telephone interviews among adult residents of the City of Los Altos were completed. Participants were contacted on both landlines and cell phones and were selected from among registered voters as well as those not registered to vote. Once collected, the data was weighted to accurately represent the City's adult population in terms of gender, age and ethnicity as reported in the 2010 census. The margin of error for the entire sample is $\pm 4.8\%$ at the 95% confidence level. The topline report and results were presented by Godbe Research during the June 26, 2012 regular Council meeting. Bryan Godbe, President of Godbe Research, reviewed this summary and concurred that it accurately reflects the survey results.

During the July 24, 2012 regular Council meeting, Council directed the subcommittee to revise this report. Percentages have been restated to represent responses as a percentage of the total sample, and rounded to whole numbers. Upon Council's final approval of this report, Godbe Research will update their final report and submit it to the City.

KEY CONCLUSIONS

Overall, this quantitative survey among a representative sample of City of Los Altos residents provides important insights into the views of the community as a whole and serves as a benchmark of community opinion at a key point in the redevelopment of the downtown area. Current and future Councils, City staff, and the community can rely on the accuracy of this information when setting priorities and making decisions. In addition to this summary of key conclusions, information on statistically-significant differences highlighted in the cross-tabulations should be reviewed as specific issues are considered by Council.

We recommend that another survey be conducted in two years. A survey conducted in the Spring of 2014 can provide Council with an update of residents' views on the topics studied in the 2012 survey, plus obtain their views on any additional infrastructure work on San Antonio Road and First Street as well as any completed private development projects in the downtown area, such as the Packard Foundation, 240 Third Street, Safeway, the residential developments on First Street (old Adobe Animal Hospital and Post Office sites), and the hotel at 1 Main Street.

Specific conclusions include:

1. Satisfaction with the overall quality of life in Los Altos is extraordinarily high. 96% of residents are at least somewhat satisfied and 68% are very satisfied; only 2% are somewhat or very dissatisfied.
2. Satisfaction with Downtown Los Altos is not as high, but this does not negatively impact overall satisfaction with Los Altos. A supermajority of residents (68%) are very (30%) or somewhat (39%) satisfied with Downtown Los Altos; 19% are somewhat (15%) or very (4%) dissatisfied, and 12% are neither satisfied nor dissatisfied. In an open-ended question in which the answers were not read to them, the top reasons given by those who are dissatisfied (note that this is a small base of 78 respondents) are lack of variety in shops (6%), parking (3%), and lack of restaurant options (3%).
3. Downtown Los Altos is viewed as a place to shop (46%), eat (38%), meet (32%), relax/hang out (30%), attend community events (29%), and run errands (18%). It is a place where residents

is preferred. However, most people (71%) are unwilling to pay 50 cents an hour to get that close-in parking.

11. In an open-ended question in which the answers were not read to them, few respondents mentioned that changes to parking - whether more (8%), closer to their destination (7%), or more 20-minute (1%) – would motivate them to go downtown more often.
12. No clear preference emerged for an above-ground parking structure versus an underground parking garage below a building. 28% find either acceptable while 25% prefer underground parking and 22% prefer an above-ground parking structure; 21% don't want either. Those who prefer underground parking think it's worth twice the cost to build (15%) versus those who don't (8.1%).
13. The question on maintaining the current parking plazas was not specific enough to draw a clear conclusion. 79% agree at least somewhat that it is important to maintain the current parking plazas; 58% strongly agree. The next survey can probe this topic more specifically.
14. The community is evenly divided on growth in Downtown Los Altos. 43% believe Los Altos needs new office buildings and housing downtown to increase the number of people working and living there to support existing and attract new restaurants and shops; 42% believe that office and housing development and the traffic it would bring would detract from the small town character of downtown.
15. The vast majority (78%) of Los Altans prefer that Main and State remain limited to 2 stories. Even among those who favor growth or have mixed opinions, a higher percentage (25%) prefer that Main and State stay the way they are now (i.e., mostly one story and limited to two-story buildings) than favor allowing 3 or more story buildings (22%). Of the 22% of all respondents who favor allowing 3 or more stories (note that this is a small base of 90 respondents), 6% limited it to 3 stories, and another 6% think 4 stories is OK, 3% think 5 stories is OK, and 5% think 6 or more stories is OK.
16. 77% agree that maintaining the current look or “character” of Main Street is important; only 21% disagree.
17. Most residents (78%) have seen the recent infrastructure improvements in Downtown Los Altos, and of those who have, 40% are in favor of similar additional improvements, while 26% oppose them.

RECOMMENDATIONS FOR NEXT SURVEY

During the July 24, 2012 Council meeting, Council requested that the following areas be further probed in the next downtown survey: (1) connectivity between downtown Los Altos and the civic center; (2) more detail on defining the “character” of Main Street; (3) various payment methods for paid parking; and (4) a larger sample size to enable “drilling down” on key topics.



DATE: October 14, 2014

AGENDA ITEM # SS1

TO: City Council
FROM: James Walgren, Assistant City Manager
SUBJECT: Downtown parking garage

RECOMMENDATION:

Discuss the potential development of a downtown parking garage

SUMMARY:

Estimated Fiscal Impact:

Amount: Unknown at this time

Budgeted: No

Public Hearing Notice: Not applicable

Previous Council Consideration: 2008/2009 – Opportunity Study, 2012/2013 – Parking Management Study, and June 24, 2014 – Chamber of Commerce Presentation

CEQA Status: Not applicable

Attachments:

1. Chamber of Commerce Subcommittee Report dated June 4, 2014
2. Summary of Key Conclusions from 2012 Downtown Survey dated August 28, 2012

INTRODUCTION

The following information is provided to facilitate a Council discussion regarding the potential development of a downtown parking garage project.

BACKGROUND

In 1955, the property owners in the downtown core of State and Main Streets petitioned the City to form an assessment district to purchase land and to construct public parking plazas for the common use of those downtown owners. The City agreed to form the assessment district and, in turn, the property owners agreed to the assessments to fund the purchase and construction project. The City officially completed the construction of the downtown parking plazas in 1957. The funding assessments were levied upon each of the property owners based upon lot size, not the building size, and the perceived value to the property. This one-time acquisition and construction assessment did not include an ongoing maintenance assessment program, which is common for public parking facilities.

At that time 1,008 off-street public parking spaces were provided, creating a parking ratio of 2.6 parking spaces per 1,000 square feet of existing building. Since 1958, there has been some growth in the square footage of buildings downtown as well as the available parking in the plazas, but the historical parking ratio has remained close at 2.7 spaces per 1,000 square feet of building.

A downtown parking garage has been discussed for many years in order to provide primarily employee parking and to make the nearest and most convenient retail and restaurant parking spaces available to visitors and customers. This need has intensified in the recent past with the loss of approximately 100 downtown public parking spaces as a result of City infrastructure and streetscape improvements. The loss is calculated as follows:

First and Main Redevelopment – 54 Spaces

First Street Improvements – 18 Spaces

- Includes five spaces in front of First and Main and 11 spaces in front of Safeway
- An additional two spaces were removed on First Street north of the parking district in front of private development with its own on-site parking.

Intersection Improvements – 13 Spaces

San Antonio Road Improvements – 9 Spaces

Total: 92 Public Parking District spaces (94 Total Parking spaces)

As a result of this parking supply loss and an increase in downtown visitor and customer activity, the need for a downtown parking garage has become more evident and a stated City Council goal.

DISCUSSION

Downtown Parking Garage

There have been many parking garage and parking committee studies performed over the years. The most recent and relevant studies include:

Downtown Opportunity Study

This study, completed in 2009, began as a parking garage analysis and then evolved as a result of Downtown Committee III input and City Council direction into an ambitious public/private concept to allow private development of the parking plazas in order to bring more people downtown and to fund a public parking structure. The study was overseen by the Downtown Committee III, working with staff and parking garage consultants Watry Design, economists Keyser Marston Associates and urban planners Moore Iacofano Goltsman (MIG). The study focused on current parking needs and the expectation of maintaining the downtown's character, but also providing additional public parking spaces to meet anticipated future demand, to allow development opportunities for those Downtown properties that have no ability to provide on-site parking, and to provide opportunities for other public and pedestrian amenities that may displace existing parking.

Downtown Parking Management Plan

This study, completed in 2013, focused on managing the City's existing downtown public parking both in the short and long term. CDM Smith estimated that during the study period and prior to the opening of Safeway, the downtown was at 88% occupancy during the mid-week peak. An 85% occupancy is a maximum that parking consultants recommend based on a user's perception that above 85% a parking lot or structure is experienced to be full. Anecdotal observations since then indicate that parking occupancy levels continue to be on the rise.

The mid and long-term future demand analysis in the Parking Management Plan presents scenarios where the tenant mix in the downtown changes over time to include uses with a higher parking demand such as additional restaurants and national retailers. The new development that is currently underway downtown will likely continue to be a catalyst to higher demand uses locating in town. Under these scenarios, typical mid-week peak occupancy levels may increase to 90% in the mid-term and 93% in the long term.

A layout for a stand-alone parking structure was developed as part of the Downtown Opportunity Study and was used as the basis for the Parking Management Plan parking structure analysis. This garage layout has three levels of parking above ground (including a roof deck) and would be approximately 28 feet tall. The garage could yield 396 total spaces, which would be a net increase of approximately 276 spaces. The total number of spaces gained varies slightly depending on which plaza it is built on. The total construction cost of the garage was estimated to be \$10.5 million which translates to \$38,000 per net additional space.

Los Altos Chamber of Commerce

The Chamber of Commerce has noted that over the past several years almost every downtown parking study has concluded that a parking structure is needed. They have identified that a long-term parking solution does not prevent consideration of short-term solutions, including parking management implementation. As a result, the Chamber formed a Parking Subcommittee, consisting of Dan Brunello, Barry Groves, Ron Labetich, Jeff Morris, Ron Packard, Mark Rogge and Julie Rose to consider a parking structure as a long-term solution. The recommendation of the Subcommittee is to initiate a parking structure project to involve the public and ultimately develop a schematic parking garage design for review and cost-estimating.

Next steps

Given the expressed interest of key downtown stakeholders, there appears to be both a need and an economic development benefit to pursue a downtown parking garage at this time. If Council wishes to actively consider this downtown parking option, the following next steps are provided:

Identify project goals

The Downtown Parking Management Plan targets 396 above-grade parking spaces at approximately \$10.5 million, which is consistent with the Opportunity Study cost estimates. This sum:

- Replaces 120 lost spaces in current standard rectangular parking plazas, which are the lots the City would target for geometry and efficiency purposes
- Provides roughly 100-plus spaces for immediate and near future needs
- Remaining 170 spaces can be retained as a future surplus, made available for parking in-lieu purchase, and/or other opportunities, such as pedestrian plazas
- The upper decks of the parking garage could be the only all-day parking option, and in fact the City would not need to charge for a permit – there would then no longer be a good reason for an employee to park in the short-term retail spaces

Identify location

Plazas 2 and 8 work well – they are interior, less obtrusive and central which make them ideal for employees as well as downtown patrons. Plaza 7 has been suggested due to its proximity to the new Safeway and other business activity, and Plaza 3 benefits from direct access to San Antonio Road. Further discussion of preferred criteria could support alternative locations.

Develop financing strategy

The Chamber's proposal indicates that funding of a downtown parking garage could be a shared endeavor between the City and the downtown property owners. Additional review and evaluation of the most advantageous funding strategies is needed. Creation of an assessment district could partially fund construction of the structure as well as provide a long-term mechanism for ongoing maintenance.

Develop a Capital Improvement Program project

In order to move forward with more detailed work efforts, it will be necessary to develop a Capital Improvement Program project for this purpose. This could be done in the normal capital budgeting cycle or at another point in the fiscal year as needed.

Design parking garage and define costs

At a minimum, a team would be assembled to include City staff, a parking garage consultant, an architectural or urban design firm, and an assessment financing expert. An advisory committee consisting of elected and appointed officials and downtown representatives could also be beneficial.

SUMMARY

This information is presented as background for a Council discussion regarding a long-term downtown parking strategy related to development of a garage. Los Altos Chamber of Commerce representatives will attend and participate in the October 14, 2014 study session.

FISCAL IMPACT

Unknown at this time. Project will require initial design and consultant fees and then progress to an actual construction project. Funding options will be evaluated separately.

PUBLIC CONTACT

The Chamber of Commerce and other interested community members will receive copies of the staff report.

Posting of the meeting agenda serves as notice to the general public.

**MINUTES OF THE STUDY SESSION OF THE CITY COUNCIL OF
THE CITY OF LOS ALTOS, HELD ON TUESDAY, OCTOBER 14, 2014,
BEGINNING AT 6:15 P.M. AT LOS ALTOS CITY HALL, 1 NORTH SAN
ANTONIO ROAD, LOS ALTOS, CALIFORNIA**

ESTABLISH QUORUM

PRESENT: Mayor Satterlee, Mayor Pro Tem Pepper, Councilmembers Bruins, Carpenter and Fishpaw

ABSENT: None

1. Downtown parking garage

Assistant City Manager Walgren presented the report and Los Altos Chamber of Commerce representatives Barry Groves, Dan Brunello and Ron Packard answered Council questions.

Public Comments

Kim Cranston, Bill Maston and Los Altos resident David Smith encouraged the development of a downtown specific plan prior to moving forward with a parking structure.

Los Altos resident Jon Baer encouraged the Council to move forward with developing a parking structure.

Los Altos resident Mark Rogge encouraged the Council to develop a budget for the project as the next step.

Los Altos resident Gary Hedden encouraged the Council to implement other recommendations in the Downtown Parking Management Plan prior to developing a parking structure.

Los Altos resident Maddy McBirney encouraged the Council to consider the environmental impacts a parking structure would have on the community.

Council members discussed the proposal and delayed further action until after a discussion to be held on October 28, 2014.

ADJOURNMENT

Mayor Satterlee adjourned the meeting at 7:00 p.m.

Megan Satterlee, MAYOR

Jon Maginot, CMC, CITY CLERK

1. Council Minutes

Approved the minutes of the October 14, 2014 study session and regular meeting.

2. Holiday office closure

Approved the closure of City Hall for Friday, January 2, 2015.

3. Investment Portfolio Report

Received the Investment Portfolio Report through September 30, 2014.

4. Community survey on Downtown

Pulled for discussion (see page 3).

5. Downtown parking roundtable

Abandoned hosting a Downtown Parking Roundtable and thanked those who agreed to participate.

6. Redwood Grove standing subcommittee

Disbanded the Council Redwood Grove standing subcommittee and thanked those who served on it.

12. Single-use bags (added to Consent Calendar)

Introduced and waived further reading of Ordinance No. 2014-404, amending Chapter 6.40.030 of the Los Altos Municipal Code regarding reusable bags.

DISCUSSION ITEMS

7. Redwood Grove Bank Stabilization, Project CF-01001

Public Works Director Gustafson presented the report.

Public Comments

Los Altos resident Jim Wing opposed adding elements to the project that are not needed and encouraged directing the Parks and Recreation Commission look at the Ridge Trail.

Los Altos resident John Day supported replacement of the boardwalk but opposed the installation of observation and seating decks.

Action: Motion made by Councilmember Fishpaw, seconded by Mayor Satterlee, to appropriate additional Park in-Lieu funds in the amount of \$355,000 to Redwood Grove Bank Stabilization, Project CF-01001 for replacement of the boardwalk and removal of the concrete slab, with the direction that the seating deck areas and stairs be bid as Add Alternates or Deductions, and that the Parks and Recreation Commission consider the current programming of the concrete slab area to be removed and the need for programming in the proposed seating deck areas.