

Report of Findings

City of Los Altos
Downtown Parking Plaza Workshop

July 15, 2002



Downtown Parking Plaza Workshop

Report of Findings

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Section 1

PROBLEM IDENTIFICATION / ISSUES

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Section 1

PROBLEM IDENTIFICATION / ISSUES

PROBLEM IDENTIFICATION

The City of Los Altos has a lively and active downtown. The current City Council is working hard to keep it that way and recently completed an extensive public competition to select a developer for a high end hotel and the corner of First and Main Streets. As a result of that competitive process, the City Council became interested in studying whether or not the competing alternative mixed-use proposal of a theater with housing could be provided within the Downtown public parking plazas. The Council was also interested in studying the feasibility of providing parking structures within the plazas, or underground parking in conjunction with development, in order to gain additional downtown parking.

The City has a Downtown Urban Design Plan (DUDP) that is used primarily to evaluate new development and commercial business that want to locate Downtown. The Council decided that rather than updating the DUDP, the city should conduct an intensive short term study workshop that could quickly and effectively result in land use recommendations for the public parking plazas which could then be incorporated into the existing DUDP as an addendum. The workshop would be widely advertised and public participation would be an important component of the workshop success.

The objective of the workshop was to have land use planning, urban and architectural design, traffic engineering, construction management and economic development expertise to prepare for, conduct and participate in a focused land use evaluation for Los Altos' Downtown public parking plazas.

Specifically,

- Are there feasible opportunities to development in the Downtown public parking plazas that is both parking neutral and provides additional parking in the midday peak periods.
- A goal of the City is to bring back a theater and to increase evening activity in the Downtown. Are there opportunities within the public parking plazas to develop an art house type theater?
- A goal of the City is to provide affordable housing for the City's residents. Are there opportunities within the public parking plazas to develop multi-family housing? Could this development opportunity contribute to funding a theatre?

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The Council hired DES Architects + Engineers to provide consulting services to perform the City's Downtown Parking Plaza Workshop. Notices were distributed to downtown property and business owners, in addition to residents near the downtown, active community groups and organizations, as well as members of the Planning Commission, Chamber of Commerce and Los Altos Village Association. Council members were also able to attend and have input and guidance into the concepts.

HISTORY OF THE PARKING PLAZAS

The most significant event in the history of the downtown occurred in 1958 when public parking plazas were constructed in a 10-block area. This major project provided a total of 1,008 parking stalls to serve the properties within the boundaries of the parking plaza district. The district included all properties fronting Main Street and State Street from First Street to San Antonio Road. The project was totally financed by an assessment district with property owners within the district providing the land and bearing all the costs.

The parking plazas functioned essentially as originally designed throughout the 1960's and early 1970's. By the mid-1970's, a gradually increasing use of the parking plazas was causing concern, and complaints about the parking conditions were voiced. In 1980-81, the City initiated actions to improve the parking condition. These actions included the establishment of time limits, the hiring of a part-time community service officer for enforcement of the new time zones, and the adoption of land use regulations that reduced the amount of potential buildable area.

In 1988, certain portions of the parking plazas were reconfigured to achieve 108 additional parking stalls and "joint use zones" were designated in the loading zones in the north and south plazas. By 1996, the number of public parking stalls in the 10 blocks of public parking plazas had reached 1,160.

WORKSHOP ISSUES

In addition to the goals stated for the workshop, there are several underlying issues at the root of concern for the Council. First, the Council hopes to identify whether there is public support for a downtown theater and whether or not it could be financially viable. Secondly, the Council is interested in whether or not development can be created that is parking neutral or increases parking. Furthermore, the Council is interested in determining whether any of these properties can easily support new multi-family housing projects. And finally, in the interest in preserving tax dollars, the Council requires at a minimum that the development be cost neutral. The Downtown Land Use Workshop was structured to address these issues as well.

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Section 2 THE WORKSHOP PROCESS

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Section 2

THE WORKSHOP PROCESS

OVERVIEW

The City Council of Los Altos decided to hold a public workshop to engage the public in the discussion of options regarding the redevelopment of the Downtown Parking Plazas. DES Architects + Engineers was hired as the consultant to organize and facilitate the workshop which was held from 9:00 until 3:00 on Saturday, May 4, 2002.

DES organized the workshop into a Charrette, an architectural approach where there would be public brainstorming and sketches would be produced. James Walgren, the Community Development Director, hosted the workshop, which was held at the Los Altos Youth Center. Tom Gilman and Susan Eschweiler of DES Architects + Engineers facilitated the workshop. Over 34 members of the community signed in to participate. (See Appendix B, Attendee List and Comments).

The gathering was well attended, with representatives from the downtown businesses, the neighboring residential areas, and leaders of the community, including the City Council. The City staff videotaped the entire event for future reference.

Mr. Walgren also arranged for a Technical Advisory Committee to be present to act as a resource for the discussions and to give feedback on the variety of work produced. The five members of the Technical Advisory Council ("The TAC") are:

Theater Operator:	Jim Zuur, Camera Cinemas
Land Use Economist:	Tim Kelly, Keyser Marston Associates
Construction Manager:	Tracy DeLeuw, DPR
Traffic Engineer:	Sohrab Rashid, Fehr and Peers
Los Altos Village Association:	Fred Sischka, Fast Frames

The Workshop began with a Welcome Statement by James Walgren followed by an Orientation Presentation by Tom Gilman. Tom gave a visual orientation to the downtown using a colored map that identified the uses of the downtown buildings and the open parking plazas. Photographs of existing conditions were shown to identify the key issues. The opening presentation also identified the three land use opportunities and primary questions for the workshop:

- 1) A goal of the City is to bring back a theater and to increase evening activity in the Downtown. Are there opportunities within the public parking plazas to develop an art-house type theater?

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- 2) Are there feasible opportunities to allow development in the Downtown public parking plazas that is both parking neutral and provides additional parking in the midday peak periods?
- 3) A goal of the city is to provide affordable housing for the City's residents. Are there opportunities within the public parking plazas to develop multiple-family housing? Could this development opportunity contribute to funding a theater?

After the opening remarks, Tom facilitated a group discussion. Various members of the community took the open microphone and identified issues they sought to resolve and raised questions to the group at large. Susan Eschweiler documented the comments on a large notepad and a transcription of these notes is included in Appendix B.

After an hour and a half of exchange, the larger group broke into six smaller groups for a tabletop discussion and graphic exploration of their ideas. Twelve members of the DES architectural staff were stationed at each of the six tables to lead the discussions and help to document the ideas graphically. There was no particular assignment for each table, but each of the six teams tackled different topics, relevant to the team's particular interests.

At 1:30, the leaders of each team started to pin up the graphic results from the discussions and at 2:00, presentations were begun. Each of the groups made a 5 minute presentation, which was followed by a five minute commentary by the Technical Advisory Group.

The Workshop concluded with statements of appreciation by James Walgren. It was explained that the workshop was one step in the process and would be followed by a formal report to the City Council. The City Council had indicated that further discussion would take place as they formulated a plan for the downtown parking plazas.

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Intersection at Main Street & State Street

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Parking Plazas

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South Parking Plaza - Lot C

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San Antonio Road Looking South



Stores on Lot C Facing San Antonio Road

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Lot J

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Section 3

OPTIONS WHICH EMERGED

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Section 3

OPTIONS WHICH EMERGED

Though no assignments were given, the teams were able to investigate the three goals quite naturally. Some teams looked at all three components: housing, theater and parking, while others chose to specialize in one or two according to their interests. The six team presentations can be summarized as follows. (Images from each team can be found in Appendix A).

TEAM 1: Residential concept, Lot H

Team 1 chose to study Lot "H" for residential use. "Hearts Delight" was the name given to this proposal, which was intended to be a funding source for the Theater project designed by others. Lot "H" was rectangular in shape which yielded a building that has 2 levels of residential units above one level of retail at ground level and two levels of underground parking. The residential units were approximately 2,000 SF each and there were 24 units total plus an open space at the roof terrace. The building mass was located to the north of the property allowing for the creation of a "paseo" along the business entries on the south side of the property. The project took advantage of the existing connection to State Street. The parking loss for the construction of the building was 135 stalls. The parking requirement for the residences is 2 per unit for a total of 48 stalls. The new underground parking would provide 230 stalls in two levels for a net gain of 47 stalls.

Comment:

We find this scheme to be neither parking nor revenue neutral.

In order to achieve parking count this scheme requires a below grade structure. The two levels of under ground parking would accommodate displaced parking as well as the residential use, however, the net gain of 47 stalls will support only 1/3 of the requirement for the retail. Adding retail to the downtown increases competition with existing businesses while further increasing demand for parking.

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TEAM 2: Central Theater, Residential on Lot H

Team 2 studied both residential development and a downtown theater. The residential project was again on Lot "H" because of its rectilinear character and its proximity to adjacent residential neighborhoods. Two options were presented:

Option A was two levels of residential over parking, with the parking level partially below grade. The result was a building where the overall height was reduced, helping it to blend in with the low scale residential neighborhood nearby.

Option B was also 2 levels over parking but had all the parking on grade, which eliminates the cost of excavation but increases the overall building height.

Both schemes provide all necessary parking for the residential use but do not replace lost parking. Additional parking could be provided on site by adding levels below grade, at approximately 200 cars per level. Both schemes provide approximately 62 units ranging from 800-1,000 SF per unit and open space was provided in a central courtyard.

Comment:

This scheme as shown does not replace existing parking, however, this option could be parking and revenue neutral if the residential parking was below grade and assuming that the residential development can support the cost of a parking structure. The public parking could then be retained on grade with the housing on podium above.

Team 2's theater concept made use of Lot E which has a central location in the downtown area. This block is bordered by Main Street, State Street, Second and Third Streets. The theater itself would be located toward the west end of the lot, with a drop-off for theatergoers along Second Street. A plaza would be created that would tie together the rear entrances of the adjacent businesses on State and Main. A new retail building would also be created at the opposite end of the plaza to complete the block along Third Street. The 16,000 SF Theater was planned to be on two levels and built slightly below grade to match the building height of the neighboring buildings. Parking for the theater would be provided in a new parking structure located in the south parking plaza between Second and Third. Parking in this location encourages cinema patrons to move through the downtown on route to the theater. Pedestrian routes from the parking plazas would be enhanced with planting and accent paving.

Comment:

This is a narrow site. The largest possible footprint for the theatre would be around 9,750 S.F., which would mean a 2 level structure in order to achieve the optimum size of 18,000 S.F. One level of the theatre would be subterranean in order to keep the building height down to around 55' above grade, + 20' taller than the adjacent buildings. A partially subterranean structure substantially increases project cost.

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A development of this size in this location would have a large impact on the surrounding businesses during construction. A benefit of the scheme is the addition of a gathering place 'plaza' central to the downtown.

Two options were presented for structured parking that would work on any of the rectangular lots. Option A shows two levels of parking, the first level is set 5' below grade thus minimizing the visual impact of the structure. Option B also has 2 levels of parking but all above grade, minimizing the amount of excavation and construction time. This option would allow the possibility of some retail spaces being added at street level to screen the garage and maintain the urban streetscape.

Comment:

This scheme is parking positive but cost negative, as it does replace existing parking. This scenario does not allow for below grade parking as the building itself is already partially below grade. This location does however work well for utilizing the existing parking plazas due to its central location while encouraging foot traffic through the downtown.

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TEAM 3: Various Residential concepts on Lots J, G, H

Team 3 presented multiple studies of residential designs on Lot J, between Edith and Fourth Street and lots G and H, the rectangular lots.

Five options were presented for the Lot J property.

Scheme One accomplished 17 townhouse style units, 17 one bedroom units and 8 three bedroom units. The parking recommended for these units is 84 spaces (at 2-spaces/per unit). Designed over two levels of podium parking, the result was a total of 258 stalls, 128 of which can be used by the public.

Scheme Two is similar because it creates the same number of units and parking stalls but has a different mix of unit types. The result is an added feature of recreational amenities and the preservation of some existing trees.

Scheme 3 also maximizes the property with unit and parking counts similar to Scheme 1 and 2. The difference is the orientation of the units themselves.

Scheme 4 provides 40 flats and 17 loft units of an average 1,000-1,400 S.F. per unit. Two stalls per unit are provided so 114 of the 258 stalls in the podium parking will be for residential use, 147 for public use. The features of this scheme are convenient, direct access for public parking at Fourth Street, secured entry access by unit owners along Edith Avenue, and a multi-purpose area with retail shops at the podium level fronting the courtyard plaza.

Scheme 5 is very different because it provides only 20 garden units and has surface parking. This would save the cost and inconvenience of excavation but the yield is substantially lower.

Four options were created for the prototypical rectangular parking lots. The dimensions are typically 150' x 300'.

Scheme 1 preserves some trees and creates a festive 'paseo' while restriping existing surface parking. Thirty-four flats with 5 loft corners are provided. Parking counts are 110 stalls total, 51 of these are for residential parking.

Scheme 2 adds a sublevel basement for parking with two entries from second and third street. More units are achieved per acre: 28 one bedroom and 28 two level units are achieved. The basement parking can provide 257 stalls total, 84 of which will be used by residential, 128 will replace lost parking and 45 spaces will be new public parking.

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Scheme 3 is similar but offers larger units.

Scheme 4 creates 22 two bedroom units, 13 one bedroom flats for a total of 35. The parking for the residential units is 52; parking for lost stalls is 85 and remaining extra stalls are 120 for a total of 257 spaces.

Comment:

From all the schemes listed above we find those which use Lot H to be preferable. The rectilinear site would yield a higher number of residential units. It has good adjacency to existing multi-family residential development and would have minimal impact on the downtown traffic. Development on this lot would also have minimal impact on the adjacent businesses during construction.

There are a combination of parking solutions in the schemes outlined above, those which show housing, over parking plus one level of below grade parking are the most feasible. The housing development can support only one level of below grade parking.

Adding retail to the project may seem attractive to provide continuity of streetscape at grade however more retail increases competition with existing businesses while at the same time adding to the demand for parking.

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TEAM 4: Residential concepts on Lot J

Team 4 also studied residential units on Lot J. This team looked more in depth at the different types of units that a project like this could offer.

Option 1 looked at 2 levels of townhouses over parking on grade. They were able to create 15 units at 1,750 SF each and were able to also create a "paseo" driveway through the center of the complex to access on grade parking. Parking at the ratio of 2 stalls per unit was provided on grade, thus no replacement parking was provided. This resulted in a net loss of 85 stalls.

The second scheme, Option 2, looked at 2 levels of condominiums over on grade parking. This accomplished 14 units on 2 levels and allowed for a central court for open space. Parking was provided on grade adjacent to the building yielding 30 spaces for the residences and 40 spaces for public use. The net loss of parking for this scheme was 45 stalls.

Comment:

It would need further investigation to determine whether or not these options could be parking and/or revenue neutral. As proposed it would appear that each scheme provides for the residential parking but cannot replace more than 50% of the existing public parking therefore resulting in a parking negative scenario. As mentioned previously housing can support some structured parking but the number of stalls provided below grade would depend on the number and size of the residential units.

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TEAM 5: Theater concepts, Lot C

Team 5 developed two different options for a cinema at Lot "C".

Option A, named the "Marge Anderson Scheme", created a cinema that would have a central lobby that opens up to both Banderas restaurant and existing shops to the north. The individual theaters would be located on the east and west sides of the lobby. The features of this scheme are that it would encourage activity along existing retail shops to the north side of Lot C by creating a pedestrian oriented service alley creating 'paseos' along this strip would help the cinema open up to Main Street and participate more with downtown activity. This scheme supports vehicular ingress and egress into the project and its basement parking via San Antonio Road with a turn lane to avoid traffic disruption along San Antonio Road. A passenger drop off along Third Street was recommended but vehicular entry off of Third Street was avoided to aid in the relief of downtown traffic.

The second option, Option B, was called the "Jon Baer Scheme". Although preference was stated for a more central theater location, the possibility of locating the theater on Lot C was studied. This scheme oriented the building closer to Third Street so that it would be closer to the heart of downtown. It did not provide for a major vehicular entry off San Antonio Road in order to discourage street parking in the adjacent residential neighborhoods. Other than a few on grade stalls, the bulk of the parking was consciously located further away from the site but in the central business district to encourage cinema patrons to walk through downtown, which is expected to increase downtown retail vitality. Basement parking was strongly discouraged because it would create a dark facility and would not encourage downtown activity.

Comment:

Option A – This scheme requires a full level of below grade parking to accommodate requirements for the theater use. To replace the existing parking a second level below grade would be required at a substantial cost to the project. The Cinema is unable to support the cost of any underground parking.

Option B – This scheme would be parking neutral based on the cinema utilizing the existing parking plaza. To make the work the theatre would operate in the evenings only.

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TEAM 6: Theater at Lot C + parking lot restripe concepts

Team 6 chose to study several surface parking concepts and a new theater on Lot C. The parking concepts included restriping the existing parking plazas while maintaining existing trees. Pedestrian walks would be improved and trash enclosures provided to screen unsightly bins. The result would be an increase in the number of parking stalls and opportunities for new trees.

Option A looked at changing the existing 60-degree parking stalls to 90-degree stalls. This layout did not provide a net add of new stalls.

Option B looked at changing one of the drive isles from 18' to 12' making it one-way. This enabled an additional row of angled parking, which replaces existing parallel parking. Without field verification it was assumed that all existing trees could remain. This scheme increases the parking count by 20 cars per rectangular parking lot. There are 5 identical rectangular lots in the downtown, so the net gain would be 100 stalls.

Comment:

Restriping of the existing plazas is a positive, additional parking demand can be met at minimal cost. Pedestrian circulation would be enhanced, as well as providing space for the proper screening of trash.

The Theater scheme produced by Team 6 provided underground parking accessed off of San Antonio Road. Two drop off areas are provided, one off San Antonio and the other on Third Street. The building is laid out with a central spine that connects two lobbies, one off Third Street to connect with downtown and one off San Antonio Road. A "paseo" is created on the north side of the lot to enhance the rear of the stores, which face San Antonio Road. The paseo continues south of the parking plazas to enhance the pedestrian experience and encourage movement. The paseo also connects the downtown with a proposed "gateway" plaza. Parking for the theater can be on site below grade or in a new parking structure on the adjacent plaza, Lot B. The structure would be 2 levels, the first level 1/2 below grade, screened with landscaping or a retail buffer.

Comment:

If the cinema operates in the evenings only and shares the existing parking plazas then a cinema would work in the downtown. If it is required to provide parking for the new cinema then the parking deck as suggested on lot B would be less costly than a below grade structure. However, the advantage of a below grade structure on this site is that the main access would be off San Antonio Road resulting in a minimal impact on downtown traffic.

The drop off location promotes good traffic flow if Third Street becomes one-way.

The 2 lobby scenario is unworkable as it generates staffing issues.

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Summary

The options which emerged can be grouped in the following ways:

The **Theater** was looked at as being a cultural resource to the community. The location studies were evaluated on the merits of encouraging increased vitality downtown while not creating additional traffic congestion. There was great debate over the type of films that would be shown and the hours of operation, which would affect the both the pedestrian and vehicular traffic. The total seat count, number of screening rooms and square footage of the building need to be evaluated for initial cost and economic viability.

The **Residential** projects were designed to create a sale of property to a developer. Revenues from the land sale would be intended to help fund the creation of a theater downtown. The sale or lease price would be dependent on the total quantity, size and density of the units provided in each scheme.

The **Parking** efficiencies can be looked at in a number of ways. There may be some "quick fixes" that could occur immediately and at a low cost. These could help alleviate current parking problems. The concept of restriping to pick up additional spaces could benefit the theater complex. It became clear that the residential developments were not able to contribute large quantities of new parking to the downtown; in fact they create additional need within the current zoning regulations. The Theater also creates a need for parking. The parking requirement for a theater use are 1 stall for every 4 seats and 1 stall for every 3 employees which totals a requirement of approximately 300 stalls. The theater creates additional parking demand which would compete for retail parking during the day but could make use of idle retail parking during the evening hours.

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Section 4
ANALYSIS OF OPTIONS

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Section 4 ANALYSIS OF OPTIONS

CINEMA AT LOT C

We have reviewed parking Lot C for its suitability as the new cinema site. This was a popular location from the workshop input. In further discussion with Century Theaters they indicated that an optimal cinema size would be is approximately 18,000 S.F., this would house 6 screens, 946 seats. The attached diagram A utilizes this program direction.

Based upon the input, we have organized the site with vehicular drop-off along Third Street with the theater pedestrian entrance. There would also be a vehicular entry to the site directly off San Antonio Road with 130 surface parking spaces retained in the redesigned site. There would be a pedestrian oriented "paseo" between the theater and the backs of the Main Street buildings which would encourage foot traffic and enhancement of building facades. This would have the effect of improving the appearance of downtown Los Altos from San Antonio Road.

The proposed layout assumes no additional parking for the cinema. The cinema would utilize the existing downtown parking plazas in the evening hours. The re-stripe of the existing parking plazas would offset the loss of existing parking at the cinema site.

This approach has numerous **advantages**:

- Easy vehicular access
- Good visibility from San Antonio Road
- Encourages enhancement of the San Antonio business facades
- Minimizes impact to downtown during construction
- Utilizes least used parking plaza site

Disadvantages include:

- Potential traffic impact along Third Street
- Rear of theater faces San Antonio Road
- Loss of 70 existing parking stalls

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CINEMA AT LOT E

The concept of locating the theater in the central parking plaza was one that was studied at the workshop. This concept is illustrated in the attached diagram B. This concept utilizes much of Lot C site approach. However, its advantages and disadvantages are:

Advantages:

- The central site location gives enhanced energy to the downtown area.
- This location means closer access to parking spaces in both north and south parking plazas.
- The theater could have a stronger impact on foot traffic passing by a larger percentage of downtown businesses. This could encourage more businesses to stay open into the evenings.
- Add a new feature to the central business district with the piazza concept.

Disadvantages:

- The central site is constricted and would require a 2 level theater to meet the 18,000 S.F.
- Overall Building height of +- 65' due to the requirement for 2 levels
- Construction would have a greater impact on existing businesses.
- Cinema traffic would filter through downtown and potentially cause congestion.
- Loss of 56 existing parking stalls

HOUSING PROJECT

The concept of adding a housing project over an existing parking plaza was studied at the workshop. After reviewing all the concepts, Lot G or H seem the most appropriate for a housing development, due to the regular rectangular shape. All parking required for the residential units can be achieved in one level of parking below grade, while maintaining the majority of the existing parking on grade for public use. The attached diagram D shows 40 units at 1,350 S.F. per unit to give a total building area of approximately 54,000 S.F. The required parking is 2 stalls per residential unit plus guests totaling approximately 100 cars.

If the city were willing to sell the land to a housing developer the city could then use the income from the sale to pay for parking. The parking options would include a new parking structure or re-stripe of the existing plazas to replace the parking lost by the cinema project.

It should be noted that a housing development on podium would retain on grade parking for public use, however, a small number of parking stalls would be lost so as to

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accommodate building columns and entry lobbies for the housing above. The parking loss would be approximately 15-20 cars.

RESTRIPE PARKING LOTS

We have reviewed the concept of re-striping the existing parking plazas as a means to increasing the overall parking count.

After field verification, it was discovered that there are 132 existing parking stalls, at the workshop the exiting count was estimated at 116 stalls.

In order to achieve the same net gain of 20 stalls per plaza as was determined at the workshop, all parking stalls would be modified to implement a uniform stall size.

In looking at Lot A, (see Diagram C) we have determined that by replacing and/or transplanting trees and re-striping with new circulation patterns, we are able to increase the parking count by 20 spaces. Extrapolating this over the 5 rectangular parking plazas there would be a net gain of 100 spaces.

This increase could be utilized to offset parking lost by the construction of the theater project, without building an underground garage and at minimal cost.

Existing parking spaces within the parking plaza's range in size, approximately 60% of the existing stalls in Lot A are non-compliant with the current zoning regulations.

The existing stall sizes in Lot A are 8' x 15' and 10' x 15'. The stall size required by the city's zoning ordinance are, Compact at 8' x 15' and standard at 9' x 20' with drive aisles of 12' for one-way traffic and 18' for two-way.

We are proposing to maintain the existing angled parking and one way drive aisle width of 12', and use a uni-stall size of 8' x 18'. With the proposed 60 degree angled parking, ease of movement is increased and allows functionality for narrower stall dimensions.

By increasing the stall length to 18' the existing 12' drive aisle will function a little better.

Advantages:

- Increased parking count
- Minimal impact to businesses
- Minimal cost
- New landscaping for the next 35 years
- New screened trash areas
- Uniform stall size
- Defined pedestrian zone at rear of buildings
- Increased stall length

Disadvantages:

- Loss of mature trees
- Uniform 8' stall width.

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The traffic engineer had the following comments:

"The 12' drive aisle is very narrow. Given the recent increases in the size of overall vehicle fleet because of SUV's and trucks, I would be reluctant to provide anything less than 14' for an aisle width. The narrowest width included in the UL's Dimensions of Parking is 13'-4" and that is for small cars. For larger cars the aisle width is recommended at 16'. I would not want to have the lots re-striped and result in increased congestion or the number of fender benders. In addition I would advocate a slightly wider uni-stall width of 8.5'. With the frequency of vehicle movements associated with retail I think 8.5' is more appropriate. I realize the purpose of the re-strips is to gain additional spaces and that my comments could reduce the gain of 20 spaces per lot, however, I think it is important to provide adequate facilities with more appropriate dimensions"

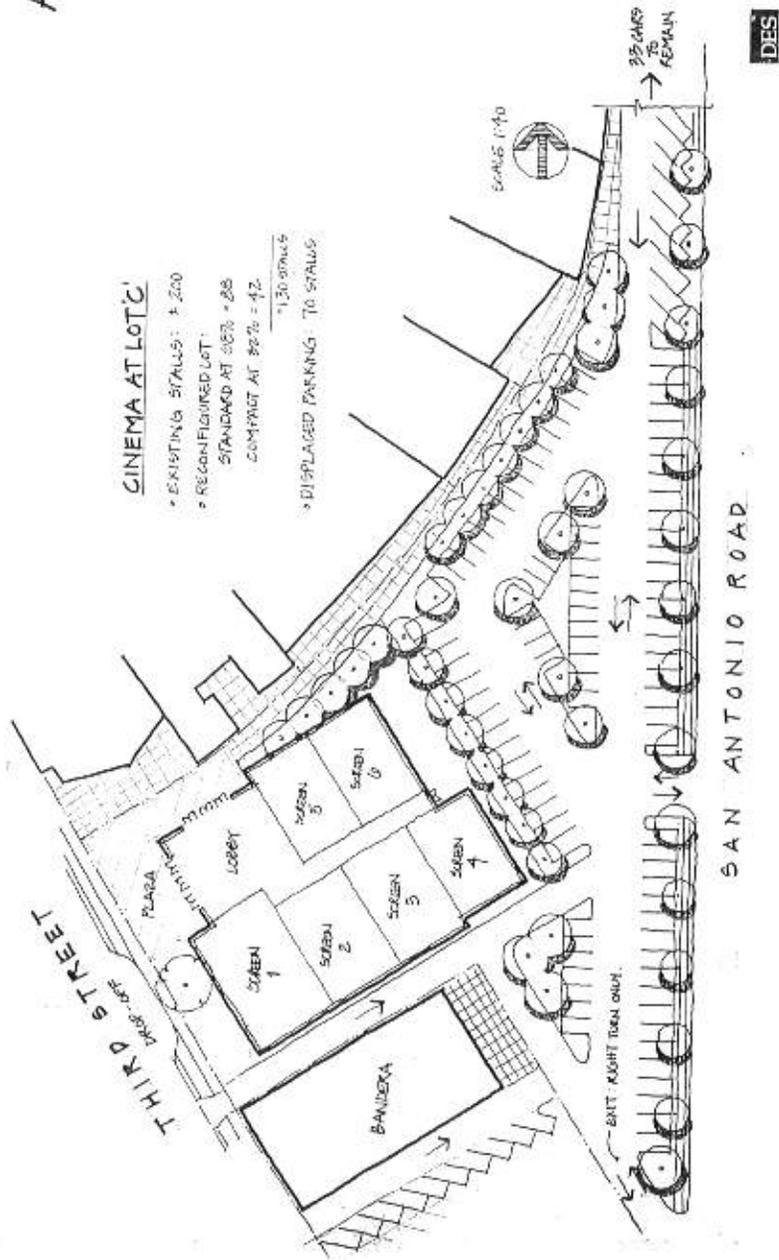
By increasing the stall width to 8.5' the net gain per parking plaza would be 7 cars.

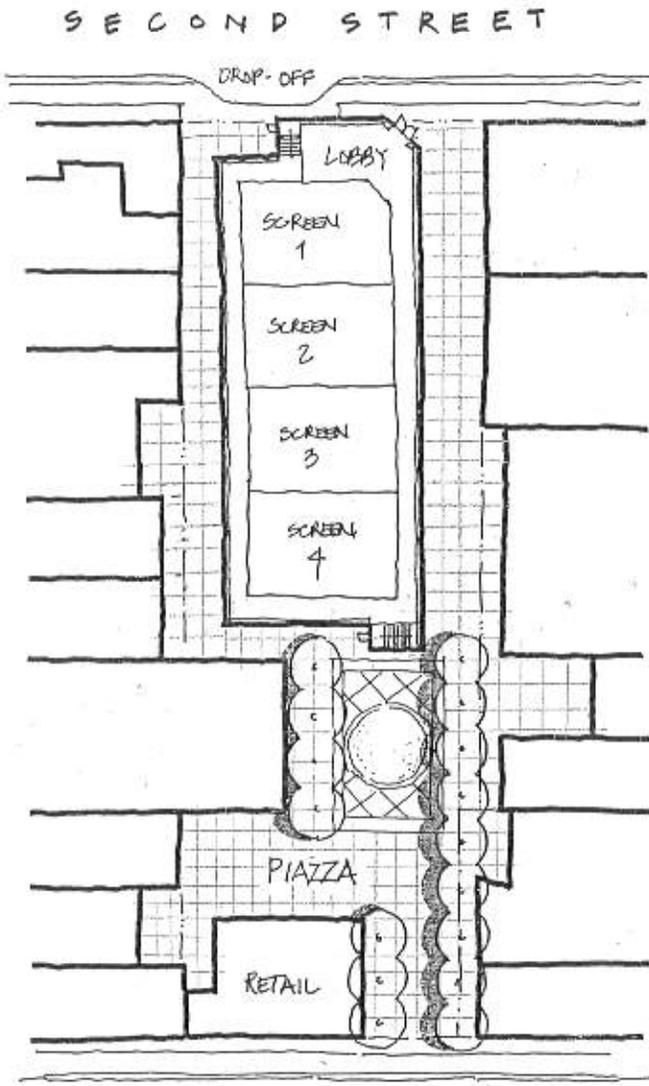
A

GINEMA AT LOT C

- EXISTING STALLS: 1,200
- RECONFIGURED LOT:
 - STANDARD AT 80% = 288
 - COMPACT AT 80% = 42

1,300 STALLS
• DISPLACED PARKING: TO STALLS





B

SCALE 1:40



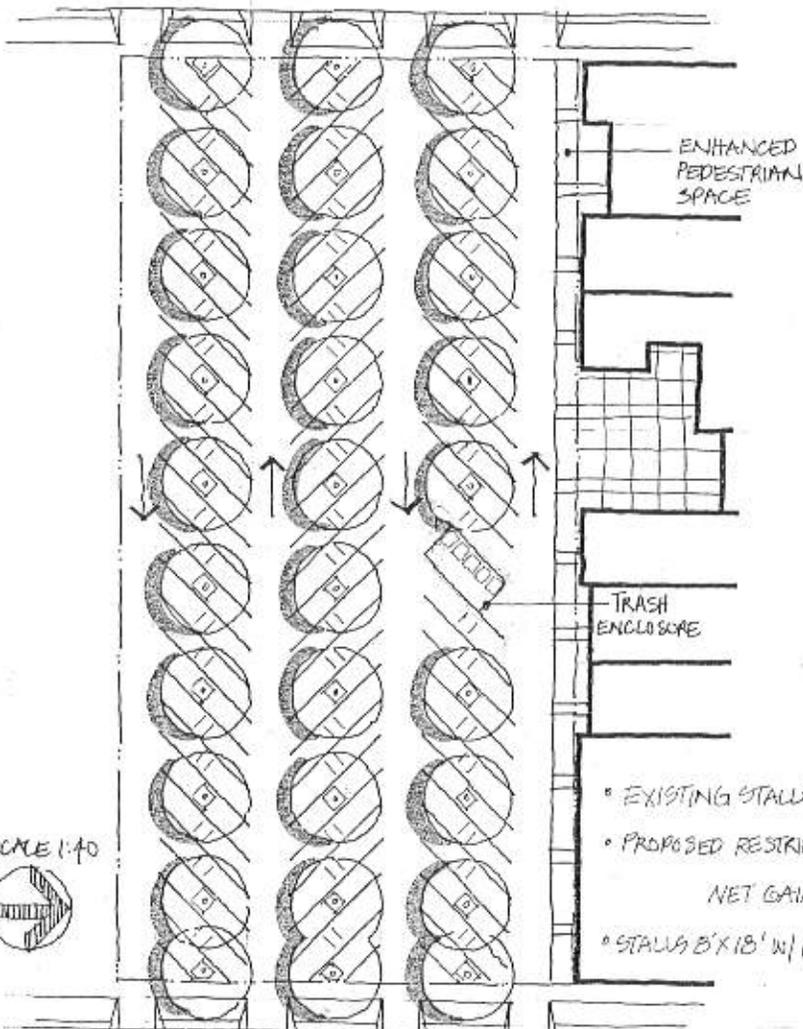
THIRD STREET

CINEMA AT LOT'E



FIRST STREET

C



- EXISTING STALLS: 132
- PROPOSED RESTRIPE: 152
- NET GAIN: 20 STALLS
- STALLS 8' X 18' w/ 12' DRIVE

SCALE 1:40

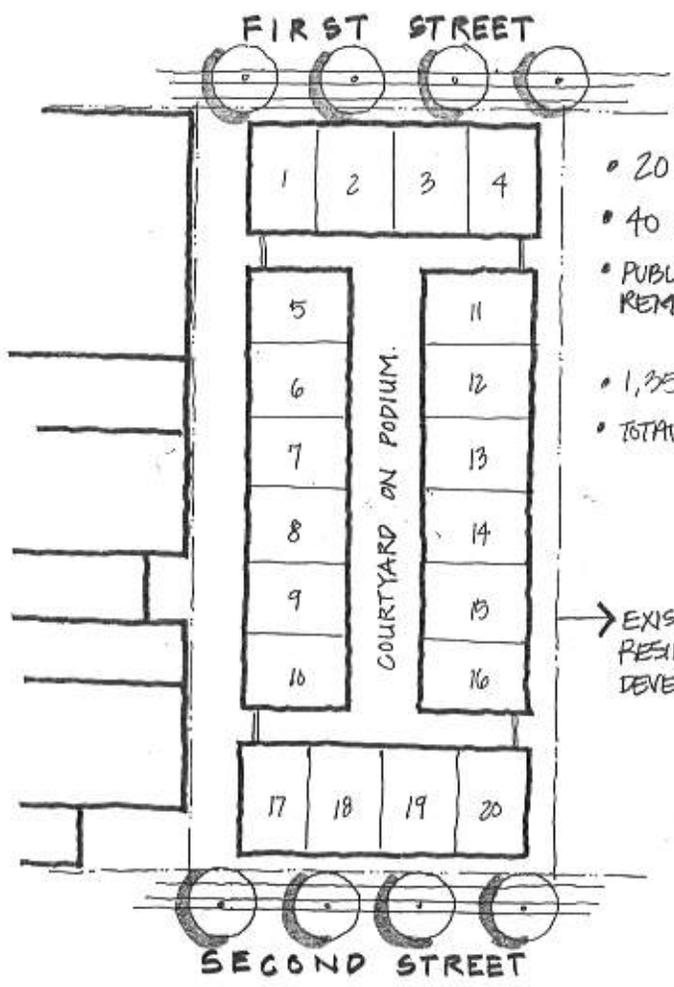


SECOND STREET

LOT 'A'

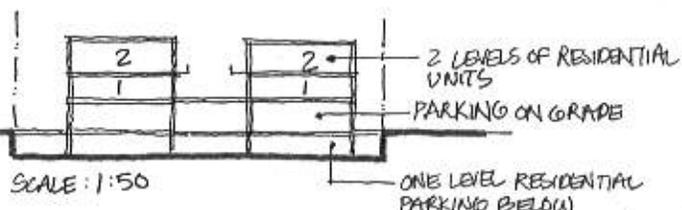


D.



- 20 UNITS/LEVEL
- 40 UNITS TOTAL
- PUBLIC PARKING TO REMAIN ON GRADE
- 1,350 SF/UNIT
- TOTAL BUILDING ± 54,000 SF

→ EXISTING RESIDENTIAL DEVELOPMENT.



SCALE: 1:50

RESIDENTIAL AT LOT G/H



Downtown Parking Plaza Workshop

Report of Findings

Section 5
COST OPINION

Downtown Parking Plaza Workshop

Report of Findings

Section 5 COST OPINION

The following are project costs for a number of the previously analyzed schemes:

1. CINEMA ON LOT C

Single story building, 18,000 S.F., 7 screens, 946 seats.	\$4,440,852
Loss of Existing Parking	- 70 stalls

NOTE: if the Cinema were required to provide parking, 300 stalls would be required per the current zoning. Existing on site parking is 200 cars. Restripe of the existing lot after construction would yield 130 stalls, therefore 370 stalls would be required.

2. CINEMA ON LOT E

2 story building, 18,000 S.F., 7 screens, 946 seats.	\$4,805,852
Loss of Existing Parking	- 58 stalls

3. HOUSING ON LOT I

- Podium over existing parking with 2 levels of Residential units, approximately 45 units **\$16,222,500**
- One level of parking below grade to for residential units Including guest-parking +/- 100 stalls **\$1,800,000**

Project Cost: \$18,022,500

NOTE: Parking remains on grade for public use.

Downtown Parking Plaza Workshop

Report of Findings

4. PARKING

All costs listed below are based on 100 cars.

a) Restripe of 5 existing parking plazas (Lots A, B, G, H & I)

Project to include the following:

- Removal of existing trees
- New trees
- Restriping
- New central trash enclosure
- Upgraded pedestrian circulation

Total project cost	\$730,000
b) New parking podium	\$1,200,000
c) New below grade parking structure	\$1,800,000

Downtown Parking Plaza Workshop

Report of Findings

Section 6
FINANCIAL ANALYSIS

KEYSER MARSTON ASSOCIATES, INC.

GOLDEN GATEWAY COMMERCIAL
15 PACIFIC AVENUE MALL
SAN FRANCISCO, CALIFORNIA 94111
PHONE: 415 / 398-1000
FAX: 415 / 397-2002

ADMINISTRATIVE
REAL ESTATE
REDEVELOPMENT
AFFORDABLE HOUSING
ECONOMIC DEVELOPMENT
FISCAL IMPACT
INFRASTRUCTURE FINANCE
VALUATION AND
LIMITATION SUPPORT

San Francisco
A. Jerry Keyser
Timothy C. Kelly
Kate Ericc Park
Debbie M. Kern
Robert J. Winkler

Los Angeles
Calvin E. Halls, II
Kevleen H. Hunt
James A. Rabe
Paul C. Anderson
Gregory D. Sou-Hou

San Diego
Gerald H. Trimbis
Paul C. Morris

MEMORANDUM

To: James Walgren, Community Development Director
City of Los Altos

From: Keyser Marston Associates, Inc.

Date: July 12, 2002

Subject: Downtown Charrette

The purpose of this memorandum is to provide financial inputs regarding the potential implementation alternatives with respect to a downtown movie theater and downtown housing. Our effort will involve providing a discussion of the market position of the proposed theater in downtown Los Altos and how that position affects the land value supported by the theater relative to the following questions:

- On Lot C, what is the value of downtown land for a theater? What is the threshold of what a theater operator can afford to pay? Could the land value supported by the theater translate directly to funding the cost to building parking? DES' report recommends no parking structure and a \$730,000 restriping project. Does \$730,000 sound like a realistic threshold? Is it reasonable to expect that a theater could afford to pay \$730,000 and/or the \$1.8 million parking structure?
- Regarding Lot E, as we agreed, we will not be looking at the theater because of the complexity of this location.

Additionally, the issue of downtown housing has been introduced. The issue with housing is: Does for sale housing support a land value, recognizing that housing must also fund the cost to replace the lost public parking in a structure?

To: James Walgren, Community Development Director
Subject: Downtown Charrette

July 12, 2002
Page 2

Downtown Theater

The proposed theater is 6 to 7 screens with approximately 950 seats. The building area is estimated to be 18,000 sq. ft. The size of the theater is intentionally smaller than the 12 to 14 screen multiplex theaters that are common in today's marketplace. The limited size is one that is consistent with downtown Los Altos. Two theater operators have expressed interest in operating the theater. They are: Camera Cinema and Century Theatres.

The expectation is that the theater will be state of the art including:

- Stadium seating in all of the auditoriums
- State of the art seats
- Wall to wall screens
- State of the art sound system
- Spacious lobby

The private investment in the planned theater, including fixture, furniture and equipment, would be in the range of \$4.5 million. This estimate is for the cost of the improvements and does not include land and parking.

Theaters have historically been a land use that supports a low land value. As might be expected, the land value supported is in direct relationship to gross sales. The major commercial theaters, now in the range of 50,000 to 80,000 sq. ft., are able to maximize revenues by playing all of the high grossing commercial films, all of the time, and also on more than one screen. Furthermore, distributors of the top commercial films will require whenever possible that their product be shown in a theater complex that can maximize ticket sales. In the Bay Area, theaters with limited number of auditoriums, such as the one being considered for downtown Los Altos, generally generate gross sales per auditorium that are less than half of the gross sales per auditorium in the major commercial theaters. As a result, the large multiplex theater is the preferred venue of choice. This should not be construed as saying that the smaller theater is not viable. Smaller theaters are successful in the Bay Area and are capable of attracting high quality films, including top grossing films. The issue in this discussion is the ability of the smaller theater to pay for land and to pay for the cost of parking. The typical position of the theater operator of a smaller theater is that the land value needs to be minimal since revenues must first provide a return on the investment to construct the theater. Once certain gross sales are achieved, a land payment can be made. In essence, the land payment is a performance-based payment.

For downtown Los Altos, we would expect that the business agreement with the owner of a free-standing theater (not a theater that is part of a mixed-use project) would be the conveyance of a site using a ground lease of the land beneath the theater, which in this case is about 20,000 sq. ft. A guaranteed annual base rent under the ground lease might be able to

To: James Walgrun, Community Development Director
Subject: Downtown Charrette

July 12, 2002
Page 3

be negotiated. However, for reasons stated above, we expect that the theater operator will seek to make the amount of this annual payment a nominal amount and that the payment would not fund the cost of providing parking as identified by DES. The ground lease payment could also include an annual payment based on the performance of the theater and the payment could be in the form of a percentage of gross revenues.

The City would need to fund the cost of the parking and be repaid based on the performance of the theater. It is important to note that there have been no business proposals submitted by the interested theater operators nor has the City asked for such proposals. Once the City has decided that a theater is a desired land use and a site has been identified, then the next step in the process would be to request a specific business proposal from interested parties.

Downtown Housing

The purpose of this discussion is to address the ability of downtown housing to support a land payment that in turn could be used to fund the cost of net new public parking. At this stage of the analysis, the concept designs are very preliminary. If this concept is to be pursued further, additional physical planning needs to be done.

There are other conditions that housing must meet. The foremost of these is that housing must also fund the cost of replacing the existing retail parking that is displaced with the new housing development. The analysis assumes that all units are market rate. Furthermore, apartments are not considered since apartments cannot support the cost of replacement parking and also yield a positive land value. For sale condominiums will require the sale of fee interest of the land (or air rights). For sale units cannot be marketed on a ground lease, which was the form of site conveyance discussed with the theater.

The financial analysis is based on design information provided by DES and cost information provided by DPR. The average unit size is 1,350 sq. ft. Two parking spaces per unit are provided. The estimated direct construction cost per unit is approximately \$430,000. This estimate includes the replacement of the existing on grade retail parking in an at grade parking garage with the residential condominiums constructed on a podium above and one level of residential parking below grade. Development costs, including direct construction costs, financing and indirect costs, is approximately \$500,000 per unit. Indirect costs include such costs as professional fees, governmental fees, insurance, developer overhead, marketing and warranty reserves.

The land value supported is estimated to be \$45,000 per unit. The value is based on the sales price projected by the Swenson proposal for First and Main. The average price per unit is \$648,000. The analysis is summarized in the attached tables.

To: James Walgren, Community Development Director
Subject: Downtown Charlotte

July 12, 2002
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Conclusion

Based upon the proposed theater for Lot C, it is our expectation that the theater would not fund the cost of parking. However, the City could expect to receive a financial return based on the performance of the theater over time. In order to finance the theater, a separate legal parcel would need to be created. The City could ground lease the parcel to the owner/operator and the private sector would fund the cost to construct the improvements.

The estimated land value supported by condominiums is approximately \$45,000 per unit. This estimate should be considered very preliminary and subject to refinement based on the location and ultimate physical design of the residential project. Condominiums would also require the creation of a separate legal parcel. The City would need to convey fee ownership of the parcel because a ground lease would not work with for sale condominiums.

Table 1
 Downtown Charrette
 City of Los Alto, CA

Conceptual Residential Program	
Condominiums above Retail Parking at Grade w/ Condominium Parking Below Grade	
Avg. Unit Size	1,350 Sq Ft.
Parking:	2 Per Unit

<u>Development Costs (Before Land)</u>	<u>Per SF</u>	<u>Per Unit</u>
Direct (Source: DPR and DES)		
Construction, incl. Replacement Retail Parking	\$293	\$395,550
Residential Parking - one level below grade	\$27	\$36,000
Subtotal	\$320	\$431,550
Indirect (Professional fees, governmental fees, insurance, Developer G & A, legal, warranty reserve, etc.)		
Subtotal	\$37	\$50,050
Financing (Fees and interest)		
Subtotal	\$13	\$17,100
Costs (Before Land)	\$369	\$498,700

Table 2
Downtown Charrette
City of Los Altos, CA

<i>Conceptual Condominium Model</i>			
		<u>Per SF</u>	<u>Per Unit</u>
Average Sales Price (1)	1,350 Sq.Ft.	\$480	\$648,000
(Less) Cost of Sale	4%	(\$19)	(\$25,920)
Net Sales Proceeds		<u>\$461</u>	<u>\$622,080</u>
(Less) Development Costs Before Land		(\$368)	(\$498,700)
(Less) Profit & Risk	12% of Sales	(\$58)	(\$77,760)
Land Value Supported		<u>\$34</u>	<u>\$45,620</u>

(1) Source: Swenson Proposal for First and Main, estimating pricing at \$480 per sq.ft.

Downtown Parking Plaza Workshop

Report of Findings

Section 7
SUMMARY AND RECOMMENDATIONS

Downtown Parking Plaza Workshop

Report of Findings

Section 7

SUMMARY AND RECOMMENDATIONS

We recommend that the cinema be developed at the south parking plaza Lot C. This location gives a good balance of positive downtown impact and connection without the adverse impacts of traffic, construction & reduced program. The project at this location also provides a strong impetus for improvement and development of the back facades of main street businesses facing San Antonio. This will help give Los Altos a new image from San Antonio and will help encourage more pedestrian traffic in that part of the downtown. We recommend that the traffic on Third Street become one way north to facilitate a drop-off area in front of the cinema.

Preliminary investigation suggests that a housing project could generate revenue to pay for additional parking.

When a price has been established for the land, the city can make a decision on how to solve the parking problem. The following options have been established, re-stripe of the existing plazas, a parking podium over one of the existing plazas or a below grade structure.

We strongly recommend further investigation should you choose to pursue housing as a means of generating revenue to pay for parking. The research to date makes many assumptions, which can only be verified through detailed analysis.

In summary, the city has the opportunity to add a cultural resource that will enrich the lives of its citizens and will give new life to the downtown area. This will also encourage other downtown businesses to remain open longer & give the downtown vibrancy in the evening.

Downtown Parking Plaza Workshop

Report of Findings

APPENDIX

Downtown Parking Plaza Workshop

Report of Findings

APPENDIX A Detailed Notes, Charrette Concepts and Discussions

TEAM 1: Residential concept, Lot H

RESIDENTIAL:

LOCATION:

- Lot 'H' was chosen over Lot 'J' as a rectangular shape is more efficient. This lot also has the fewest trees compared to the other plazas.
- The trees could be relocated to the paseo.
- The building consumes most of the site with the building mass pushed to the North property line to provide an improved environment against the business entries on the south side of the lot.
- This creates a paseo, which can continue through the parking plazas.
- The paseo provides the opportunity for improved pedestrian circulation, improved screening of trash and also the opportunity for outdoor dining.

BUILDING:

- 3 levels over parking. Retail at the ground floor with 2 levels of residential above.
- This scheme provides 24 luxury units, approximately 2,000 S.F. per unit, on 2 levels.
- The outdoor open space for the residential units is provided at the roof terrace.

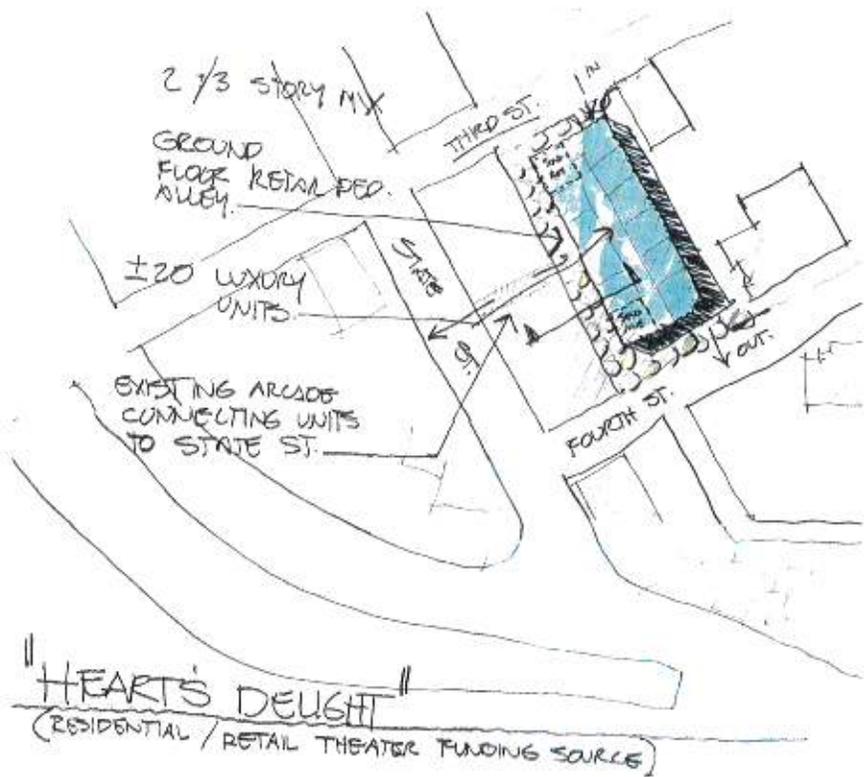
PARKING:

- Parking is provided in 2 levels below grade. The parking garage enters from Second Street and exits onto Third Street.

Required Parking: 2 stalls/unit	48 stalls
Existing to be removed:	135 stalls
New Garage:	+230 stalls
Net Gain:	+47 stalls

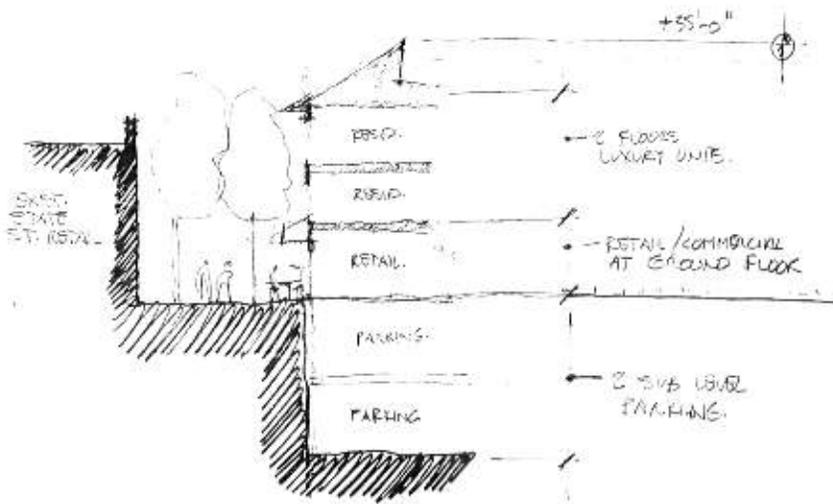
Downtown Parking Plaza Workshop

Report of Findings



Downtown Parking Plaza Workshop

Report of Findings



SECTION @ PROMENADE

Downtown Parking Plaza Workshop

Report of Findings

TEAM 2: Central Theater, Residential on Lot H

THEATER:

LOCATION:

- A central location encourages theatre patrons to move through the downtown increasing business for shops and restaurants.
- Locating the theaters in the center of the block reduces its impact on the downtown streetscape.
- The plaza creates a gathering space in the center of town as well as providing the opportunity for outdoor dining.
- The retail helps to enclose the plaza and maintain an urban feel.
- The proposed theater is located on the same block as the old downtown theater.
- The new building could be connected to the old theater utilizing the historic entry.
- A pedestrian drop off is provided on Second Street to ease the flow of traffic.

BUILDING HEIGHT:

- Cinema footprint is approximately 12,000 S.F. therefore it would need to be on 2 levels.
- The building would be partially below grade to stay within the height restrictions of the downtown area.

PARKING:

- Parking for the theatre use would be provided in a new parking structure located in the south parking plaza between Second and Third Streets.
- Providing parking in this location encourages cinema patrons to move through the downtown on route to the theater.
- Pedestrian routes from the parking plazas would be enhanced with planting & accent paving.

Option A:

2 levels of parking, one 1/2 level below grade. This has minimal visual impact. The 1/2 level below would be screened with landscape berms.

Option B:

2 levels of parking all above grade. Retail could be added at Second and Third to screen the garage and maintain the urban streetscape.

Downtown Parking Plaza Workshop

Report of Findings

RESIDENTIAL:

The new residential development is proposed on 'Lot H'.

Option A:

2 levels of residential over parking. Parking level is partially below grade to reduce the overall building height.

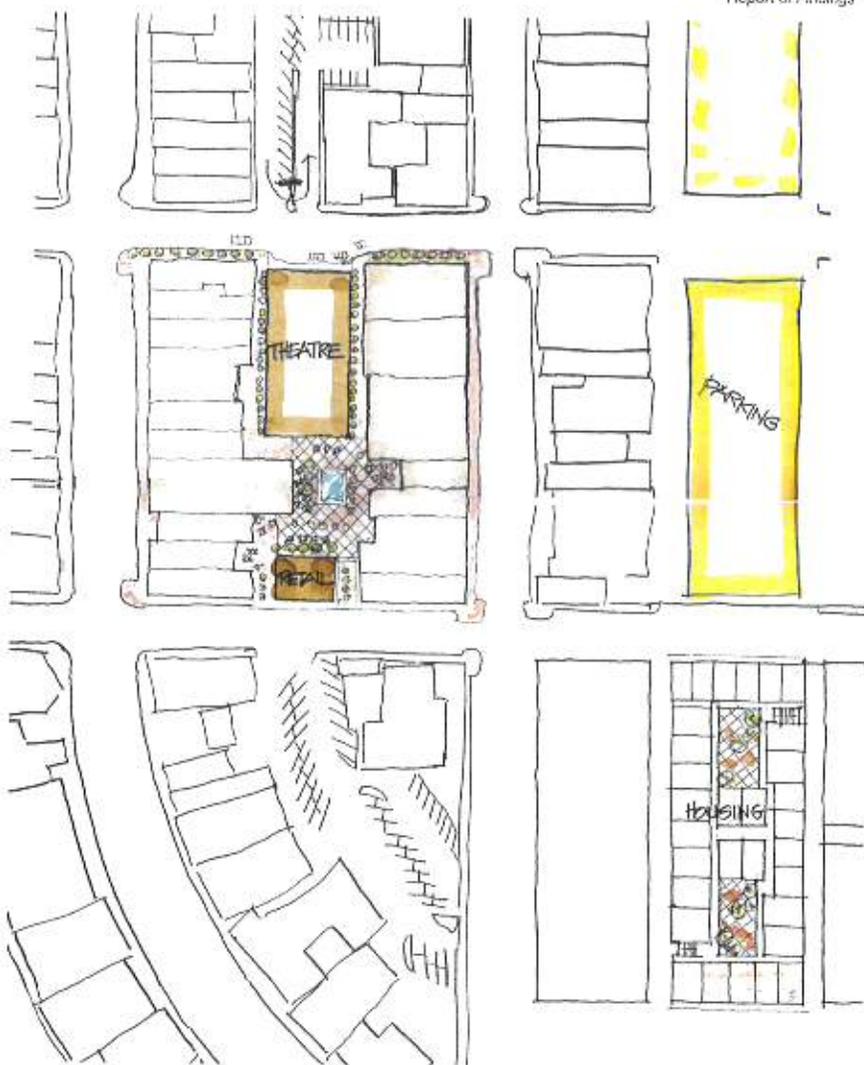
Option B:

2 levels of residential over parking. This option has all parking on grade, this eliminates the cost of excavation but increases overall building height.

- Both schemes provide all necessary parking for the residential use but do not replace lost parking.
- Additional parking could be provided on site by adding levels below grade.
- Each level would provide approximately 200 cars.
- Both schemes provide approximately 62 units ranging from 800-1000 S.F. per unit.
- Residential open space is provided in a central courtyard.

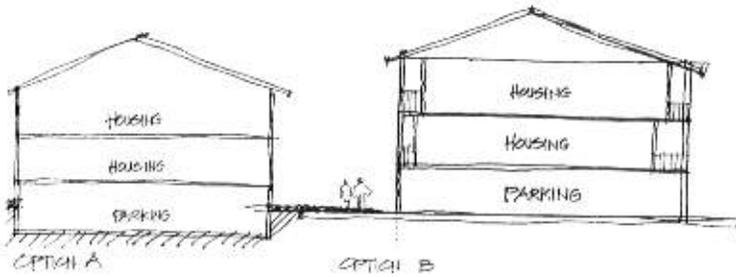
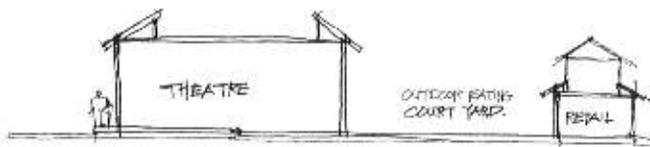
Downtown Parking Plaza Workshop

Report of Findings



Downtown Parking Plaza Workshop

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Downtown Parking Plaza Workshop

Report of Findings

TEAM 3: Various Residential concepts on Lots J, G, H

Scheme 1

- The team believes that Residential units are an appropriate land use mix on this parcel and the pattern of development is a welcome growth along Edith and Fourth Street.
- The 35 feet limit is the appropriate height (approximately 3 story with loft conditions) for this area. The team feels that it is not very tall or bulky on this property.
- The residential units over 2 level parking facility creates a good texture of a village "character" and does not look like a typical parking facility common to an urban downtown.
- The team favors residential units with built-in shops (service oriented shops) compared to residential units with retail on a podium plaza level.
- The parking provides a total of 258 stalls; it replaces 67 surface parking stalls which currently exist, provides 63 for residential units (1.5 per unit) and 128 additional parking stalls for non-residential owners.
- The layout of units on the podium over 2 level parking provides 17 two-level units, 17 flat , single-bedroom units, and 8 three-bedroom units.
- Two access entry/exits are located along 4th Street (north) and Edith Street (south).
- Valet parking could be utilized to serve shoppers during peak demand hours on any level of the basement.
- Service oriented shops within the complex at the podium level is a welcome amenity to serve as a social interaction area thereby encouraging "good neighbor" relationships among unit owners and the community at large.
- Loft units could be introduced to add more units into the complex.
- Central courts are created which can be utilized for landscaped entryways from 4th Street, with trees and pergolas, and another plaza court accessible from east and north sides of the property.
- The 2 level units are comprised of a living room, kitchen, dining room and bath, with bedrooms at the upper level. The flat units consist of a living room, kitchen, dining room, and bedroom/den. The third level units are loft units.

Scheme 2

- The team feels that this scheme could have a central office located conveniently between courtyard and plaza, with recreational amenities like a gym and clubhouse.
- The team likes the idea of a plaza that opens up to the east side and a middle court plaza open to 4th and Edith Streets. The central spine serves as arterial way to the office/recreational suite at the same level as the podium plaza.

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Report of Findings

- Similar to Scheme One it has two entry/exitways to the parking facilities below but has only split level parking. This layout maximizes the lot with 258 total stalls provided.
- The residential units unlike Scheme One have no single bedroom units. Only two level units (2 br type) and loft style above.
- Along Edith Avenue, 8 units of flats are created.
- The corner of the property next to Wells Fargo Bank provides a convenient access for shoppers along 4th and State Streets.
- The same number of units are created similar to scheme One. Some of the existing trees are preserved on the west side of the property along the 20 foot setback.
- The team likes the idea of landscaped courtyard "mews" opening to 4th Street and the east side of the property, but it must be secured by a landscape gate. The courtyard mews create an internal street encouraging unit owners to pass through from Edith Avenue or vice versa.
- Similar to Foster City Center Downtown residential units.

Scheme 3

- The layout has lots of similarities to Scheme One and Two in terms of maximizing the property with the exception of the function and use of the lower units on the east side fronting the banks.
- Shops and retail are conveniently located to create a good traffic mix along the paseo.
- There are also 3 entry accessways to basement parking.
- At the street level, the team feels that retail could create inviting street activity thus improving the street edges with outdoor cafés and street activities that mix well with shops in the area.
- The residential units' office /recreational suite is located along 4th Street to effectively communicate with shops across 4th Street and State. It creates an urban edge and develops a courtyard plaza that is more private in character.
- The side street on the east side is a natural entry to parking below. This creates a visible entry from the offices across the property. The third entry at this intersection directly enters the public parking below.
- The number of units totals 45. Parking stalls total 258 with additional parking if a 20 foot setback is allowed for parallel parking.

Scheme 4

- The team thinks it has certain advantages in terms of concern regarding access to public parking. A third entry/exit directly accesses the public parking at 4th Street and the private and secured entry access by unit owners is at the west side along Edith.
- The team feels that separating the public and unit owners parking is good "common sense" to ensure the residential unit owners privacy. Public entry

Downtown Parking Plaza Workshop

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along 4th Street and Edith Avenues is conveniently located to serve the public.

- Two large pads at podium level for multi-purpose shops are located on the two courtyard plazas; one fronting 4th Street and the other facing Edith Avenue.
- The shops face Edith Avenue and the offices across, and a large plaza surrounds it. The team feels that the open plaza created between the units is a plus to residential owners because of privacy from cars along Edith and 4th Street. The natural layout creates a sense of privacy on the courtyard level.
- Parking provided 258 stalls – 2 stalls per unit provided total of 114 stalls for residential.
- 40 flat units are developed by the layout and 17 loft units. They average 1,000 sf to 1,400 sf per unit.

Scheme 5

- The team welcomes the deliberate attempt to preserve some of the trees from the surface parking lots and restriping the parking to obtain additional stalls.
- This scheme has no basement parking therefore is less costly to develop.
- Residential units over existing parking creates added value to the property. It retains some of the trees creating a line of mature trees between the residential complex and the back of the shops.
- The lane created will be repaved to create a more inviting paseo like atmosphere with good paving materials, specimen trees and ground cover.
- The team feels that the lane does not have to look like a service road; maybe a programmed delivery of goods and services during early morning or late evenings could happen.
- A podium courtyard creates a more private entryway into the units. The residential unit entryway is more private in nature because of the podium created above existing parking. The units are also accessed from the ground via a garden elevator and stairs. Deck gardens and a balcony extend towards the service roads looking out to the paseo garden below.
- The team feels that residential units above the retail shops across the property maybe encourage the city for future mixed use development. 20 garden units are created over surface parking.

Lot 150 x 300 Schemes (rectangular shapes)

Scheme 1

- The team likes the idea of preserving some trees between service roads and shops. The idea of creating a festive paseo lined with trees and restriping of surface parking to obtain more parking are less costly solutions.

Downtown Parking Plaza Workshop

Report of Findings

- Housing on podium and parking on grade creates a value to these properties.
- The layout is not so dense according to the team and there is more open space created by the courtyard plaza between units. A fourplex with larger end units, and a central garden elevator down to grade parking, is a clever solution to public parking and unit parking.
- Total units created by this layout totals 34 flats with 5 lofts at the corners. Parking provided is 110 stalls; 51 stalls included for residential units.
- A version of this could be developed where podium parking for unit owners are conveniently located below units. The 2 level units are above the parking at podium level and grade parking for public parking. Unit size averages 700 to 720 sf.

Scheme 2

- The team feels that sublevel basement parking with two entries from 2nd and 3rd is a welcome solution to this property.
- More units are achieved per acre: 28 units single bedroom units and 28 two-level units.
- Parking stalls total = 257 in 2 basement levels
- Parking provided for residential: 84 stalls. Parking for lost parking 128; 45 for additional public parking.

Scheme 3

- Very similar to Scheme Two but larger units of 435 sf. for flats and 870 sf for 2 level units and 1,300 sf with loft.
- Residential units @ podium level
- Entry access on adjacent street.
- Service roads are repaved to create a more welcoming paseo/service road.
- Courtyards are encouraged between buildings.

Scheme 4

- Entry to parking at basement is from service roads and located at corners of the property.
- This layout creates 22 two-level, two-bedroom units, and 13 single flats, totalling of 35 with additional units for lofts.
- Smaller areas will achieve more units per acre.
- Parking for residential units 52; parking for lost stalls 85; and remaining extra stalls 120 for public parking.
- Private entry for residential unit owners via garden courtyard on the west side using existing paseo /setback alleyway.
- End units face existing residential units.

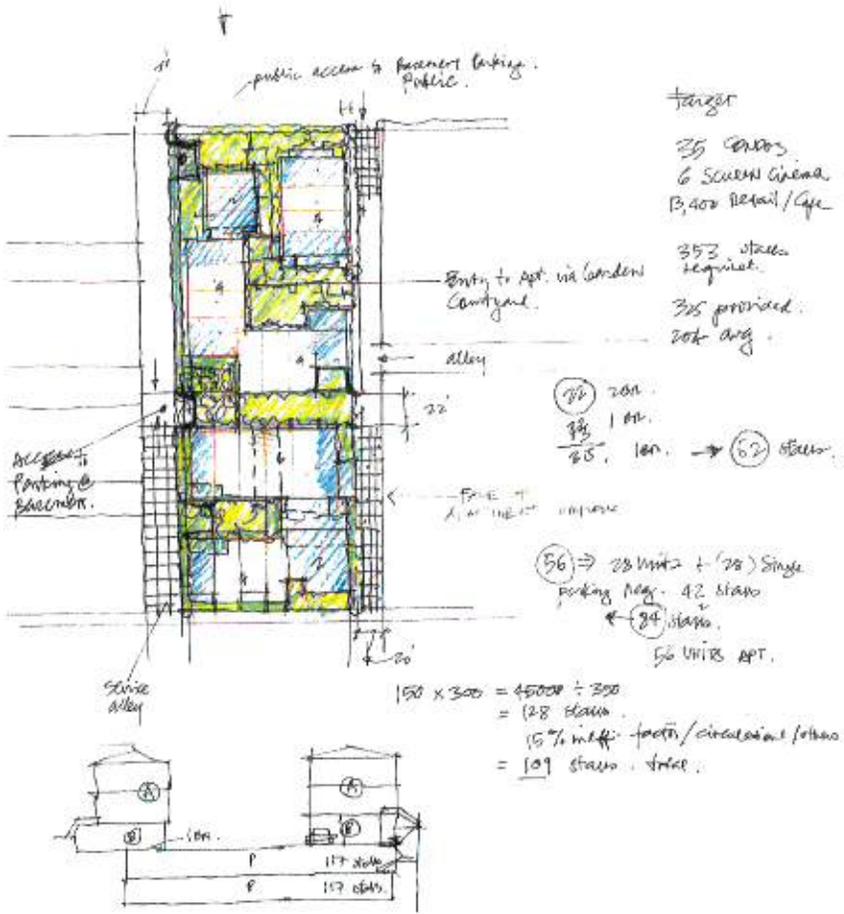
Downtown Parking Plaza Workshop

Report of Findings



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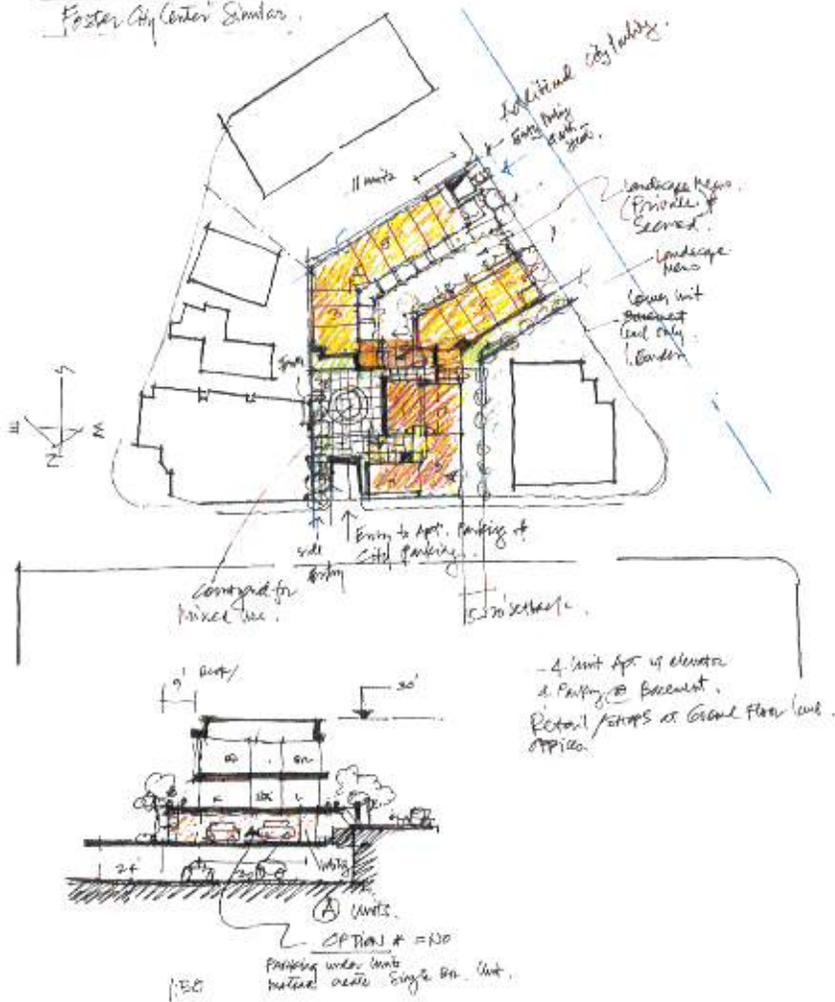


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SCHEME A

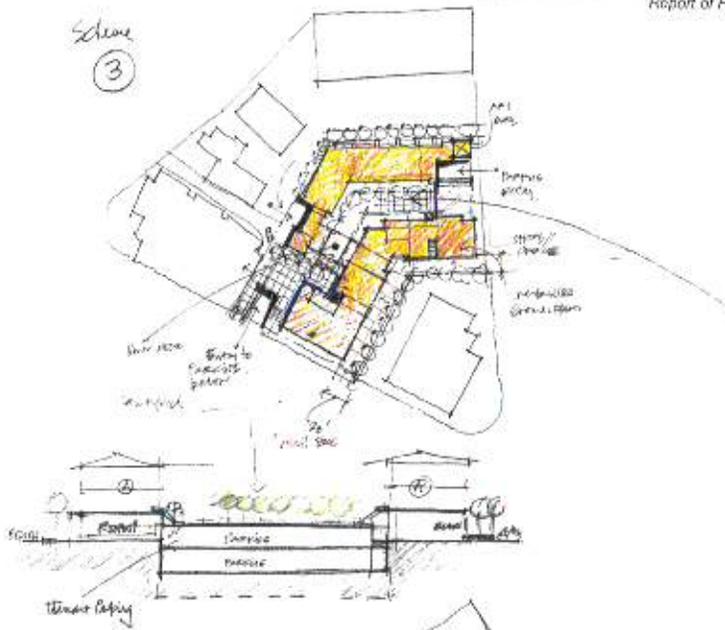
Foster City Center Similar



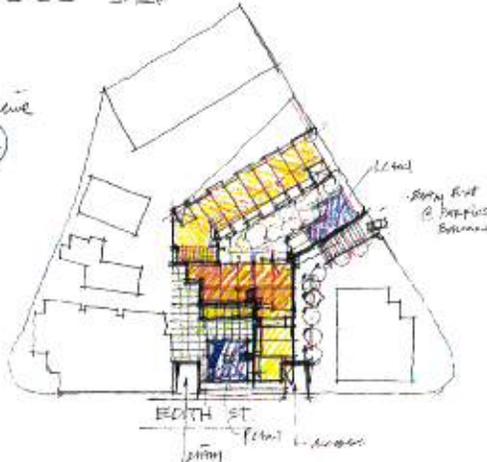
Downtown Parking Plaza Workshop

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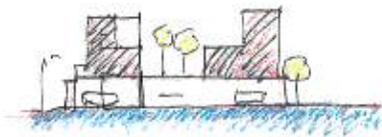
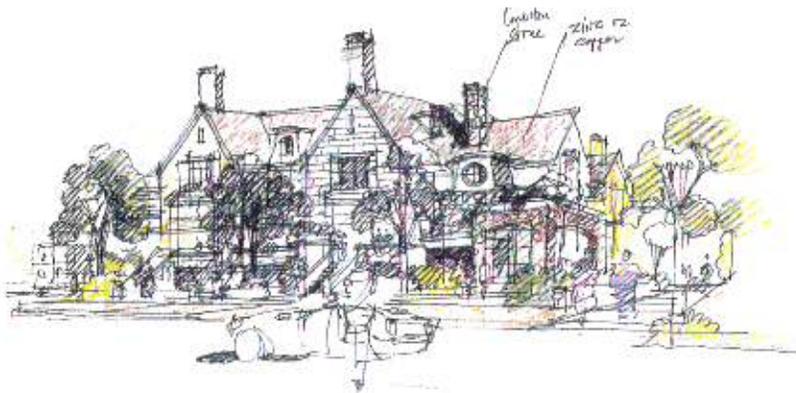
Scheme
③



Scheme
④



Downtown Parking Plaza Workshop
Report of Findings



Downtown Parking Plaza Workshop

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Team 4: Residential concept, Lot J

RESIDENTIAL LOT J:

Townhomes:

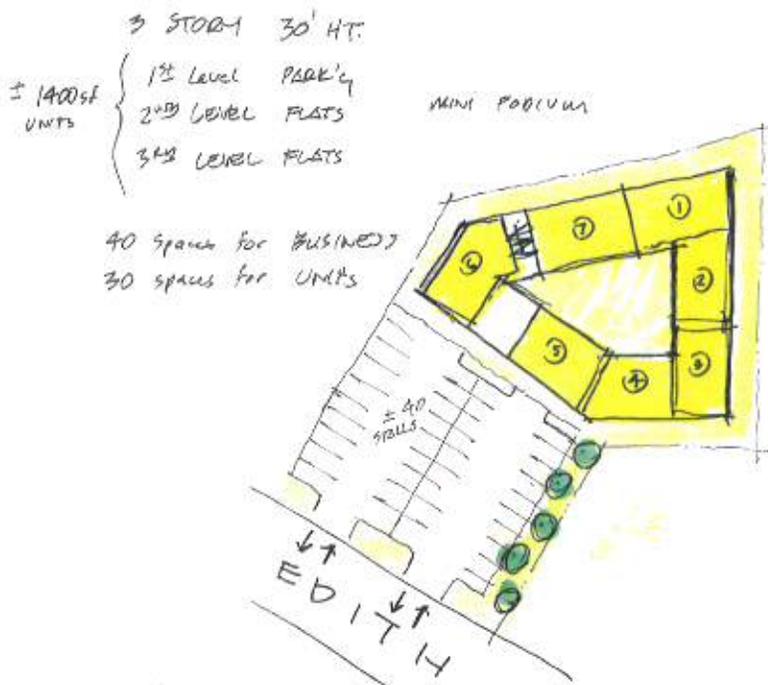
- 2 levels over parking. All above grade.
- Building Height 30'-0"
- 15 units at 1,750 S.F. per unit
- 'Pasco' driveway through center of complex to access on grade parking
- No replacement parking provided
- Net Loss: +/- 85 stalls

Condos:

- 2 levels over parking. All above grade.
- Building Height 30'-0"
- 14 units on 2 levels
- Configuration of units provides central court for open space.
- Parking provided on grade adjacent to building.
- 30 spaces provided for residential use
- 40 spaces provided for public use.
- Net Loss: +/- 45 stalls

Downtown Parking Plaza Workshop

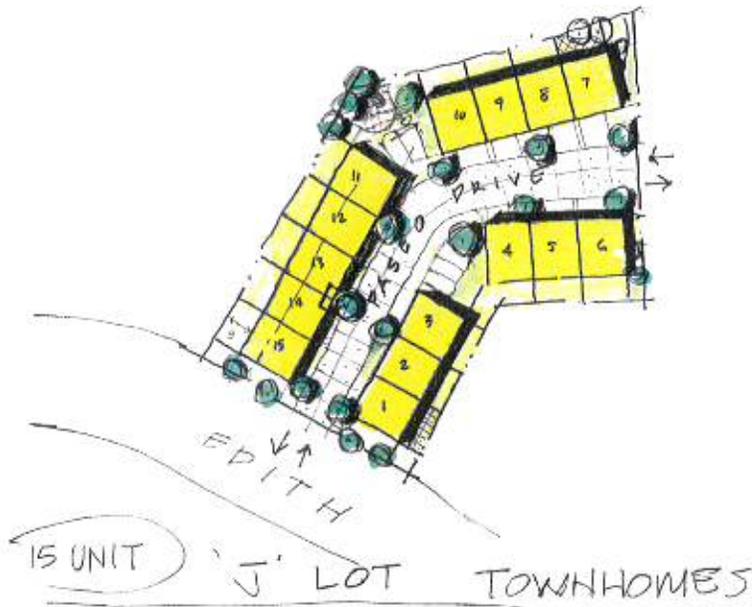
Report of Findings



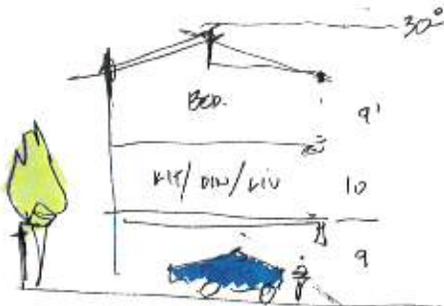
14 UNIT 'J' LOT CONDO

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3 STORY - 30' HT.



15 UNITS @ 1750 sq/ea
 x \$250/sq SALES =

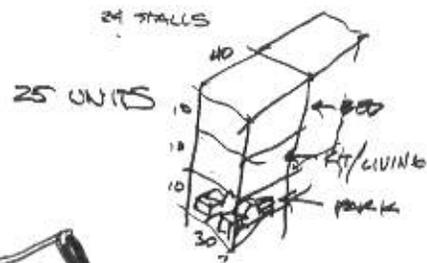
150 x 1750 = \$262,500/unit
 15 UNITS = \$3,937,500

COST @ \$180/sq = \$2,700,000/unit
 15 UNITS = \$40,500,000

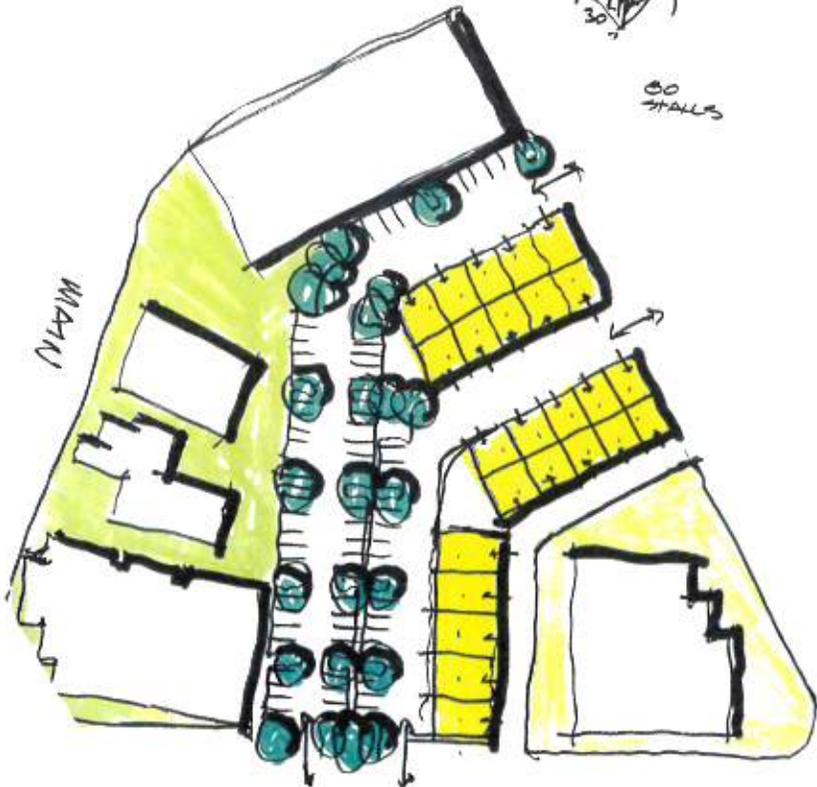
Δ = \$2,812,500

Downtown Parking Plaza Workshop

Report of Findings

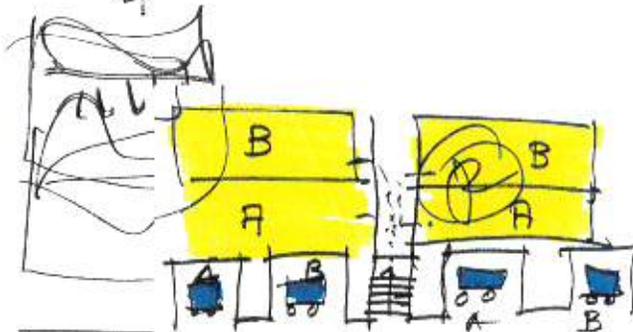
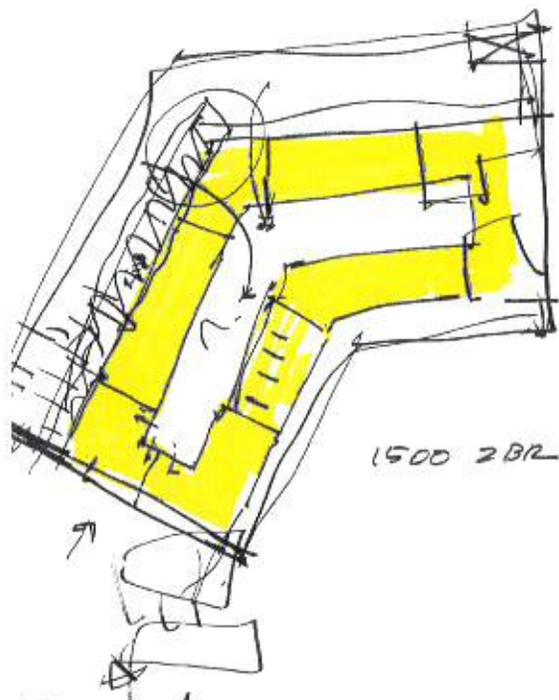


30 STALLS



Downtown Parking Plaza Workshop

Report of Findings



Downtown Parking Plaza Workshop

Report of Findings

TEAM 5: Theater concepts, Lot C

OPTION A ("Marge Anderson" scheme):

SUMMARY:

- In favor of cinema and/or basement parking at Lot "C".
- Supports vehicular ingress and egress into the project via San Antonio Road, with turn in lanes to avoid traffic disruption along San Antonio as much as possible.
- Not in favor of vehicular entry into cinema along Third Street. To help ease downtown traffic, passenger drop off along Third Street is recommended.
- "Central lobby" concept – Lobby opens up to both Banderas restaurant and existing shops to the north, with cinemas located at the east and west sides of the lobby.
- Encourage retail activity along existing retail shops to the north side of Lot "C" lot by creating a pedestrian oriented/service alley. Recommends creating paseos along this strip to help the cinema open up to Main Street and participate more in downtown activity.

OPTION B ("Jon Baer" scheme):

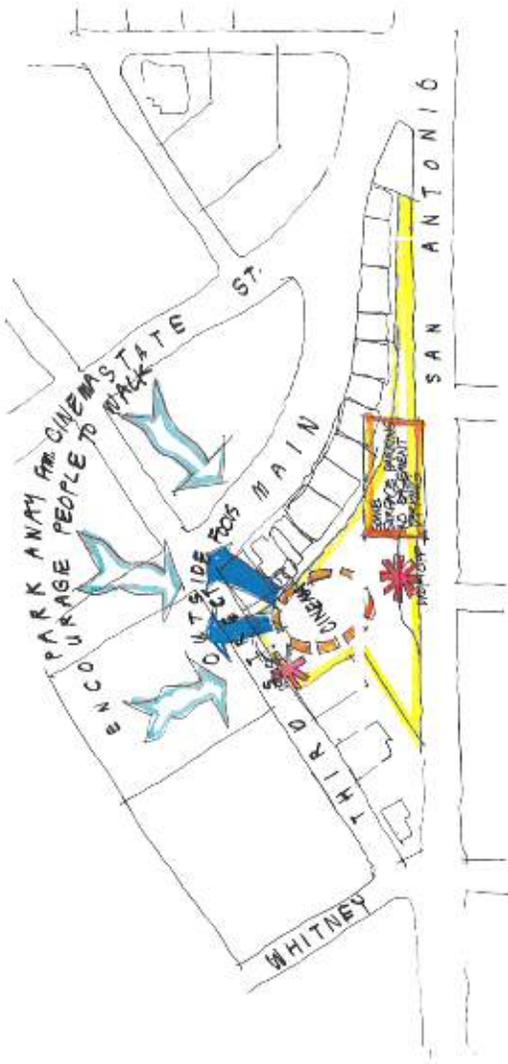
SUMMARY:

- Supports cinema location at Lot "C" (if it needs to be there), with some surface parking.
- Does not support basement parking.
- Parking needs to be farther away from the site to encourage cinema patrons to walk, which may potentially increase downtown retail vitality.
- Does not support major vehicular entry to the cinema site along San Antonio Road. A passenger drop-off point is preferable.
- Cinema layout and design should focus more towards downtown.

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Report of Findings

OPTION B



LOT 10' CINEMA DIAGRAM
JON BAER SCHEME

Downtown Parking Plaza Workshop

Report of Findings

TEAM 6: Theater at Lot C + various parking lot restripe concepts

SURFACE PARKING CONCEPTS:

- Re-stripe existing parking plaza's
- Maintain existing trees
- Provide improved pedestrian walks
- Provide properly screened trash enclosures
- Provide opportunity for new trees
- Improve efficiency.

Option A:

In this scheme we explored 90-degree parking, however we were not able to increase parking count.

Option B:

- This scheme has minimal impact on the existing plaza layout.
- All drive isles are one-way. This enabled us to add an additional row of angled parking which replaces existing parallel parking.
- All existing trees remain but raised curb tree planters are replaced with tree grates. Wheel stops would be added to protect the trees.
- This scheme increases the parking count by 20 cars.
- There are 5 identical lots in the downtown area so we can assume an overall increase of 100 cars.

THEATER:

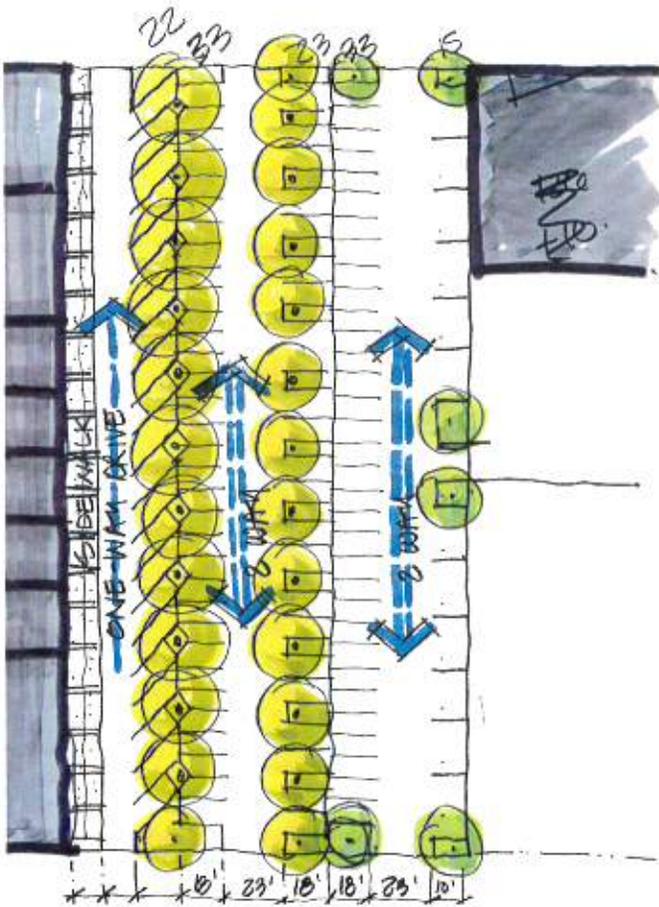
- This scheme explores the theater on 'Lot C'.
- Entrance to underground parking is provided off San Antonio Road.
- 2 drop-off areas are provided, one off San Antonio and the other on Third Street.
- The building is laid out with a central spine that connects 2 lobbies. The lobby on Third Street encourages parking and movement from the downtown area.
- A paseo is created on the north side of the lot to enhance the rear of the stores which face San Antonio Road. The paseo continues up through the parking plazas to enhance the pedestrian experience and encourage movement.
- The paseo also connects the downtown with the proposed 'gateway' plaza.

PARKING:

- Parking for the theater use can either be on site below grade or in a new parking structure on the adjacent parking plaza lot.
- The structure would be 2 levels, one level 1/2 below grade, screened with landscaping or a retail buffer.

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Report of Findings

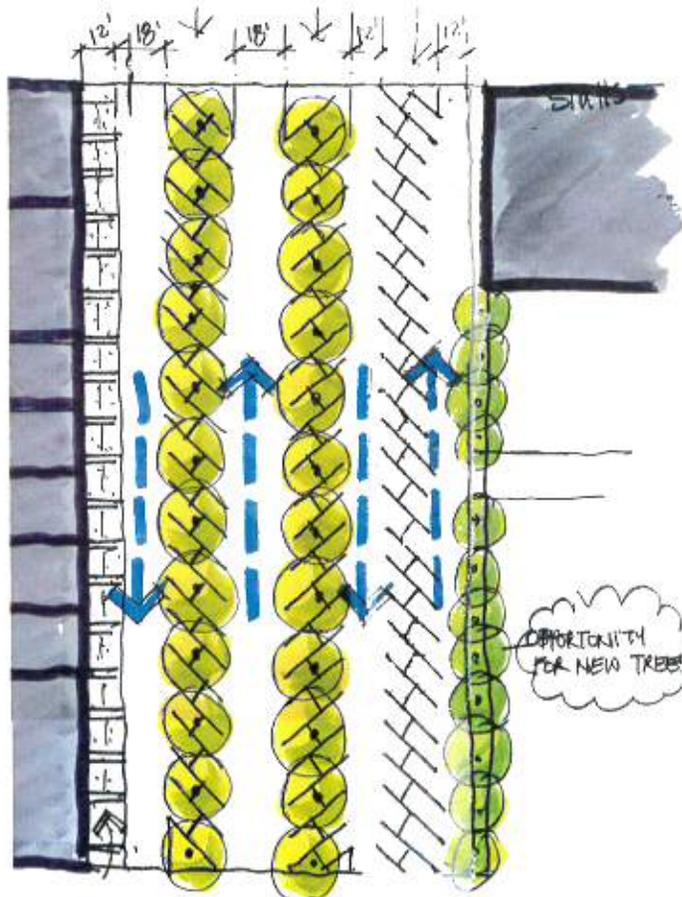


LOT B

RECONFIGURATION OPTION A - PARALLEL

Downtown Parking Plaza Workshop

Report of Findings



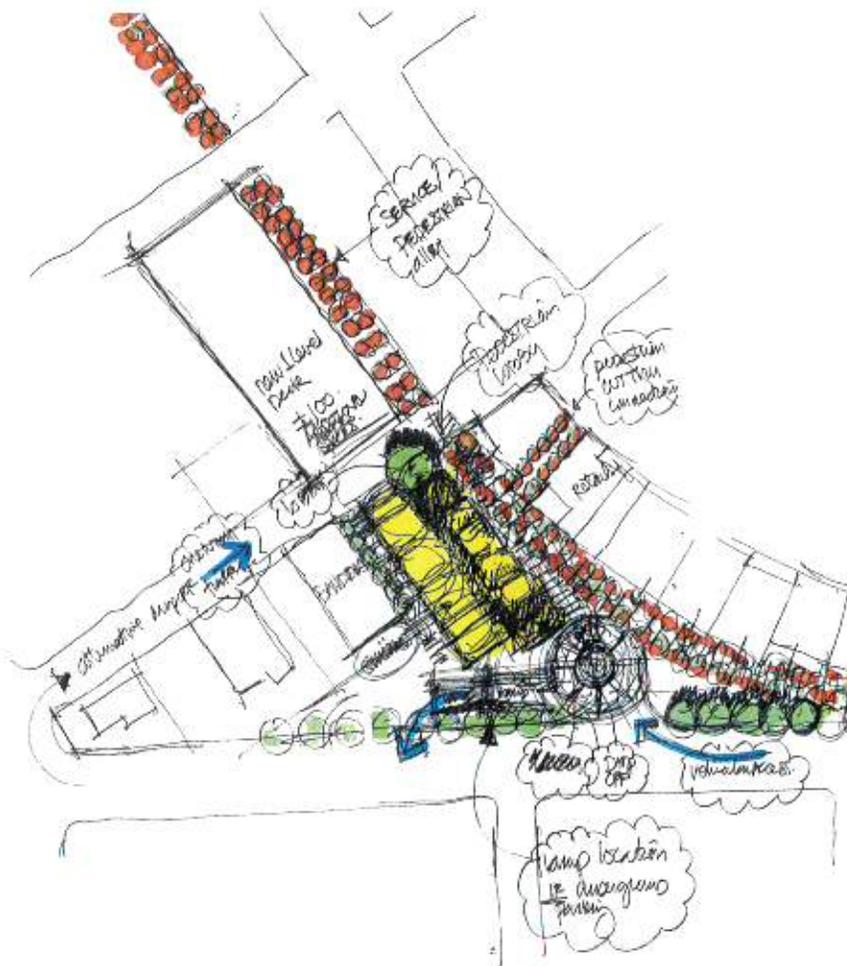
LOT B

RECONFIGURATION OPTION B - ALL ANGLED PARKING

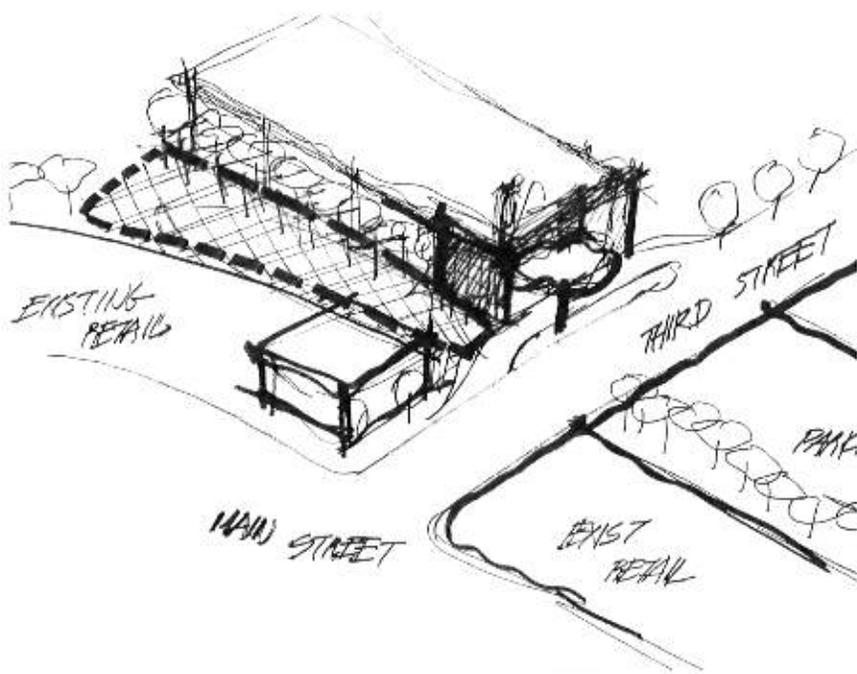
(E) TREES TO REMAIN

Downtown Parking Plaza Workshop

Report of Findings



Downtown Parking Plaza Workshop
Report of Findings



Downtown Parking Plaza Workshop

Report of Findings

APPENDIX B Attendee List and Comments

Downtown Parking Plaza Community Workshop

The following are comments received during the public testimony portion of the May 4th workshop:

John Baer

- How many interested in theater downtown (lots of hands)
- How many are not in favor of a theater downtown (a few hands)
- Be sensitive – immediate to downtown are neighbors that are impacted by the development
- Theater – where it is located will drive the downtown activities
- How do you make sure that a theater is not just a drive-in drive-out experience?

John Pihl

- 3-4 rode bike or walked
- Anything done in L.A. must maintain parking for retail during construction and beyond
- Why did original theater go out of business?

[name unstated]

- Drive in, eat, shop, see movie, drive out
- Support for a theater

Dolly

- Have teenagers walk downtown after
- Would like to see a downtown theater, a resource

[name unstated]

- 1 support housing downtown
- puzzled at comments as to how afford. Housing can help the finance of the project – it is very costly
- Involved in San Carlos

[name unstated]

- In favor of a theater downtown (good thing)
- not a drag on service

Jeff Current - architect with B. Swenson – worked on theater on First and Main

- issue: confront scale
- small low scale town
- how to maintain stalls we need while constructings

Downtown Parking Plaza Workshop

Report of Findings

Bob Norton

- Theater as revenue neutral?
- Theater rent functions at 1/2 typ. Rent
- Must be subsidized
- Who will pay for this?

T.A.C. – Tim Kelly

- More central the better
- Entrance on State Street the best
- Most patrons at night – not there M-F 9-6 and on weekends
- On existing parking lot – add parking in addition to replacement
- Movie theater does not generate enough land value to support new parking (same for housing)
- Argue that no additional parking needed
- Cross subsidy
- Theater today 12,000 – 35,000 SF

Jim Zuur

- Hate the word subsidy
- Pay fair market theater rent, less than normal retail rate
- Theater is an anchor tenant
- Like Los Gatos with few more screens
- 80% patronize a retail shop/restaurant before or after
- Our model 5-6 screens

Sohrab

- Arena at downtown San Jose
- Only 2000 parking spaces next to arena
- Locational parking
- People are willing to walk to a destination

John Baer

- If you have a theater on the perimeter (C or J), how do you keep cars from parking on residential streets?

King Lear

- Advantage that theater (camera one) does not operate during day
- If add 100 spaces, will help us during the day

Mei Kahn – property owner

- Merchants downtown, single at work, disruption of new construction (1st and Main) a problem, theater construction may disrupt enough to lose business
- Parking – must be a combination of all parties assos.

Downtown Parking Plaza Workshop

Report of Findings

- Where will money come from if not paying market rent?

Dawn Anderson

- Vignetted site J – got 15 small units, townhome
- Getting a dense housing here is constrained
- Difficult circulation, ramps

Tim Kelly

- Cross subsidization
- Cost to put parking in a structure
- The theater must pay for it's own construction
- 12K 40-50 spaces to be replaced
- 30K 90-100 spaces to be replaced

Mel

- If 12,000 SF building, who pays for it's construction?
- Theater can't pay the rent

Tim Kelly

- Private sector must pay for new improvements
- New structure parking comes from elsewhere

Mel

- These parking plazas were paid for by property owners, parking assessment fees for 25 years

James

- We've structured project to be parking neutral

[name unstated]

- Is it no longer an option to put theater in an existing building?

[name unstated]

- Theater will not buy the land, theater rents pay for the building

Tracy

- Elevated or below grade – disruption
- 8-900 - \$10-13,000/stall 100-\$30,000/stall economy of scale

Penny – lives on University

- Why did theater leave?
- Syfy moving in, sold existing building
- Unable to save building

Downtown Parking Plaza Workshop

Report of Findings

- When Main Street repaired, disruption was to hurt, businesses are doing okay now

Kris Casto

- Theater could be multi-use, may need more
- Parking – like a conference center
- Multi-purpose – all ages

Jim Zuur

- 1st and Main – donate space for use during the day
- non-profits can use
- Pruneyard – 7 screens, 4 for commercial, 3 for art

Steve Welch – live and work downtown

- Support for theater at C – keeps traffic out of residential area
- 1st and Main – 3 stories at 30' limit
- Suggest the same for residential development to keep scale

John Pihl

- Confusion on money

James

- City own property, long term ground lease

[name unstated]

- Owns two retail stores downtown – difficult to survive

Ron Patrick – resident, owns 214

- J lot full, only 4-5 spots ever left available
- Charming downtown, don't lose it
- South Parking Plaza – most distracting is trash
- Need something tasteful
- If a main entrance to business, hide trash
- Have there been any parking assessment districts that limit what one can do with their property?

Kris Casto

- Discussion on J and housing

Fred S.

- theater fine, location important
- restaurants would encourage central location
- theater goers don't use shops (frames) but do use cafes, icecream, etc..
- Lot C is desirable – ingress/egress lots of parking nearby

Downtown Parking Plaza Workshop

Report of Findings

- Restaurants within 2 blocks (rather than go to El Camino)
- San Antonio site not too far away

John Baer

- Balance the needs of different groups
- Resident adjacent to San Antonio
- If theater at C – easy in and out
- Other side of San Antonio – not shown, it exists
- May require U turn at Whitney and Pepper to head North
- Come up with solution that works for everyone

John Pihl

- Bandera's can't serve lunch due to parking
- If theater at C, compounds parking problem in evening

Dolly

- Bandera's didn't want to serve lunch

Sohrab

- Provide egress into 3rd
- Look at timing – after commute peak hour

Dawn Anderson

- Theater is desirable infill
- Parking – where does a two story structure go? (400-500 stalls)

James

- Could build a podium with building

Jim Zuur

- Parking structure with retail in it good idea

[name unstated]

- What is the breaking point for sizes of theaters and housing?

Tim

- 12,000 SF = 700 seats (6 screens)
- apartments larger number to make work

Jim

- Swenson as developer – (35 units?) – economic question to make deal work
- Need 6 screens to make it work
- Best case 14,000-20,000 SF ideal
- Can't run a single screen because of economy scale

Downtown Parking Plaza Workshop

Report of Findings

Bob M.

- If theater self financed, lot C good location
- Replacement parking should go below
- How many spaces would 12,000 SF take up=30 or more = \$1.5 cost to replace
- Equivalent to Bandera's traffic which is not a problem now
- 6 theaters – staggered leaving

John Baer

- Post office on 1st – why do they need their sorting there? Could this be looked at for some other use? (housing, etc...)

Mel Kahn

- How big do we want downtown to get?
- Changed 20 years ago 2.0 FAR to 1.0 FAR
- If retail below and office upstairs requires greater parking
- Not just discussing theater – no other 20,000 SF uses
- Vision for what we want downtown?
- Can business survive all of this: theater and housing
- Not as large an area as other downtowns

Fred S.

- Business disruption important
- Need clear vision
- Force developers to minimize business disruption
- Dealing with US Postal Service

[name unstated]

- No illusions you can impact this use of Fed Land

Roger Anderson – lived here 35 years

- Bring a theater back, not new
- Theater is a community project (like park)
- Not like a restaurant or hotel

King Lear

- Goal '97 general plan – CP core group
- "more activity downtown in the evening"
- concept of charrette is "win-win"
- activity for us who live here
- makes property more value
- opportunities for retail to stay open

[name unstated]

Downtown Parking Plaza Workshop

Report of Findings

- Los Altos commons project
- Learn more about it today

James

- Los Altos presentation at end of workshop

Kris

- Discussion on J and housing

Dawn Anderson

- Car = 450 SF
- Parking underground – lose stalls due to ramps and turns
- Com in Edith and out 4th partial underground
- Double park either side of aisles
- Alley and setback make it narrower
- Full level underground – ramp is 75’ – does not fit
- Also need surface parking
- Housing – affordable are usually smaller
- Footplates – 2600 SF Unit
- Should be 1100 SF for affordable
- For L.A. market rate – larger street
- 2 stalls per 2 BR unit = 1000 SF for cars
- Pushing 30’ – flat roof results
- Zoning – no curb cuts along alley
- Pasco would be nice

John Baer

- Pre-existing conditions – how about parking under street?

Dawn

- 115’ ramp required underground

SIGN-IN SHEET ■

DATE: Saturday, May 4, 2002

TIME: 9:00 am – 3:00pm

LOCATION: Los Altos Youth Center at One North San Antonio Road, Los Altos

PROJECT: Downtown Parking Plaza Community Workshop

DES PROJECT NO.: _____

PURPOSE: _____

Name	Company	Email <i>(please write if you are a new attendee)</i>	Phone <i>(please write if you are a new attendee)</i>
Jane Reid	586 Orange	janetree@aol.com	
Pete Johnson	Blsch Construction	Pete@blsch.com	
Craig Cousins	Cover Story	Ccousins@earthlink	
Dennis Young	1305 Ensenada Way	Dennis.a.young@exp.com	
John Moss	145 Fremont Ave	John@moss.net	948-2331
Roger Anderson	155 Sylvian Way	Rmanders@ix.net.com	941-4291
Glenda Gavenman	321 Richelieu Ct.	Gavenman@pacbell.net	941-0448
Lou Becker	445 Rinconada Ct.	Loubecker@aol.com	
John Pihl	175 S. San Antonio	Jpihl@packard.org	
Dawn Anderson	BSS		408/938-6341
Penny Lane	690 University	Stchwton@aol.com	948-6920
Jeff Current	BSS		408/205-1126
Francis La Pol	744 El Monte Ave		



SIGN-IN SHEET 12

DATE: Saturday, May 4, 2002
TIME: 9:00 am – 3:00pm
LOCATION: Los Altos Youth Center at One North San Antonio Road, Los Altos
PROJECT: Downtown Parking Plaza Community Workshop
DES PROJECT NO.: _____
PURPOSE: _____

Name	Company	Email <i>(please write if you are a new attendee)</i>	Phone <i>(please write if you are a new attendee)</i>
Julie Rose	321 University		948-1455
Margo Bruno	545 Pine	Mmbruno@aol.com	941-6570
David Buchholz	Trammel Crow		282-4404
Susan Russig	Mid-Peninsula Housing		941-6091
Mel Kahn	410 Magdalena, L.A.		948-1920
Ron Packard	115 Doud Drive	Rpackard@packard.com	941-0607
Steve Welch	220 Slate Street, G		948-4141
Victor Castillo	Cine Arts		448-8462
Roy Lave	600 University	Roylave@aol.com	948-8920
Bob Norton	73 View Street	Bob@norton.net	941-1656
Valerie Carpenter	154 Bridgton Ct	Vcarpenter@aol.com	941-8928
Rich Carpenter	154 Bridgton Ct	Richcarp1@excite.com	941-8928
Liu Yi Lee	1498 Hicks Ave.	Lli@barryswensonbuilder.com	408/938-5343



SIGN-IN SHEET 21

DATE: Saturday, May 4, 2002

TIME: 9:00 am – 3:00pm

LOCATION: Los Altos Youth Center at One North San Antonio Road, Los Altos

PROJECT: Downtown Parking Plaza Community Workshop

DES PROJECT NO.: _____

PURPOSE: _____

Name	Company	Email <i>(please write if you are a new attendee)</i>	Phone <i>(please write if you are a new attendee)</i>
King Lear	1204 Eureka	King@csaltos.org	967-8885
Barbara Baker	101 Second St. #9	Bakerbs@aol.com	949-5303
Kirk Hanson	185 University	Kohanson@scu.edu	948-7664
Edward Prorock	150 W. Edith Ave.	Acro15@msn.com	941-3540
Bill Hurwick		Willy@pa.ccarey.com	948-4602
Ken Alzman		Kenfam1@aol.com	323-9070
James Zuur			408/998-3022
Brad Lyman	13770 Wildflower	Lyman@ccarey.com	948-4488

