

Population vs Downtown Parking

1960 = 23,108 to 2014 = 37,310

Population growth of 62%

1960 = 1,000 to 2014 = 1,400

Parking Growth 40%

Submitted @ Los Altos City Council Meeting

August 22, 2017

DATE

Parking Summary

- Families in years past typically had fewer cars per household
- In the past goods and services were specific to the small town needs of the time. With no interest in marketing outside to neighboring cities
- Smaller mom and pop stores of the past required less space and staffing, equal to less demand and revenue.

Statistics from a 2008 Parking Report

- A fair conclusion that parking at 10am includes 500+ employee cars. That is the predominant start time of retail and the service trade.
- This potentially leaves the City short of parking spaces by the number of employee cars in the parking district at peak periods.
- Average parking time for a mix of part-time and full-time employee is 6 hours.
- It is fair to assume that early parking gives way to better parking spots to the employee, managers and or store owner(s).
- Most importantly, an employee parked car is a double negative, in that it takes space, creates zero revenue and takes away from would be customer spending.

Relaxed Building Code

- It is widely understood that the building renaissance of late is largely due to the modification of the city code.
- This scenario only benefits the property owners and has not trickled down to the tenants or residents
- Allowing restaurants to fold into retail space codes does not give ample parking ratio to guest and employees.
- Calculation of two recent restaurants would require 116 parking spaces for customers and 30+ for employees or 10% of the total sum of the Parking District.

Downtown Parking Structure

- Building a parking structure would be extremely disruptive to retail, restaurants, service and residents.
- The town would lose it's quaintness and charm.
- Businesses that would be directly impacted, would not survive. Essentially setting retail space back to high vacancy rates of a years past and of a current trend with no real anchors wanting to sign leases.
- More alarming, it would invite more traffic, gridlock and a higher frequency of accidents into the heart of downtown.

Making the right choice 1st!

- Property values are higher than ever due to location and wise planning.
- The City is financially healthy due to a robust economy and sound budgeting.
- The benefits of a new community center and proper allotment of parking for downtown is within reach if the right decisions are made?
- Nicer restaurants, retailers and professional services would come only if there is a solution to the current problem(s)
- Greater marketing and parking will be required to support the success of those businesses.
- Now is the time for forward thinking with a final solution!

The solution with a vision

- Build a cohesive Community Center with a transportation hub, extend a block of European style retail and office space.
- Location, Edith and San Antonio CC/Hillview site with a stoplight leading into the complex. Currently there are 4 turns into the location with gridlock going in and out.
- The idea is to lower and spread the overall building costs considerably.
- It would allow for central access, security and control to a single location.
- It would connect the neighborhood(s), join the community center, expand downtown and retail by way of a walkway below or above San Antonio.

Build a Transportation Hub, Retail/Office, & Community Center Together

- Build suitable parking (750+) for the city staff, employees of downtown, shoppers and the needs of the community center together. Reduce the footprint of 349 parking spaces or 1.3 acres not including roads, into an above and underground parking.
- Preserves Open Space
- Generate revenue by parking fees to employees/employer.
- Creates a central hub for on-demand & VTA riders.
- The layout could make a vision for the future of a car-less Main Street a reality.
- Connect the surrounding Neighborhoods, Community Center, expanded retail and housing across San Antonio, safely by way of an underground walkway.

Los Altos Transportation Hub, Retail and Community Center Financial Benefits

- Cost could be shared with or funded by grants private and or from the corporate sectors, Google or Uber as the 1st Autonomous Car District.
- Long term lease partnership with retail property and parking management companies.
- Adding a new business district would increase business license and sales tax.
- Parking Structure will creates revenue for parked cars, valet, charging and on demand vehicle rentals

Los Altos Transportation Hub, Retail and Community Center Summary

- Would lower traffic and the carbon footprint.
- Security and central control to one location.
- Becomes a hub for VTA and on-demand transportation
- Provides a location for tour arrivals and departures.
- Central and controlled parking with EV autonomous shuttles to Downtown, and the Community Center.
- Frees up space for paying customers and generates additional business and taxes.
- Would optimize funding options and give perceived value and eliminate several problems in one single effort on one property!

What constitutes a Community Center?

- Gives way to play for children through senior lifestyle.
- Has a Conference Center that benefits local business & promotes visitors as a destination stop.
- Promotes advances wellness and sports related activities
- Gives a foundation for Education, Arts, History and Theatre
- Provides service from the Police, Library & City Hall
- Has ideal parking & transportation (shuttles) that facilitates all venues throughout and Downtown.

Foot Notes

- Objective is solving two major problems that will make a difference for our community and town
- Two re-occurring themes: Open Space in the community Center and a quaint Downtown
- Parking Spaces at the Community Center are 349, equal to 56,5385 square feet or a football field not including road paths.
- Civic Center & Police Station 83/Museum 26/Library 98/School 142
- Regarding Downtown, 50 years ago there were 1000 parking spaces, now roughly 1400.

Community Center Layout

