

8. Parking

This chapter addresses parking conditions and needs in the Downtown. As Downtown revitalizes, demand for parking will increase. The recommendations described in this chapter are intended to ensure that parking is available and easily accessible in order to support the improved and continued success of Downtown businesses. The chapter contains an overall strategy for providing access to public uses (including retail, dining, and cultural spaces) in the Downtown, and lists specific requirements for private development and uses.

The 2006 Parking Study was updated for the downtown area of the City of Livermore as part of the 2009 Downtown Specific Plan Update. This update was used to evaluate existing (2008) parking conditions, and future parking conditions with changes in land use, including the addition of a 2000 seat Performing Arts Theater at the Livermore Village site and updated downtown “build-out” conditions. The study area is bound by Chestnut Street to the north, Fourth Street/East Avenue to the south, P Street to the west and School Street to the east. Three peak parking times were evaluated: Friday 1 to 2 PM, Friday 8 to 9 PM and Saturday 8 to 9 PM.

Existing (2008) Parking Characteristics

Currently, there are approximately 4,427 parking spaces (1,705 on-street spaces and 2,722 off-street spaces) within the designated study area. The off-street parking spaces included both public and private parking spaces and excluded parking lots from churches, private schools, the Post Office, AT&T and designated residential spaces because these parking spaces are less likely to be available for other uses in Downtown.

Of the 2,722 off-street parking spaces, 1,006 are available for public use. These spaces consist of 550 spaces in the Livermore Valley Center Garage, 352 spaces at the Livermore Village Site and another 104 spaces in three surface parking lots. The remaining 1,716 spaces are privately-owned, which links that supply to the local businesses that provide that parking.

For each peak parking time evaluated, the available parking supply was more than enough to meet the observed parking demand. For Friday 1 to 2 PM, 48% of the total supply was occupied. For Friday and Saturday 8 to 9 PM, 45% and 44% of the total supply was occupied, respectively. Although, overall there is enough supply to meet the demand, there are blocks that experience significantly more parking congestion than other blocks. These areas are

primarily along the First Street Corridor from Maple Street to L Street, which includes major parking generators such as restaurants, Livermore Cinema, and the Bankhead Theater. However, there are available parking spaces within a one block walking distance from any destination.

Existing Plus 2000 Seat Performing Arts Theater.

This scenario evaluated the parking characteristics after the 2,000 seat Performing Arts Theater is constructed at the Livermore Village Site. Existing (2008) land uses remain, however, the parking supply will change for this condition. The total daytime parking supply is 4,292 parking spaces and 4,092 parking spaces for the evening. However, parking supplies are perceived to be full at less than actual capacity, generally at 93% for public parking garages and 85% for all other parking. This is considered the effective parking supply. Thus the effective parking supply is 3,596 parking spaces in the daytime and 3,396 parking spaces in the evening.

As in the case of the Existing scenario, the effective parking supply is adequate to meet the estimated parking demand. The estimated parking demand for Friday from 1 to 2PM is 2,187 parking spaces. The estimated demand for Friday and Saturday from 8 to 9PM is 2,632 and 2,672 parking spaces, respectively. While there is enough supply in the downtown to accommodate projected parking demands, there will be areas of the downtown that will experience greater parking demand than others. In the daytime, the areas of greatest demand are primarily along the First Street corridor from Maple Street to L Street including the Livermore Village site. In the evening, the area expands to include blocks along Second Street and Railroad Avenue from the Livermore Valley Center Garage to L Street. Despite the fact that a larger area is impacted, parking will be available within 1,000 feet, an acceptable walking distances, to destinations within the downtown.

Downtown Buildout

This section represents the anticipated parking characteristics after buildout of the Downtown Specific Plan. In the Downtown Specific Plan Area, the maximum development potential is as follows: Commercial – 1,000,000 square feet; Office – 356,000 square feet; Entertainment – 2,500 performance arts seats and up to 15 movie theater screens; Lodging – 300 rooms; and Residential – 3,600 units.

Accompanying these land use changes are parking supply changes within the defined area of the parking model. A 350-space parking garage is scheduled to be built at the Livermore Village site. Parking lots adjacent to the Bankhead Theater and fronting First Street will be eliminated due to redevelopment. Approximately 30 on-street spaces on Third Street between South M Street and South Livermore Avenue will be eliminated due to the installation of planned bicycle lanes. Additional parking supply changes are attributed to redevelopment of existing land uses. Taking into account the changes cited above, the effective parking supply for Friday from 1 to 2 PM is 3,701 parking spaces. The effective parking supply for Friday and Saturday evening from 8 to 9 PM is 3,501

Residential land uses have been assumed to accommodate their parking needs on-site and have not been included in this analysis.

In this buildout scenario, there is adequate parking available to accommodate the Friday afternoon peak. However, the projected demand of 3,441 parking spaces is approximately 93% of the effective daytime supply. Locations of most impact include an area bound First Street, North P Street, and Railroad Avenue, and an area bound by First Street, North L Street, Fourth Street and Maple Avenue. However, an abundance of supply is located at the Livermore Valley Center Garage and can help to alleviate the estimated impact.

The effective evening supply for Friday and Saturday will not be adequate to accommodate the projected demand of 3,932 parking spaces and 4,301 parking spaces, respectively. Evening parking demand characteristics for dining, cinema and theater are greater than that of daytime. This produces a parking deficit of 431 spaces for Friday evening and approximately 800 spaces for Saturday evening. The area of most impact mirrors that of the Friday afternoon peak, but now includes additional impacts to the area bound by Railroad Avenue, North P Street, the railroad tracks and South Livermore Avenue.

Combined, the cinemas and theaters represent about 25% of the Friday evening parking demand and about 33% of the Saturday evening parking demand. Dining represents about 35% of both the Friday and Saturday evening parking demand. While retail parking represents about 20% of the Friday and 15% of the Saturday evening parking demands. Employee parking represents approximately 15% of the evening parking demand.

Parking Strategy for the Downtown

The current supply of parking is sufficient to meet daytime and evening parking demands for the existing scenario and when the Performing Arts Theater is built at the Livermore Village site. However, as noted above, parking demands in the future can-not be met. There are specific parking strategies that can be implemented in the downtown to maximize parking space utilization and meet the expected demands. Within these strategies, there are 3 objectives that should be considered:

- Ensure that the parking facilities are reasonably dispersed so drivers have options depending on their ultimate destination.
- Locate the parking facilities to intercept drivers as they enter downtown.
- Size the parking structures to be about 500 spaces to minimize the number and size of the facility entry/exit points.

The following strategies are designed to meet the estimated buildout parking demand:

1. Monitor parking supply and demand over time and provide the following or equivalent parking facilities to meet identified demands:
 - Construct a 500 space parking garage rather than 350 spaces at the Livermore Village site, adding about 150 more spaces;
 - Increase on-street parking within the Livermore Village site, adding about 40 parking spaces.
 - Implement angled parking on First Street between South L Street and South P Street. Optimize the parking by limiting parcel access to and from First Street, adding about 50 parking spaces.

- Implement angled parking on Maple Street between First Street and Railroad Avenue, after realignment, adding about 10 spaces.
 - Implement phase II of the Livermore Valley Center garage, adding up to 300 spaces.
 - Implement additional parking facilities south of the Downtown Core area by purchasing property or partnering with private development to provide additional parking.
2. Pursue partnerships with businesses to ensure that the parking supply is open to the public after daytime business hours. A substantial number of off-street parking spaces are privately owned and operated. As the demand for these spaces increase, property owners should be encouraged to share their off-street spaces.
 3. Promote valet parking operations in downtown. The large number of restaurants and the two performing arts theaters are excellent candidates for valet parking. As parking supplies become more utilized, valet parking will become a more attractive option. Valet operators can enter into agreements with businesses to use their privately owned parking and can accommodate approximately 10% more vehicles (depending on the size of the facility) than a self parked facility.
 4. Consider utilizing time-limited and pay-parking strategies to manage employee parking behavior, increasing available parking for customers. Employees tend to use the most convenient on-street parking spaces, which forces customers to park further from their destinations. Time limited parking and pay parking strategies can become a more effective tool to manage employee parking behavior by shifting employee parking away from the downtown core, which will have a net effect of increasing parking supply 15% to 20%.
 5. Provide accessible on-street parking spaces in the downtown. While there is no requirement for number and location of on-street accessible parking spaces, the city currently provides on-street accessible parking spaces at the corners of blocks. The City should continue to look for opportunities to provide accessible parking spaces.

Parking Requirements for Specific Uses

New development in the Downtown shall provide parking as stated below, according to use. Uses shall meet the following requirements at a minimum. Requirements for renovation, enlargements or use changes apply only to net new floor area and/or the incremental increase in parking demand that accompanies a higher intensity use.

- In-lieu parking is subject to a determination by the City that there is existing or planned parking available within the Downtown Specific Plan area and that the project will not significantly impact the availability of public parking, pursuant to the In-Lieu Parking provisions of Chapter 4, Section 4.04.050 of the Livermore Development Code.
- All projects requesting a reduction of more than 15 on-site spaces, either in-lieu, through a reduction in required parking standards, or some combination thereof, shall require City Council approval

Commercial, Retail, Office and all Non-Residential Uses

For commercial, Retail and Office uses in the Downtown, Parking shall be required at one (1) space per every 300 feet (or portion thereof) and shall be reduced to one (1) space per every 400 square feet (or portion thereof) if all provided parking remains open for non-exclusive use by the general public at all times. For Places of Assembly having fixed seating (e.g. auditoriums, theaters, assembly halls, etc.) parking shall be required at one space for each four fixed seats.

On-street parking shall not be counted toward the parking requirements. Parking that is provided on-site, via a restricted access lot for private use only, may not exceed a maximum of five (5) spaces per every 1,000 square feet (or portion thereof).

Conversion of existing private lots to shared: Where an existing private lot is converted to a shared lot that is open for non-exclusive use, spaces that are provided in excess of the amount required may be leased to other establishments.

In the Downtown Core plan area, new surface lots are required to remain open for non-exclusive use; private surface parking lots are not permitted. New parking structures in the Downtown Core may be reserved for private use. Required parking shall be provided on-site, by payment of an in-lieu fee, off-site within the Downtown Core, or any combination thereof.

In the Downtown Boulevard and Transit Gateway Plan Areas, and in the Downtown Neighborhood Plan Areas, required parking shall be provided on-site, off-site in a dedicated parking lot in the Downtown Specific Plan area that is within ¼ mile of the project site, through payment of in-lieu fees if an identified public parking structure in the Downtown Specific Plan area is located within ¼ mile of the project site, or through any combination of the above.

Transportation Demand Management Measures: The Zoning Administrator may grant a reduction of up to 10% of off-street parking requirements upon demonstration that effective alternatives to automobile access are in effect. The applicant must provide a Transportation Demand Management Plan demonstrating to the satisfaction of the Zoning Administrator that changes in conditions or issues justify such reduction and will not result in a parking deficiency, and payment of an in-lieu parking fee to fund shared public parking is required upon discontinuance of such a TDM program area. Evidence may include:

- Immediate proximity to public transportation facilities serving a significant portion of residents, employees, and/or customers.
- Provision of free transit passes to all employees.
- Operation of effective private or company carpool, carpool, bus, or similar transportation programs.
- Evidence that a proportion of residents, employees, and/or customers utilize, on a regular basis, bicycle transportation alternatives commensurate with reduced parking requirements.

Parking Standard Reduction Requests (not to be combined with TDM programs): A reduction in the number of required parking spaces may be authorized subject to a determination that all of the following findings apply:

- The applicant has provided adequate information facts, statistics or other supporting documentation from a parking expert, which allows the City to determine that a reduction can be supported based on the type of use; size, bulk, overall scale, merchandising or employment of the use; the location of the use; or the use or project provides shared parking among a variety of uses where peak parking demands do not coincide.
- The use or project design creates an integrated whole wherein the parking reduction will not adversely affect other businesses or uses on the same property or within the boundaries of the project and will not create an adverse impact on surrounding uses.

A Parking Standard Reduction Request may be authorized by the City Engineer for projects requiring only staff level review and approval. When a project requires Planning Commission and/or City Council review and approval, the City Engineer shall make a recommendation on the request to the deciding body for the project.

Discontinuance of the basis (the type of use; size, bulk, overall scale, merchandising or employment of the use; the location of the use; or the shared parking among a variety of uses) that justified a reduction in the number of required parking spaces shall require the provision of such parking spaces on-site, off-site within ¼ mile of the project, or through the payment of in-lieu fees.

Residential Uses

All residential parking shall be provided on-site unless otherwise provided below. Parking shall be required as follows:

For Single-Family Detached and Attached (townhome/condominium) Residential Uses in the Downtown Specific Plan, parking for units with two or more bedrooms shall be required at two (2) spaces per dwelling unit. Parking for units with one bedroom shall be required at one (1) space per dwelling unit. For Single-Family Detached and Attached (townhome/condominium) Residential Uses, a minimum of one (1) space per unit shall be covered.

For Multi-Family (apartments, flats, lofts) residential Uses in the Downtown Specific Plan, parking for units with two or more bedrooms shall be required at 1.75 spaces per dwelling unit. Parking for units with one bedroom shall be required at 1.5 spaces per dwelling unit. Parking for studio units shall be required at one (1) space per dwelling unit.

For Multi-Family (apartments, flats, lofts) Residential Uses, a minimum of one (1) space per unit shall be covered. Guest parking shall be required for all multi-family complexes of ten dwelling units or more at a rate of one (1) parking space per every ten dwelling units or portion thereof. Guest parking shall be provided on-site, off-site in a dedicated parking lot in the Downtown Specific Plan area that is within 600 feet of the project, or through the payment of in-lieu fees if an identified public parking structure in the Downtown Specific Plan area is located within 600 feet of the project site.

For Senior Citizen Housing Uses, parking shall be required at 1.25 spaces per dwelling unit. For Senior Citizen Housing Uses, a minimum of one (1) space per unit shall be covered. Parking shall be provided on-site or off-site through the payment of an in-lieu fee.

Special Circumstances – In the Downtown Core District, residential dwelling units located above first-floor retail/commercial on First Street, and live/work spaces within the Downtown Core, shall provide required parking spaces on-site, or off-site through the payment of an in-lieu fee, or through the construction of parking facilities in the Downtown Core.

Throughout the Downtown Specific Plan, no additional parking spaces shall be required for the conversion of existing commercial/office/retail space to mixed-use where residential units are provided above (second-floor and up) retail sales and service, or eating and drinking establishment uses.

Parking Structures and Off-Street Parking Lots

Privately owned parking structures and surface parking lots shall not front First Street, and should not front other downtown streets in general. Privately owned parking lots and structures must be located at the rear or at the sides of buildings, and must not be located on corner parcels or be adjacent to parks, courtyards, or plazas. These provisions do not apply to City owned or controlled parking facilities.

Parking structures: Parking stalls in parking structures shall have a width of not less than eight and one-half (8½) feet and depth of not less than eighteen (18) feet. One additional foot in width shall be provided on each side abutting any wall, fence, property line, or other fixed obstruction that restricts vehicle access.

Surface Parking Lots: Parking stalls in surface lots shall have a width of not less than eight and one-half (8½) feet and depth of not less than eighteen (18) feet. One additional foot in width shall be provided on each side abutting any wall, fence, property line, or other fixed obstruction that restricts vehicle access.

Unless stated otherwise herein, parking lots shall be developed on conformance with the minimum standards set forth in Chapter 4 of the Livermore Development Code.