

Chapter 1

Existing Conditions Analysis

1.1 Introduction

The City of Los Altos is located at the southern end of the San Francisco Peninsula in Santa Clara County, with a population of approximately 30,000. The downtown is characterized by small independently owned shops and professional offices and is an important community destination. Parking access is served by the Downtown Parking District (1,449 spaces) and its surrounding area combining for over 1,600 spaces located on street and in ten public plazas.

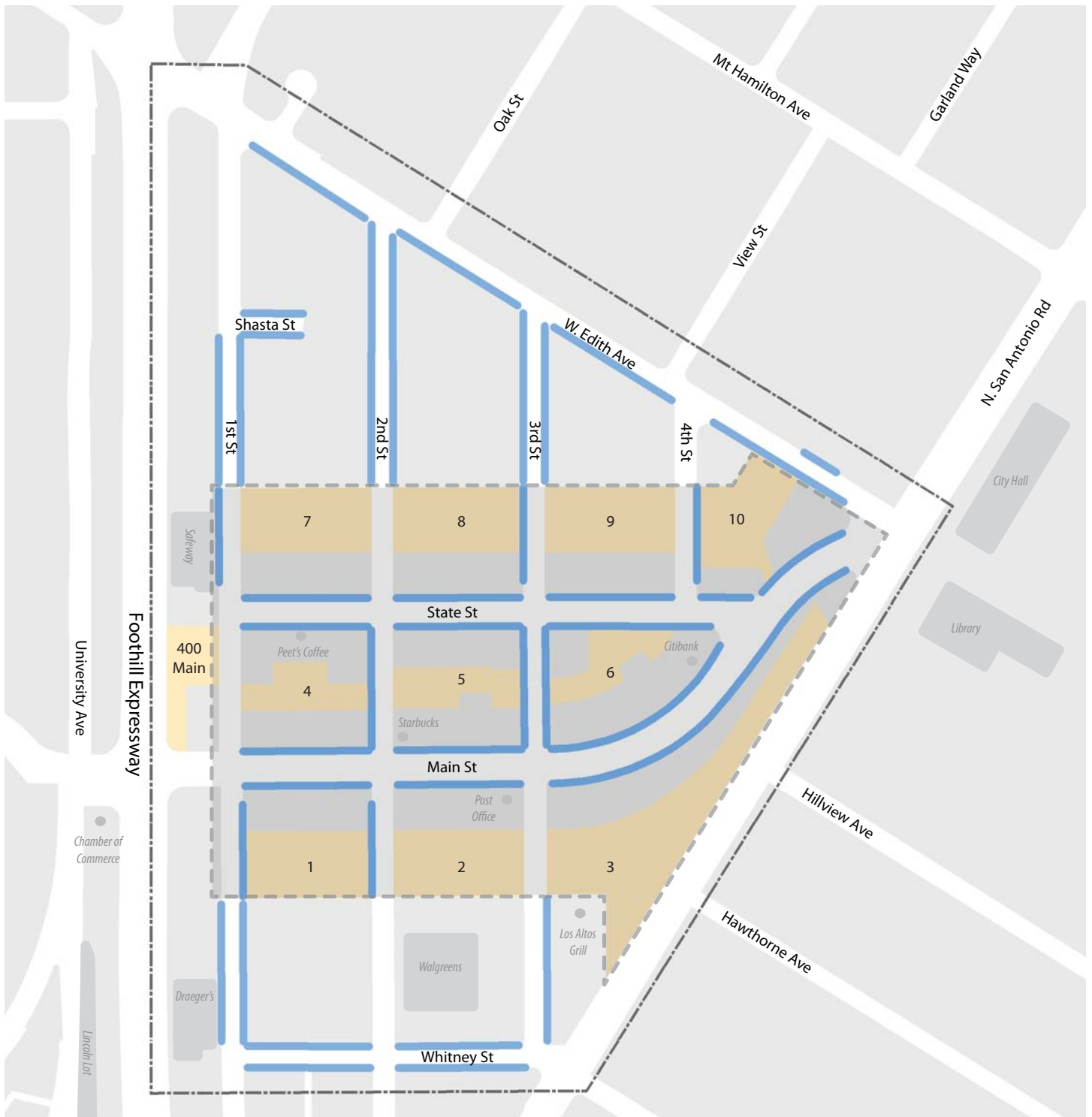
Economic revitalization has been an on-going goal for the downtown. A 2009 Opportunity Study of the City's Public Parking Plazas recommended potential development in the north plazas with a public-private-partnership resulting in an overall increase of 200 parking spaces and new land uses including retail, office, and hotel. The economic context in which these opportunities were developed has changed since that time and it will be a goal of this study to get a fresh perspective on the parking demand and supply opportunities in the study area. To that end, the City of Los Altos has identified the following goals for this study:

- To provide access to convenient parking for downtown customers, employees, and visitors;
- To support and encourage continued investment in the downtown core;
- To manage supply efficiently to avoid unnecessary investment;
- To identify, plan, or establish potential reserve of parking supply to facilitate future development; and
- To mitigate spillover parking in residential neighborhoods.

The Parking Management Plan is intended to serve as a framework for the implementation of parking management and supply strategies. Each of the ideas presented in the Plan will need further detailed evaluation prior to implementation. As a result of this detailed evaluation, some ideas in this Plan may be adjusted or may be determined to be not feasible. The document will evolve over time through continued planning efforts and may require updates as unforeseen issues arise or as the community grows and changes. The City Council adopted the Plan at its September 17, 2013 meeting. A summary of the Council's review and prioritization of the proposed strategies is presented in Appendix 1A.

The project area is located in the downtown core between West Edith Avenue, North San Antonio Road, Whitney Street and First Street. Within the study area is the Downtown Parking District, which includes the ten public parking plazas, the on-street spaces along Main and State Street, and the on-street spaces on the numbered side streets between the north and south parking plaza boundaries. These area boundaries are indicated in Figure 1-1.

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN



Legend

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



0 250 500 Feet

1.2 Background Policy and Data Review

1.2.1 Background Policies

1.2.1.1 Downtown Parking District

The Downtown Parking District “Parking District” is defined to include the ten parking plazas, the on-street spaces along Main and State Street, and the on-street spaces on the numbered side streets between the south (Plazas 1, 2, and 3) and north (Plazas 7, 8, 9, and 10) parking plazas.

The Parking District formed in 1955, when the property owners in the core of the downtown petitioned the City to form an assessment district to purchase some of their land and to construct parking plazas for the common use of those owners. The City agreed to form the parking district and, in turn, the property owners agreed to the assessments to fund the purchase and construction project. Unlike many other cities, Los Altos chose not to form a formal parking district under provisions of State law in order to build the plazas. Consequently, no assessments are collected from the property owners to pay for parking plaza improvements or fund their ongoing maintenance and the City has become the owner of the plazas. The City officially completed the construction of the parking plazas in 1957.

When the original Parking District was developed, the City in cooperation with property owners and merchants developed boundaries for the district and calculated how much square footage would be involved. Using this information, they determined how many parking stalls to build. In the end, they built 1,008 parking spaces for approximately 390,000 square feet of building. At the time, this created a parking ratio of 2.6 parking spaces per 1,000 square feet of building. Since 1958, there has been some growth in the square footage of buildings downtown as well as the available parking in the plazas, but the historical parking ratio has remained close at 2.7 spaces per 1,000 square feet of building or approximately 1,400 spaces.

The property owners at 170 State Street elected not to participate in the Parking District at the time of formation. As a result, 69 of the 137 spaces in Plaza 9 remain in private ownership. However, when developing the current building in 1973, a condition of approval for the project was that the private parking spaces remain available for public use in view of the fact that the parking provided was in-lieu of inclusion in the Parking District.

1.2.1.2 Current Parking Code

Currently, the Los Altos parking code prescribes minimum parking requirements for various private developments within certain land use zones of the City. In general, each zoning designation in the downtown triangle has the same parking requirements. The requirements are 3.3 spaces per 1,000 square feet for office uses and 5 spaces per 1,000 square feet for retail uses. Restaurants are required to provide one parking space for every three employees plus one space for every three seats provided for patrons.

For properties located within the Parking District, no additional parking is required unless a property builds above 100% Floor Area Ratio (FAR). This requirement applies to existing two-story buildings that may currently exceed 100% FAR. These buildings may have to provide additional parking when they redevelop, even if the total square footage does not increase.

1.2.1.3 Parking Stall Dimensions

The zoning code sets specific requirements for parking stall dimensions. Parallel stalls are required to be 9 feet wide by 22 feet long. Alternatively, parallel stalls can be 20 feet long if there is at least one 9 foot buffer space adjacent to each stall. Angled and perpendicular parking stalls are required to be 9 feet wide by 18 feet long. The minimum width of a one-way drive aisle is 12 feet and a two-way aisle is 18 feet. Not all parking stalls in the existing plazas conform to this standard. Many plazas still have a portion of their total stalls that conform to prior standards for compact stalls, although the stalls are no longer labeled exclusively for this use. The City has since done away with a compact standard, but the plazas have not been restriped to meet the current standard.

1.2.1.4 Enforcement

General public parking conditions in downtown are that of free, time restricted parking both on- and off-street. Time restrictions are generally 2 hours for on-street and 3 hours for off-street with a scattering of 20-minute spaces (green curb spaces), loading zones and handicapped spaces at various locations. To enforce parking turnover, an enforcement officer currently mark tires with chalk to identify those that park beyond the posted time limits. Parking tickets cost \$54.50 and those caught erasing chalk marks receive a \$104.50 ticket. It is also possible to receive multiple tickets for not moving a car after receiving an initial violation notice. Table 1-1 below presents the quantity of offenders and number of tickets issued between June 2012 and June 2013.

Table 1-1 Parking Tickets Issued (June 2012 to June 2013)

Number of Citations	Number and Percent of Offenders		Number and Percent of Tickets	
	#	%	#	%
1	1231	88.4%	1231	70.3%
2	69	5.0%	138	7.9%
3	50	3.6%	150	8.6%
4	19	1.4%	76	4.3%
5	9	0.6%	45	2.6%
6	7	0.5%	42	2.4%
7	2	0.1%	14	0.8%
8	1	0.1%	8	0.5%
9	1	0.1%	9	0.5%
11	1	0.1%	11	0.6%
13	2	0.1%	26	1.5%
Total	1392	100.0%	1750	100.0%

Source: Los Altos Police Department, 2013.

As the table indicates, over 70 percent of tickets issued by parking enforcement were to first-time offenders. Many of these incidents may potentially be explained by limited familiarity with posted time limits by visitors to the Downtown. Around 30 percent of the tickets went to repeat offenders who had been cited at least two times, with 3 percent of vehicles (those receiving 4 or more tickets for the year) receiving over 13 percent of the tickets issued. Overall, the data shows that while the large majority of offenders (88 percent) were cited only one time, there are still a substantial number of tickets being issued to habitual violators.

At the time of initial data collection, on-street parking enforcement signs and the City's police department website provided conflicting information about parking enforcement hours and days. In

most cases, it appeared on-street enforcement hours were between 9AM and 6PM and enforcement hours for the off-street spaces in the parking plazas were between 8AM and 6PM. Despite this general rule, there are a few locations on-street noted to begin enforcement at 8AM.¹ Additionally, all signs indicate that time limits were enforced Monday through Saturday, excluding holidays. Discussions with the Los Altos Police Department reveal that officers can enforce parking violations on any day, such as improper parking, however there is no parking control officer assigned for enforcement duties on Mondays or Saturdays. During these days, other on-duty officers do enforcement only on a complaint basis.²

The time of day inconsistencies for the on-street parking spaces could be points of confusion for visitors and residents of Los Altos parking in downtown. It should be noted, that the inconsistencies with the on-street parking space enforcement hours and signage have been corrected.

1.2.1.5 Employee Parking Permits and All-Day Customer Permits

If employees of properties within the downtown parking district wish to do so all day, they may obtain parking permits from the City. Employees working within the downtown parking district may purchase an annual parking permit for \$36 or a quarterly permit for \$12.³ Public parking spaces in the south (Plazas 1, 2, and 3) and north (Plazas 7, 8, 9, and 10) plazas designated with a painted white dot are those set aside to allow all-day employee permit parking. Table 1-2 shows the number of quarterly employee parking permits sold to downtown businesses between 2010 and 2012.

Table 1-2 Employee Quarterly Parking Permits Sold

Fiscal Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
FY 2010	42	0	0	19	61
FY 2011	25	15	33	59	132
FY 2012	24	43	98	111	276

Table 1-3 shows the number of annual employee permits sold to downtown businesses between 2009 and 2012.

Table 1-3 Employee Annual Parking Permits Sold Per Year

Fiscal Year	1st Quarter
FY 2009	789
FY 2010	642
FY 2011	565
FY 2012	779

All day parking is also available to customers of downtown businesses. Books of 25 customer permits are available for \$25 from the City and are available for purchase by customers or businesses;

¹ One example includes the north side of State Street, between Second Street and Third Street. One 2-hour parking sign says enforcement starts at 8 AM and another on the same side of the street, on the same block, says it starts at 9 AM. Additionally, the signs on First Street and Second Street indicate that enforcement hours start at 8AM.

² According to the City's Parking Control Officer, enforcement only occurs during his actual work schedule: Tuesday through Friday 7AM through 5PM. Other Community Service Officers enforce parking by complaint when the primary PCO is off.

³ Employees must show proof of employment in the parking district to qualify.

however, businesses are required to provide the permits to customers free of charge. Customers then return to their car, if parked in any plaza space, place the permit in their vehicle and are legally allowed to stay all day.⁴ Customer permits are not valid for on-street parking, handicapped stalls, 20-minute zones or loading zones and must be dated and displayed on the bottom corner of the passenger-side front windshield.

The City Council established the Parking Permit Program for downtown in 2003. All revenue from this program has been deposited into the downtown Parking Fund. Between 2007 and 2012, annual revenue for the fund has been between \$33,500 and \$40,400. The City provides these parking funds to the Los Altos Village Association (LAVA) who uses the funds for beautification of the downtown through maintaining the landscape planters. In June of 2012, the City Council decided to continue to commit parking funds to LAVA for these beautification efforts into the future.

1.2.2 Prior Studies

1.2.2.1 Downtown Parking Garage Report

In 1993, the City, in conjunction with the Los Altos Village Association (LAVA), assembled the downtown Parking Garage Work-Study Committee to explore the potential of each plaza to support development of a parking structure. At the time, the committee concluded “a definite parking problem exists in the downtown area during the mid-day parking peak and it will get worse in the future.” The study stated that the logical solution to the problem was to build at least one parking structure in the near term. The commission recommended developing one of the parking plazas in either the north or the south into a 116 to 200 stall parking garage.

1.2.2.2 Downtown-Wide Traffic and Parking Analysis

The City conducted a traffic and parking analysis in 2007 to examine the effects of a rezoning proposal specifically for the downtown parking district. The study included variations of two different development scenarios that could arise from the rezoning. Scenario 1 focused on allowing downtown development to build to two stories while Scenario 2 allows build out to three stories. Each scenario explores an option A or B, the former focuses 100 percent office development in Plazas 6 and 7 while the latter focuses 100 percent residential development in those plazas. The results of the analysis showed that Scenario 2A would draw an additional 3,100 cars during the peak period and the study suggested building a parking structure to meet that additional need. Scenario 1A anticipated about 1,700 additional cars during the peak period while each of the residential options only expected to draw less than 100 more cars during the peak.

The City ultimately decided to adopt changes to their zoning code, which eliminated Floor Area Ratios (FAR) and allowed for two-story building in the downtown core and three-story building in the outer areas of the downtown triangle. It is anticipated that any redevelopment in the downtown core/CRS district/Parking district to be retail with second floor office, or residential uses. Most new residential development is planned along First Street and in the quadrant of downtown between the State Street parking plazas (Plazas 7, 8, 9, and 10) and West Edith.

⁴ Customers can park in an unmarked or white dot space.

1.2.2.3 The Downtown Opportunity Study

The Downtown Opportunity Study was initiated in 2008 as a public parking garage study. The study evolved into an analysis of public-private development opportunities for the public parking plazas. The study was completed in 2009 and contained several test cases for providing 200 to 300 additional public parking spaces and for allowing mixed-use development of up to 200,000 square feet. An environmental analysis was also completed to study the potential impacts of the proposed development.

1.2.3 Approved Projects

The following approved projects are either within or are immediately adjacent to the downtown parking district and may have an impact on public parking patterns in the study area.

1.2.3.1 Safeway Redevelopment

The current downtown Safeway store is 22,000 square feet and is flanked by surface parking lots on either side of the building. Safeway received development approvals in January 2012 to construct a 45,000 square foot store with podium parking beneath the footprint of their current store and parking lot. The redeveloped store will provide 154 spaces, 72 spaces less than the City's retail store parking requirement.

Safeway hired an independent consultant to complete a parking demand analysis that showed that the customer parking demand will only exceed available supply 170 hours per year, or 3 percent of the total annual operating hours of the store, primarily during evenings and holidays. Of these hours, 110 of them are in the evenings from 4PM to 6PM when parking capacity is ample in the public plazas. On average, the estimated parking shortage is expected to be only 15 spaces.

In exchange for a reduced parking requirement, Safeway executed a shared parking agreement with the City that will allow for 129 of their 154 spaces to be available to the public for a 90-minute time period. During the peak periods when the Safeway store exceeds the parking demand, customers are expected to park in the adjacent parking plazas. Construction of the new store is estimated to begin in May 2013 and will likely occur over the period of one year.

1.2.3.2 400 Main Street Site

400 Main Street is a City-owned property that has been approved for a 32,000 square foot mixed-use development project. Construction of this project is anticipated to begin in Summer 2013. During development negotiations, and when not needed for construction staging for downtown improvements, the site has been available as a public parking lot. Presently there are 96 parking spaces available on the site and there are no time restrictions enforced on the majority of these spaces. The public parking will no longer be available when the development project begins construction. The development project will be self-parked with 125 private parking spaces.

1.2.3.3 First Street Streetscape Project

The City is moving forward with the continuation of the streetscape improvement on First Street between State Street and Shasta Street. Construction of these improvements started in June 2013. As part of the streetscape design, a total of twelve on-street parking spaces on First Street will be removed including eight parking spaces in front of Safeway which are within the parking district and an additional four spaces between parking Plaza 7 and Shasta Street.

1.2.3.4 San Antonio Streetscape Project

The City is moving forward with the San Antonio Streetscape project, which will expand the sidewalk along San Antonio Road adjacent to parking Plaza 3. In order to accommodate the sidewalk widening, the diagonal spaces in parking Plaza 3, closest to Main Street will be converted to parallel spaces. This conversion will result in a net loss of nine parking spaces in Plaza 3.

1.3 Stakeholder Meetings & Community Surveys

1.3.1 Stakeholder Meetings

Several meetings were held with diverse groups of Los Altos stakeholders to introduce the study and ask for input on parking issues in the downtown. Stakeholder groups included the Los Altos Chamber of Commerce, downtown commercial property owners, merchants and Los Altos residents.

1.3.1.1 Chamber of Commerce

A Chamber of Commerce Business Roundtable meeting revealed that the Chamber of Commerce was interested in understanding parking demand and its impact on economic vitality of the downtown. This group appeared most interested in management and supply solutions, as well as funding options and did not offer comments on current parking issues.

1.3.1.2 Downtown Commercial Property Owners

This group was most concerned about downtown development issues, understanding employee parking usage and needs (particularly of the white dot program) and the potential for sharing parking with the Los Altos Civic Center. Other important issues included the impact of the Safeway development on the downtown parking supply and the limitations of current parking enforcement practices.

1.3.1.3 Merchants

The Los Altos Village Association (LAVA) helped organize a meeting of merchant stakeholders however, not all of the participants were members of LAVA. Participants were primarily concerned about the day-to-day downtown parking issues for their employees and their customers. Many of them were active participants in the employee permit program. The merchants are concerned about part time shift employees that arrive late and are unable to find white dot parking. They believed that a three-hour time limit (provided in plazas) is sufficient for customers for most types of visits. However, current ticketing seems to catch customers unaware and often misses the worst offenders – the employees. A discussion with the Los Altos Police department revealed the opposite as they observe more employees paying citations than visitors. Finally, the merchants rallied around the idea of a holiday seasonal parking valet program similar to the one offered by the Town of Los Gatos.

1.3.1.4 Residents

The residents at the stakeholder meeting mostly lived in or near downtown Los Altos. Many discussed practical issues with current parking and alternative access to the downtown. These included poor circulation in Plazas 3 and 10, poor lighting in the north plazas, limited short term parking serving the Post Office area and the need for more convenient bike parking. In addition, bicyclists expressed concern for parking bicycles at the existing u-shaped racks due to the potential of damaging the bicycle frame. Residents were also generally in favor of electric vehicle charging stations. Opinions

were mixed about increasing the parking supply. Some residents believed a new garage was warranted, while some believed that the City should focus on management tools such as shared parking (with private lots/garages) or satellite parking with a shuttle bus. When asked, several residents voiced support of a proposed seasonal valet parking program.

1.3.2 Community Surveys

1.3.2.1 Downtown Los Altos Community Survey

The City Council worked with Godbe Research to complete a survey in the summer of 2012 to gauge community opinions as the City considers redevelopment options in downtown. Surveyors conducted 414 telephone interviews and found that satisfaction with Downtown Los Altos was high at 68 percent. The most common reason people visited downtown was to eat or drink, followed by grocery and retail shopping. A significant majority of respondents (92.5 percent) drove to access the downtown (60 percent always, 32.5 percent sometimes).

According to survey results, parking was not a major concern for residents visiting downtown. Over 63 percent thought it was at least somewhat convenient to park in downtown.

When asked whether they would be willing to pay 50 cents an hour for more convenient (closer in) downtown parking, over 70 percent responded that they were unwilling. This result is not surprising since a significant majority of participants (66 percent) already found downtown parking to be convenient.

Most surveyed residents (53 percent) felt that there was enough parking in downtown while only 35 percent believed there was not. When asked about preferences for adding future parking supply, most seemed to be in favor of some type of structure, whether aboveground or underground or located on a plaza. Approximately 21 percent of residents polled did not want any kind of structure.

1.3.2.2 Downtown Los Altos Visitor Intercept Survey

EMC Research, in collaboration with the Passerelle Group, conducted an intercept survey of downtown Los Altos visitors from June 7th to June 9th, 2012 (a Thursday, Friday and Saturday). Out of 1,482 approaches, they received 502 completed surveys. This survey had a limited focus with very few in depth questions about visitor parking experiences or preferences. It confirmed general purpose for visiting the downtown (per the Godbe Survey) was to eat or drink, and shop. The most common length of stay for survey participants was between one to two hours with 76 percent staying 2 hours or less. Forty three percent of participants drove alone to get to downtown, 27 percent of people carpooled and 16 percent walked.

When asked about parking, 64 percent of respondents felt that parking availability was either “excellent” or “good,” with eight percent saying it was “poor.” Seventeen percent of those surveyed agreed when asked if they sometimes park in the Civic Center area to visit downtown and vice versa. This indicated most survey respondents preferred to park closer to their destination.

1.4. Parking Inventory

National Data Services (NDS) conducted a parking inventory during the first week of September 2012 to verify downtown parking information provided by the City. NDS also conducted several subsequent inventory recounts to confirm accuracy. For parking areas where spaces were not marked, NDS used

the City's 22 foot parking stall length, which is in accordance with the City's current standard. The inventory included the number of available spaces on- and off-street, the types of regulation and enforcement and the hours of regulation and enforcement. Collection of the inventory also incorporated the defined Downtown Parking District, which includes the ten parking plazas, the on-street spaces along Main and State Street, and the on-street spaces on the numbered side streets between the north and south parking plaza boundaries.

1.4.1 Available Parking Spaces

1.4.1.1 Downtown Parking District Spaces

There are 1,449 parking spaces within the Downtown Parking District; this includes 245 on-street spaces and 1,204 off-street spaces. The off-street spaces include loading zones, short-term parking, handicapped parking, City parking permit spaces and privately owned spaces within Plaza 9. Table 1-4 and Table 1-5 list the number of each type of space on- and off-street respectively; Table 1-6 summarizes the space types and includes the breakdown by plazas. Ninety percent of on-street parking spaces have a 2-hour time limit while there are 15 spaces limited to 20-minute parking. There are also three on-street loading zone spaces spread throughout the district. Off-street parking is limited to a 3-hour time limit on most spaces within the plazas. Figure 1-2 identifies the number of on-street parking spaces per blockface within the Downtown Parking District.

Table 1-4 District On-Street Parking Time Restriction Inventory

Space Type	Study Area	
	#	%
Unrestricted	7	3%
20-minute	15	6%
2-hour	220	90%
3-hour	0	0%
Total Standard Spaces	242	99%
Handicap	0	0%
Loading	3	1%
All On-Street Spaces	245	100%

Table 1-5 District Off-Street Parking Time Restriction Inventory¹

Space Type	Study Area	
	#	%
Unrestricted	0	0.0%
20-minute	6	0.5%
2-hour	1	0.1%
3-hour	472	38.2%
3-hour permit	533	49.3%
Loading Spaces ²	67	5.7%
Total Standard Spaces	1,081	89.8%
Handicap	49	4.1%
Loading	7	0.6%
Private Spaces ³	69	5.6%
All Off-Street Spaces	1,204	100%

1: Does not include 400 Main Supply

2: Loading spaces revert to standard spaces from 11AM to 3PM.

3: Private spaces are those marked with "170" in Plaza 9.

Table 1-6 District Parking by Space Type

Parking Type/Facility	Total	Space Type			
		Handicap	Restricted Loading ¹	Loading	Standard
On-Street	245	0	0	3	242
Off-Street	1204	49	67	7	1081
Plaza 1	137	5	10	0	122
Plaza 2	137	7	12	0	118
Plaza 3	226	5	18	4	199
Plaza 4	65	1	0	1	63
Plaza 5	56	7	0	1	48
Plaza 6	71	5	0	1	65
Plaza 7	137	6	11	0	120
Plaza 8	143	7	12	0	124
Plaza 9	145	4	4	0	137
Plaza 10	87	2	0	0	85
Total	1449	49	67	10	1323

1: Restricted loading spaces revert to standard spaces from 11AM to 3PM.

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN

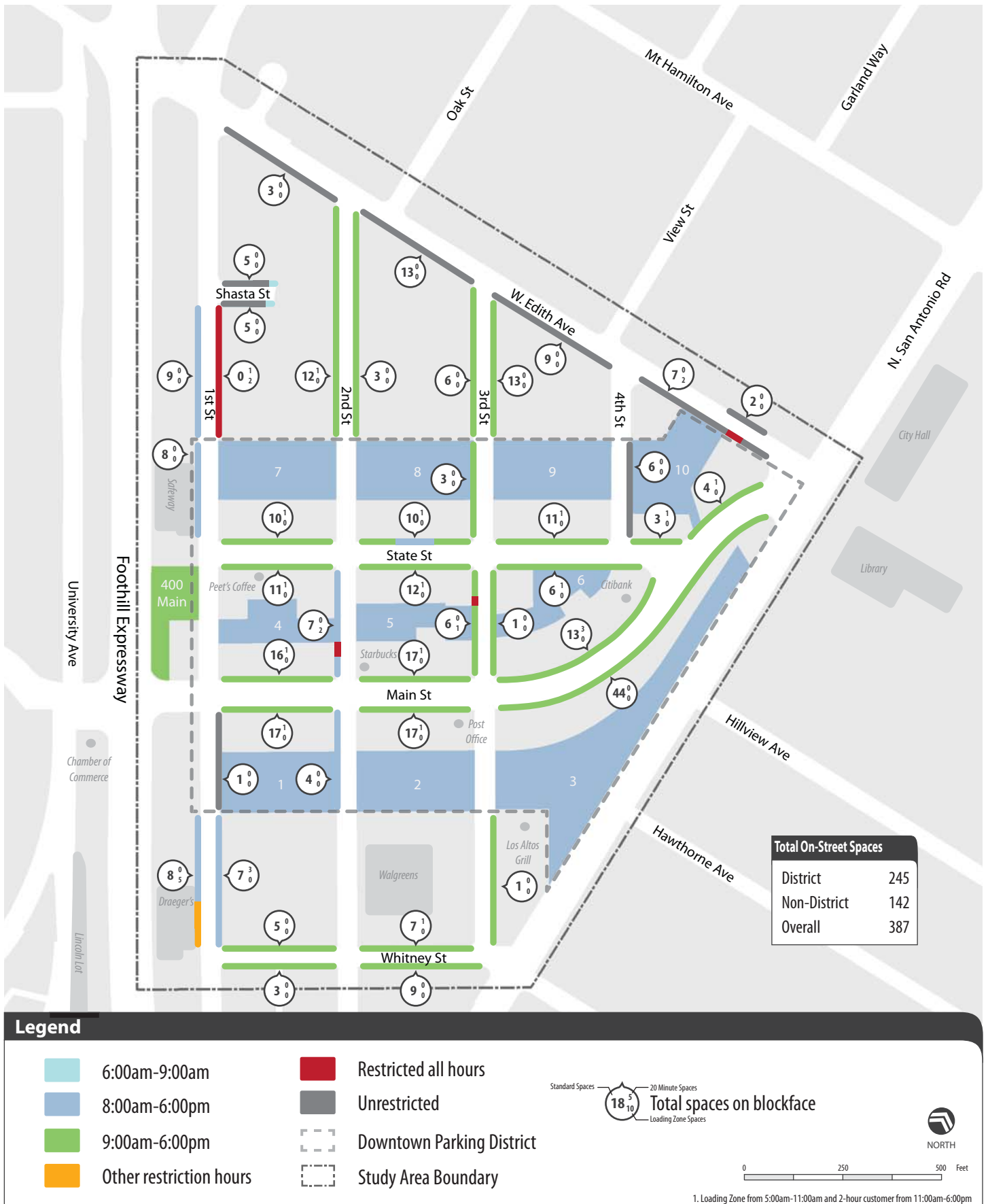
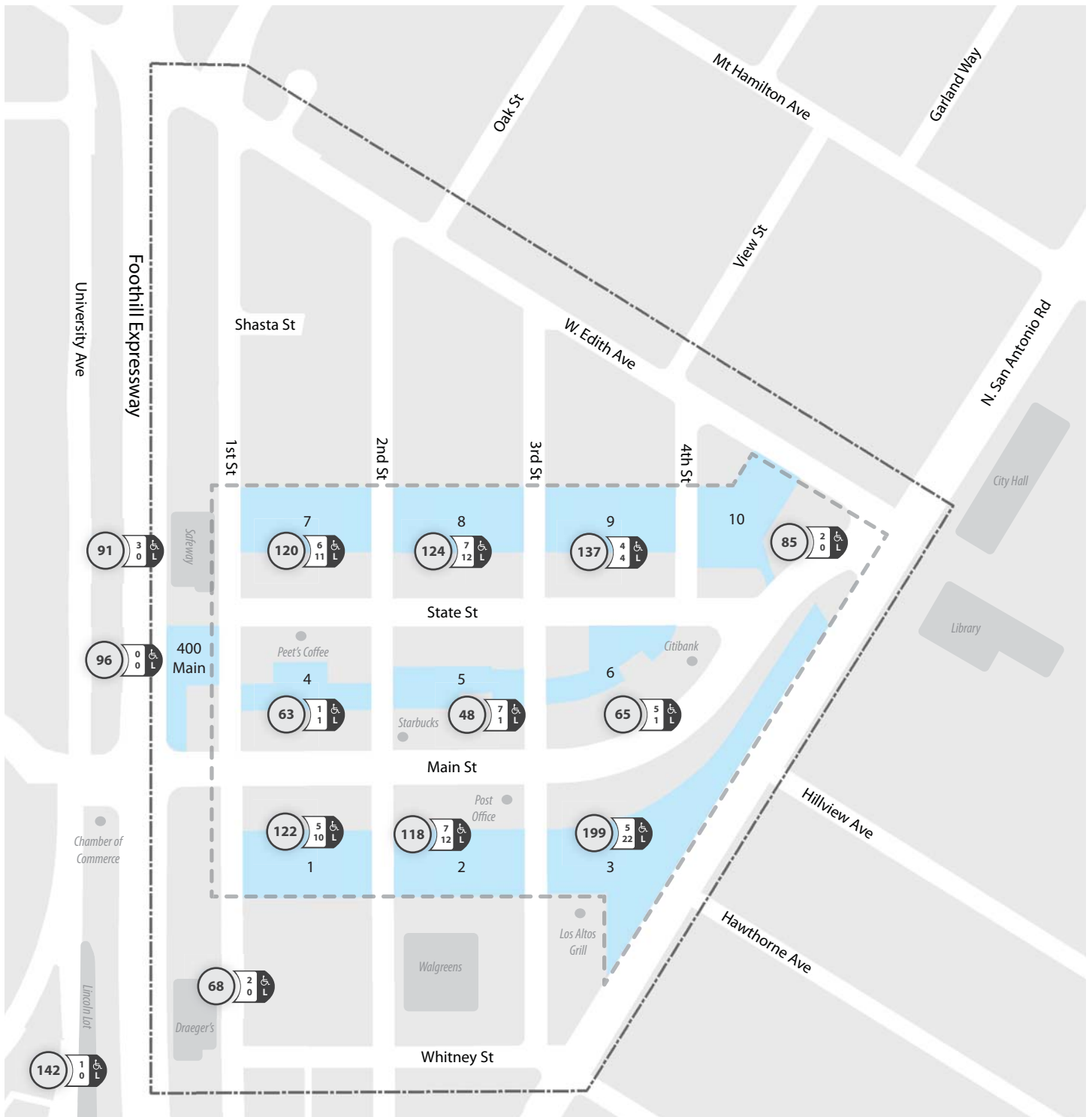


Figure 1-2: On-Street Parking and Enforcement Hours

Figure 1-3 identifies the total number of parking spaces within each off-street plaza including the number of those spaces designated for loading vehicles and vehicles with handicapped placards. There are also two off-street facilities worth noting which include 400 Main and Plaza 9. The 400 Main Site is a temporary public parking lot located just outside of the Parking District that will be eliminated upon the initiation of the 400 Main Street development. This lot was not included in the Downtown Parking District; however, due to its close proximity to the downtown and its eventual elimination, data was collected to assist in determining the demand for parking in the downtown. Unlike the other public parking plazas, Plaza 9 contains 69 privately owned parking spaces and 68 public spaces. However, due to the conformity of Plaza 9 to the surrounding plazas as well as this inter-mixture of parking spaces, most members of the public are not aware of the private nature of these spaces. Although the private spaces are not enforced with time restrictions, the public spaces still adhere to the same regulations as other plazas. Because of their different inventory and enforcement mix, the observed parking duration for these facilities was higher on average than the other plazas. (Refer to Section 1.5.5). The privately-owned spaces in Plaza 9 were included in the Downtown Parking District supply.

A summary of the current Downtown District inventory compared to prior study inventories for both on- and off-street facilities are shown below in Tables 1-7 and 1-8. The 1993 Downtown Parking Garage Report is not included in these tables as inventory data was not available; as an alternative, inventory from a 1987 study was used. Inventories for Second and Third Street from the 1987 study are not included as it covered a larger, non-comparable, area.

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN



Legend

8 Off-Street Parking Lot with ID Number

 Downtown Parking District

 Study Area Boundary

1,204 Total Off-Street Parking Spaces

Standard Spaces Handicap Spaces
160 5 2 L Total spaces in lot
 Loading Zone Spaces



NORTH

0 250 500 Feet

1. Includes district parking plazas only

Figure 1-3: Off-Street Parking Inventory

Table 1-7 Historical On-Street Inventory

On-Street Inventory	1987 ¹		2007 ²		Existing ³	
	Standard Space	Handicap Space	Standard Space	Handicap Space	Standard Space	Handicap Space
State Street	72	0	67	0	70	0
Main Street	140	0	144	0	136	0
1st Street	16 ¹	0	16	0	9	0
2nd Street	--	0	13	0	11	0
3rd Street	--	0	12	0	10	0
4 th Street	--	--	--	--	6	0
Total	228	0	252	0	242	0

1. Downtown Parking Study, 1987.
2. City of Los Altos Downtown Wide Traffic and Parking Impact Analysis, 2007.
3. Historical data was available for only standard and handicap spaces (not loading). The same data for existing conditions is provided for comparison.

Table 1-8 Historical Off-Street Inventory

Off-Street Inventory	1987 ¹		2007 ²		Existing ³	
	Standard Space	Handicap Space	Standard Space	Handicap Space	Standard Space	Handicap Space
Plaza 1	130	0	127	4	122	5
Plaza 2	128	1	126	6	118	7
Plaza 3	204	0	204	5	199	5
Plaza 4	57	0	61	1	63	1
Plaza 5	58	0	53	6	48	7
Plaza 6	65	0	68	4	65	5
Plaza 7	124	0	123	6	120	6
Plaza 8	126	1	122	9	124	7
Plaza 9	137	0	134	7	137	4
Plaza 10	78	0	90	2	85	2
400 Main ⁴	--	--	70	1	96	0
Total District	1107	2	1108	50	1081	49
Total Overall	1107	2	1178	51	1177	49

1. Downtown Parking Study, 1987.
2. City of Los Altos Downtown Wide Traffic and Parking Impact Analysis, 2007.
3. Historical data was available for only standard and handicap spaces (not loading). The same data for existing conditions is provided for comparison.
4. This lot is not included in the Downtown District but is considered in assessing demand for the Downtown.

1.4.1.2 Non-District Parking Spaces

The parking spaces located outside the Downtown Parking District consists of 238 total spaces, which include 142 on-street parking spaces and 96 off-street parking spaces. The breakdown of the space types are shown in Table 1-9. Thirty-five percent of the total non-district spaces have a two-hour time limit and 18 percent is unrestricted; these two space types account for majority of the on-street parking with only six spaces limited to 20-minutes and nine loading zone spaces. The off-street parking, which is comprised of only the 400 Main site, accounts for 40 percent of the total non-district parking spaces with 81 unrestricted and 15 three-hour spaces.

In addition, data for two private lots was collected, both belonging to downtown grocery stores, Safeway and Draeger's Market. The angled parking spaces southwest of the study area (along Lincoln Avenue between Sherman Street and University Avenue) were also inventoried at 143 total spaces, to

determine potential for future downtown satellite supply. These three lots are not incorporated in the district or non-district area.

Table 1-9 Non-District Parking Time Restriction Inventory

Facility and Space Type	Study Area	
	#	%
On-Street		
Unrestricted	44	18%
20-minute	6	3%
2-hour	83	35%
3-hour	0	0%
Total Standard Spaces	133	56%
Loading	9	4%
All On-Street Spaces	142	60%
Off-Street		
Unrestricted	81	84%
20-minute	0	0%
2-hour	0	0%
3-hour	15	16%
Total Standard Spaces ¹	96	40%
Loading	0	0%
All Off-Street Spaces	96	40%
Total	238	100%

1: Spaces verified by City.

1.4.2 Parking Regulations

All parking within the study area is free. The City uses time restrictions of two or three hours throughout the area. On-street parking is limited to two hours while off-street parking in the plazas are limited to three hours. As mentioned previously, enforcement hours are generally Monday through Saturday 8AM to 6PM in the parking plazas or 9AM to 6PM on-street, according to signage. There are also 20-minute parking spaces and yellow curb loading zones that are available for customer parking between 11AM and 3PM. Figure 1-2 graphically depicts the types of regulations throughout the study area.

1.5 Parking Occupancy

Parking utilization was measured on one weekday and one weekend day in September of 2012 and one weekday in December 2012. September weekday utilization data was collected on Wednesday, September 12th and weekend data was collected on Saturday, September 15th. These dates were selected to avoid any parking fluctuations due to summer vacations, the Labor Day holiday and the weekly farmers market. The December utilization data was collected on Wednesday, December 12th.

Data was collected hourly between 8AM and 7PM for all days; the two private lots of Safeway and Draeger's, as well as the remotely located Lincoln Park lot was collected at 12 PM and 6 PM. Saturday occupancy in September was recorded simply as the number of vehicles present every hour. Vehicle license plate data was recorded on the Wednesday in September as part of a weekday occupancy measurement and reparking analysis. In order to determine the number of cars that may move throughout downtown in a given day, known as reparking, data collectors gathered the last four digits of vehicle license plates and made note if the car had an employee permit, a customer permit or a disabled placard. The December occupancy data was also recorded simply as the number of vehicles present every hour, similar to the Saturday collection in September.

This data paints a detailed picture of how public parking is currently used in downtown Los Altos. Prior to a discussion of the major findings of this effort, it is important to briefly define a number of terms that are used when discussing parking utilization.

- **Occupancy:** The number of cars parked in a specific area, lot, or blockface during one period of observation. Often expressed as the percentage of the total physical supply that is occupied by parked cars.
- **Practical Capacity:** The occupancy level or number of vehicles that can be parked in a facility or area before it becomes difficult for a driver to find a space without having to circle or “cruise” for parking. Practical capacity is typically set at an 85 percent occupancy level. For on-street parking this equates to roughly 1 vacant space per blockface.
- **Peak:** The time period associated with the highest observed level of occupancy in a specific area or parking facility. In downtown Los Altos, two overall peaks in parking activity were observed; one on Wednesday from 12 PM to 1 PM, and one on Saturday from 1 PM to 2 PM.
- **Duration of Stay:** Refers to the length of time a vehicle is parked in a specific parking space.
- **Parking Event:** A parking event refers to each instance where a single, unique vehicle is observed parked in a single, unique space.

1.5.1 Overall Occupancy Trends

Parking occupancy data for the study area includes the Downtown Parking District and the non-district area (parking located within the entire downtown study area but outside of the Downtown Parking District).

1.5.1.1 September Occupancy

Downtown Parking District

The Downtown Parking District includes the ten parking plazas, the on-street spaces along Main and State Street, and the on-street spaces on the numbered side streets between the north and south parking plaza boundaries.

Figure 1-4 shows the amount of parking occupancy for the Downtown Parking District throughout the day for both Wednesday and Saturday. The Parking District exhibits one overall mid-day parking occupancy peak during the weekday and weekend days. The weekday peak occurs from 12PM to 2PM reaching 82 percent and the weekend occurs from 1PM to 2PM reaching 69 percent. Weekday overall occupancies for the Parking District begin as low as 23 percent in the morning, reaching up to 82 percent during the midday peak, and reducing to 42 percent going into the evening; weekend occupancies follow the same trend but at lower levels. Afternoon occupancy is higher than morning occupancy likely due to restaurant and shopping patrons arriving and adding to employee demand. Saturday occupancy stays at about 40 percent going into the evening likely due to evening diners as well.

Figure 1-4 also depicts the behavior of both on- and off-street parking separately for both weekday and weekend. Weekday on-street occupancy reaches a high of 91 percent during the midday peak and experiences a secondary peak between 3PM and 4PM. Weekday off-street parking reaches a maximum of 81 percent during the midday peak.

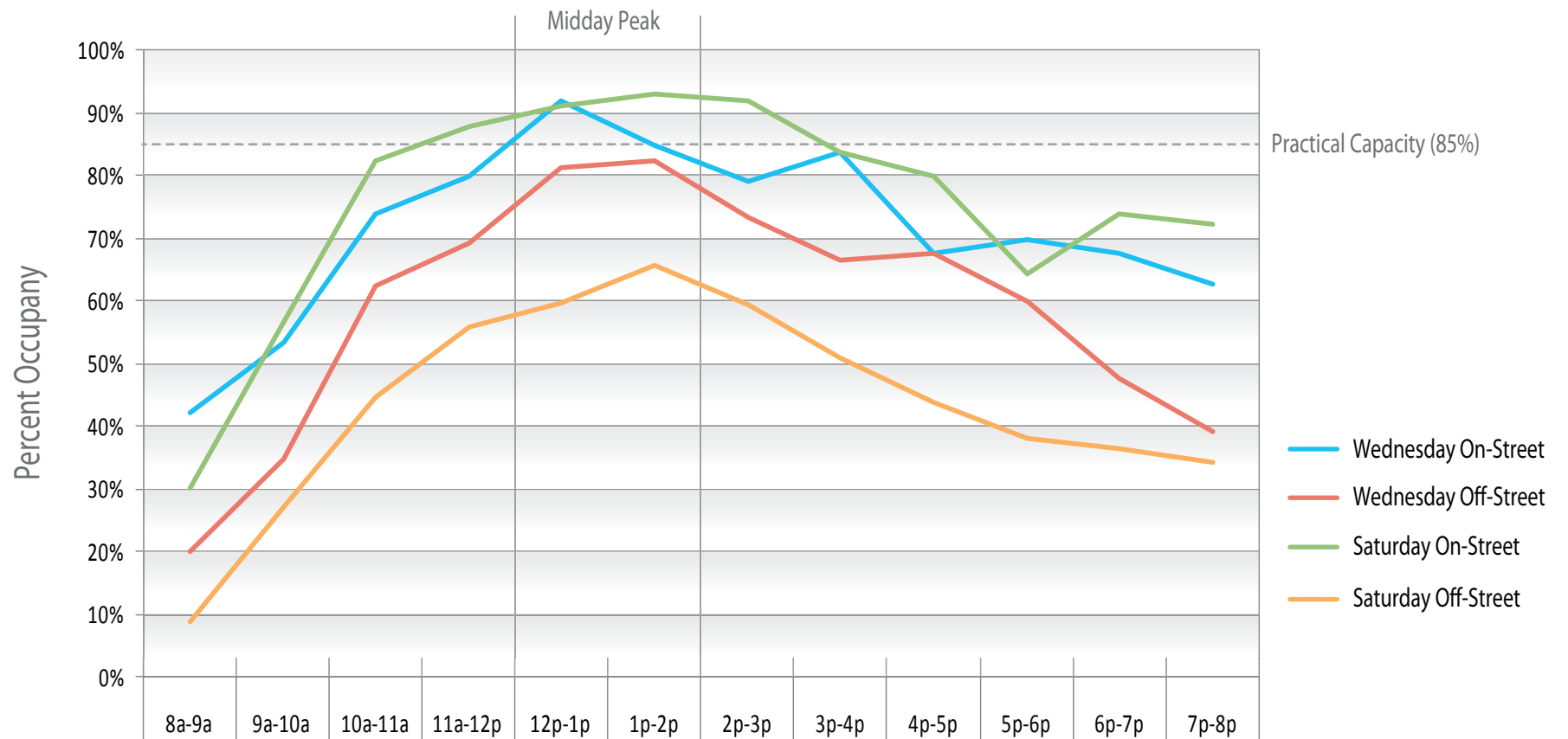
Saturday on-street parking has two peaks, one midday and one in the evening. Between 5PM and 6PM parking occupancy goes from 64 percent to 73 percent. As several of the studies discussed above, dining is a popular reason why people visit downtown; this increase in demand is likely due to evening restaurant patrons.

There is a large difference between on- and off-street parking occupancies on Saturday. A lack of enforcement on weekends may be encouraging on-street parking all day. Off-street weekend parking was the comparatively least used parking of the four types identified in Figure 1-4. During the weekend midday peak, overall off-street occupancy reaches 65 percent.

Non-District Area

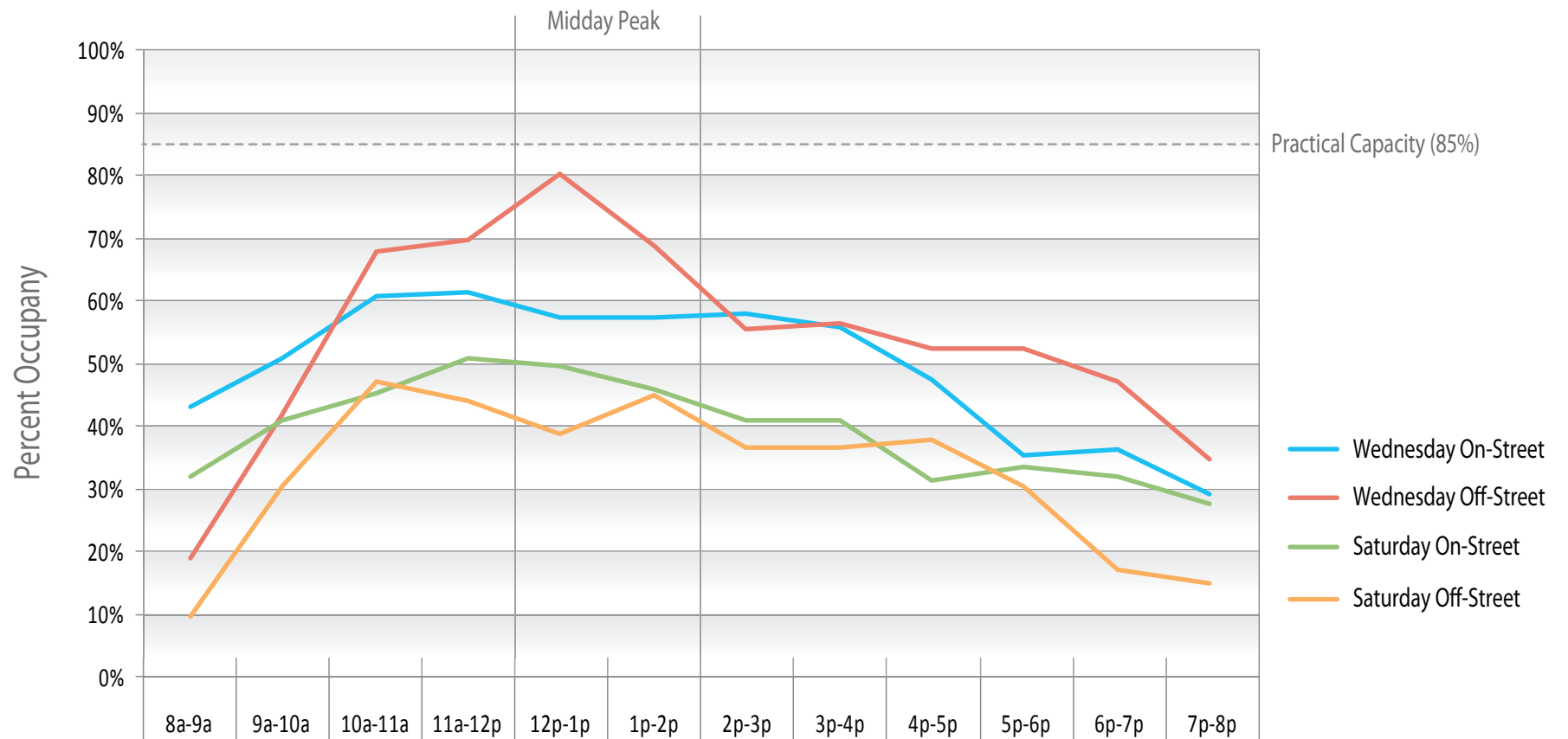
On average, the parking supply in the non-district area appears to be much less affected by downtown commercial activity, shown in Figure 1-5. It should be noted that the off-street non-district area is comprised of only the 400 Main site; no other off-street facilities are present in the non-district area. The non-district area maintains an even level of on-street parking occupancy all day with a moderate peak on both weekday and weekend days. This peak occurs earlier in the day between 11 AM and 12 PM, as compared to the Downtown Parking District, reaching 61 percent on the weekday and 51 percent on the weekend.

A summary of the types of parkers (handicapped, employee, etc) throughout the day for the combined area of the District and non-district areas is shown in Table 1-10. Approximately 25 percent of the users were identified using an employee permit, which was consistent throughout the day until 6PM when it dramatically drops off. Very few vehicles were identified as using all-day customer parking permits with the peak being between 10AM and 11AM.



	8a-9a	9a-10a	10a-11a	11a-12p	12p-1p	1p-2p	2p-3p	3p-4p	4p-5p	5p-6p	6p-7p	7p-8p
Wednesday												
On-Street	42%	53%	73%	79%	91%	84%	78%	83%	67%	69%	67%	62%
Off-Street	19%	34%	61%	68%	80%	81%	72%	66%	67%	59%	47%	38%
Overall	23%	37%	63%	70%	82%	82%	73%	69%	67%	61%	50%	42%
Saturday												
On-Street	29%	56%	82%	87%	90%	92%	91%	83%	79%	64%	73%	71%
Off-Street	8%	26%	44%	55%	59%	65%	58%	50%	43%	37%	36%	34%
Overall	12%	31%	50%	60%	64%	69%	64%	56%	49%	42%	42%	40%

Figure 1-4: September Overall District Occupancy by Parking Type and Time of Day



	8a-9a	9a-10a	10a-11a	11a-12p	12p-1p	1p-2p	2p-3p	3p-4p	4p-5p	5p-6p	6p-7p	7p-8p
Wednesday												
On-Street	43%	51%	61%	61%	57%	57%	58%	56%	47%	35%	36%	29%
Off-Street	19%	42%	68%	70%	80%	69%	55%	56%	52%	52%	47%	34%
Overall	33%	47%	63%	65%	66%	62%	57%	56%	49%	42%	40%	31%
Saturday												
On-Street	32%	41%	45%	51%	49%	46%	41%	41%	31%	33%	32%	27%
Off-Street	9%	30%	47%	44%	39%	45%	36%	36%	38%	30%	17%	15%
Overall	23%	37%	46%	48%	45%	45%	39%	39%	34%	32%	26%	22%

Figure 1-5: September Overall Non-District Occupancy by Parking Type and Time of Day

Table 1-10 Summary of Parker Types

User Type	AM				PM							
	8	9	10	11	12	1	2	3	4	5	6	7
	9	10	11	12	1	2	3	4	5	6	7	8
Handicap	0.7%	0.9%	1.0%	1.0%	1.6%	1.4%	1.3%	1.2%	1.2%	1.0%	0.6%	0.1%
Permit	21.0%	26.7%	29.3%	29.4%	25.9%	25.5%	28.0%	27.2%	28.1%	23.0%	14.9%	9.1%
All-day permit	0.0%	0.0%	0.3%	0.0%	0.0%	0.1%	0.1%	0.1%	0.2%	0.2%	0.0%	0.0%
General	78.3%	72.4%	69.4%	69.5%	72.5%	73.0%	70.7%	71.6%	70.5%	75.8%	84.4%	90.7%

1.5.1.1 December Occupancy

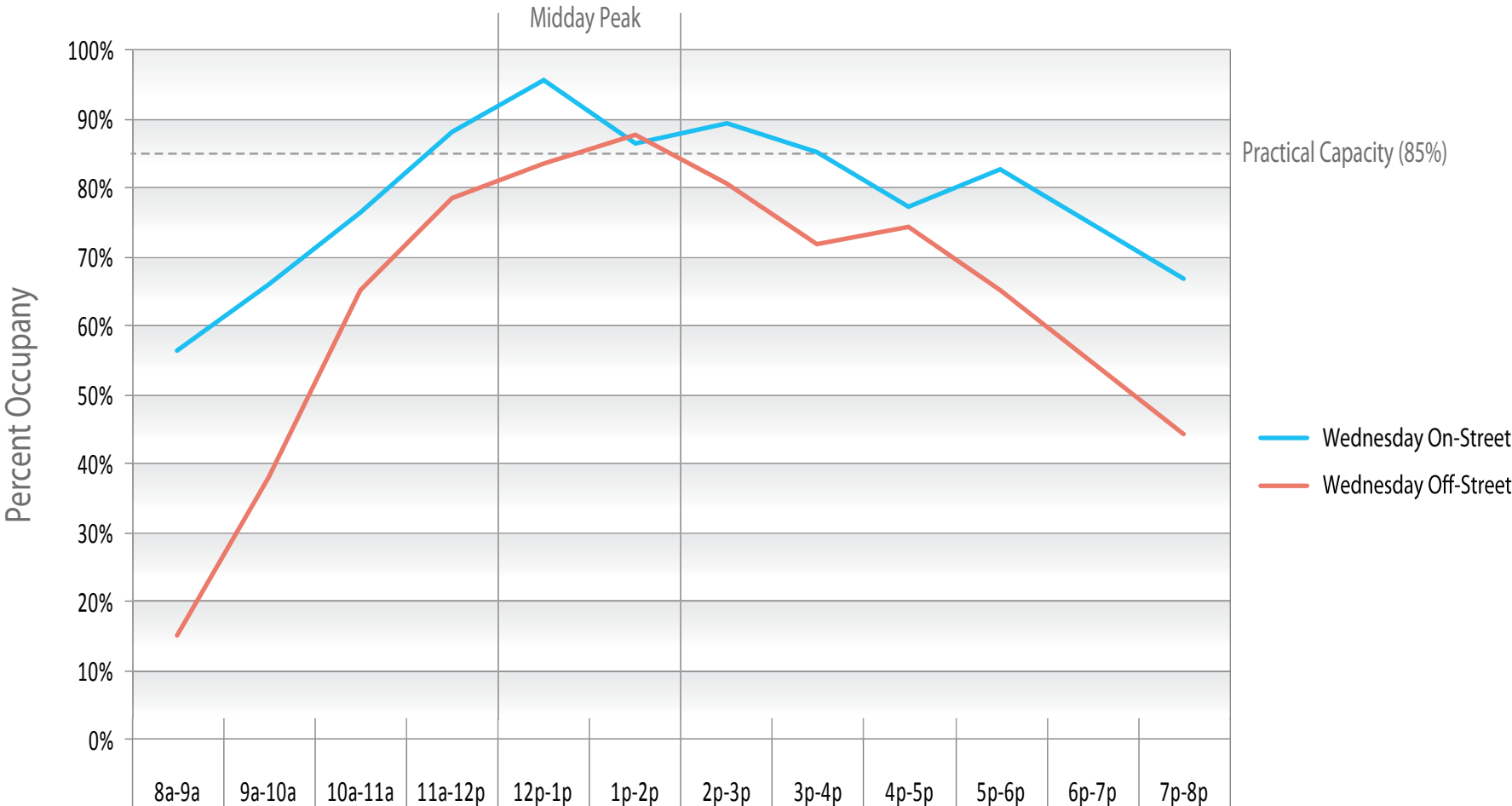
Downtown Parking District

The overall parking occupancy for the Downtown Parking District (shown in Figure 1-6) throughout the day reveals an overall mid-day peak between 12PM and 2PM.⁵ The on-street parking reaches its peak at 12PM with 95 percent occupancy while the off-street parking reaches its peak of 87 percent between 1PM and 2PM. Overall, the occupancies begin as low as 21 percent at 8AM, reaches its peak at 87 percent at 1PM, and decreases to as low as 47 percent at 7PM. In general, the overall occupancies are at a higher percentage than the September counts but maintain a similar overall trend throughout the day.

Non-District Area

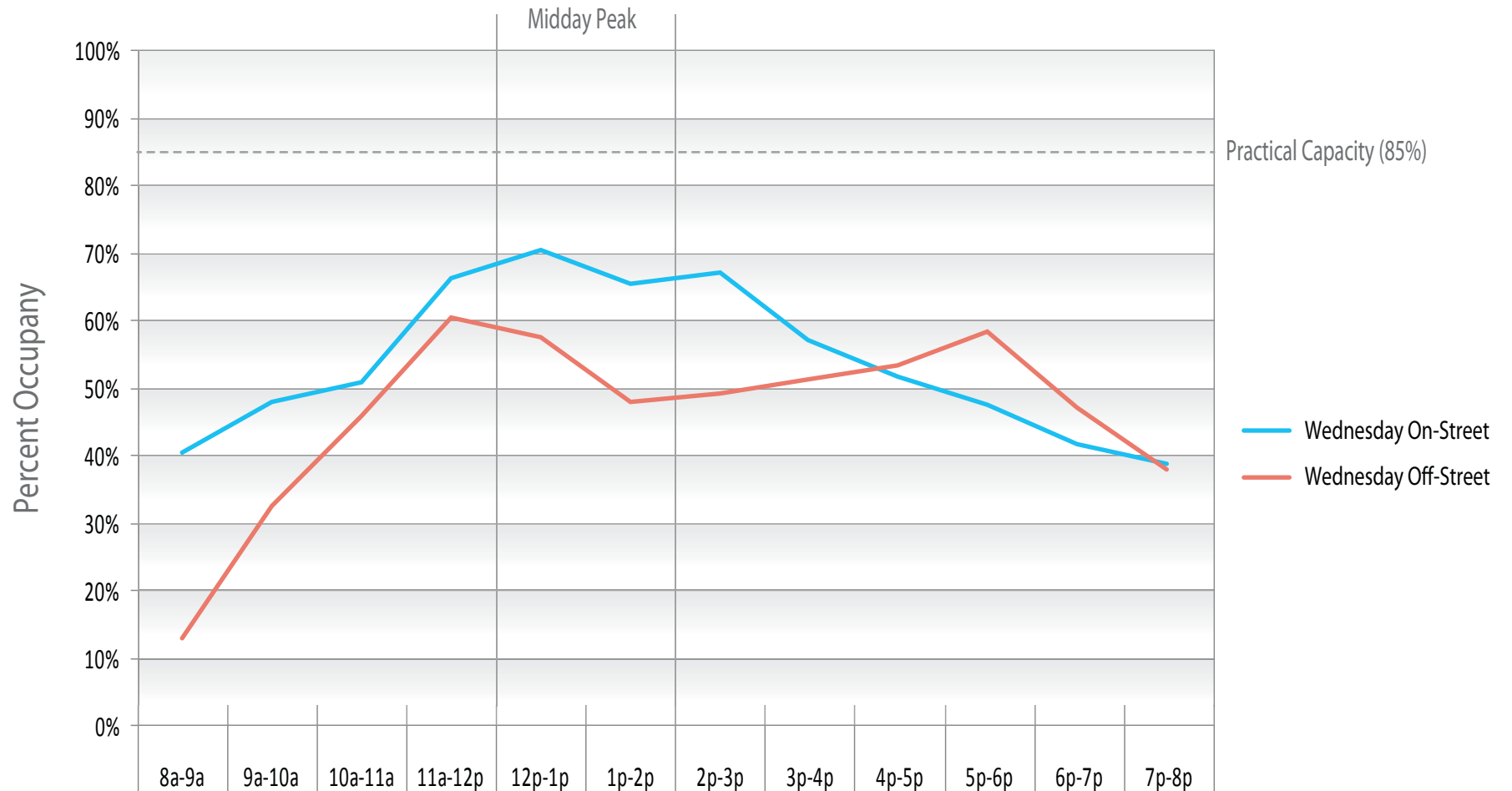
Figure 1-7 shows the parking occupancy for the non-district area throughout the day. In general, occupancies are significantly lower than the Downtown Parking District and exhibit a single overall peak earlier in the day. The on-street parking reaches a peak of 70 percent between 12PM and 1PM while the off-street (comprised only of 400 Main) occurs at 11AM with 60 percent occupancy. Although the overall occupancies appear similar to the September data, the on-street occupancies are higher and the off-street occupancies are lower in December during the midday hours.

⁵ The 400 Main Street Parking lot (96 spaces) is not part of the parking district and, therefore, was not included in the December occupancy analysis for the district.



Wednesday	8a-9a	9a-10a	10a-11a	11a-12p	12p-1p	1p-2p	2p-3p	3p-4p	4p-5p	5p-6p	6p-7p	7p-8p
On-Street	56%	65%	76%	88%	95%	86%	89%	85%	77%	82%	74%	66%
Off-Street	14%	37%	64%	78%	83%	87%	80%	72%	74%	65%	54%	44%
Overall	21%	42%	66%	80%	85%	87%	82%	74%	74%	68%	58%	47%

Figure 1-6: December Overall District Occupancy by Parking Type and Time of Day



Wednesday	8a-9a	9a-10a	10a-11a	11a-12p	12p-1p	1p-2p	2p-3p	3p-4p	4p-5p	5p-6p	6p-7p	7p-8p
On-Street	40%	48%	51%	66%	70%	65%	67%	57%	51%	47%	42%	39%
Off-Street	13%	32%	46%	60%	57%	48%	49%	51%	53%	58%	47%	38%
Overall	29%	42%	49%	64%	65%	58%	60%	55%	52%	52%	44%	38%

Figure 1-7: December Overall Non-District Occupancy by Parking Type and Time of Day

1.5.2 Historical Parking Occupancy

A comparison of historical parking occupancy data for the Downtown Parking District with current occupancy data reveals a downward utilization trend in downtown over time. Data used for comparison came from the 1993 Downtown Parking Garage Report and the Downtown-Wide Traffic and Parking Analysis conducted in 2007.

Figure 1-8 illustrates the historical changes in parking occupancy for off-street facilities. Since 1993, off-street occupancy has maintained the same overall midday peak pattern, but has decreased over time. The midday peaks in 1993 and 2007 both exceeded the 85 percent practical capacity limit, but existing off-street occupancies in September do not exceed 82 percent. The existing December data follow the same trends as the existing September data but at a higher occupancy rate throughout the day, exceeding the 85 percent practical capacity during the midday peak.

Figure 1-9 depicts on-street occupancies throughout the day revealing higher overall occupancies since 2007. In addition to the higher occupancies there are also two new peaks taking place between 2PM and 3PM and at 5PM. Similar to the off-street data, the existing December data follow the same trend as the existing September data with the exception of the afternoon peaks occurring at slightly different times; September shows a 3PM peak while December has a 2PM peak.

Although on-street occupancies have increased since 2007, the overall occupancy trend for the Downtown Parking District has decreased. The relatively small amount of on-street parking supply compared to off-street (17 percent and 83 percent, respectively) means that the on-street occupancies have little effect on the overall district parking occupancy.

Sales tax data is a good metric to gauge the change in economic activity over time. The sales tax data over the past ten years, between 2002 and 2012, showed an increase of about three percent in adjusted tax revenue. However, between 2007 and 2012 there was a drop of approximately nine percent in revenue from businesses in the downtown triangle. This drop in revenue is in line with the general drop in parking occupancy over the same period.

Figure 1-8 Historical Off-Street Occupancy

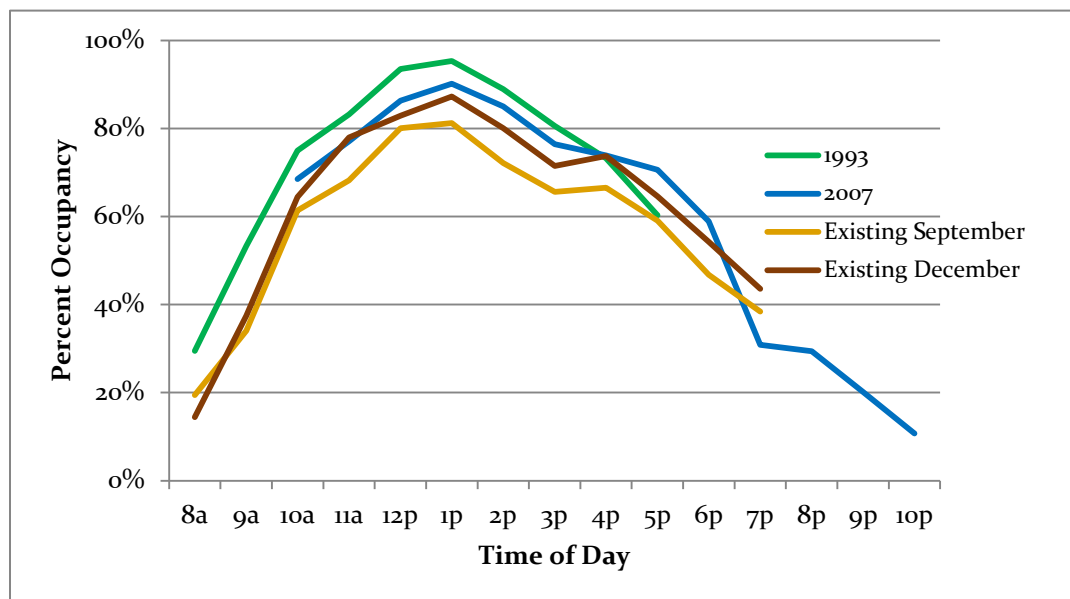
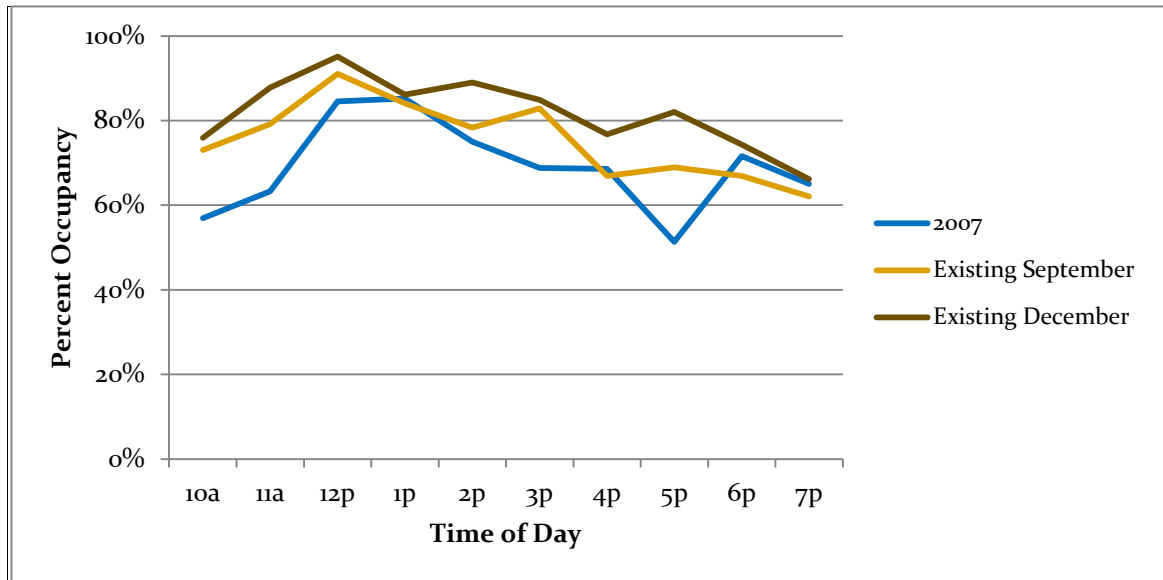


Figure 1-9 Historical On-Street Occupancy



1.5.3 Peak Hour Occupancies by Location

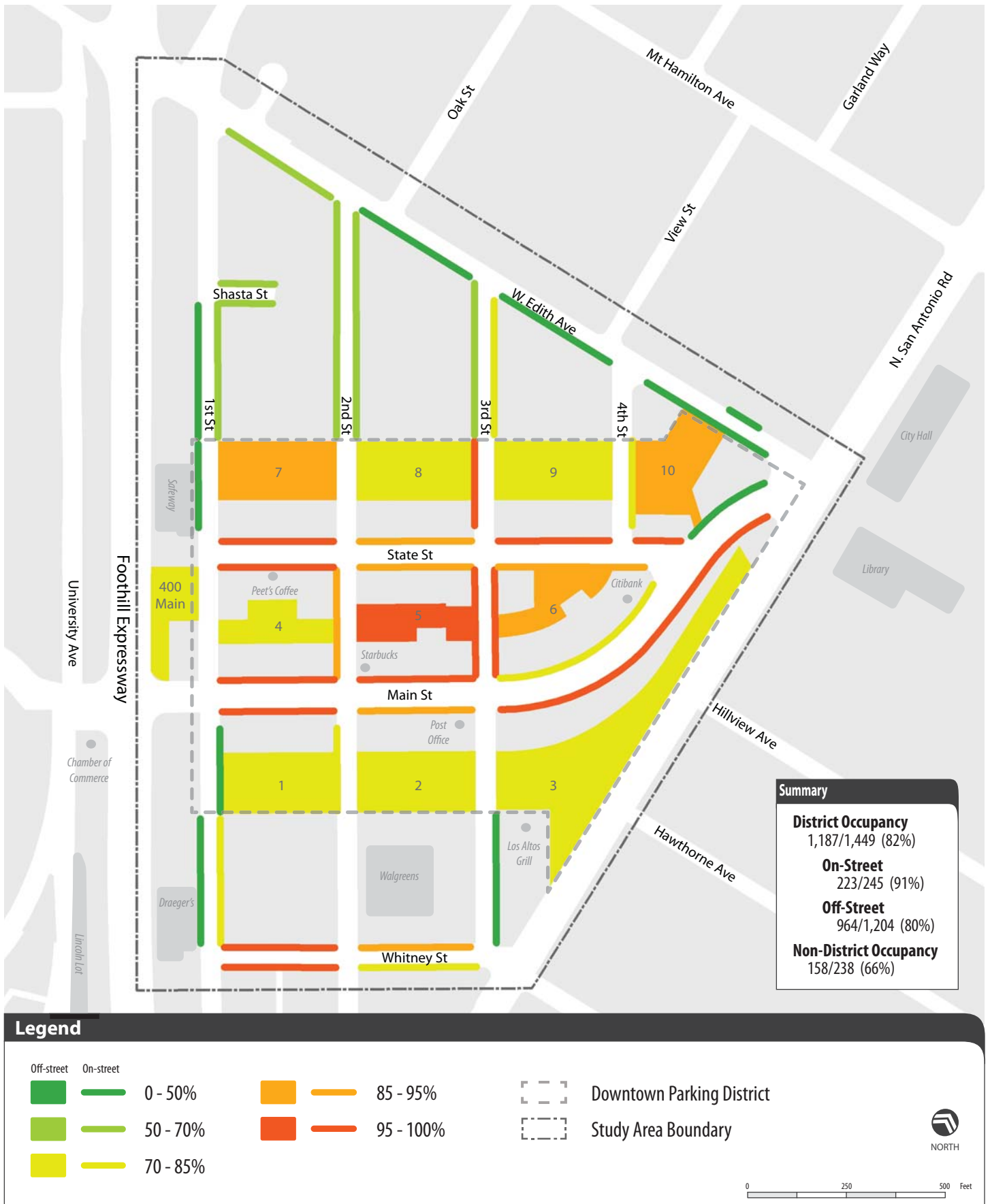
Peak hour occupancy levels are an important focus for analysis because they provide a glimpse of the parking supply at its most impacted. The overall weekday peak for the Downtown Parking District in September was observed between 12PM and 1PM when the parking facilities were 82 percent occupied and the weekend peak was observed between 1PM and 2PM when the overall occupancy level reached 69 percent. December experienced its overall peak period between 12PM and 2PM when the on-street facilities reached its maximum of 95 percent occupancy between 12PM and 1PM and the off-street facilities reached its maximum of 87 percent occupancy between 1PM and 2PM.

1.5.3.1 September Occupancy

Weekday Peak Hour Occupancy

Occupancies are graphically shown in Figure 1-10 for the Downtown Parking District during the weekday peak period between 12PM and 1PM. It is important to note that two blockfaces have only one available parking space which leads the map to show either zero or 100 percent occupancy; these blockfaces are located on the eastern side of First and Third Street between State Street and Whitney Street.

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN



Several of the Downtown Parking District parking facilities reach or exceed practical capacity during the peak hour. The majority of on-street facilities reached 91 percent occupancy with only six blockfaces below practical capacity. Three of these blockfaces were less than 50 percent occupied and located at the edge of the Downtown Parking District along First Street and Main Street. The remaining three blockfaces had occupancy between 70 and 85 percent and were located along Second, Fourth, and Main Street. The off-street facilities reached 80 percent occupancy during the peak hour. Among the parking plazas, Plaza 5 is near full capacity during the peak while Plazas 6, 7, and 10 are slightly above practical capacity; the remaining plazas are all between 70 and 85 percent occupancy.

The non-district area was in much less demand than the Downtown Parking District reaching only 66 percent occupancy between 12 PM and 1 PM, shown in Figure 1-10. Only one blockface to the north of the Downtown Parking District reached above 70 percent occupancy while three of four blockfaces along Whitney exceeded practical capacity.

Weekend Peak Hour Occupancy

The peak hour occupancies between 1PM and 2PM for the Downtown Parking District are shown in Figure 1-11. In general, the Downtown Parking District weekend occupancy is lower than the weekday with 70 percent occupancy. The on-street spaces along Main and State Street exhibit similar occupancies to the weekday peak hour with 92 percent occupancy. The parking plazas, however, generally have lower occupancies (65 percent) with half of the ten plazas under 70 percent occupancy. Plaza 5 remains above 95 percent occupancy and Plaza 6 increases from the weekday peak hour, exceeding 95 percent. With the exception of Plaza 5 and 6, the on-street spaces are utilized more heavily than the plazas. Patrons are likely wanting to park closer to their destinations showing a higher demand for on-street parking during the peak hour. Permit plazas are also used less as compared to the weekday, which is likely due to less employees needing parking. The parking plazas to the north of State Street are all below 70 percent occupancy while Plazas 9 and 10 to the east are underutilized at less than 50 percent occupancy.

Similar to the weekday peak, the non-district area is used less than the Downtown Parking District reaching 45 percent occupancy, shown in Figure 1-11. In general, the weekend peak hour experienced the opposite of the weekday peak in which the non-district area to the north of the Downtown Parking District, adjacent to the residential developments, was in higher demand than the non-district area to the south which is adjacent to office uses. Three of the four blockfaces along Whitney were less than 50 percent occupied, while blockfaces in non-district area to the north exceeded 95 percent occupancy.

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN



Figure 1-11: September Midday Peak Hour Parking Occupancy, Saturday 1:00PM - 2:00PM

1.5.3.2 December Occupancy

December occupancies are illustrated in Figure 1-12 for the Downtown Parking District and the non-district areas between 12PM and 1PM. This hour displays the on-street facilities during its highest demand hour. Compared with September data, occupancy in December for both on- and off-street facilities are in higher demand. All blockfaces, except for three, within the Downtown Parking District exceed the 85 percent practical capacity. In addition, seven of the ten parking plazas are above practical capacity during the peak period with Plaza 8 being the only plaza below 70 percent occupancy.⁶

The non-district area as a whole had less occupancy (65 percent) during the same hour with available parking to the north of the Parking District. However, due to the high occupancy within the Parking District overflow parking spilled into the non-district area as evident by the high occupancy on-street spaces immediately adjacent to the District. The spaces along W. Edith Avenue continued to be underutilized just as they were in September.

1.5.4 Occupancy Levels throughout the Day by Location

Peak hour parking conditions are important because they show the downtown parking supply at its most “stressed” and represent the time when an individual attempting to park would likely encounter the greatest amount of delay or frustration. It is also important, however, to consider how occupancies at individual parking facilities fluctuate throughout the day. The following sequence of tables presents hourly occupancy rates for all spaces, including loading and handicap spaces, at all downtown parking plazas within the Downtown Parking District. Although not part of the Downtown Parking District, the 400 Main Site as well as the Safeway, Draeger’s, and Lincoln lots are also included in the tables. The public parking at the 400 Main Site, located adjacent to the district, is scheduled to be removed and provides important information for determining the demand of the downtown area. The Safeway and Draeger’s lots currently do not provide public parking, and while the Lincoln lot does provide public parking, it is remotely located from the downtown; occupancy data for these lots took place twice throughout the day.

⁶ The 400 Main Street parking lot (96 spaces) is not part of the Downtown Parking District and therefore was not included in the December occupancy analysis for the district.

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN



Figure 1-12: December Midday Peak Hour Parking Occupancy, Wednesday 12:00PM - 1:00PM

To provide better visual definition, tables have been highlighted to indicate periods of low or high usage. Cells highlighted in green indicate hours when a facility was below 50 percent occupied, pink cells are those over the 85 percent practical capacity level, and cells shaded in dark red indicate times when a facility was observed to have reached a critical occupancy level of 95 percent or higher.

1.5.4.1 September Occupancy

Table 1-11 presents the off-street occupancies by parking plaza and the overall occupancy of all off-street facilities throughout the day for a weekday. Plazas 5, 6, 7, and 10 all exceed practical capacity for three hours around the midday peak period. Plaza 5 experiences 2 hours of 95 percent or greater occupancy between 12PM and 2PM while Plaza 10 experiences the highest occupancy of any plaza between 1PM and 2PM. Plazas 1 and 2 are just below practical capacity during the peak period with Plaza 2 at practical capacity between 1PM and 2PM. Plazas 6 and 10 both exhibit a second peak later in the afternoon that brings them both above practical capacity. After 5PM, all plazas drop below 70 percent occupied except for Plazas 4 and 5 that do so after 6PM. Aside from the parking plazas, the Safeway lot was found to slightly exceed practical capacity (86 percent) at 12PM while Draeger’s and the Lincoln lot remain below practical capacity; these lots stayed under 76 percent occupancy at 6PM.

Table 1-11 Off-Street Occupancies by Facility (Wednesday)

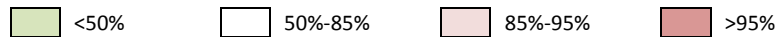
Facility	Spaces	AM				PM								
		8	9	10	11	12	1	2	3	4	5	6	7	
		9	10	11	12	1	2	3	4	5	6	7	8	
Plaza 1	137	12%	28%	58%	67%	83%	82%	75%	69%	67%	69%	59%	46%	
Plaza 2	137	21%	31%	60%	64%	82%	85%	80%	68%	62%	57%	40%	30%	
Plaza 3	226	15%	23%	51%	53%	74%	72%	59%	59%	65%	66%	64%	64%	
Plaza 4	65	43%	69%	60%	68%	71%	77%	52%	52%	60%	72%	69%	63%	
Plaza 5	56	25%	50%	82%	89%	95%	96%	91%	88%	82%	79%	68%	50%	
Plaza 6	71	20%	37%	72%	87%	89%	85%	82%	90%	82%	62%	39%	39%	
Plaza 7	137	19%	39%	74%	88%	87%	91%	74%	72%	74%	60%	44%	26%	
Plaza 8	143	15%	30%	63%	67%	72%	73%	71%	62%	57%	50%	37%	19%	
Plaza 9	145	19%	27%	48%	55%	72%	77%	65%	48%	54%	41%	26%	28%	
Plaza 10	87	29%	49%	74%	79%	92%	97%	94%	76%	86%	47%	24%	15%	
Overall	1204	19%	34%	61%	68%	80%	81%	72%	66%	67%	59%	47%	38%	
400 Main	96	19%	42%	68%	70%	80%	69%	55%	56%	52%	52%	47%	34%	
Safeway	94					86%							76%	
Draeger's	70					80%							60%	
Lincoln	143					28%							17%	



Table 1-12 displays the same occupancy data as table 1-10 but for a weekend instead of a weekday. Only three facilities, all located between State Street and Main Street, exceed practical capacity during a typical Saturday and it occurs between 9AM and 4PM. Plaza 5, between 11AM and 12PM reaches 98 percent occupancy, the most occupied facility measured for either day; it stays the most occupied later into the day as well. Plazas 9, 10 and the 400 Main lot never break 50 percent occupancy all day. Overall, off-street occupancy is 8 percent at 8AM on Saturday morning. The Safeway, Draeger’s, and Lincoln lot do not exceed 70 percent occupancy at 12PM and stay under 45 percent at 6PM.

Table 1-12 Off-Street Occupancies by Facility (Saturday)

Facility	Spaces	AM				PM							
		8	9	10	11	12	1	2	3	4	5	6	7
		9	10	11	12	1	2	3	4	5	6	7	8
Plaza 1	137	11%	24%	53%	64%	73%	78%	74%	66%	59%	48%	55%	57%
Plaza 2	137	6%	16%	43%	52%	55%	72%	65%	52%	45%	31%	25%	23%
Plaza 3	226	5%	19%	37%	49%	62%	63%	58%	50%	47%	45%	56%	53%
Plaza 4	65	38%	77%	82%	91%	78%	75%	85%	71%	69%	63%	57%	45%
Plaza 5	56	14%	88%	93%	98%	91%	93%	91%	91%	84%	54%	46%	63%
Plaza 6	71	8%	44%	77%	92%	93%	94%	70%	58%	34%	27%	20%	21%
Plaza 7	137	4%	20%	34%	53%	52%	58%	50%	53%	42%	34%	22%	22%
Plaza 8	143	8%	22%	44%	54%	57%	64%	57%	46%	44%	45%	24%	17%
Plaza 9	145	5%	12%	19%	30%	36%	46%	36%	21%	12%	19%	26%	20%
Plaza 10	87	2%	14%	17%	23%	24%	30%	24%	24%	15%	13%	16%	15%
Overall	1204	8%	26%	44%	55%	59%	65%	58%	50%	43%	37%	36%	34%
400 Main	96	9%	30%	47%	44%	39%	45%	36%	36%	38%	30%	17%	15%
Safeway	94					68%							35%
Draeger's	70					61%							44%
Lincoln	143					69%							34%



Handicap Parking Occupancy

Occupancies of handicap spaces for the parking plazas are shown in Table 1-13. It is important to note that Plaza 4 has only one handicap space and appears as either zero or 100 percent occupied. In general, there appears to be adequate spaces among all parking plazas reaching a maximum occupancy of 37 percent during the weekday peak (12PM and 1PM) and 33 percent during the weekend peak (1PM and 2PM). Plaza 5 contains seven available handicap spaces, among the higher capacity plazas, and exceeds or reaches full capacity during the midday. The occupancy for Plaza 4 is difficult to assess, however, the table does indicate when Plaza 4’s handicap spaces are used which occurs between the hours of 1PM and 7PM on the weekday and between 11AM and 1PM on the weekend. Aside from Plaza 5, Plaza 2 is the only other plaza to exceed practical capacity of handicap spaces at 86 percent between 1PM and 2PM; all other plazas remain under practical capacity throughout the day for both weekday and weekend days.

Table 1-13 Handicap Space Occupancy by Facility

Facility	Spaces	AM				PM							
		8	9	10	11	12	1	2	3	4	5	6	7
		9	10	11	12	1	2	3	4	5	6	7	8
Wednesday Occupancy													
Plaza 1	5	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
Plaza 2	7	14%	14%	29%	14%	57%	86%	29%	43%	43%	57%	14%	0%
Plaza 3	5	0%	20%	20%	0%	60%	20%	0%	0%	40%	0%	0%	0%
Plaza 4	1	0%	0%	0%	0%	0%	100%	100%	100%	100%	100%	100%	0%
Plaza 5	7	14%	43%	57%	71%	86%	86%	100%	57%	29%	14%	14%	0%
Plaza 6	5	0%	0%	0%	20%	40%	20%	40%	60%	60%	20%	20%	0%
Plaza 7	6	0%	0%	0%	0%	17%	50%	0%	17%	0%	17%	0%	0%
Plaza 8	7	0%	0%	14%	14%	14%	0%	0%	0%	0%	0%	0%	0%
Plaza 9	4	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
Plaza 10	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Overall	49	4%	10%	16%	16%	37%	37%	24%	27%	22%	16%	8%	0%
Saturday Occupancy													
Plaza 1	5	0%	0%	0%	0%	20%	20%	0%	0%	20%	0%	0%	0%
Plaza 2	7	0%	0%	0%	0%	43%	71%	14%	0%	14%	0%	0%	0%
Plaza 3	5	0%	0%	20%	20%	0%	20%	20%	20%	40%	20%	0%	0%
Plaza 4	1	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%
Plaza 5	7	0%	43%	71%	100%	71%	57%	43%	43%	57%	29%	0%	0%
Plaza 6	5	0%	0%	0%	40%	60%	80%	0%	20%	0%	0%	0%	0%
Plaza 7	6	0%	0%	0%	33%	33%	0%	0%	17%	0%	17%	17%	0%
Plaza 8	7	0%	0%	0%	0%	0%	0%	14%	14%	0%	0%	0%	29%
Plaza 9	4	0%	0%	0%	0%	0%	25%	50%	0%	0%	0%	0%	0%
Plaza 10	2	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%
Overall	49	0%	6%	12%	27%	31%	33%	18%	14%	16%	8%	2%	4%



Parking Hotspots - Weekday

Figure 1-13 graphically depicts the occupancy information and reveals those areas where parking demand is sustained at high levels throughout the day. In the figure, lots and blockfaces are colored based on the number of hours during the day that each was observed to be at or above the practical capacity (85 percent full). As the figure suggests, weekday parking in the Downtown Parking District sees a relatively high number of hours where parking is at or over practical capacity along Main and State Street. Three blockfaces on Main Street and one on State Street and Third Street each are over practical capacity for more than seven hours. Two more additional blockfaces on Main Street and one on State Street and Second Street each are over practical capacity between five and six hours. Five of the ten plazas are never over practical capacity with Plaza 5 being the only plaza over capacity for more than five hours.

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN

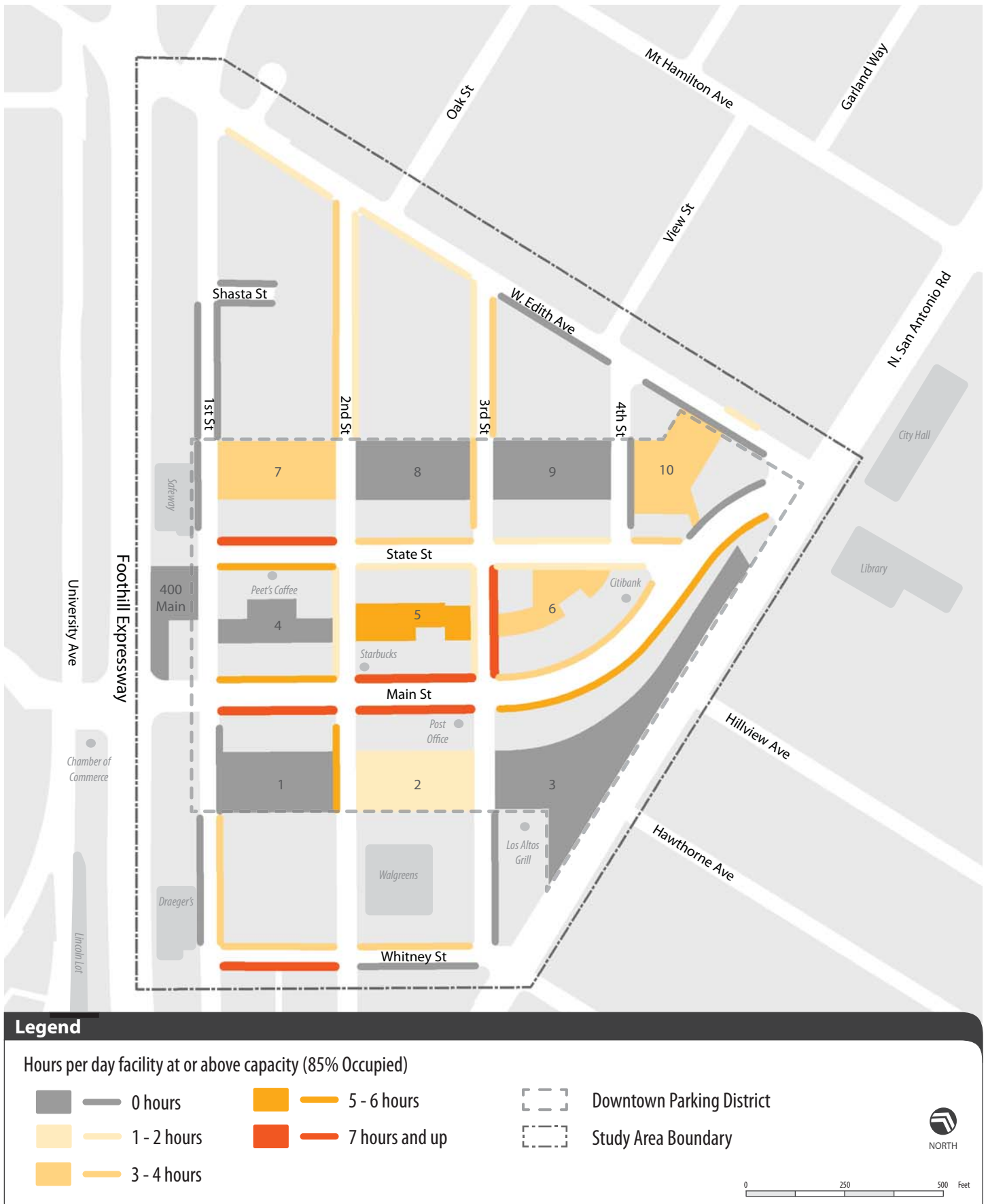


Figure 1-13: September Total Hours At or Above Capacity (Wednesday)

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN

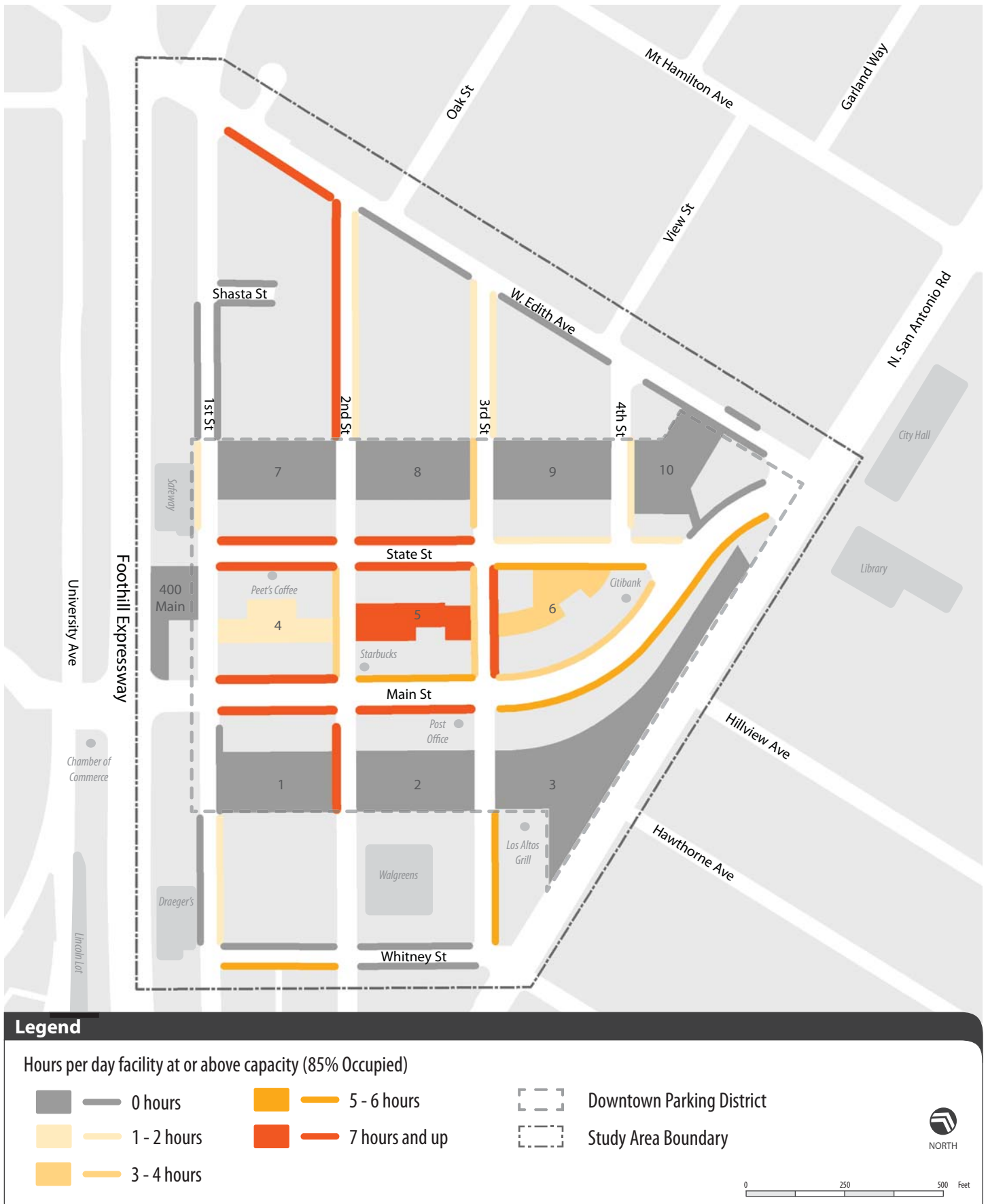


Figure 1-14: September Total Hours At or Above Capacity (Saturday)

Non-District

The non-district area has a much lower number of hours where parking facilities are at or over practical capacity as compared to the Downtown Parking District. One blockface along Whitney Street exceeds practical capacity for more than seven hours while all others remain under four hours.

Parking Hotspots - Weekend

Figure 1-14 presents weekend occupancy data within downtown Los Altos. Within the Downtown Parking District the central plazas are the only off-street facilities that reach practical capacity at all throughout a typical Saturday. Similar to a weekday, the blockfaces within the District experience a high number of hours at or above practical capacity; only two blockfaces never reach 85 percent occupancy.

Non-District

In general, the non-district area has a lower number of hours where parking facilities are at or above practical capacity as compared to the Downtown Parking District on a Saturday. Two blockfaces found to the north of the District along Second Street and West Edith Street are at or over capacity for seven or more hours and two more additional blockfaces found to the south of the District along Whitney Street and Third Street are at or over capacity for more than five hours. These are the only blockfaces outside of the District which exceed five hours at or above capacity.

1.5.4.1 December Occupancy

The off-street occupancies for each parking plaza throughout the day for December are shown in Table 1-14. All but two plazas exceed practical capacity at some point throughout the day. The central plazas (Plazas 4, 5, and 6) exceed 85 percent occupancy for several hours with Plaza 5 reaching the highest occupancy of any plaza at 98 percent between 1PM and 2PM. Plaza 4 experienced a sharp drop in occupancy from 91 percent at 12 PM to 77 percent at 1 PM, but steadily increased back to 91 percent by 5PM. After 5PM most plazas drop below 70 percent occupancy except for Plaza 3, which does so after 7PM, and Plazas 4 and 5, which remain above 70 percent until 7PM. Compared to the September data, the December occupancy for the parking plazas all exceed practical capacity for extended hours over the September occupancy, with the exception of Plazas 3 and 8 which continue to maintain low to moderate occupancies throughout the day. However, the Safeway, Draeger's, and Lincoln Park lots exhibited lower occupancies than the September weekday data at 12PM and 6PM.

Table 1-14 December Off-Street Occupancies by Facility

Facility	Spaces	AM				PM								
		8	9	10	11	12	1	2	3	4	5	6	7	
		9	10	11	12	1	2	3	4	5	6	7	8	
Plaza 1	137	13%	40%	61%	80%	88%	90%	84%	81%	82%	81%	64%	58%	
Plaza 2	137	20%	42%	81%	90%	91%	93%	88%	80%	77%	60%	53%	34%	
Plaza 3	226	7%	26%	57%	67%	73%	76%	68%	59%	65%	74%	80%	69%	
Plaza 4	65	32%	72%	75%	89%	91%	77%	77%	83%	89%	91%	82%	71%	
Plaza 5	56	25%	50%	84%	93%	89%	98%	96%	89%	93%	75%	77%	73%	
Plaza 6	71	14%	55%	93%	92%	94%	94%	93%	85%	90%	58%	35%	46%	
Plaza 7	137	14%	26%	61%	91%	85%	88%	88%	79%	82%	72%	44%	36%	
Plaza 8	143	11%	29%	54%	66%	69%	82%	68%	60%	60%	43%	33%	12%	
Plaza 9	145	12%	29%	40%	58%	81%	94%	74%	54%	55%	45%	41%	28%	
Plaza 10	87	16%	53%	85%	87%	94%	97%	93%	80%	82%	57%	26%	20%	
Overall	1204	14%	37%	64%	78%	83%	87%	80%	72%	74%	65%	54%	44%	
400 Main	96	13%	32%	46%	60%	57%	48%	49%	51%	53%	58%	47%	38%	
Safeway	94					64%							44%	
Draeger's	70					47%							36%	
Lincoln	143					10%							2%	



Handicap Parking Occupancy

Occupancies for handicap spaces of the parking plazas are shown in Table 1-15. It is important to note that Plaza 4 only has one handicap space and appears as either zero or 100 percent occupied. Overall, it appears that adequate handicap parking is available among all parking plazas as the overall occupancy reaches a maximum of 59 percent during the peak period (12PM and 2PM). Plazas 3 and 7 both reach capacity during the peak period with Plaza 5 being the only other plaza to exceed practical capacity throughout the day. The table also indicates that for Plaza 4, the single parking space was utilized between the hours of 11AM to 1PM and 3PM to 6PM. All other parking plazas remain under practical capacity throughout the day.

Table 1-15 December Handicap Space Occupancy by Facility

Facility	Spaces	AM				PM							
		8	9	10	11	12	1	2	3	4	5	6	7
		9	10	11	12	1	2	3	4	5	6	7	8
Plaza 1	5	0%	0%	0%	0%	20%	40%	20%	20%	20%	60%	20%	0%
Plaza 2	7	0%	14%	14%	43%	71%	43%	71%	57%	71%	29%	14%	0%
Plaza 3	5	0%	0%	40%	40%	100%	60%	0%	20%	20%	20%	40%	0%
Plaza 4	1	0%	0%	0%	100%	100%	0%	0%	100%	100%	100%	0%	0%
Plaza 5	7	14%	14%	14%	57%	29%	86%	86%	57%	71%	14%	29%	0%
Plaza 6	5	0%	0%	40%	20%	60%	80%	40%	40%	40%	40%	20%	20%
Plaza 7	6	0%	17%	17%	17%	100%	100%	83%	33%	67%	17%	17%	33%
Plaza 8	7	0%	0%	29%	29%	29%	29%	29%	14%	14%	0%	0%	0%
Plaza 9	4	0%	0%	0%	0%	0%	75%	75%	0%	0%	25%	0%	0%
Plaza 10	2	0%	0%	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%
Overall	49	2%	6%	18%	31%	51%	59%	51%	33%	41%	24%	16%	6%



Parking Hotspots

Figure 1-15 graphically depicts the areas where parking demand is sustained at high levels throughout the day for the Downtown Parking District. Within the Downtown Parking District majority of on-street facilities remain at or above practical capacity for more than five hours with only six of the block faces experiencing these conditions for less than two hours. More than half of the off-street facilities experience occupancies at or above capacity for three or more hours with Plazas 3 and 8 never at or exceeding practical capacity throughout the day. Plaza 6 is the most heavily used plaza, which was at or above capacity for seven hours.

Non-District

In general, the non-district area experienced less hours at or above capacity than the Downtown Parking District. Only one blockface experienced high demand for seven or more hours which was located along the western side of Second Street between West Edith Avenue and State Street. Aside from this single blockface, two additional blockfaces, one along Whitney Street between First and Second Street and another along Third Street between Main Street and Whitney Street exhibited high demand for five to six hours.

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN

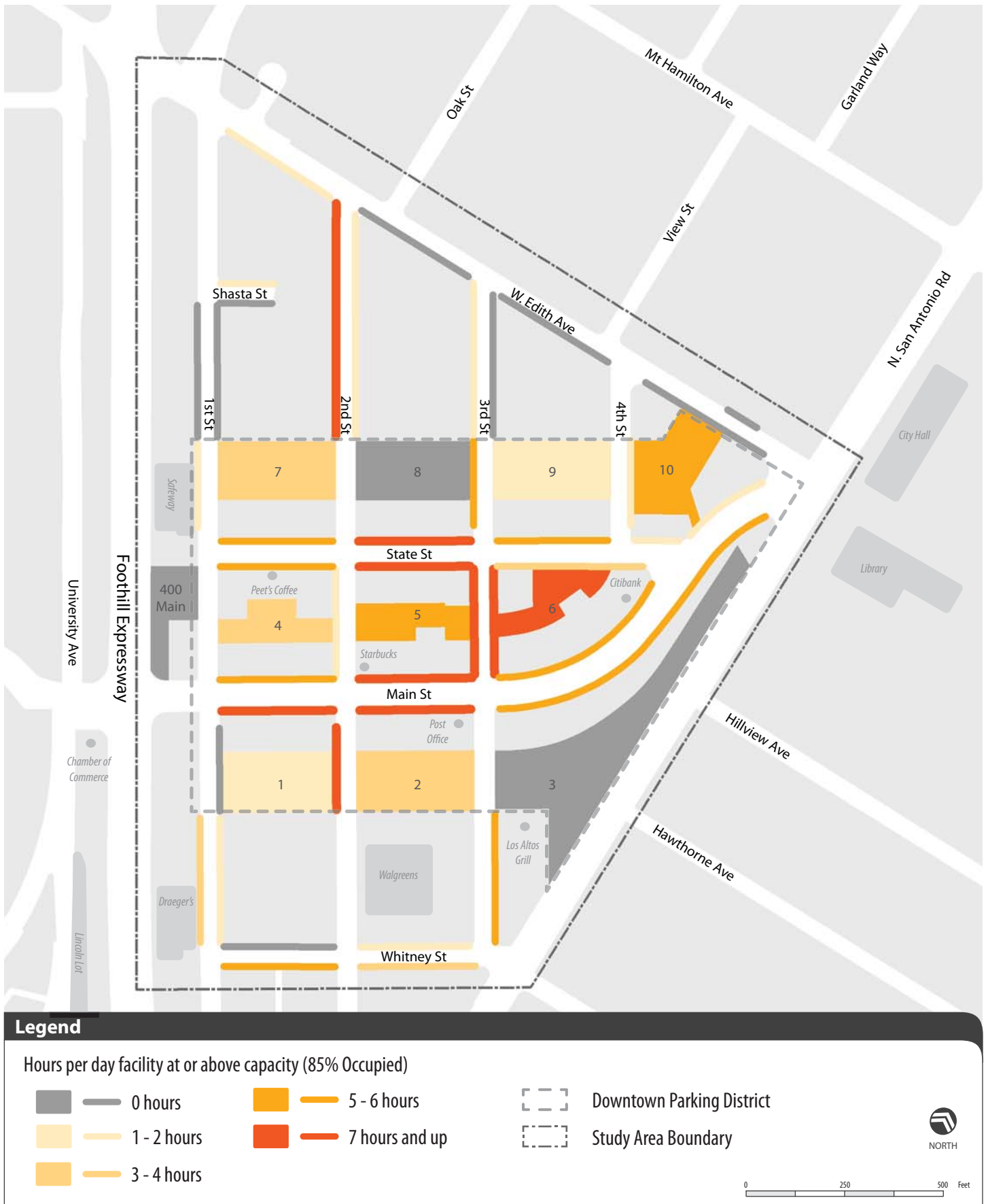


Figure 1-15: December Total Hours At or Above Capacity (Wednesday)

1.5.5 Parking Duration

While occupancy data is a key metric describing how parking in the downtown is used, occupancy percentages provide only a series of snapshots of how “full” different parking facilities are at different points in time. To truly understand current parking usage in the downtown, it is equally important to develop an insight into how long individual parkers stay, how employee permits are used, and to what extent “reparking” of cars may be occurring. Because license plate data was collected on an hourly basis in September for a Wednesday, it is possible to track these metrics in a variety of ways. Most of the following duration data is presented in terms of the observed distribution of “parking events” by length. This section examines beyond the Downtown Parking District and includes all parking events within the study area.

Over the 12 hours of data collection, a total of 4,655 “parking events” were observed for both on and off-street parking. A parking event is when a single unique vehicle is observed in a single unique space. Table 1-16 below summarizes these parking events by parking type based on their observed length in hours. The data presented in the following tables are categorized by on- and off-street parking types in which a single vehicle can appear in both on- and off-street categories. This is important to note as the actual overall total number of unique vehicles for the entire study area is less than the 4,655 parking events. A total of 4,406 unique vehicles were identified in the downtown with some of these vehicles observed to have more than one parking event, resulting in a total of 4,655 parking events. In contrast, the reparking analysis in the next section takes all on and off-street parking events in total resulting in a complete picture of unique parking events.

The majority of on-street parking events, 65 percent, was one hour or less with only three percent lasting more than six hours. The off-street parking had a more distributed duration with 45 percent of parking events being one hour or less and 15 percent lasting more than six hours. Overall, the average length of a typical parking event was 2.53 hours for both on and off-street parking.

Table 1-16 Parking Duration by Percent (Wednesday)

Parking Type	Parking Event	Parking Duration (Hours)										Avg Length (hrs)
		1	2	3	4	5	6	7	8	9	10 +	
On-Street	1,653	65%	22%	6%	2%	1%	1%	1%	1%	0%	1%	1.74
Off-Street	3,002	45%	19%	8%	6%	4%	4%	4%	4%	4%	3%	2.96
Overall	4,655	52%	20%	7%	5%	3%	3%	3%	3%	3%	2%	2.53

Vehicles parking within the downtown were assumed to be customers, employees, or others based on their usage of a permit, duration of stay, and reparking characteristics. Table 1-17 summarizes these likely vehicle types. Likely customers were defined as having a parking duration of four hours or less. Likely employees were identified as permit users or having parked for a total of five hours or more, while “other” users were defined as vehicle observations which did not fall into the customer or employee category; in particular, these users displayed a long gap between reparking observations and were assumed to be local residents leaving or returning from home or potential delivery vehicle working for a downtown business.

Table 1-17 Likely Vehicle Type

Vehicle Type	Total Vehicles	% of All Vehicles	Description
Likely Customer	3,380	76.7%	Vehicles that are parked for a total of 4 hours or less. Any gap between license plate observations was less than 3 hours.
Likely Employees	923	21.0%	Vehicles that display permits OR vehicles that are parked for a total of 5 hours or more. Any gap between license plate observations was less than 3 hours.
Other	103	2.3%	Any other non-permit vehicles that exhibited long gaps between vehicle license plate observations of 4 hours or more.
All Unique Vehicles	4,406	100.0%	

Table 1-18 illustrates hourly split among these likely vehicle types. Likely employees are accounting for just under half of the vehicle types hour by hour until 5 PM, when likely customers begin to increase. More than three times as many unique customer vehicles were observed than employees because more customers park for shorter periods of time (3 hours or less) in fewer parking spaces while employees park longer (5 hours or more) making spaces unavailable for others to use. As an example one off-street parking space enforced from 8AM to 6PM can be used by up to three customers or one employee in a 10 hour period.

Table 1-18 User Split by Likely Vehicle Type

Vehicle Type	AM				PM							
	8	9	10	11	12	1	2	3	4	5	6	7
	9	10	11	12	1	2	3	4	5	6	7	8
Customer	42%	40%	41%	41%	48%	47%	42%	42%	42%	49%	58%	64%
Employee	53%	55%	55%	57%	51%	51%	57%	56%	56%	48%	38%	29%
Other	5%	5%	4%	2%	2%	2%	1%	2%	2%	3%	4%	7%
Total												

In addition to the breakdown of vehicle types, the likely employees were further split based on permit usage. Table 1-19 presents the hourly split of permit and non-permit users among the 923 likely employees. The split remains relatively even between 9AM and 6PM, but with a much higher ratio of non-permit users before 9AM and again after 6PM. The rise in the latter portion of the day is likely because parking is no longer enforced after 6PM and therefore permits no longer provide any benefit.

Table 1-19 Likely Employee Permit and Non-Permit User Split

User Type	Total Unique Vehicles	AM				PM							
		8	9	10	11	12	1	2	3	4	5	6	7
		9	10	11	12	1	2	3	4	5	6	7	8
Permit	504	40%	49%	53%	52%	50%	49%	49%	49%	50%	48%	40%	33%
Non-Permit	419	60%	51%	47%	48%	50%	51%	51%	51%	50%	52%	60%	67%
Total	923												

A breakdown of the duration by parking type and likely users are shown in Table 1-20 for likely customers and Table 1-21 for likely employees; similar to Table 1-16, these tables present parking events as opposed to unique vehicles. Likely customers throughout the day parked on-street for an average length of 1.40 hours and off-street for 1.61 hours, while likely employees parked on-street for 5.44 hours and off-street for 6.24 hours. Likely employees without permits are parked in the same space for approximately 7.5 hours indicating that a large amount of these users are risking a parking citation.

Table 1-20 Likely Customer Parking Duration

Parking Type	Parking Event	Parking Duration (Hours)										Avg Length (hrs)
		1	2	3	4	5	6	7	8	9	10 +	
On-Street	1,452	69%	23%	6%	2%	0%	0%	0%	0%	0%	0%	1.40
Off-Street	2,061	60%	25%	9%	6%	0%	0%	0%	0%	0%	0%	1.61
Overall Total	3,513	64%	24%	8%	4%	0%	0%	0%	0%	0%	0%	1.59

Note: This table refers to total observed parking events by likely customers, not unique number of observed vehicles. There can be more than one parking event per unique vehicle.

Table 1-21 Likely Employee Parking Duration

Parking Type and User	Parking Event	Parking Duration (Hours)										Avg Length (hrs)
		1	2	3	4	5	6	7	8	9	10 +	
On-Street												
Permit	5	60%	0%	20%	20%	0%	0%	0%	0%	0%	0%	2.00
Non-Permit	126	13%	9%	7%	6%	14%	7%	17%	13%	5%	10%	5.57
Total	131	13%	9%	7%	7%	14%	7%	17%	13%	5%	9%	5.44
Off-Street												
Permit	500	16%	5%	6%	9%	8%	9%	12%	12%	15%	8%	5.80
Non-Permit	355	3%	3%	2%	3%	18%	17%	13%	16%	13%	13%	6.86
Total	855	2%	4%	5%	7%	12%	13%	12%	14%	14%	10%	6.24
Overall												
Permit	505	17%	5%	6%	9%	8%	9%	11%	12%	15%	8%	5.78
Non-Permit	481	5%	4%	4%	4%	17%	15%	14%	15%	11%	12%	7.49
Total	986	11%	4%	5%	7%	12%	12%	13%	13%	13%	10%	6.56

Note: This table refers to observed parking events not unique number of observed vehicles, by likely employees. There can be more than one parking event per unique vehicle.

Table 1-22 presents data on the duration of parking events observed at the individual off-street parking plazas. The permit plazas are highlighted in orange and were found to generally have higher average parking durations than the non-permit plazas. At least ten percent of parking events were for more than six hours for each permit plaza indicating that these lots are being used for longer periods of time. The northern permit plazas (Plazas 7, 8, 9, and 10) each had a noticeably higher average duration of roughly three hours. 400 Main contains unrestricted parking spaces, which explains the highest average length of four hours. Despite having the fewest permit spaces (21) of the plazas,

Plaza 9 is among the plazas with higher average duration. This is likely due to the fact that the privately owned spaces are used by employees of the adjacent building.

Table 1-22 Parking Duration by Off-Street Facilities (Wednesday)

Parking Facility	Total Unique Vehicles	Parking Duration (Hours)										Avg Length (hrs)
		1	2	3	4	5	6	7	8	9	10 +	
Plaza 1	362	50%	19%	7%	7%	2%	3%	2%	3%	4%	2%	2.67
Plaza 2	388	58%	15%	7%	6%	2%	2%	3%	4%	2%	2%	2.39
Plaza 3	543	47%	19%	9%	6%	5%	3%	4%	3%	4%	1%	2.74
Plaza 4	253	57%	24%	8%	4%	2%	2%	2%	0%	1%	0%	1.94
Plaza 5	236	54%	22%	9%	6%	2%	2%	1%	3%	0%	1%	2.12
Plaza 6	223	46%	24%	9%	4%	5%	6%	2%	4%	1%	0%	2.47
Plaza 7	332	42%	21%	9%	5%	4%	4%	3%	5%	4%	3%	3.08
Plaza 8	282	49%	16%	6%	3%	4%	3%	5%	7%	5%	2%	3.08
Plaza 9	232	34%	23%	9%	3%	4%	6%	3%	4%	7%	5%	3.51
Plaza 10	185	43%	11%	5%	7%	5%	4%	9%	5%	6%	4%	3.63
400 Main	154	42%	14%	4%	4%	5%	4%	3%	5%	8%	12%	4.03

1.5.6 Employee Permits

Employee permits were also observed as part of the weekday data collection in September. Employee permits allow users to park for extended periods of time in specified facilities throughout downtown. The facilities identified as having permit spaces include the southern (Plazas 1, 2, and 3) and northern (Plazas 7, 8, 9, and 10) parking plazas; overall, there are a total of 533 spaces where permit holders are eligible to park. Table 1-23 compares the parking duration data for permit and non-permit users for plazas where permits are valid; a total of 504 unique permit users were observed throughout the day, however, four permit users were observed outside of the permit plazas and are not included in the table.

Table 1-23 Parking Duration for Permit Plazas by User Type

User Type	Total Unique Vehicles	Parking Duration (Hours)										Avg Length (hrs)
		1	2	3	4	5	6	7	8	9	10 +	
Permit Users	500	16%	5%	6%	9%	8%	9%	12%	12%	15%	8%	5.80
Non-Permit Users	2,502	51%	22%	9%	5%	3%	3%	2%	2%	2%	2%	2.39
All Users	3,002	45%	19%	8%	6%	4%	4%	4%	4%	4%	3%	2.69

Note: Permit users observed outside of the permit plazas are not included

As expected, Table 1-23 shows that permit holders park for substantially longer than non-permit holders at the permit facilities. Although a significant percentage of permit holders park for one hour or less (16 percent), over 70 percent of permit users are parking for four hours or more.

The occupancy data for the permit parking facilities by space type is presented in Table 1-24. All permit spaces for all plazas, with the exception of Plazas 8 and 9, exceed practical capacity at some point throughout the day. Plaza 9 maintains less than 50 percent permit space occupancy throughout the day; this plaza also has the smallest permit space capacity of the permit plazas. In addition to the permit spaces being above practical capacity, Plazas 1, 2, 7, and 10 also have non-permit spaces above practical capacity around the midday peak. The permit spaces of Plazas 7 and 10 were in particularly high demand, either at or slightly under full capacity between 11AM and 3PM.

Table 1-24 Employee Permit Space Occupancy (Wednesday)

Space Type & Location	From To	AM				PM							
		8	9	10	11	12	1	2	3	4	5	6	7
		9	10	11	12	1	2	3	4	5	6	7	8
Permit Spaces	Qty	Percent Occupied Out of Total Permit Spaces by Facility											
Plaza 1	78	15%	32%	63%	73%	90%	91%	82%	74%	69%	63%	54%	36%
Plaza 2	75	32%	45%	79%	81%	92%	91%	85%	75%	61%	57%	51%	41%
Plaza 3	94	26%	33%	71%	77%	89%	86%	85%	77%	82%	93%	89%	91%
Plaza 7	97	21%	47%	89%	100%	97%	100%	86%	80%	88%	68%	45%	27%
Plaza 8	99	14%	37%	75%	76%	81%	83%	80%	74%	61%	52%	35%	17%
Plaza 9	21	5%	5%	14%	14%	24%	38%	38%	14%	43%	24%	14%	5%
Plaza 10	69	32%	57%	75%	84%	97%	99%	99%	86%	91%	55%	22%	13%
Overall	533	22%	40%	73%	79%	88%	89%	84%	75%	74%	64%	49%	37%
Non-Permit Spaces	Qty	Percent Occupied Out of Total Non-Permit Spaces by Facility											
Plaza 1	49	8%	27%	59%	69%	90%	78%	76%	69%	71%	86%	73%	69%
Plaza 2	50	10%	18%	44%	54%	88%	88%	82%	68%	78%	70%	34%	20%
Plaza 3	110	8%	16%	41%	41%	70%	67%	46%	53%	62%	55%	52%	52%
Plaza 7	29	21%	24%	55%	76%	79%	86%	66%	69%	55%	55%	55%	34%
Plaza 8	32	19%	19%	47%	63%	69%	59%	66%	47%	63%	63%	56%	31%
Plaza 9	120	23%	32%	56%	64%	83%	85%	71%	55%	58%	45%	28%	33%
Plaza 10	18	17%	22%	67%	61%	72%	89%	78%	39%	67%	17%	33%	22%
Overall	408	15%	23%	50%	58%	79%	78%	66%	57%	63%	56%	45%	40%



While the permit spaces in the majority of permit plazas are shown to be utilized above practical capacity for several hours throughout the day (Table 1-24) this is due to demand from both visitors and employees.

Table 1-25 reveals that during enforcement hours, between 50 and 60 percent of likely employees are parking in permit spaces. While observed in permit spaces, up to 10 percent of these employees did not have or use permits. Also, up to 5 percent of permit users were observed parking in non-permit spaces during enforcement hours. While these tables only explain hourly occupancy, the reparking analysis in the following section helps to explain the parking behavior of different user groups by linking re-parking events through-out the day. (e.g. an employee that moves their vehicle to find a permit space).

Table 1-25 Occupancies by Space Type for Likely Employees (Wednesday)

Space Type and User Type	AM				PM							
	8	9	10	11	12	1	2	3	4	5	6	7
	9	10	11	12	1	2	3	4	5	6	7	8
Number of Likely Employees												
Permit Spaces												
Permit User	81	154	280	315	320	307	310	277	272	197	107	48
Non-Permit User	20	27	46	51	54	58	58	54	42	44	33	25
Total Likely Employees	101	181	326	366	374	365	368	331	314	241	140	73
Non-Permit Spaces												
Permit User	4	16	23	20	10	18	13	19	21	22	13	15
Non-Permit User	107	148	220	257	274	278	278	260	248	196	147	103
Total Likely Employees	111	164	243	277	284	296	291	279	269	218	160	118
Overall												
Permit User	85	170	303	335	330	325	323	296	293	219	120	63
Non-Permit User	127	175	266	308	328	336	336	314	290	240	180	128
Total Likely Employees	212	345	569	643	658	661	659	610	583	459	300	191
Percentage of Likely Employees												
Permit Spaces												
Permit User	38%	45%	49%	49%	49%	46%	47%	45%	47%	43%	36%	25%
Non-Permit User	9%	8%	8%	8%	8%	9%	9%	9%	7%	10%	11%	13%
Total Likely Employees	48%	52%	57%	57%	57%	55%	56%	54%	54%	53%	47%	38%
Non-Permit Spaces												
Permit User	2%	5%	4%	3%	2%	3%	2%	3%	4%	5%	4%	8%
Non-Permit User	50%	43%	39%	40%	42%	42%	42%	43%	43%	43%	49%	54%
Total Likely Employees	52%	48%	43%	43%	43%	45%	44%	46%	46%	47%	53%	62%
Overall												
Permit User	40%	49%	53%	52%	50%	49%	49%	49%	50%	48%	40%	33%
Non-Permit User	60%	51%	47%	48%	50%	51%	51%	51%	50%	52%	60%	67%
Total Likely Employees	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

1.5.7 Reparking

Observed license plate data was also used to track instances of reparking throughout the entire study area for September weekday data collection. Reparking was determined to have occurred whenever a vehicle (via license plate) was observed to have moved from one parking lot or blockface to another within the study area.

Table 1-26 presents information on the number of users that were observed reparking throughout the day. As the table shows, ten percent of customers were seen reparking, but the majority only reparked once, likely to another part of downtown or to avoid a time restriction. While customer reparking was relatively uncommon, slightly less than 40 percent of employees were observed reparking throughout the day. Although many of these employees may be running errands or going to lunch (reparked once), a significant number of them likely occurred because they were moving their vehicles to avoid time restrictions.

Table 1-26 Vehicle Reparking by Likely Vehicle Type

Vehicle Type	Total	Parked Once	Reparked (Total)	Reparked					
				1 time	2 times	3 times	4 times	5 times	6 or more
Likely Customer	3,380	3056	324	295	29	0	0	0	0
% of all likely customers	100.0%	90.4%	9.6%	8.7%	0.9%	0.0%	0.0%	0.0%	0.0%
Likely Employee	923	563	360	262	78	16	2	1	1
% of all likely employees	100.0%	61.0%	39.0%	28.4%	8.5%	1.7%	0.2%	0.1%	0.1%
Other	103	0	103	9.	8	2	0	0	0
% of all other cars	100.0%	0.0%	100.0%	90.3%	7.8%	1.9%	0.0%	0.0%	0.0%
All Unique Users	4,406	3619	787	650	115	18	2	1	1
% of all unique users	100.0%	82.1%	17.9%	14.8%	2.6%	0.4%	0.0%	0.0%	0.0%

Reparking incidents present an important data point for parking management. While reparking related to a customer deliberately driving to another store or an employee going out for lunch would occur under any circumstance, reparking events related to time limit avoidance show how current downtown users are interacting with time restrictions. While an employee moving their vehicle from one two-hour time restriction space to another every few hours would be captured as a series of “two-hour” parking events, they actually represent an unfulfilled demand for a single eight-hour parking event. Similarly, a customer who parks in a two-hour space, goes to lunch, and then reparks in a neighboring space prior to shopping for an hour would be captured as “one-hour” and “two-hour” parking events but really represents an unfulfilled demand for a single three-hour parking event.

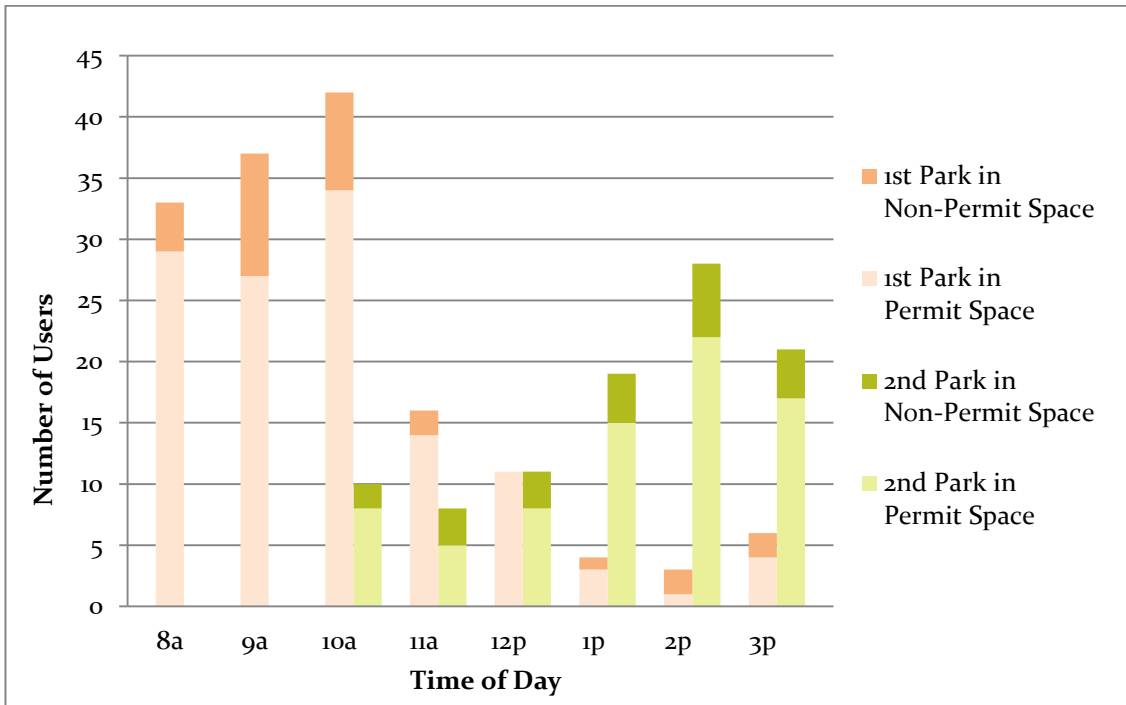
Table 1-27 presents a breakdown of the reparking data for the likely employees who have and do not have parking permits; approximately 54 percent of this population (504) are permit users. Among likely employees with permits, just over 30 percent of these users (154) reparked, while approximately half of the non-permit users reparked. Those permit holders who reparked likely had a reason to leave the downtown during the day and return at a later point such as: running an errand, going to a meeting/appointment, and/or making a delivery.

Table 1-27 Vehicle Reparking for Likely Employees

User Type	Total	Parked Once	Reparked (Total)	Reparked					
				1 time	2 times	3 times	4 times	5 times	6 or more
Permit User	504	350	154	131	20	2	1	0	0
% of permit users	100.0%	69.4%	30.6%	26.0%	4.0%	0.4%	0.2%	0.0%	0.0%
Non-Permit Users	419	213	206	131	58	14	1	1	1
% of non-permit users	100.0%	50.8%	49.2%	31.3%	13.8%	3.3%	0.2%	0.2%	0.2%
All Employees	923	563	360	262	78	16	2	1	1
% of all employees	100.0%	61.0%	39.0%	28.4%	8.5%	1.7%	0.2%	0.1%	0.1%

Figure 1-16 looks at the same population of permit users that reparked (154) from above. Generally, permit holders were able to find permit spaces the first or second time they parked. The figure only shows data up to 3PM, due to the three hour time limit and regulation ending at 6 PM rendering permit spaces unenforceable.

Figure 1-16 Parking Location for Reparked Employee Permit Users



1.6 Bicycle Parking

Public bicycle parking facilities were also observed as part of the parking utilization analysis. Observations of the bicycle parking facilities took place on Saturday September 22nd throughout the study area between the hours of 8AM and 5PM. In general, bicycle parking events took place primarily along Main and State Street.

Morning observations revealed a significant number of bicycling enthusiasts using the downtown area as a meeting place. These users were observed to have little need of bicycle facilities as they primarily stayed with their bicycle. However, upon returning from their trips (beginning at 10 AM), the demand for parking facilities, located around Peet's Coffee (southern blockface on State Street between First and Second Street), exceeded the supply as several bicycles were observed leaning against park benches, newspaper stands, trees, buildings, etc. These bicycles were not locked as their owners were observed staying nearby. The extreme of these observations included the blocking of the sidewalk and occupying an on-street parking space. Similar, but less extreme observations were noted at the Starbucks located at the corner of Main and Second Street.

Family bicyclists, parents and children arriving at the downtown together, were observed parking their bicycles at the public racks if it was convenient to their destination. More of these users were seen locking their bicycles as compared to the bicycle enthusiasts; however, in general few bicycles were observed locked. When bicycle racks were not present, owners parked their bicycles against available structures including trees, poles, buildings, etc. A large number of these observations took place on the corner of Main and Second Street (Shown in Figure 1-18) where the highest activity occurred between 12PM and 2PM. Although bicycle racks were present, perhaps a block or two away, these informal parking events still took place. Users may have found that the nearest available rack was inconvenient to their destination.

Figure 1-18 Informal Bicycle Parking at Main and Second Street



Bicycles that were observed in the plazas behind storefronts were typically locked and remained locked for several hours. These bicycles were assumed to be employee bicycles (Shown in Figure 1-19). A lack of bicycle facilities behind the storefronts could be the cause of these informal bicycle parking events.

Figure 1-20 graphically illustrates the observed location of bicycle racks throughout the study area. The majority of the bicycle racks along Main Street and the racks in front of Pete's Coffee were heavily

used, particularly at the corner of Main and Second Street. The racks located at this intersection were used throughout the day by various users. The rack located along First Street between Main and State Street was observed having the same bicycle parked throughout the day, which was assumed to be an employee; aside from this single bicycle, no other bicycles used this rack. The two racks north of State Street along First and Fourth Street were not observed to have heavy usage; similarly the racks along Third Street were also not heavily used. The racks located on the block with parking Plaza 6 (surrounded by Main, State, and Third Street), were also used throughout the day, similar to the racks on the corner of Main Street and Second Street, but were used less heavily.

Figure 1-19 Informal Employee Bicycle Parking



Overall bicycle users were observed using the public bicycle facilities if available. Frequent informal parking observations took place during the peak hours of approximately 10AM to 2PM while adequate parking was observed during off-peak hours. Observations revealed that two locations, Peet's Coffee and the corner of Main Street and Second Street, had a high number of informal bicycle parking which used trees, poles, buildings, etc. to lean their bicycles. Bicycle enthusiasts seldom used the parking facilities prior to departing on a ride, but were observed to occupy the entire supply of the parking facilities upon returning from their trip. Due to the absence of parking facilities in the parking plazas behind storefronts, employees were found to informally lock their bicycle to trees and/or poles.

DOWNTOWN LOS ALTOS PARKING MANAGEMENT PLAN



Legend

- Number of Existing Bicycle Racks
- Study Area Boundary
- Off-Street Parking Plaza
- Downtown Parking District



0 250 500 Feet

1.7 Key Findings

1.7.1 Current Policies & Practices

- In several places throughout the Downtown, enforcement hours on-street are 9AM to 6PM and off-street are 9AM to 6PM. However, several on-street signs show enforcement hours of 8AM to 6PM. The signs also indicate parking is enforced Monday through Saturday, but it is not actually in practice every day of the week. The time of day and day of week enforcement inconsistencies can be points of confusion for visitors and residents. This issue has been corrected.
- Enforcement patterns are well known by employees who are able to anticipate and avoid ticketing. Merchants are unhappy that employees are parking in the convenient central high-demand spaces (on and off-street) and moving their vehicles with little consequence.

1.7.2 Community Preferences

- Surveys confirmed the most common reason people go downtown was to eat or drink, followed by grocery and retail shopping. The survey indicated a significant majority of respondents found current Downtown Los Altos parking was convenient (63 percent) and were not supportive of paying a nominal price (\$0.50/hour) for closer parking (70 percent). The latter data point could use more in-depth study.
- Merchants believe a three-hour time limit in the plazas is sufficient for customers for most types of downtown visits. However, they believe current ticketing seems to miss the worst offenders – the employees who park in the prime locations and move their cars.
- Residents are generally in favor of electric vehicle charging stations to be in line with the community’s sustainability goals. There were mixed opinions about increasing parking supply. Some residents believed a new garage was warranted, while others believed that the City should focus on management tools such as shared parking (with private lots/garages) or a satellite parking with a shuttle bus.

1.7.3 Occupancy & Parking Behavior

Historical Parking Data

- Since 1987, the Downtown Parking District on-street parking inventory has steadily declined from 228 spaces along State, Main and First Street to 214 existing spaces as a result of various streetscape improvements. Streetscape improvements since have led a reduction in available spaces. Off-street inventory has stayed mostly steady through 2007 and was reduced by 28 spaces to the time of the September 2012 inventory.
- A comparison of historical parking occupancy data with current occupancy data shows a downward utilization trend in downtown over time. Although sales tax data from the City, over the past ten years, has increased by about three percent, the last five years have showed a drop of approximately nine percent in sales tax revenue from businesses in the downtown triangle. This drop is in line with the general drop in parking occupancy over the same period.

District vs. Non-District

- There are a total of 1,449 total spaces located within the Downtown Parking District and 238 spaces in the outer non-district area. Overall, the Parking District spaces are in higher demand than those in the outer non-district area. Based on the maximum occupancy of 82 percent for the Parking District and 66 percent for the outer non-district area (September weekday data).

Hotspots

- **Weekday:** Parking in downtown Los Altos on a weekday is scattered among on and off-street parking with blockfaces in high demand (practical capacity for more than five hours) located along Main, State, Whitney, Second, and Third Streets. Plazas 6, 7, and 10 exceed capacity for more than three hours while Plaza 5 exceeds capacity for more than five hours.
- **Weekend:** Weekend parking demand is centered around Plaza 5 and the on-street facilities. Multiple blockfaces along Main, State, Second, and Third Street are over practical capacity for more than seven hours; the only plazas to exceed practical capacity are the central plazas (Plazas 4, 5, and 6).

December Occupancy

- Occupancies throughout the Downtown Parking District were slightly higher than September for all hours of the day. Occupancy trends within the Parking District remain fairly consistent to the September trends with the on-street secondary afternoon peak occurring earlier in the day (1PM as opposed to 2PM).

Parking Behavior/User Types

- **Employee Permits/All-Day Customer Permits:** Approximately 25 percent of users were identified using an employee permit, which was consistent throughout the day until 6PM when it dramatically dropped off. Very few vehicles were identified as using all day customer permits.
- **Duration:** Parking duration in each plaza averaged three hours or less for non-permit parkers and averaged between five and six hours for permit holders. Plazas 7, 8, 9, 10 with a higher percentage of white dots had a higher average duration (greater than three hours). This included Plaza 9 with the 69 private (unenforced) private spaces. The 400 Main site was observed to have the longest parking events of the non-permit facilities, averaging over four hours, likely because it is unrestricted/unenforced.
- **Reparking:** While customer reparking was relatively uncommon at ten percent, slightly less than 40 percent of employees were observed reparking throughout the day. Among likely employees with permits, just over 30 percent of these users (154) reparked, while approximately half of the non-permit users (206) reparked. Although many of these employees may be running errands or going to lunch (re-parked once), a significant number of them likely occurred because they were moving their vehicles to avoid time restrictions.
- **Employee Permit Program:** While permit spaces in permit plazas are utilized above practical capacity for several hours throughout the day, this is due to demand from both visitors and employees. During enforcement hours, between 50 and 60 percent of likely employees were parking in permit spaces, and up to 10 percent without permits. Up to 5 percent of permit users were observed parking in non-permit spaces during enforcement hours.

1.7.4 Bicycle Parking

- The Los Altos bicycling community is varied and ranged between serious enthusiasts to more casual and family riders.
- During times of peak bicycle parking, any nearby structure was used to park/lean bicycles and owners stayed nearby. Casual bicyclists (including employees and families) were more likely to lock their bicycles. Bicyclists have also express concern of the existing u-shaped bicycle racks having the potential to damage their bicycle frame.
- Bicycle enthusiasts seldom used the parking facilities prior to departing on a ride, but were observed to occupy the entire supply of the parking facilities upon returning. Due to the absence of parking facilities in the parking plazas behind storefronts, employees were found to informally lock their bicycles to trees and/or available poles.
- Throughout the day majority of bicycle parking observations took place along Main and State Street between First and Third Street, particularly at the corner of Main and Second Street. Bicycle racks not located within this area (along Main and State Street between First and Third Street) were seldom used, with the racks located on the block surrounded by Main, State, and Third Street used more heavily.