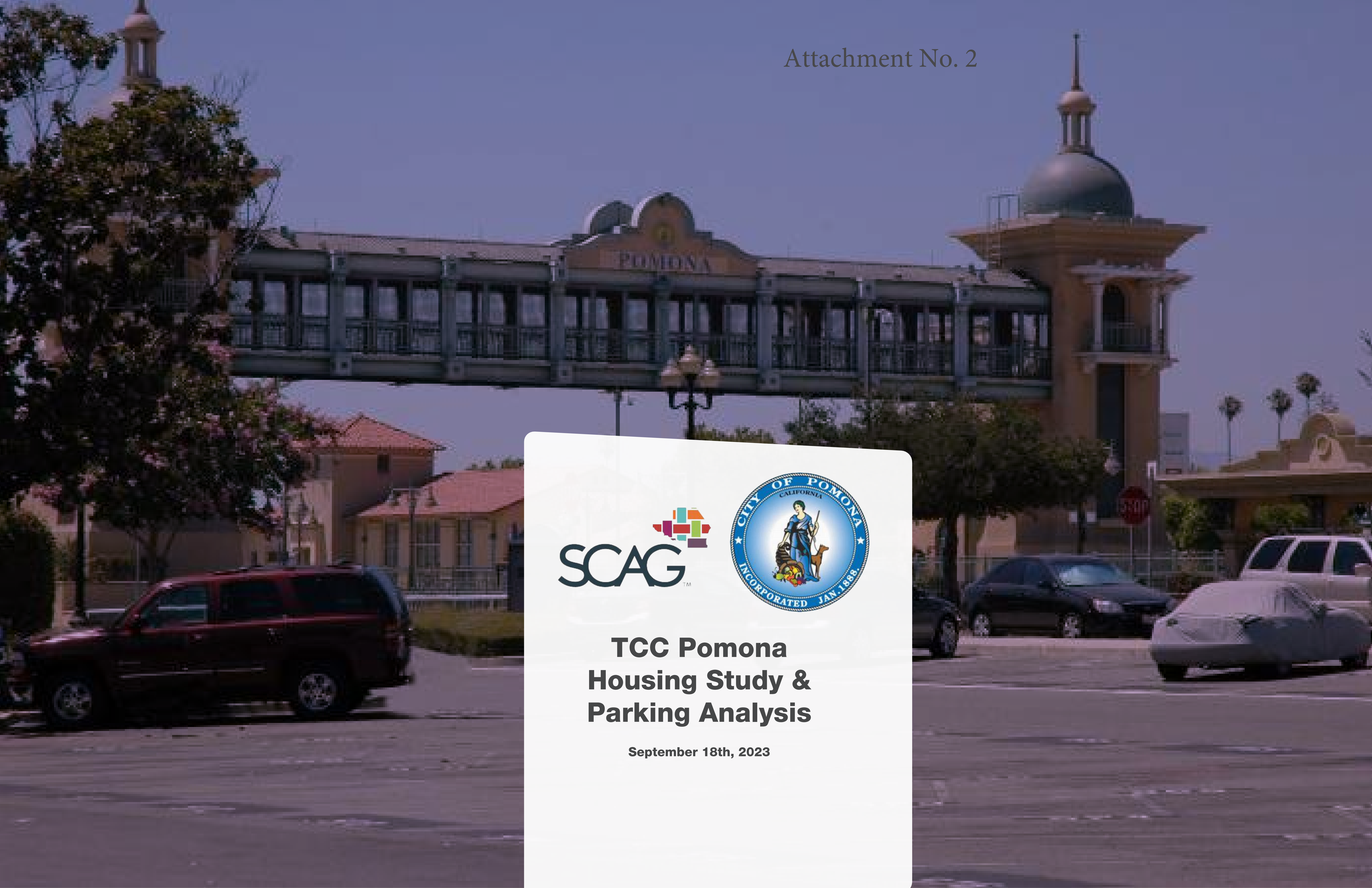
Attachment No. 2



TCC Pomona Housing Study & Parking Analysis

September 18th, 2023

AGENDA

09.19.2023

Project Background

The City of Pomona received a grant through the Southern California Association of Governments (SCAG) for cities looking to spur affordable housing development to meet present and future housing demands.

As a result, this study seeks to assess historic and current data in order to provide recommendations to the City of Pomona on development strategies to meet these future housing needs on city-owned Vehicle Parking District lots within the Downtown.

Project Objectives

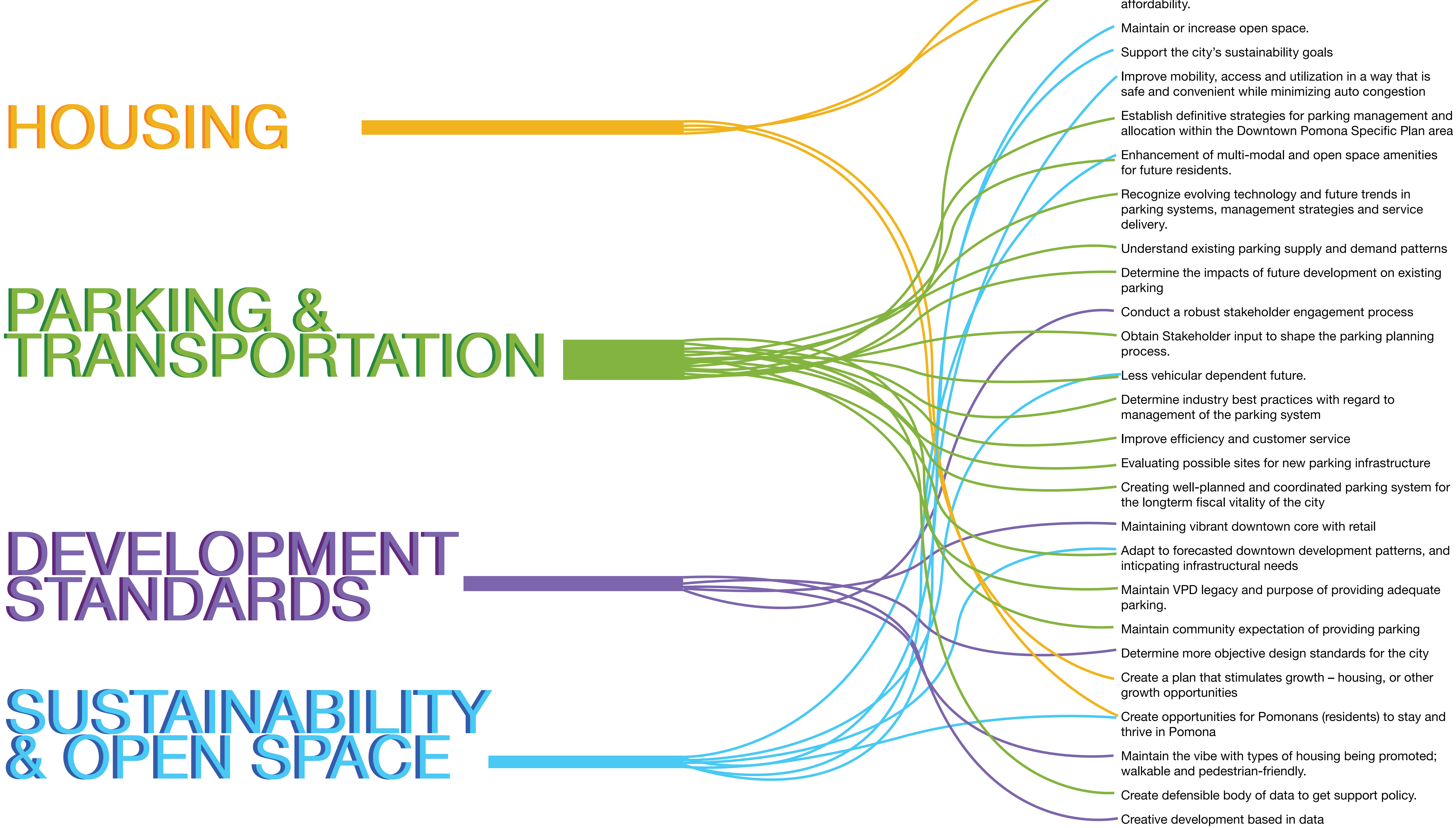
Objective #1: Comprehensive Analysis of Parking in the Downtown Pomona Specific Plan

Objective #2: Comprehensive Analysis of Mobility and Open Space Infrastructure.

Objective #3: Comprehensive Market Feasibility Analysis for Housing

Objective #4: Recommendations to the City for Redevelopment of City-Owned Parking Lots

Goals + Objectives



Goals + Objectives

HOUSING

Create more diverse housing opportunities, including affordable housing options, and greater density in Downtown Pomona using design standards that maintain and contribute to the existing energy and charm of Downtown Pomona.

PARKING & TRANSPORTATION

Maintain the legacy of VDP and continue to provide the citizens of Pomona with parking options while also becoming more strategic with the city-owned VPD lots to ensure the best and highest use of each lot while meeting the city's parking needs. Additionally, assess the strategic development of each lot, improve parking, and future parking standards,

DEVELOPMENT STANDARDS

Create design standards for Downtown Pomona that is based in data so that every decision and development is supported by facts and meets the needs of Pomona's present and future uses. These design standards should build upon the existing energy, charm, and spirit of Downtown Pomona.

SUSTAINABILITY & OPEN SPACE

Increase and enhance the open and green space opportunities within Downtown Pomona in order to create a more inviting and comfortable environment for all. Ensure the open and green space contributes to the city's overall sustainability goals and standards.

Project Deliverables Summary

PROJECT LEADERSHIP

TASK + PURPOSE

Principal in Charge (PIC)

- Attend major milestones and lead the project team while facilitating / coordinating the Client meetings. Engage and collaborate with stakeholders to create a well planned, unified vision.

Project Manager (PM)

- Attend major milestones and lead monthly meetings with City staff and SCAG Project Manager for project status and action items throughout for project success

Task	PROJECT INITIATION	GETTING TO KNOW YOU	REFINE AND DEFINE	ADOPTION AND FINAL DELIVERABLES
Task 1: Project Management	• Establish Protocols, Goals & Objectives • Stakeholder Mapping • Meetings & Schedule • Monitoring & Reporting	• Data Collection & Review • Site Visit / Survey • Review Previous Plans, Studies • Meeting Notes • Presentation Materials • Monitoring & Reporting	• Coordinate Outreach • Meeting Notes • Presentation Materials • Monitoring & Reporting	• Coordinate Presentations & Delivery of Draft and Final Reports • Meeting Notes • Presentation Materials • Monitoring & Reporting
Task 2: Comprehensive analysis of Parking in DPSP		• Review relevant plans, stucies, historical data & analyses • Field review of DPSP VPD • Parking data collection • Parking demand model • Parking management goals & implementation		
Task 3: Comprehensive analysis of Mobility & Open Space Infrastructure		• Field review & inventory of active mobility and public transit infrastructure • Identify opportunities for improvement		
Task 4: Comprehensive Market Feasibility Analysis for Housing		• Local market analysis with key demographic and market trends • Assess housing market needs by income level • Identify financial feasibility for residential uses of sites • Evaluate financial gaps • (3) hypothetical case studies		
Task 5: Recommendations to the City for Redevelopment of City-Owned Parking Lots			• Synthesize findings from Tasks 2-4 into actionable recommendations • Recommend at least (3) top candidate City-owned lots to immediately pursue RFPs for affordable housing development • Identify any necessary policy or code amendments	
Task 6: Public Outreach	• Stakeholder Mapping	• Engagement Strategy & Schedule	• VPD Commission & Council Input • Public Input • Stakeholder Input	
Task 7: Adoption			• Present to Planning Commission	• Draft Study Document for public circulation • Present to City Council
Task 8: Final Deliverables to SCAG and City				• Final report for SCAG & City combining all project deliverables
SCHEDULE (in months)	AUGUST	SEPTEMBER / OCTOBER / NOVEMBER	NOVEMBER / DECEMBER / JANUARY / FEBRUARY / MARCH	APRIL / AUGUST / SEPT

MEETINGS

● Monthy Meetings
▲ Engagement Sessions
★ Presentations

Month	Meetings
AUGUST	●
SEPTEMBER	● ▲
OCTOBER	●
NOVEMBER	●
NOVEMBER	●
DECEMBER	● ▲
JANUARY	● ▲
FEBRUARY	●
MARCH	● ★
APRIL	●
AUGUST	● ★
SEPT	● ★

Process

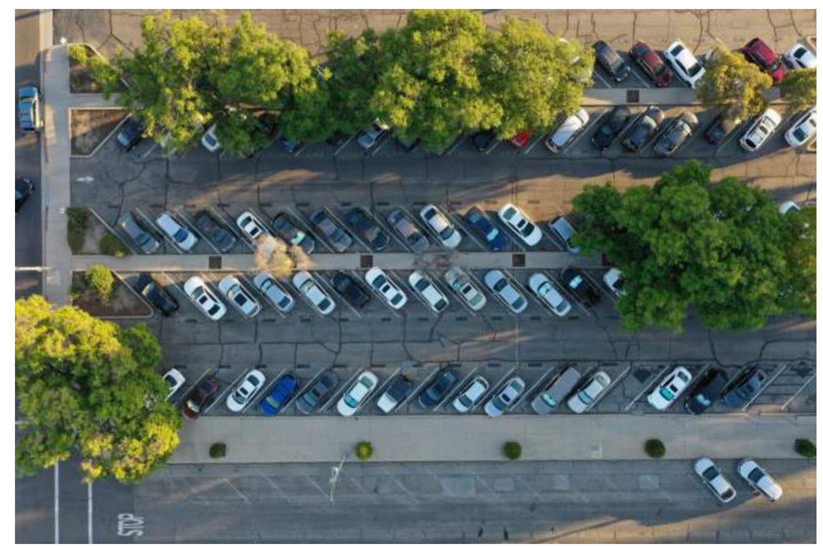
Existing Conditions

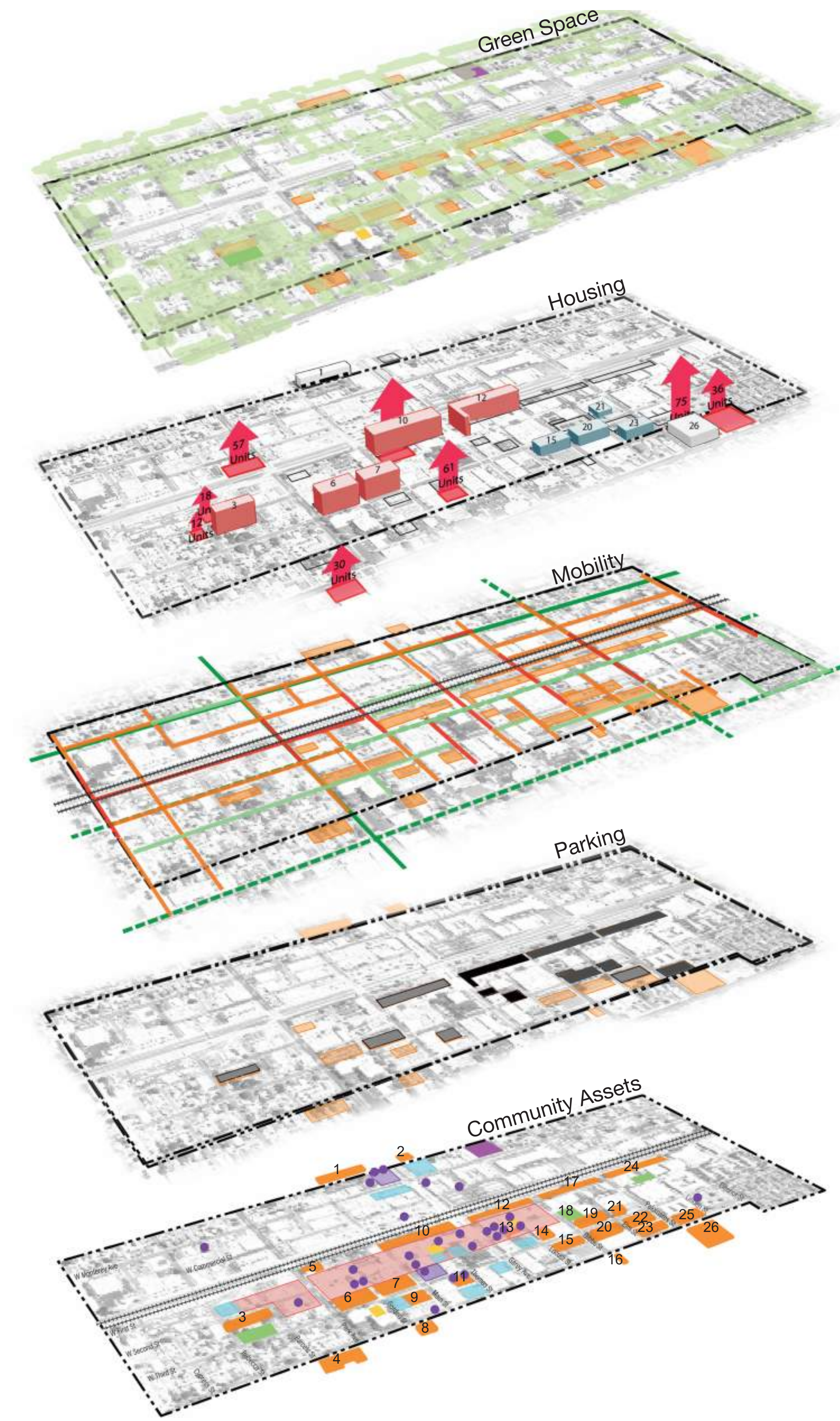
The project team utilized multiple methods to demonstrate the existing conditions of the project area.

During selected survey days, aerial drone footage was collected to sample peak hour parking occupancy trends (morning, midday, afternoon, and evening periods) on a selected weekday and Saturday. Parking was also reviewed during a large community event to understand capacity and location preferences.

The project team also used geographic information systems (GIS) to visualize and analyze City of Pomona data on Green and Open Space, Community Assets, Parking, Mobility, and Zoning and Housing.

The project team also had two rounds of engagement including stakeholder meetings and public workshops in November of 2022 and February of 2023. This feedback and input qualitatively informed our existing conditions understanding and analysis.



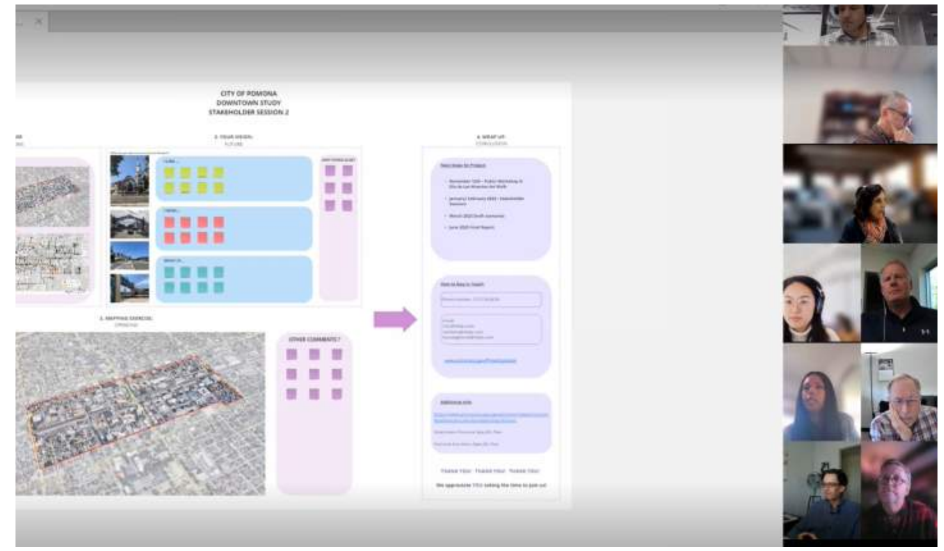


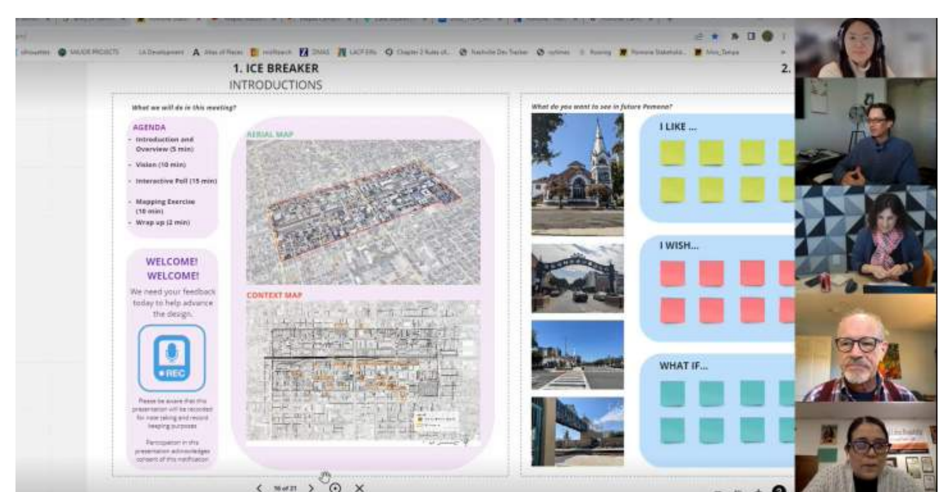
Public Outreach

Stakeholder sessions were conducted at two points of the project as well as Public Workshops held at Second Saturday Art Walk events.

The primary take-aways from the November sessions were:

- Desire for new and improved green space especially for youth
- Increased diversity of retail options
- Desire to build upon the arts colony and other attributes that contribute to the energy and character of Downtown.
- More housing opportunities in order to create greater density in Downtown
- Improved connectivity with all areas of downtown and transit
- Overall improvement to access and mobility in downtown for cyclists and pedestrians

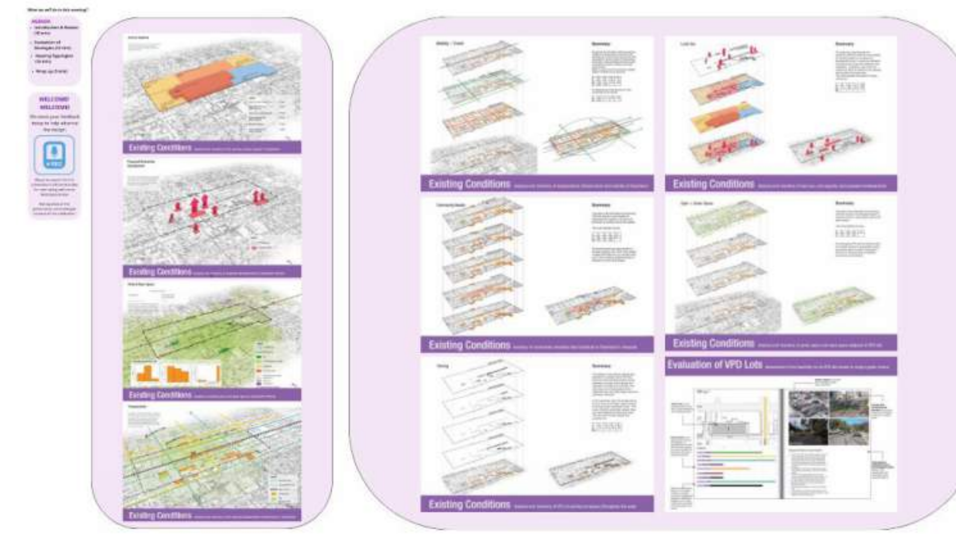


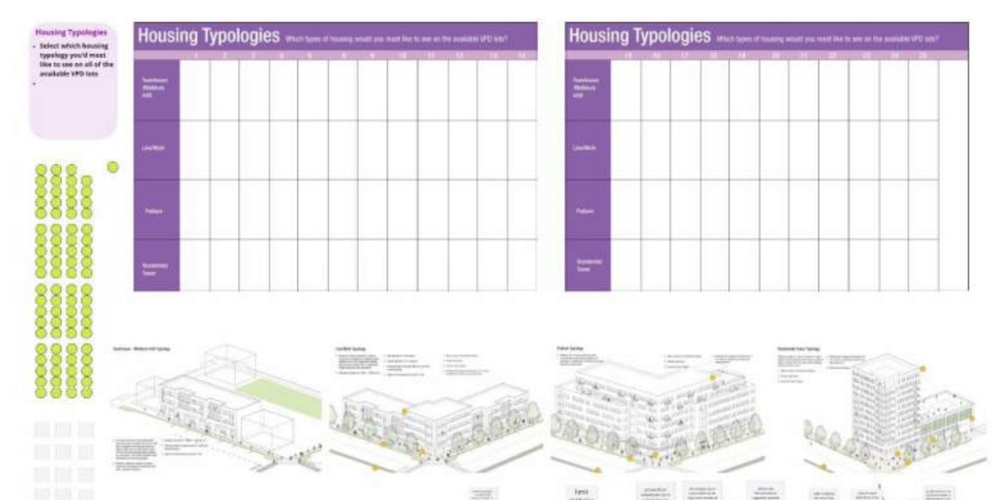


Public Outreach

The primary take-aways from the February sessions were:

- A desire for parking to be concentrated in one area to allow for the redevelopment of the smaller overflow lots as well as the larger surface lots
- A desire to protect on-street parking as much as possible
- There is an aversion to any development style about 7-stories with a clear preference for townhomes and live/work housing typologies
- A consensus that traffic calming measures are needed on 1st St and Mission Blvd within the project area.
- Interest in implementing specific drop-off and pick-up areas for ride-share and food delivery services

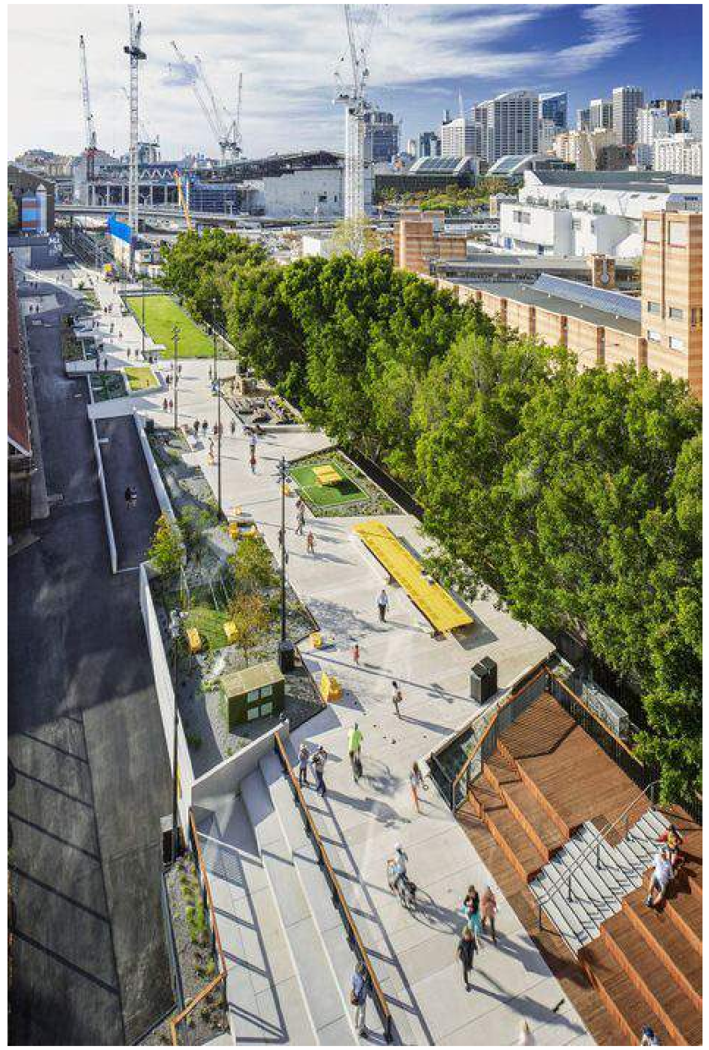




Comparable Projects

As part of the study a series of precedents were studied to determine best practices for housing and open space. The precedents reviewed are generally national projects from similar cities, but also local successful projects.

- Hope SF
- 3831 W Chicago Ave
- Morgan Park Commons
- Jamboree
- San Francisco Formerly Homeless Housing
- Armstrong Place
- Skateparks
- Armstrong Place
- Streetscape
- Linear Parks



Parking Study Analysis

Existing Mobility

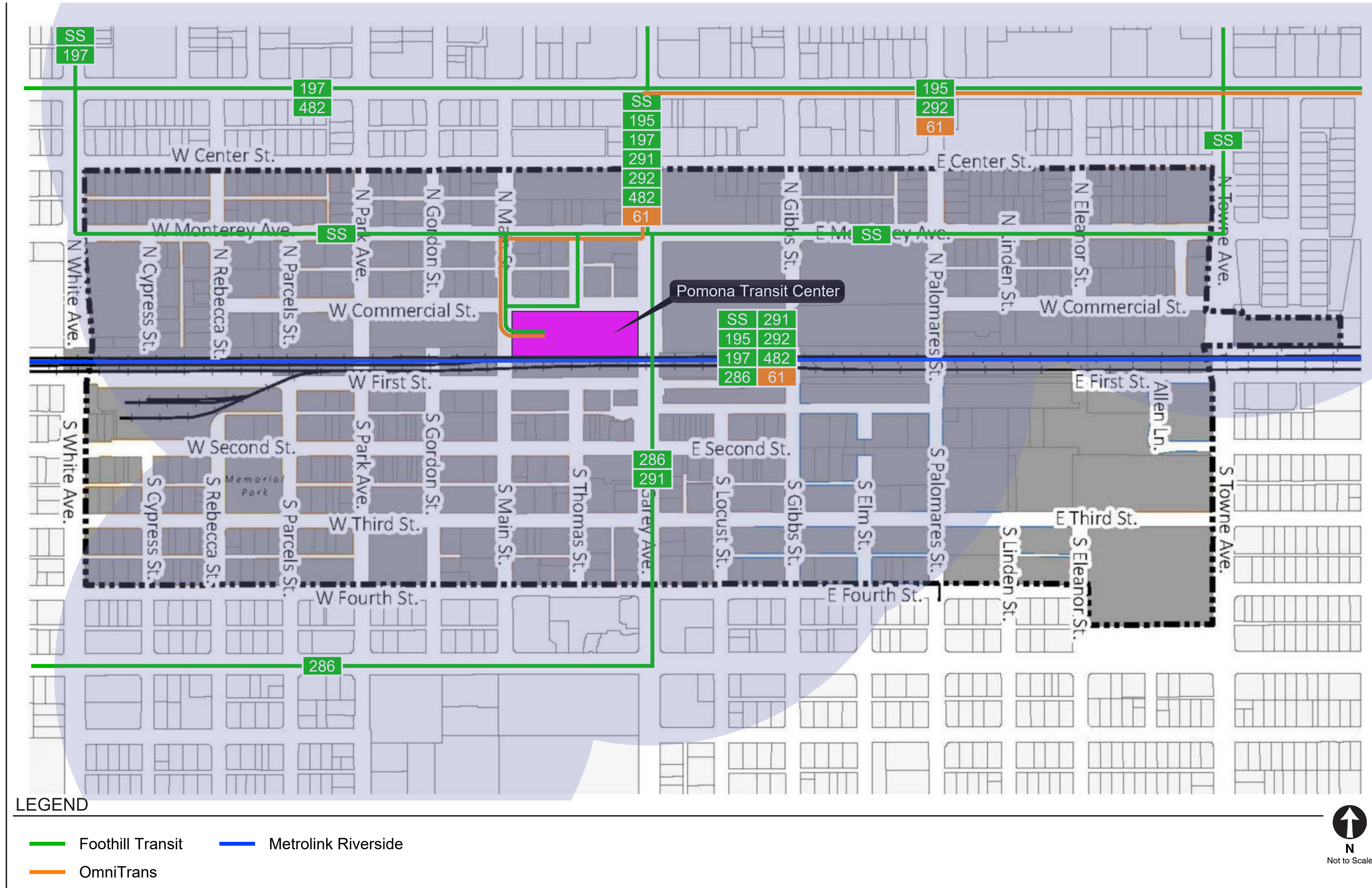
Local transit service operates along Garey Avenue with connection into the Pomona Transit Center and the remaining transit lines provide service along Holt Avenue (located north of the study area) and Mission Boulevard (located south of the study area).

•Foothill Transit operates six lines (Lines 195, 197, 286, 291, 292, and 482) that provide subregional connectivity between the Pomona Transit Center and adjacent communities

•Foothill Transit also operates the Silver Streak, providing regional connectivity between Downtown Los Angeles and Montclair and servicing the Pomona Transit Center. Typical peak period service headways range from 15 to 30 minutes by direction.

•OmniTrans Line 61 provides subregional connectivity between Fontana and the Pomona Transit Center, with a typical peak period service headway of 20 minutes.

•Metrolink operates the Riverside Line on the Union Pacific Railroad tracks that bifurcate Downtown. This is a regional commuter rail line with a scheduled stop at the Pomona Transit Center.



EXISTING TRANSIT SERVICE	FIGURE 7

Maximum Occupancy - VPD Lots

A review of the parking occupancy survey data identified the general parking patterns currently experienced in Downtown. As demonstrated by the survey results, the characteristics of the on-street and VPD Lot parking varies by location, day, and time.

Figure 9A illustrates the maximum observed parking occupancy in each VPD Lot. This ranges from 6% in Lot 4 to 104% in Lot 10.

MAXIMUM OBSERVED VPD LOT OCCUPANCY

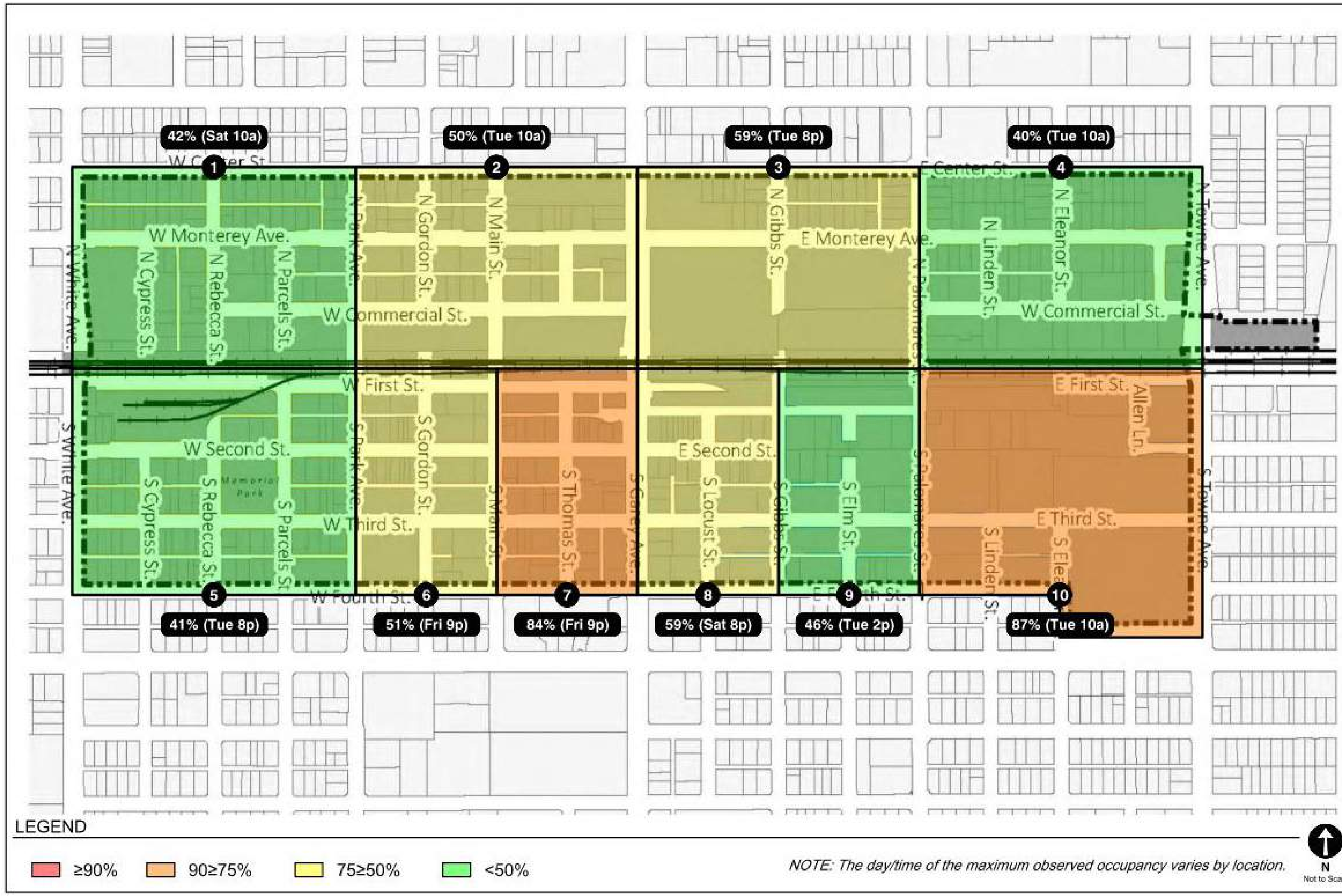
FIGURE 9A

Maximum Occupancy - On-street Parking

Figure 9B illustrates the maximum observed on-street parking occupancy; this ranged from 40% in Sub-area 4 to 87% in Sub-area 10.

FINDINGS:

- Sub-areas 8, 9 ,10 see the most parking usage both on and off street.
- On street parking demand is higher and fairly consistent in most sub-areas
- Western University appears to drive a lot of parking demand in sub areas 9 and 10
- Retail appears to drive demand in sub-areas 7 and 8
- Appears there is excess capacity in most areas.
- New data is consistent with older inventories



MAXIMUM OBSERVED ON-STREET OCCUPANCY

FIGURE 9B

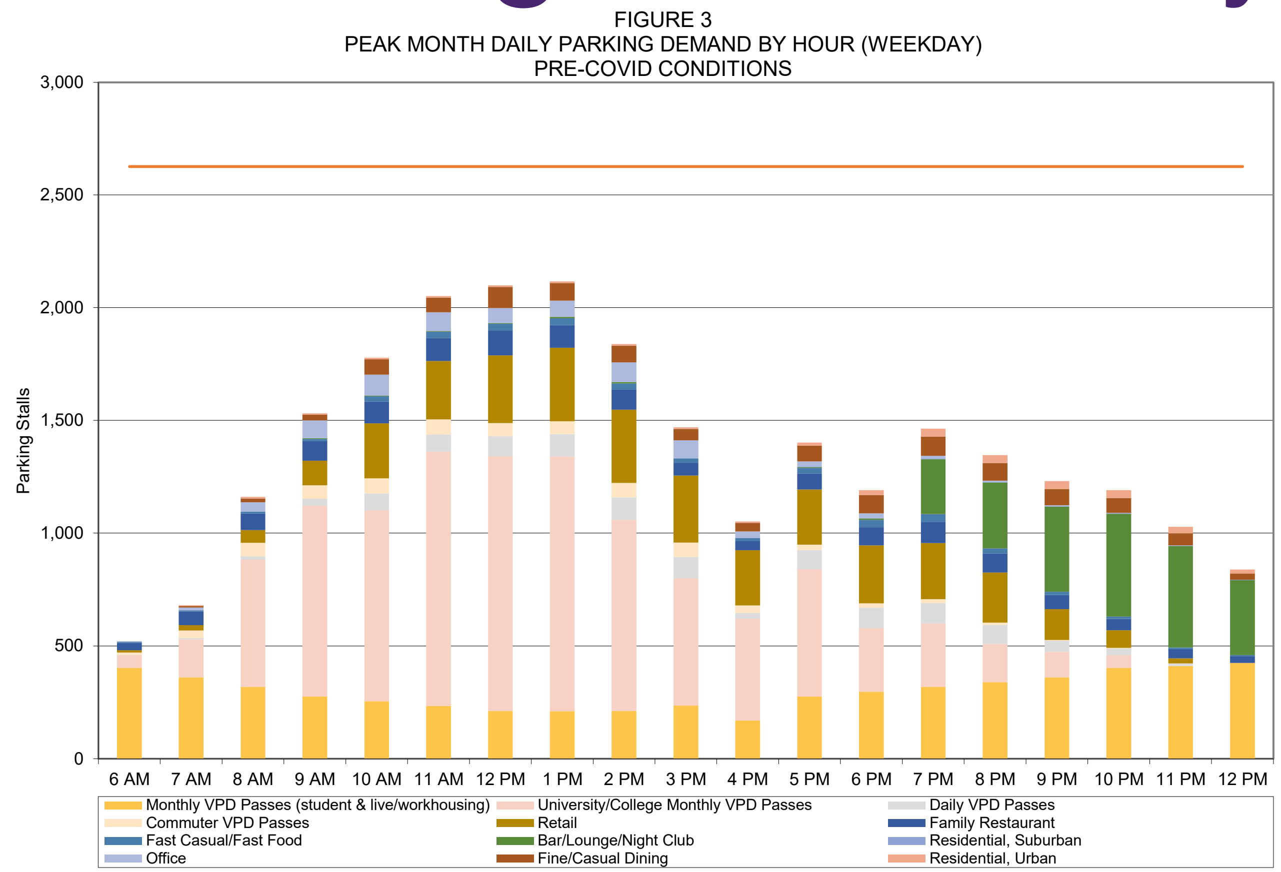
Future Scenario Supply & Demand

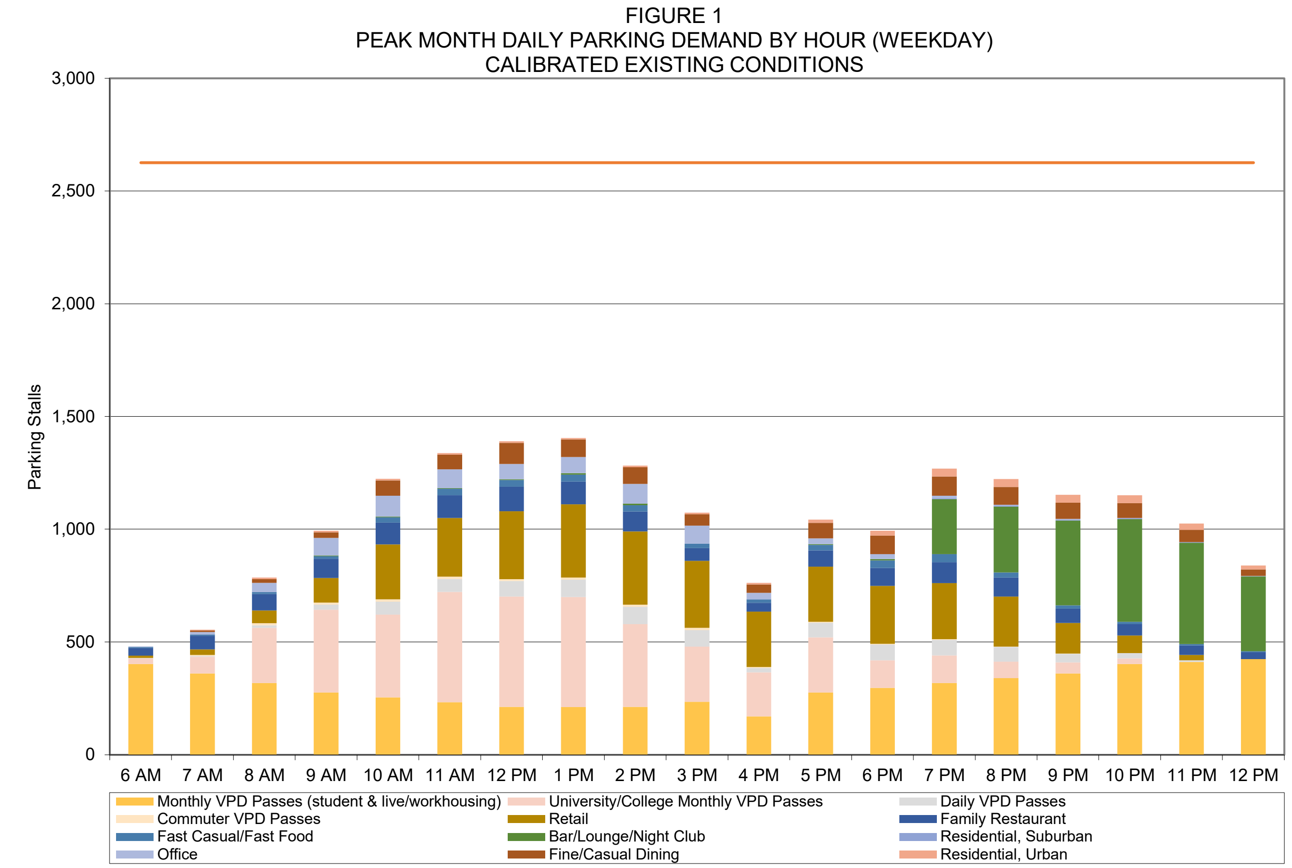
TABLE 1
PARKING SUPPLY SUMMARY

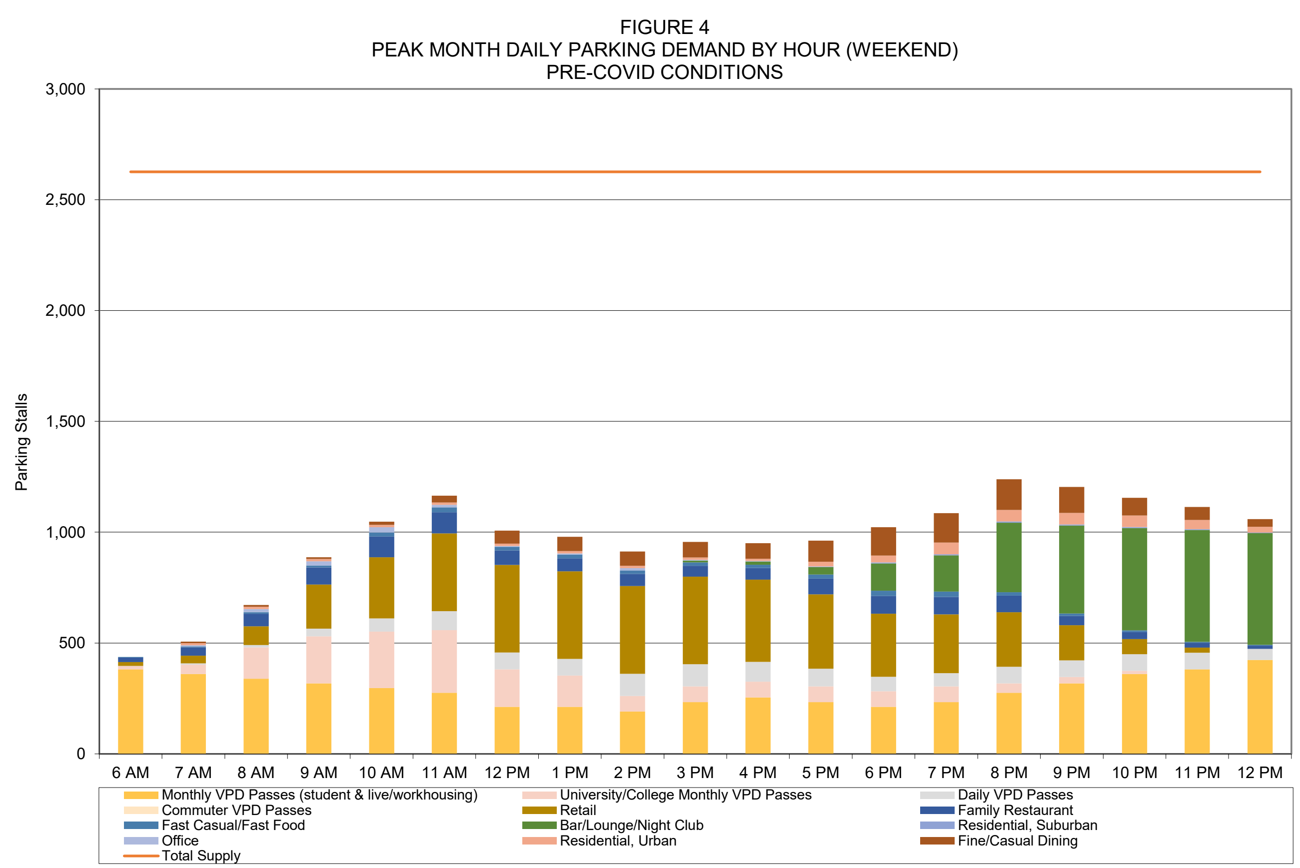
Lot #	Parking Supply by Scenario				
	Existing Conditions	**W/ Known Changes**	**Scenario 1**	**Scenario 2**	**Scenario 3**
1	157	157	Live/Work	TBD Future Development	157
2	Sold	Sold	Sold	Sold	Sold
3	71	71	71	Park	Park
4	33	33	33	Park	33
5	40	40	40	Park	Park
6	104	RFP for Redevelopment	RFP for Redevelopment	RFP for Redevelopment	RFP for Redevelopment
7	114	RFP for Redevelopment	RFP for Redevelopment	RFP for Redevelopment	RFP for Redevelopment
8	54	54	54	Park	54
9	20	20	Townhomes	Park	20
10	141	700	700	700	700
11	47	47	Townhomes	Park	47
12	177	177	350	350	350
13	27	27	Park	Park	Park
14	54	54	54	Park	54
15	95	95	Live/Work	TBD Future Development	Live/Work
16	Housing Authority Control	Housing Authority Control	Housing Authority Control	Park	Park
17	154	154	154	350	154
18	8	8	8	Park	Park
19	97	97	Park	RFP for Redevelopment	RFP for Redevelopment
20	91	91	Live/Work	TBD Future Development	Live/Work
21	84	84	84	Park	84
22	90	90	Mid-Rise Resi	TBD Future Development	RFP for Redevelopment, combine Lots 22 & 23
23	116	116	116	TBD Future Development	
24	159	159	159	350	159
25	96	96	Mid-Rise Resi	TBD Future Development	Mid-Rise Resi
26	Removed from Network	Removed from Network	Removed from Network	Removed from Network	Removed from Network
Total Off-Street Public Parking Supply [a]	**1,832**	**2,173**	**1,823**	**1,750**	**1,655**
On-Street Public Parking Supply [b]	802	802	682	682	682
Total Public Parking Supply	**2,634**	**2,975**	**2,505**	**2,432**	**2,337**

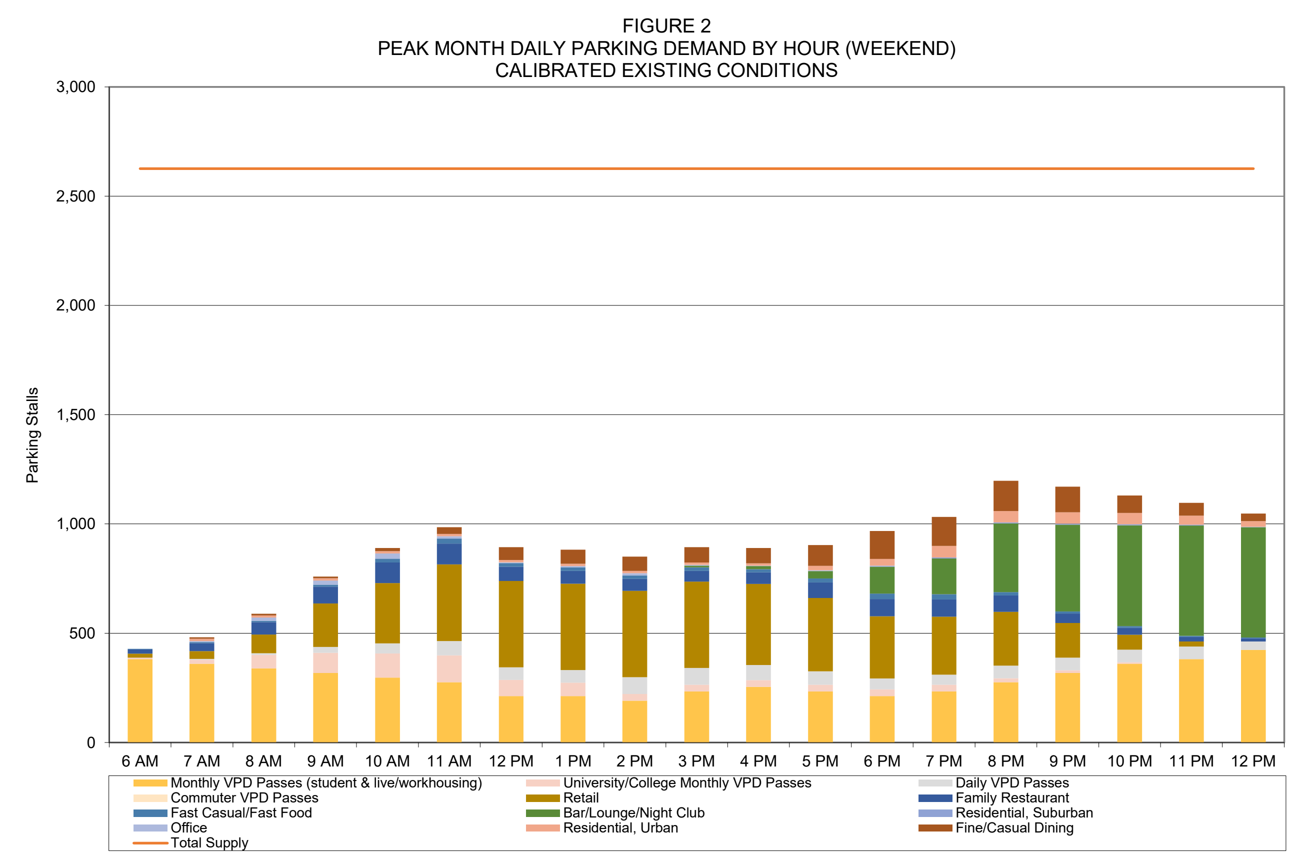
Notes:
[a] - Excludes Supply from Lot 1 due to distance from core pakring demand area
[b] - Includes supply south of railroad tracks, east of Parcels, and west of Palomares. Future Conditions assume 15% loss of on-street parking to accomdate design changes

Peak Parking Demand by Land Use









Key Findings

Due to the change in parking demand, enforcement, and over supply, raising rates on daily use may not close the budget gap.

Recommend reviewing monthly and long-term parking fees as well as daily rates.

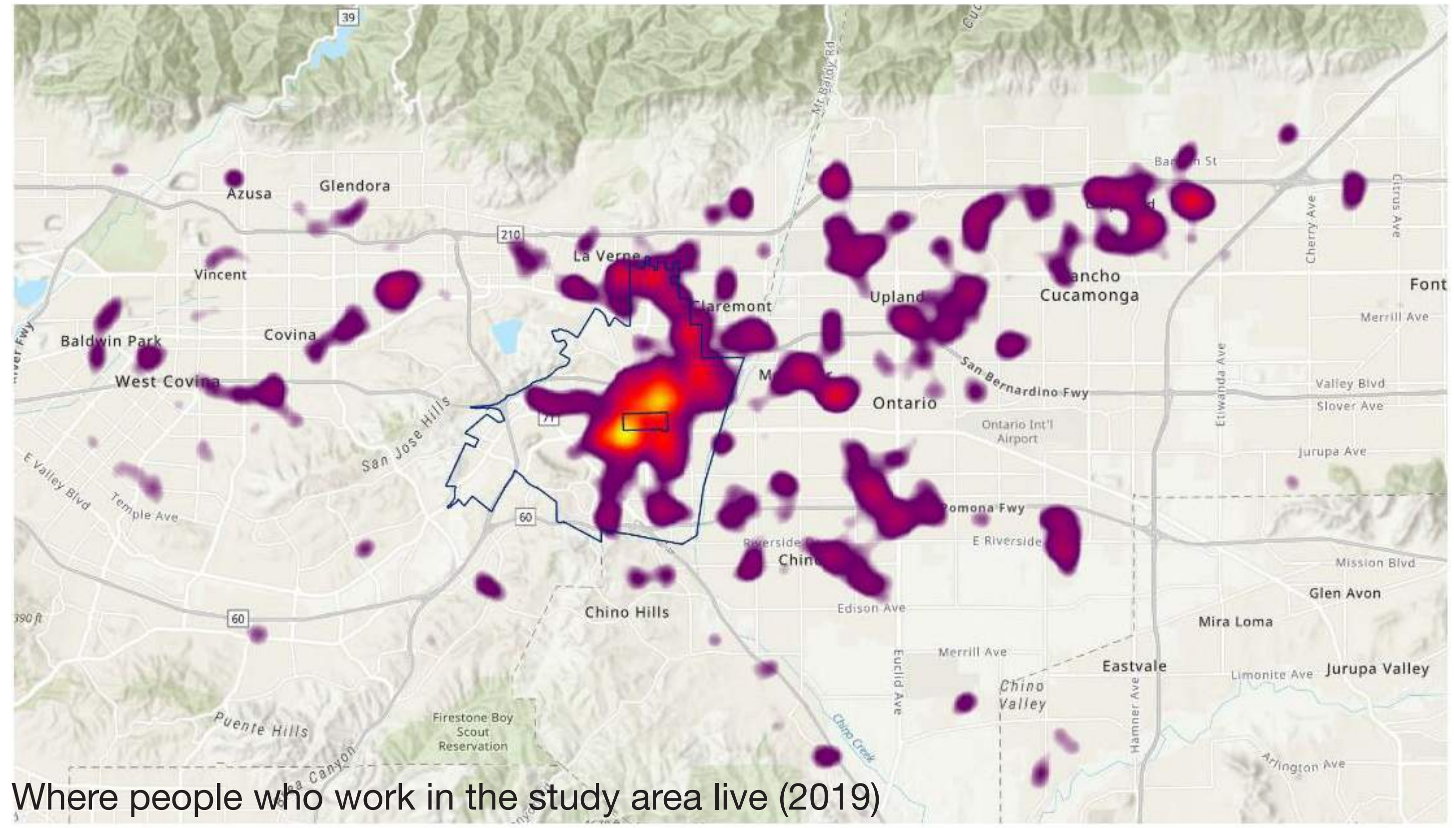
Investigate implementing dynamic pricing control in the longterm.

Market Feasibility Analysis

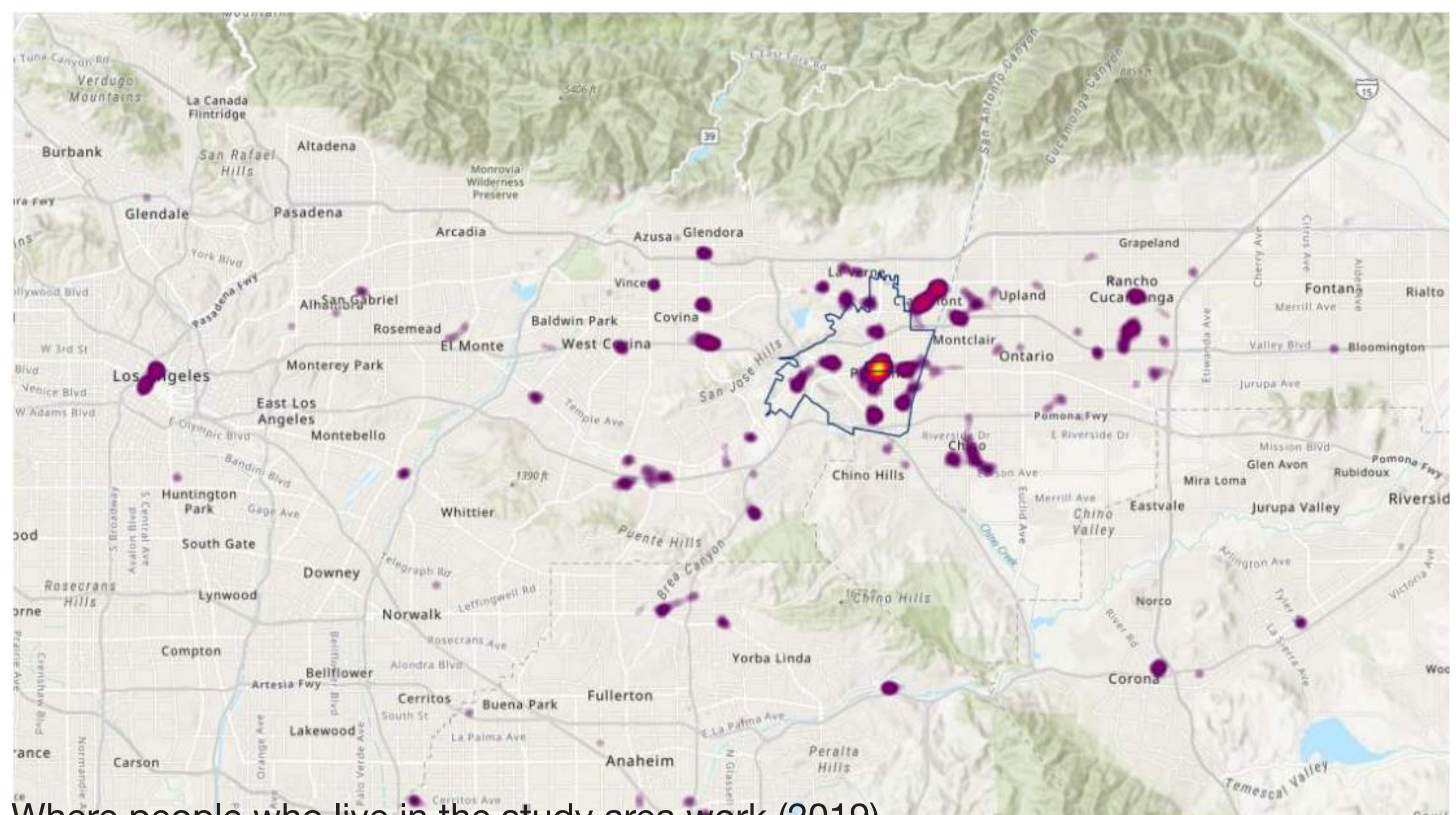
Market Analysis Summaries - Context

Workforce and Employment

- 2,670 jobs within the Study Area
- 6% of all jobs in City within the Study Area
- 11% of Study Area workers live within the City
- 1,027 workers reside in the Study Area
- 21 workers reside and work in the Study Area
- 12% of employed Study Area residents work in the City



Where people who work in the study area live (2019)



Where people who live in the study area work (2019)

Regional and Local Trends

Multi-family Submarket

- The introduction of limited higher quality product (4&5 Star) from 2014- 2017 took notable time to stabilize
- 4&5 Star product enjoys a substantial premium in pricing
- Higher quality product is achieving a substantial value premium and a slight capitalization rate premium over lesser quality product
- Vacancy rates for lower tier product has been, and is projected to remain extremely low
- The submarket is dominated by lower quality product that likely provides naturally occurring affordable housing
- A substantial portion of the housing stock outside of the downtown core appears to have substantial deferred maintenance
- New higher quality deliveries are projected to be absorbed moderately efficiently given current market rental rates, but economics suggest currently financially infeasible to develop

Retail Submarket

- Retail rents and vacancy trailed the Great Recession in the broader market, and have grown steadily, though modestly since
- Within the broader market, vacancy rates across all classes are good or excellent, and projected to remain, however localized vacancy and turnover appears to be a concern
- Inventory has been and is projected to be generally stable across classes
- Retail capitalization rates decreased steadily over the 5-6 years after the Great Recession and are projected to be somewhat stable going forward
- Local retail rents appear modest / very affordable compared to broader market alternatives

Office Submarket

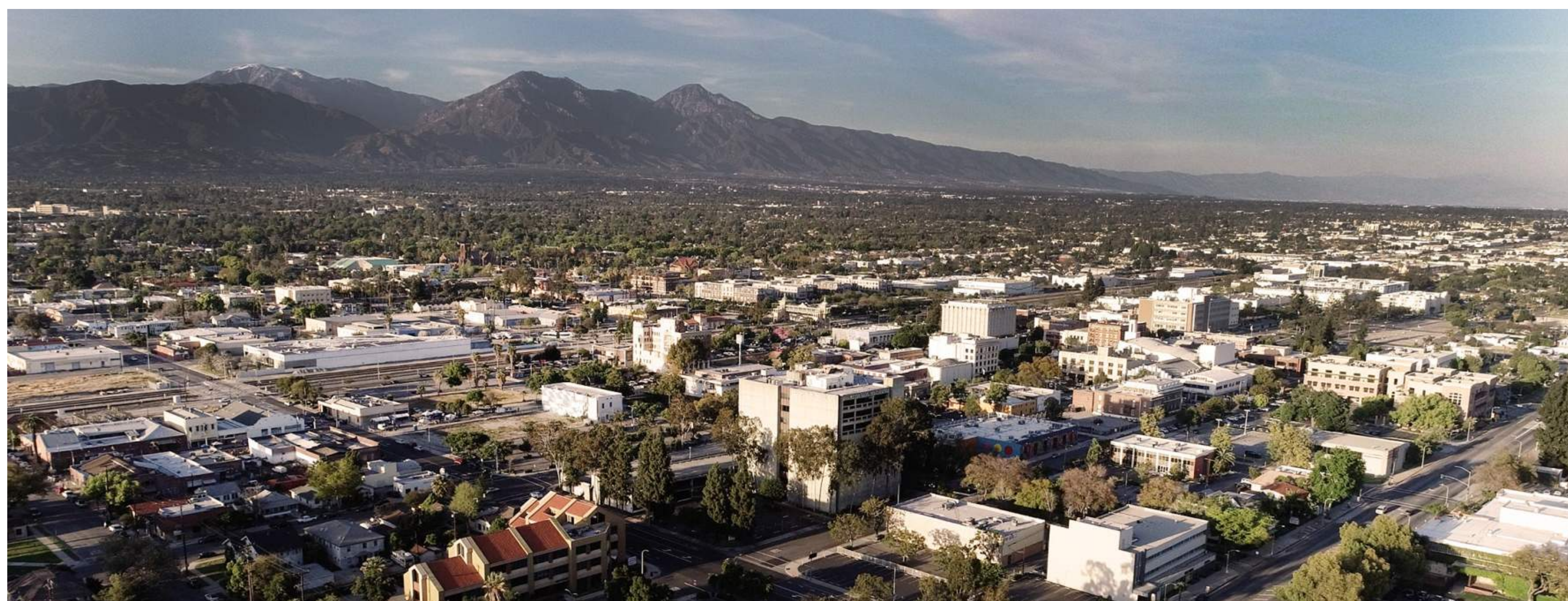
- Office rent has grown only modestly across quality tiers
- Vacancy rates have vacillated fairly widely and somewhat independent of broader market conditions
- Within the broader market, reductions in lower quality inventory has mostly been replaced by higher quality inventory
- Vacancy projections are fairly modest despite anticipated reductions in office demand due to work from home trends
- Lower quality inventory is projected to be transitioned out of the segment through redevelopment, a trend seen within the local market
- Capitalization rates are projected to remain historically low despite current interest rate pressure and potential reduction in office demand

Industrial Submarket

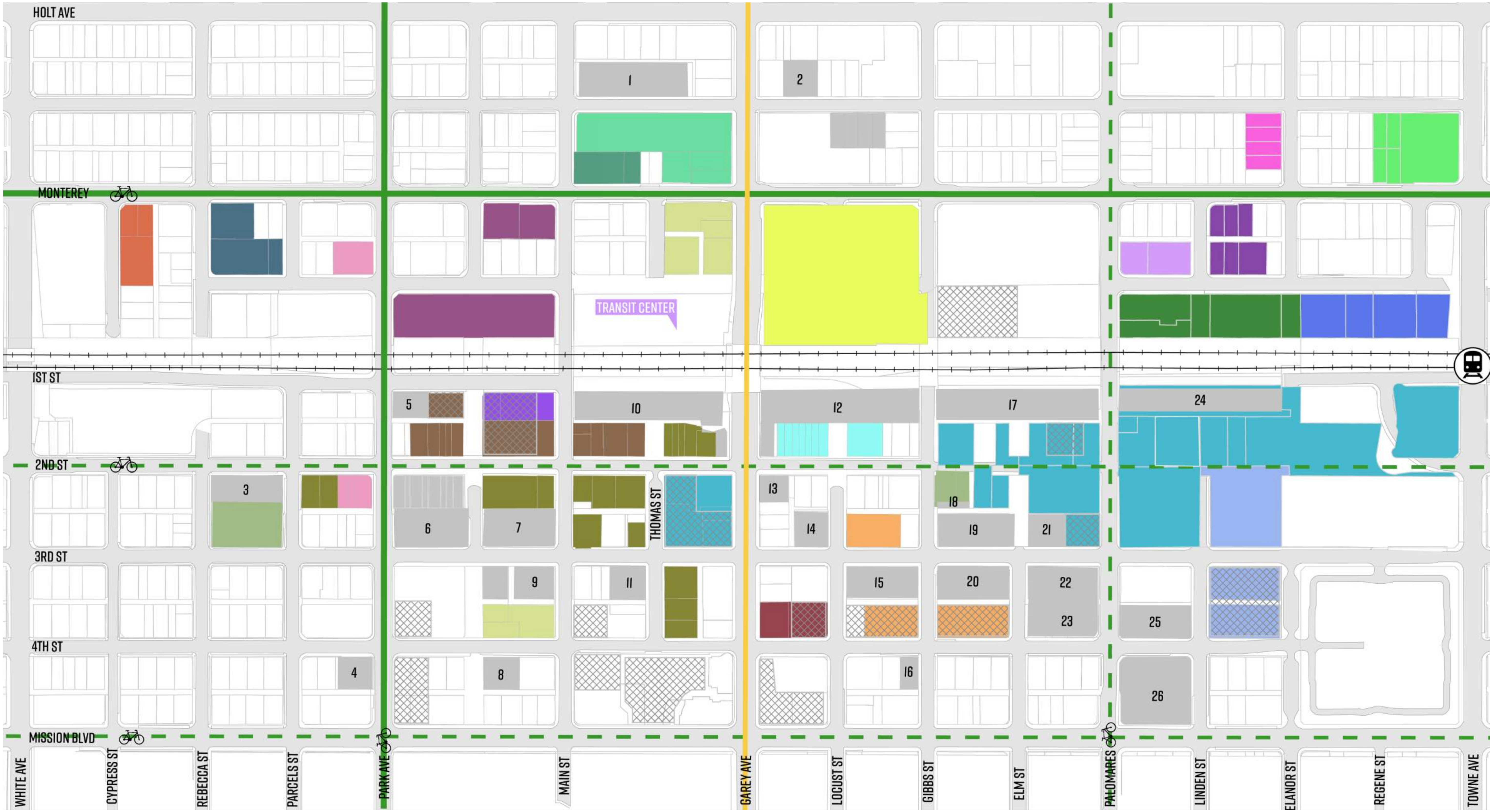
- Industrial has been the darling segment over the last several years heavily due primarily to growth in logistics demand
- Industrial demand is slowing slightly but remains strong
- Rent growth has been strong, and vacancy rates are extremely low
- Within the broader market, the addition of new inventory across product types has been absorbed quickly
- Even older buildings within the local market attract buyers, may be based on low costs per square foot.
- Many small general commercial / industrial buildings within the local market appear to have low intensity uses and/or sit vacant.

Initial Findings

- Pomona's Downtown represents a unique redevelopment opportunity to build on an authentic past
- Real estate market fundamentals suggest some limited redevelopment opportunities given specific building programs may be possible in the near term
- City can consider fostering and building on small incremental development over time
- City may benefit from the preservation of some parking lot assets to help shape future development and enhance asset value with time
- There are a number of income restricted developments in and around the Study Area. Fostering a mix and diversity of market rate production may help to ensure the long-term economic stability and performance of the Study Area
- The City's 6th Cycle RHNA allocation is 2,799 very low income units, 1,339 low income units, 1,510 moderate income units, and 4,910 above moderate units - a total of 10,558 units. Conversion of some parking lots to residential uses may assist in housing production, but is likely to be limited in scale relative to the RHNA allocation.



Downtown Pomona - Study Area Ownership



City Owned Park | City Owned VPD Lot | Private Parking Lot | Multicolored - Private Lot Owner

Recent Sales* - Total Building SF & FAR

- Bulk of transaction building area associated with larger multifamily properties in the Study Area
- Some consistent transaction activity across segments
- Property transactions generally low FAR, suggest economic opportunity to increase density.

Total Building SF	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total	
Flex	9,377									9,377	18,754	1%
Industrial	14,890	57,470	10,446	28,814		23,419	3,825	8,718	90,423	84,530	322,535	16%
Land												0%
Multifamily					289,067	4,608	79,039		582,911		955,625	48%
Office	67,246	29,814	1,447	3,620	5,490		4,921				112,538	6%
Retail	1,710	21,000		57,974	5,196	6,300	5,500	2,400	53,870	14,456	168,406	8%
Single Family	3,921	2,844	800	4,566	1,768	5,060	6,831		8,852		34,642	2%
Small Multifamily			1,774	1,771	2,894	1,771	6,030		3,686		17,926	1%
Specialty	78,058	12,710	12,710		99,758			15,648			218,884	11%
Student	72,707					2,396			72,707		147,810	7%
	247,909	123,838	27,177	96,745	404,173	43,554	106,146	26,766	812,449	108,363	1,997,120	
	12%	6%	1%	5%	20%	2%	5%	1%	41%	5%		

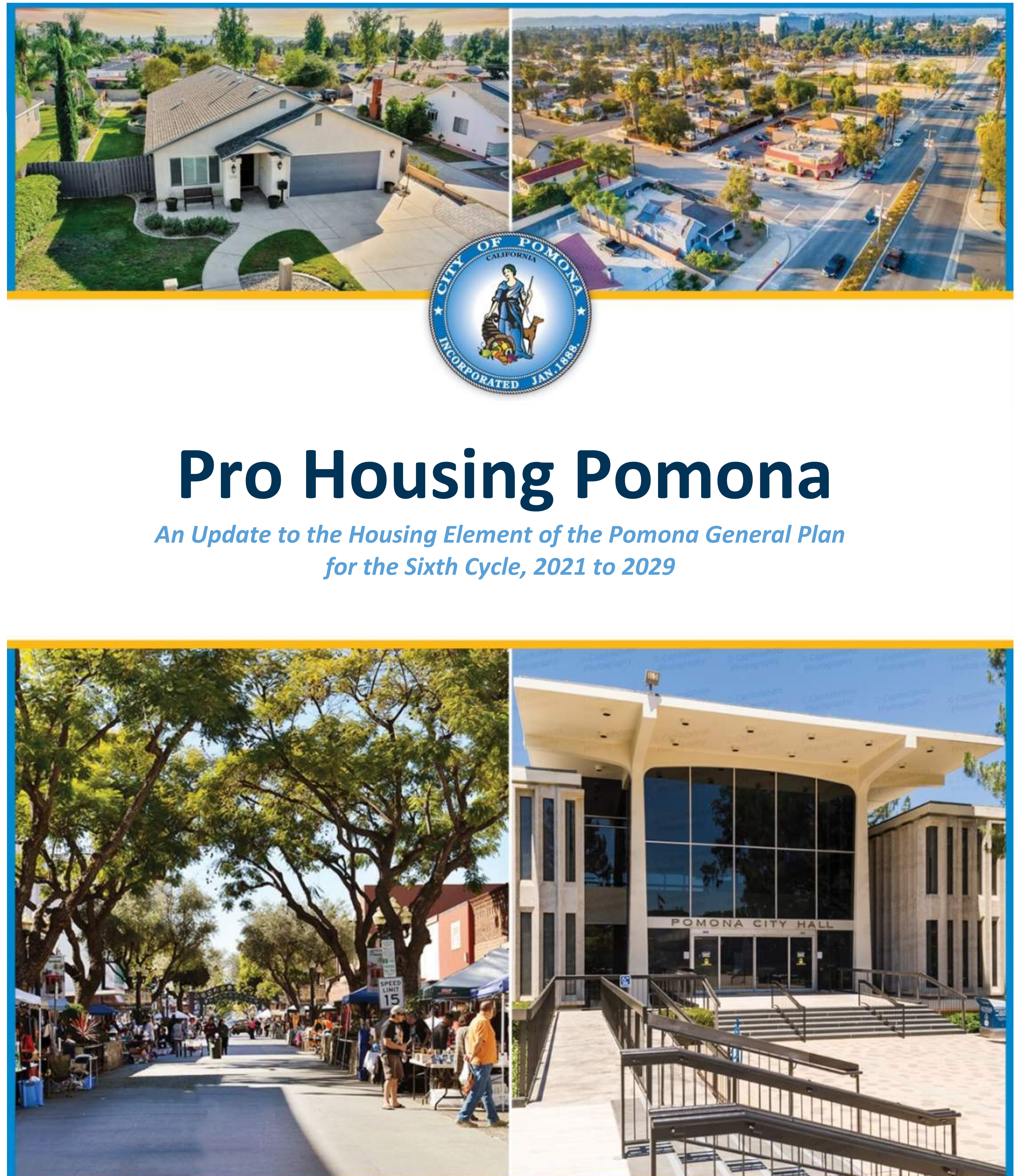
FAR	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Flex	0.5									0.5	0.5
Industrial	0.4	0.6	0.5	0.4		0.5	0.5	0.2	0.4	0.5	0.5
Land											
Multifamily					1.0	0.7	1.3		0.7		0.8
Office	0.9	1.6	0.2	0.3	0.5		0.5				0.9
Retail	0.3	2.7		1.0	0.5	0.6	0.3	0.3	1.4	1.0	1.0
Single Family	0.2	0.2	0.2	0.2	0.2	0.2	0.2		0.3		0.2
Small Multifamily			0.3	0.2	0.3	0.2	0.5		0.1		0.3
Specialty	0.9	0.4	0.4		1.0			0.6			0.8
Student	2.1					0.4			2.1		2.0
	0.7	0.7	0.4	0.6	0.9	0.3	0.7	0.3	0.7	0.5	0.7

*Includes sales in the last ten years in the Study Area

Pomona’s Inclusionary Housing Policy

Potential Impact to Study Area and development

- Generally requires 11% of for sale project units, or 13% of for rent project units be income restricted to moderate income households
- Projects less than 30 units may pay an in-lieu fee instead of providing affordable units
- Multiple for sale and for rent scenarios evaluated and generally suggest that new product in Study Area would be naturally occurring affordable housing
- Thus, at this time, rent and/or for sale pricing would not be notably impacted by affordability requirements for moderate income households, if at all
- To the extent market fundamentals change over time, and rent / sales price growth out paces median income increases, inclusionary housing policy could become an impediment to future development
- Where appropriate, the use of low income housing tax credit (“LIHTC”) funding models is an excellent tool to deliver affordable housing at and below the low income threshold



Market Study Conclusions

- Downtown Pomona has an authentic collection of land uses and the core elements required to be a vibrant urban hub

- Real estate fundamentals suggest that residual land values are currently fairly low for owner occupied product, though slightly superior for multifamily product

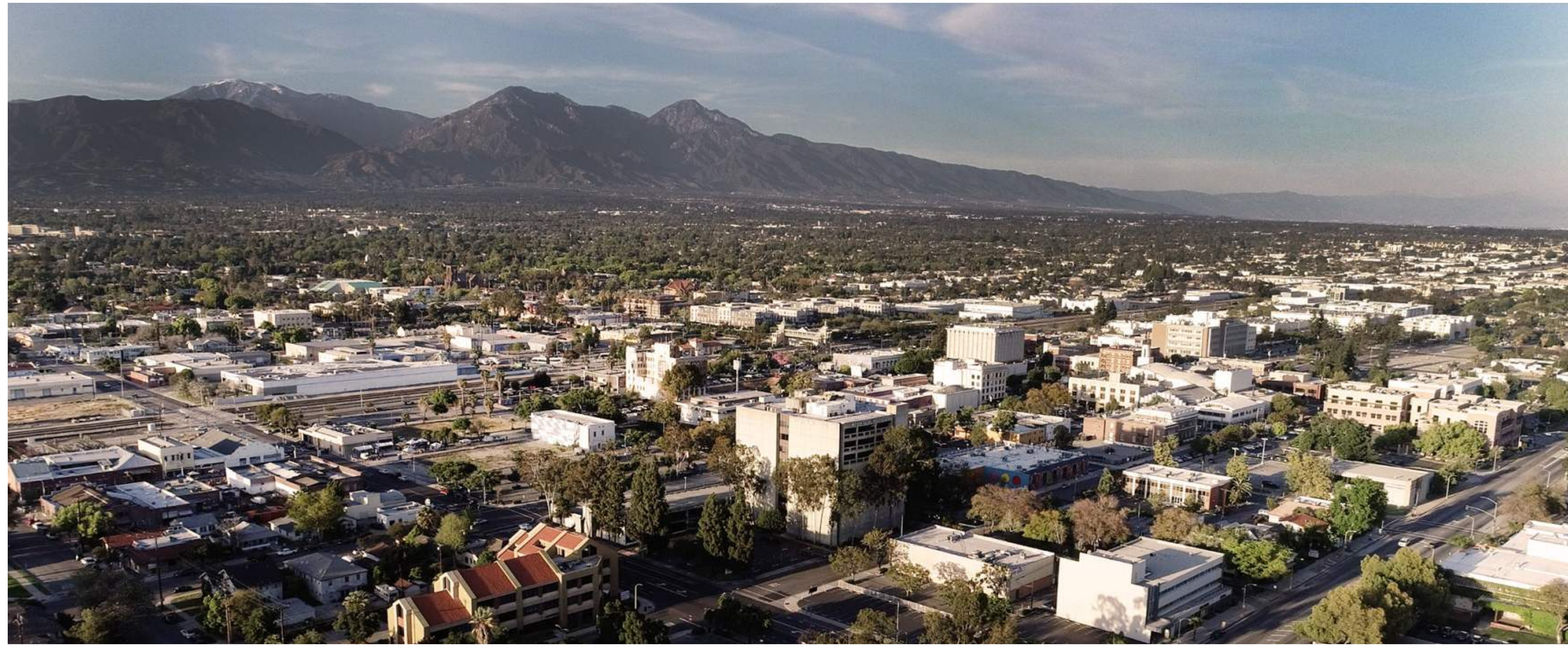
- The addition of basic amenities / services (e.g., a small grocer, drug store, etc.) could fundamentally improve the quality of life for current and future residents within the Study Area

- Land ownership within the downtown area is highly aggregated, and in some cases may be hindering redevelopment

- The Metrolink Station is accretive and a beneficial amenity, but may not be a driver of current opportunities

- Western University represents a major employer in the Study Area, an economic magnet, and an opportunity to serve as one prong of multiple elements required to foster investment in the Study Area

- Pomona's downtown is ripe for a resurgence, but needs one or more catalysts to drive it

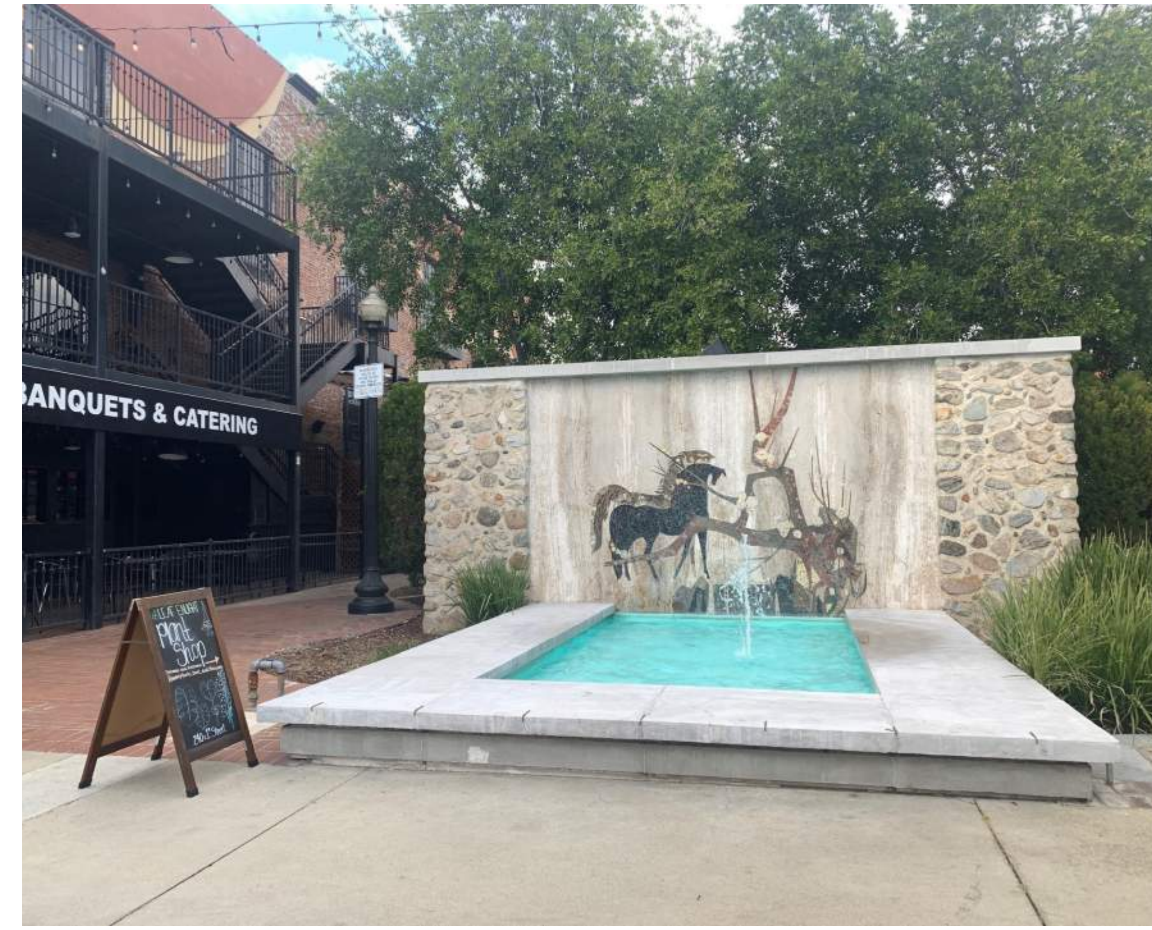


Market Study Conclusions Continued

- Consider fostering market driven redevelopment projects such as the 158 2nd Street project
  - Can help prove the market for new high quality housing options
  - Adds physical and economic activity in core areas that can serve to promote additional investment
  - Consider short term suspension(s) of Art in Public Places fee and Inclusionary Housing requirements in targeted areas and monitor impact on development interest / activity

- Continue pursuing the development of projects on parking lots currently being considered by City, however monitor density and clustering of income restricted units versus market units to ensure a balance and variety of housing options.
  - Consider making additional lots available for development over time after these projects have stabilized

- Consider utilizing parking lot assets to support reduced or eliminated parking requirements for new developments
  - Allows City to monitor utilization over time and preserve assets for future needs
  - City could implement a parking pass program; over time the value of the parking and cost for the passes may increase providing the City a revenue stream and future resource



Key Findings

Due to the current market, it is advised to maintain ownership of VPD lots. The current land value does not support market rate or mixed-income housing developments.

Continue to support organic development along 2nd Street

Strengthen basic amenities and retail while the market matures

Assess other incentives that could lower the barrier to development

Planning Strategies Scenarios

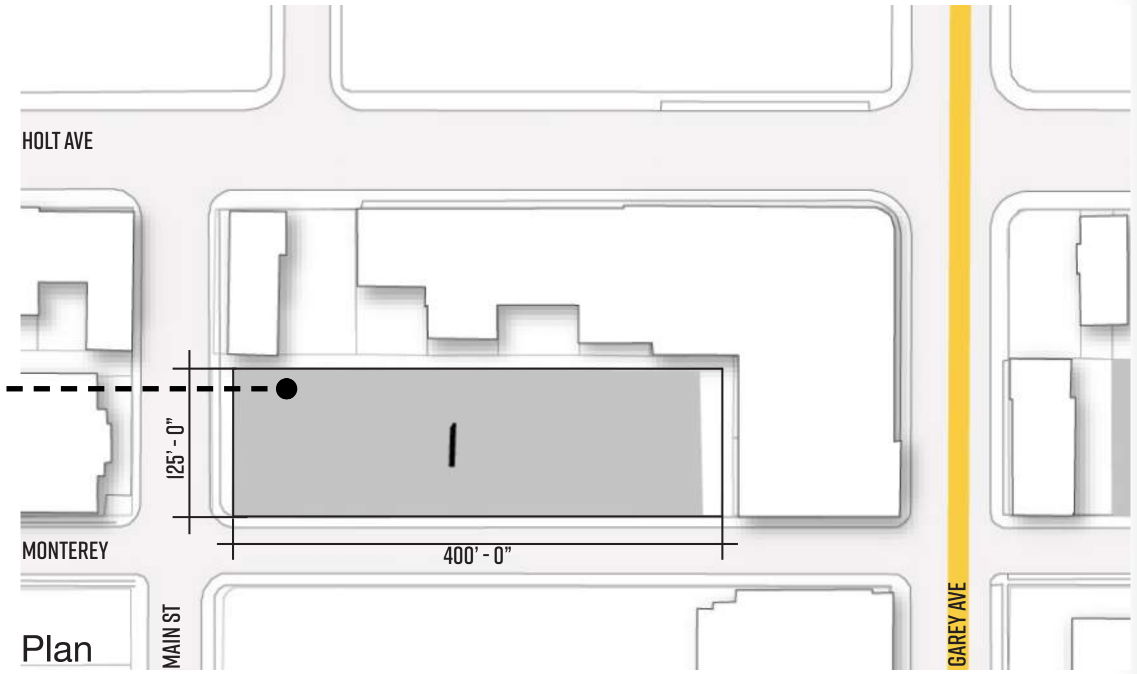
VPD Lot Evaluations

SITE PLAN of each individual VPD lot and their overall dimensions and bordering streets

EVALUATION of the aspects that influence the feasibility of redevelopment and the site's best and highest use within the fabric of Downtown Pomona's present and future.

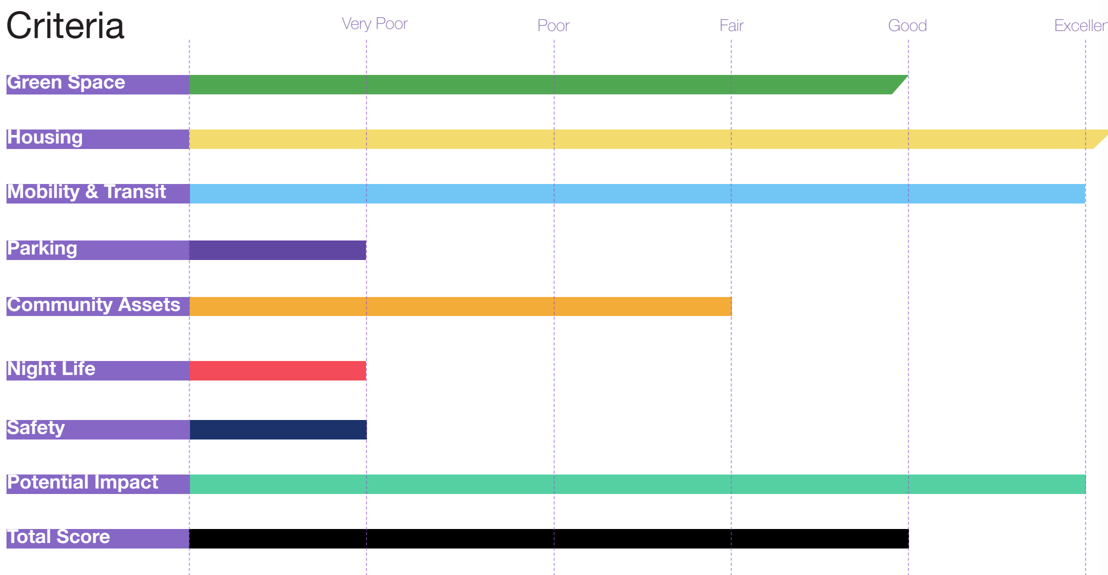
Scales are determined based on the existing conditions analysis, community engagement feedback, stakeholder feedback, and current market data completed in the first phase of the project

VPD Lot 1



Plan

Criteria






Site Photos

Opportunities & Constraints

- VPD lot 1 has an area of approximately one acre
- It is bordered by an alley and Holt Ave, a high traffic street part of the corridor specific plan, to the north, Main St to the west, Center St to the south, and Garey Ave, another high traffic corridor also part of the corridor specific plan, to the east.
- Immediately to the south, across Center, there are two other parking lots not a part of the VPD system.
- This lot is one most adjacent to the Transit Center, and pedestrians don't need to cross the rail from this lot to access the Transit Center.
- It is also adjacent to the American Museum of Ceramic Art, anchor and community asset of Downtown Pomona.
- The weekday occupancy of this lot is less than 50%
- The weekend occupancy is also less than 50%
- Aside from being near the Transit Center it is also adjacent to several bus stops.

AERIAL IMAGE of the VPD lot's immediate context within downtown

DRONE AND STREETSCAPE IMAGES showing the context and condition of the lots in greater detail

PRELIMINARY OBSERVATIONS & RECOMMENDATIONS based on the opportunities and constraints of the individual VPD lot.

Development Strategies

The Heart of Downtown

Prioritize the Transit Oriented Development District immediately around the Transit Center and 2nd Street to capitalize on existing activity and increase downtown district density.

- Leverage existing rail and bus infrastructure to promote ridership to and from downtown Pomona
- Create higher density with immediately impactful development on larger lots around the primary gateway of Downtown
- Create a critical mass of residents around existing retail and infrastructure to support future growth needs

The Greening of Pomona

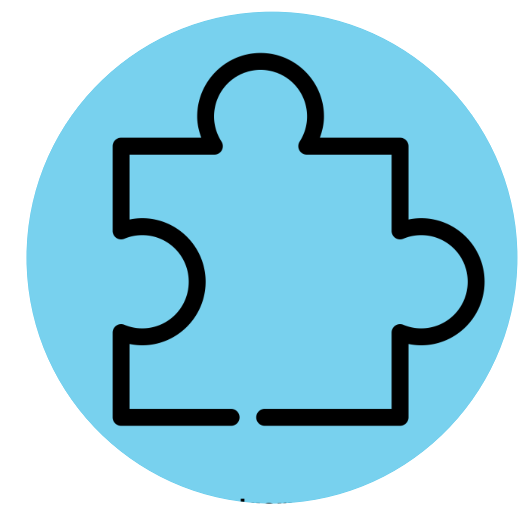
Connect community assets and new developments through an aggregation of new parks and improved downtown street (mobility) network that are designed and programmed to attract residents and development.

- Strengthen the street network through greening and activating strategies of the streetscapes and right of ways
- String together the necklace of network art, plazas, and community assets
- Create a more distributed network of development in downtown
- Build the connective tissue of downtown density between the other VPD lots beyond the core/heart boundary

Plug-In

Housing where it's missing

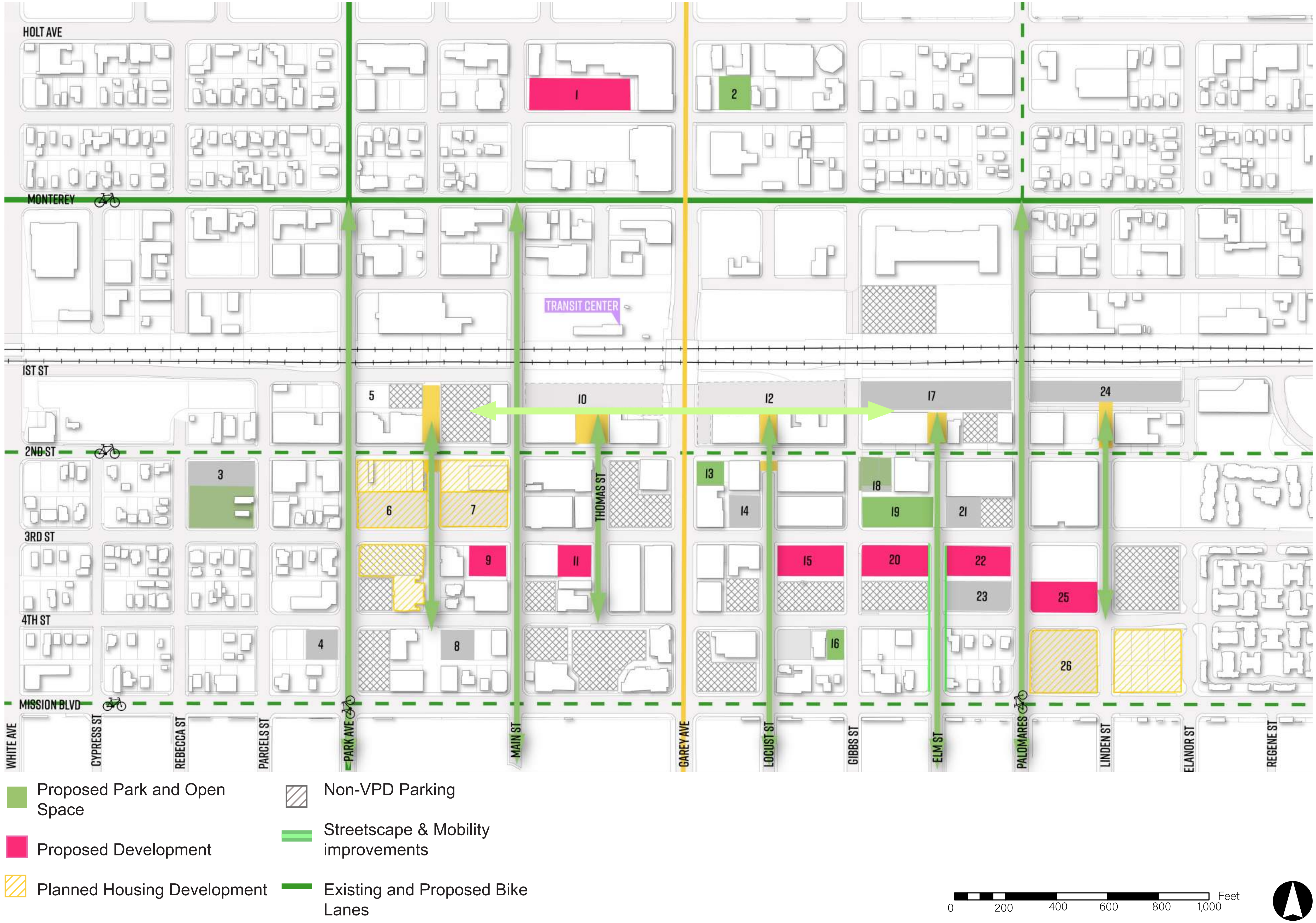
Plug in missing middle housing typologies and other small scale development to infill remaining vacant lots for a more robust live, work, and play downtown district.



- Missing middle - Introduce housing typologies not in Downtown Pomona
- Disperse housing and other development opportunities throughout the green network
- Create robust live-work neighborhoods
- Begin to infill the VPD lots that were not appropriate or feasible for the first phase of development

The Heart of Downtown

Prioritize the development of mid-rise multifamily and affordable housing around the Transit Center, 2nd Street Corridor, and Western University to capitalize on existing anchors and activity to increase downtown district density and drive demand in the core of Downtown.



The Greening of Pomona

Connect community assets and new developments an aggregation of new parks and improved downtown street (mobility) network that are designed and programmed to attract residents and development.

This strategy looks to drive development by creating the environment and amenities that contribute to a livable

Plug-in & Infill

Infill missing middle housing typologies and other small scale developments in the remaining smaller lots that are both infeasible for larger mixed-use mid-rise multifamily development and infeasible for a first phase of development. This strategy looks at a secondary phase strategy assuming market deman and feasibility as shifted in Downtown Pomona to support smaller scale development on the

Future Parking Demand Summary

TABLE 2
PARKING DEMAND SUMMARY WITH 700 SPACES IN LOT 10 GARAGE

Scenario	Off-Street Public Parking Supply	On-Street Public Parking Supply	Total Public Parking Supply	Existing Parking Demand			PRE-COVID Public Parking Demand		
				Peak Public Parking Demand	Supply Surplus/(Deficit) vs. Off-Street Public Parking	Supply Surplus/(Deficit) vs. All Public Parking	Peak Public Parking Demand	Supply Surplus/(Deficit) vs. Off-Street Public Parking	Supply Surplus/(Deficit) vs. All Public Parking
Existing Conditions	1,832	802	2,634	1,405	427	1,229	2,116	(284)	518
W/ Known Changes	2,173	802	2,975	1,405	768	1,570	2,116	57	859
Scenario 1	1,823	682	2,505	1,405	418	1,100	2,116	(293)	389
Scenario 2	1,750	682	2,432	1,405	345	1,027	2,116	(366)	316
Scenario 3	1,655	682	2,337	1,405	250	932	2,116	(461)	221

PARKING DEMAND SUMMARY WITH 350 SPACES IN LOT 10 GARAGE

Scenario	Off-Street Public Parking Supply	On-Street Public Parking Supply	Total Public Parking Supply	Existing Parking Demand			PRE-COVID Public Parking Demand		
				Peak Public Parking Demand	Supply Surplus/(Deficit) vs. Off-Street Public Parking	Supply Surplus/(Deficit) vs. All Public Parking	Peak Public Parking Demand	Supply Surplus/(Deficit) vs. Off-Street Public Parking	Supply Surplus/(Deficit) vs. All Public Parking
Existing Conditions	1,832	802	2,634	1,405	427	1,229	2,116	(284)	518
W/ Known Changes	1,823	802	2,625	1,405	418	1,220	2,116	(293)	509
Scenario 1	1,473	682	2,155	1,405	68	750	2,116	(643)	39
Scenario 2	1,400	682	2,082	1,405	(5)	677	2,116	(716)	(34)
Scenario 3	1,655	682	2,336	1,405	250	931	2,116	(462)	220

Notes:
Excludes Supply from Lot 1 due to distance from core parking demand area
Includes supply south of railroad tracks, east of Parcels, and west of Palomares. Future Conditions assume 15% loss of on-street parking to accommodate design changes

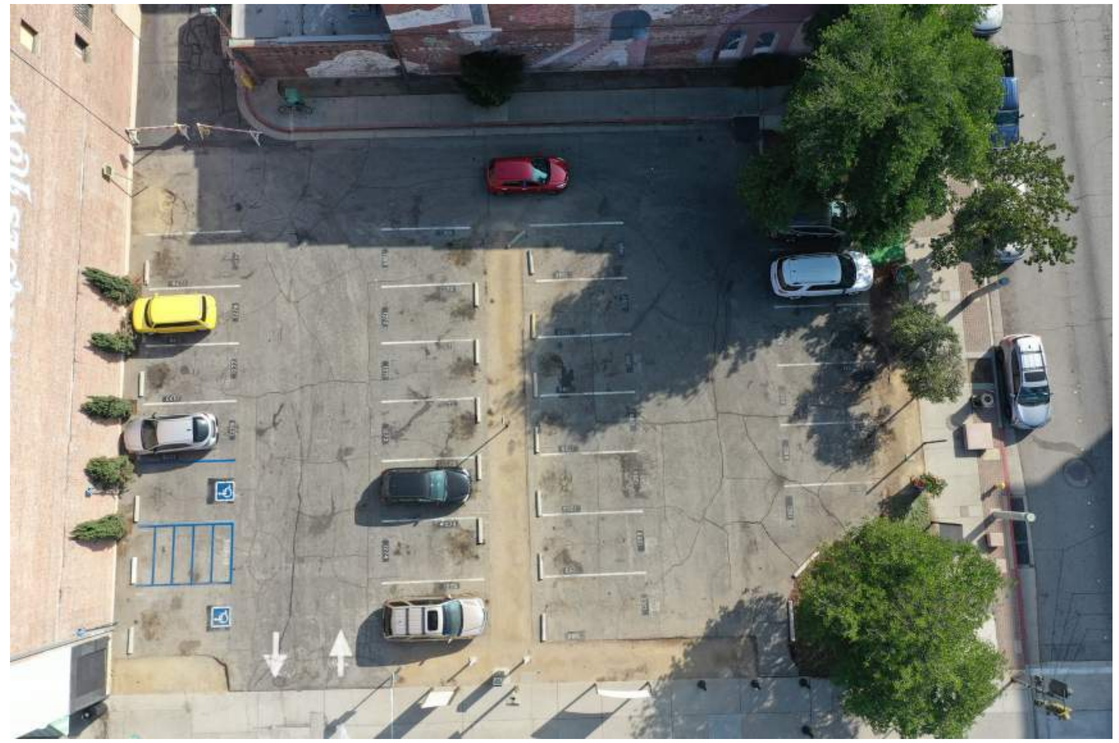
Proposed Parking Policies

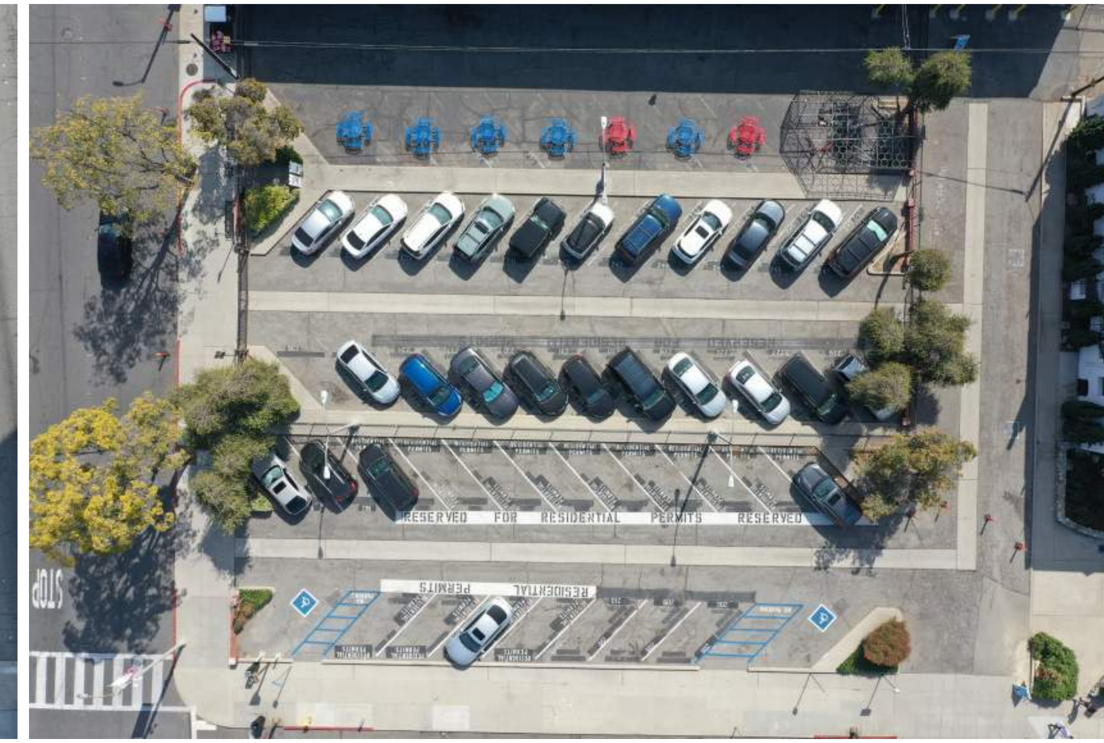
- Identify candidate VPD parking lot(s) for redevelopment opportunities.
    - This could include the redevelopment of a single VPD lot, consolidating multiple adjacent VPD lots, and/or combining with adjacent privately owned parcels.

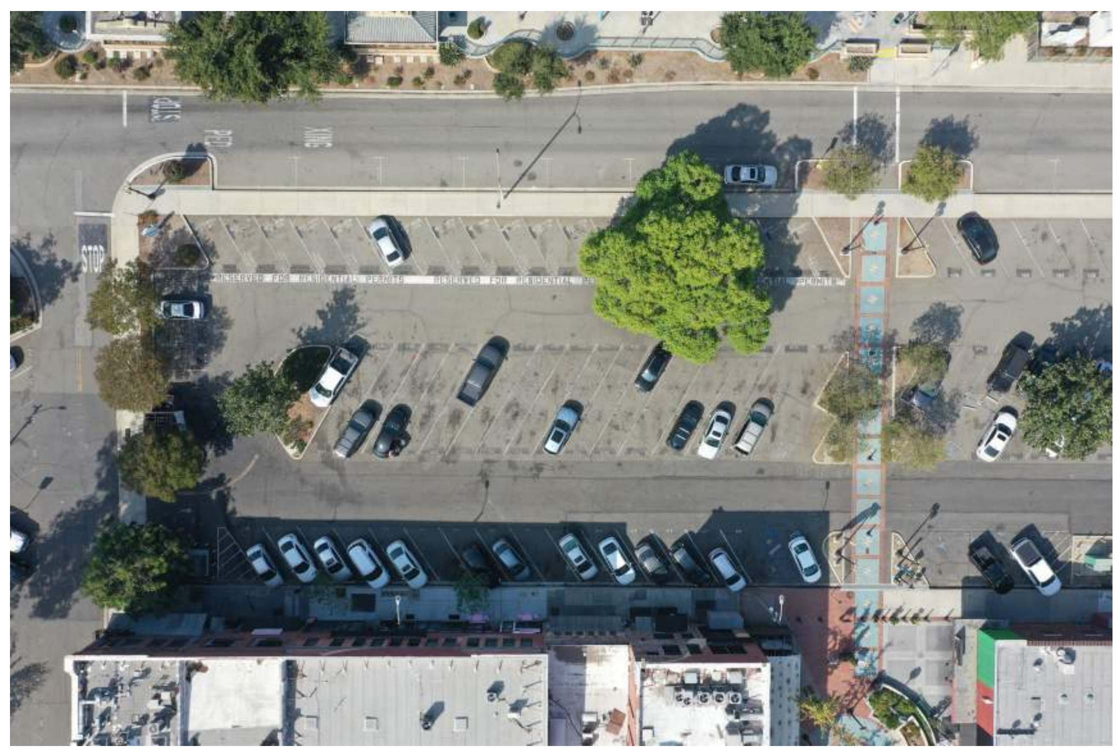
- Confirm the feasibility of the redevelopment opportunity site(s).
    - Replace public parking (on-street and in VPD lot) based on demand and/or development agreement;
    - Consider the compatibility of the specific site and the replacement of parking with the goals/objectives of the General Plan and the City's other mobility-focused planning documents;

- Maintain a balanced future parking supply for public and private users.
    - Ensure that sufficient public parking is available/replaced for the VPD;
    - Explore the expansion of TDM programs and/or parking pricing policies (e.g. dynamic/demand based vs timed);
    - Incentive the development opportunities (e.g. sliding scale of affordable housing vs parking, first-in benefits, etc.).

- Ensure compatible design of the future parking facilities.
    - Incorporate design features per Building Code/Municipal Code, ADA, and/or specific plan requirements;
    - Accommodate future shifts in transportation characteristics (e.g. EV charging, bicycle parking, etc.);
    - Consider the parking facility's future compatibility with second generation (non-parking) uses.



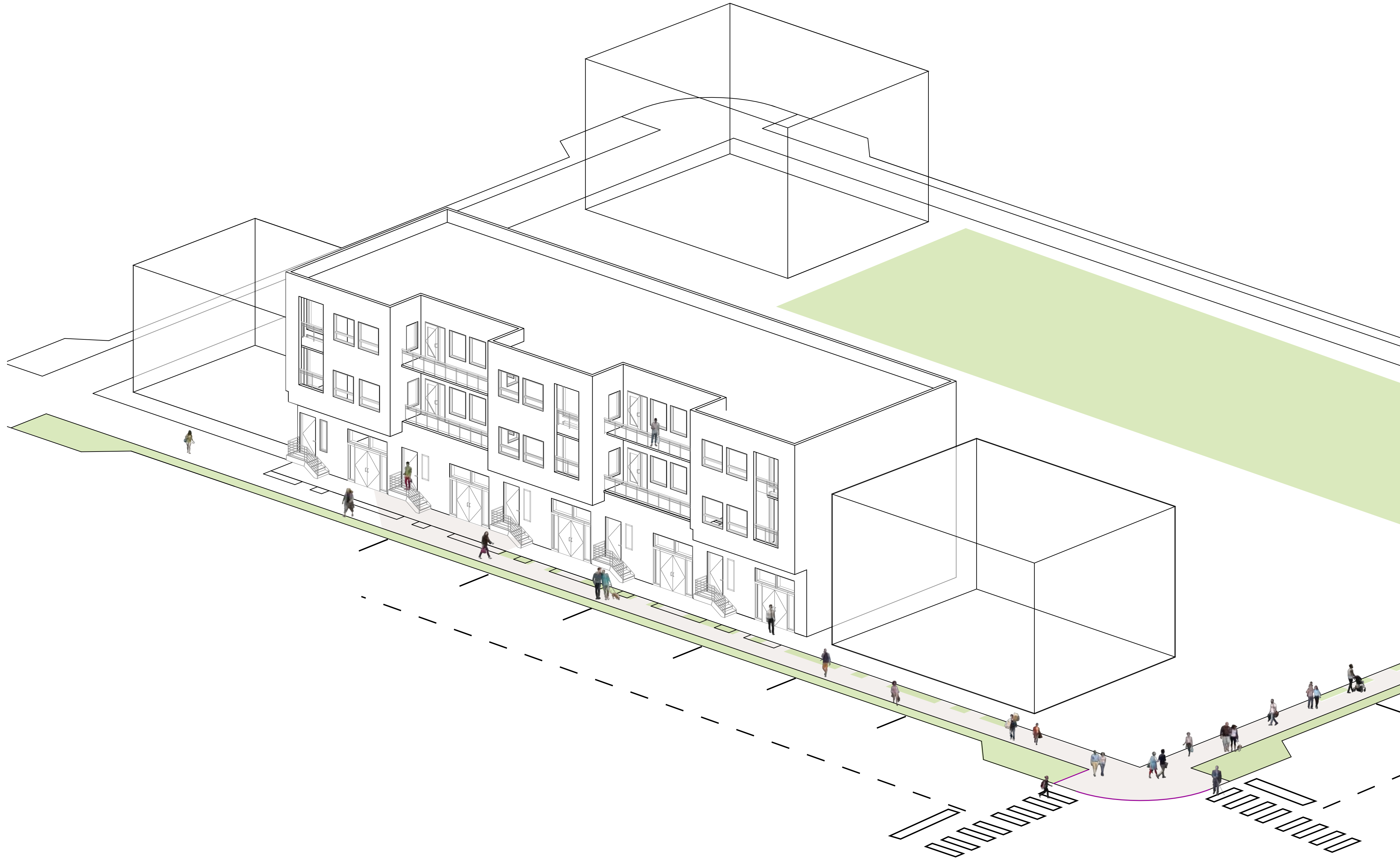




Housing Typology Capacity

Townhome Typology

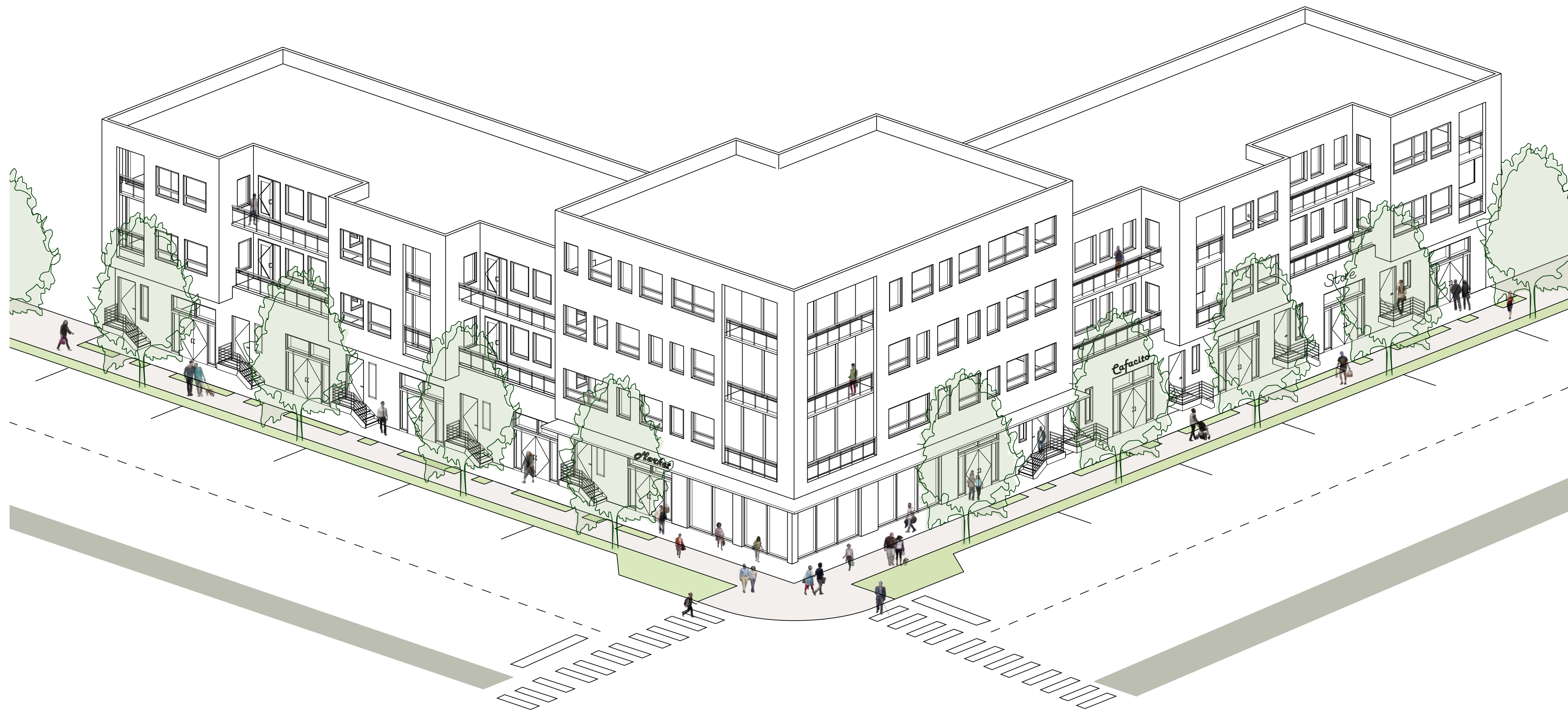
- Tested 3-Story prototype with first floor garage (via central corridor)
- Sales values not currently sufficient to support land value
- Under for rent scenarios, while capitalized rent may be sufficient, unit sizes would likely need to be smaller (e.g., 15' width), and would compromise rent potential versus other building programs
- Stacked townhomes (e.g., 4-story program) could enhance feasibility under for rent scenario, but alternative building programs yield superior feasibility



Housing Typology Capacity

Live/Work Typology

- Tested 3-Story prototype with shared central space
- Sales values not currently sufficient to support land value
- Prototype considered unlikely to attract sufficient rental interest
- May be possible in future market conditions given area / location interest for small business owners who can utilize benefits of business ownership to support acquisition costs



Housing Typology Capacity

Mid-Rise Typology

- Tested 5-6 Story prototype / Type III on podium

- Prototype yielded sufficient revenues to support reasonable residual land value
- Prototypes self parked on-site / did not require off-site parking

- Superior configuration options / more efficient / accretive to utilize super blocks (e.g., lots 22 and 23 combined) due to potential for wrap building

- Program performs best with smaller unit sizes

Key Findings

Focus on continuing to improve the environment of downtown by developing multi-modal infrastructure such as bike lanes and access to the transit center, increased access to green space and open space, and streetscape improvements for a more enjoyable retail experience.

Continue to support arts programming, city brand and culture, nightlife, and weekly and monthly city programming.

Next Steps

Next Steps

Incorporate City Council Feedback and Comments

Issue Final Report and Recommendations

Onward

Lamar Johnson
Collaborative