

Provo City Planning Commission

Report of Action

February 24, 2010

REQUEST FOR COUNCIL ACTION

Type of Action Requested: **X**

Resolution _____

Ordinance _____

Formal Action/Motion _____

Review at Study Session **X**

Administrative; No Action _____

ITEM 1* The Municipal Council has requested that the Planning Commission discuss and identify issues regarding the possible vacation of 100 West Street from Center Street to 100 South as requested by Nu Skin International (CBD zone). ***CBD Neighborhood*** 09-0001SV

The Planning Commission discussed and identified the following issues on the above described item at its regular meeting of February 24, 2010:

STUDY MEETING

STAFF PRESENTATION

The Staff Report to the Planning Commission provides concerns raised by various City Departments, the Utah Heritage Foundation, and UTA. Five general issues, raised in the staff report are as follows:

- The proposed new construction is in the Downtown Historic District, and removal of existing structures listed as contributory or significant must be reviewed by the Historic Landmarks Commission.
- The BRT route is located on 100 West and the modification of the route needs to be considered.
- Relocation of utilities.
- Fire access needs to be addressed.
- Traffic Study required

CITY DEPARTMENTAL ISSUES

Energy

1. There is a 600 Amp Underground Distribution feeder that runs north and south in 100 West that is a conflict with this project.

Engineering

1. Provide a traffic analysis for the area to determine the impact of closing 100 West.
2. Show the Traffic Signal network Fiber Optic cable on 100 West.

Fire Department

1. Access to the parking garage and west side of the Nu Skin tower would be affected by this plan. Applicant needs to provide more information on fire department access.

Planning

1. The established BRT route is designated to use 100 West. Vacation of this street and sale to Nu Skin will require that the BRT route be revised.

Water Resources

1. Rerouting the sewer will be a challenge. A preliminary review indicates that the sewer would have to be rerouted west on Center St. to 200 or 300 West and then South to at least 200 South in order to catch grade. A detailed survey will be required to evaluate these options. New sewer lines will have to be laid and old sewer lines abandoned.
2. Provide information on fire flow requirements and minimum dynamic pressures at the highest elevation the city system will be required to provide water to.

QWEST UTILITIES

Qwest has several major Telephone Lines and Fiber Optics along with Manholes along the west side of 100 West between Center Street and 100 South. These facilities would need to be addressed for relocating at the expense of Nuskin if this were to happen.

NEIGHBORHOOD CHAIRS

Judy Kelsch, Dixon Neighborhood Chair was present at the meeting for a brief period, however, was not present when the Planning Commission invited Neighborhood Chairs to speak.

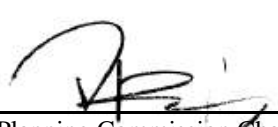
APPLICANT RESPONSE

Key points addressed in the applicant's presentation to the Planning Commission are found in the attached minutes of the meeting.

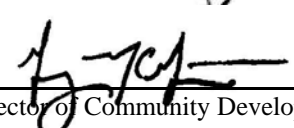
PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- The BRT route has been established through various studies to use 100 West as the most efficient route, eliminating unnecessary turns and stops.
- Traffic volumes on University Avenue are the heaviest (35,000 adt) as compared to 200 West (25,000) and 100 West (2,500). Using 100 West would provide for the largest amount of ridership with least amount of interruption in traffic flow. 100 West is a safer street to use.
- Rerouting BRT would have the potential of delaying the project and losing four million dollars earmarked for project design.
- University Avenue has several constraints including on-street parking, reduction in travel lanes and impeding traffic flow for large traffic volumes.
- If the BRT route is used in the future for light rail, jogs in the line make it difficult for rail to maneuver. Turns reduce the travel time.
- There are other buildings nation-wide that have constructed sky bridges and atriums that are functional, attractive and do not block the road or interrupt pedestrian flow or utilities. There are cities where a bus system has gone through an atrium tunnel. Why has this been taken off the table for discussion?
- The BRT approval process is gearing up for completion and is time sensitive. Why has the applicant waited so long in the process to request this change?
- Relocating the utilities, even at the developer's expense, create concerns that need to be resolved.
- There are buildings located within the Historic Downtown which are either designated as contributory or significant. The applicant needs to work closely with the Landmarks Commission. Can the buildings be included in the design? Can the facades be saved?
- The connection of the atrium and the road closure creates unique issues with providing fire protection to the structure.
- The road closure interrupts pedestrian flow.
- The design of the access road raises concerns regarding fire protection.
- Adequate parking and a future request of reducing parking downtown are also issues to be addressed.



Planning Commission Chair



Director of Community Development

See Key Land Use Policies of the Provo City General Plan, applicable Titles of the Provo City Code, and the Staff Report to the Planning Commission for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ from findings of Staff, those will be noted in this Report of Action.

Legislative items are noted with an asterisk (*) and require legislative action by the Municipal Council following a public hearing; the Planning Commission provides an advisory recommendation to the Municipal Council following a public hearing.

Administrative decisions of the Planning Commission (items not marked with an asterisk) **may be appealed** by submitting an application/notice of appeal, with the required application and noticing fees, to the Community Development Department, 330 West 100 South, Provo, Utah, **within fourteen (14) calendar days of the Planning Commission's decision** (Provo City office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.).

BUILDING PERMITS MUST BE OBTAINED BEFORE CONSTRUCTION BEGINS

Minutes of Planning Commission Study Meeting February 24, 2010

Gary Garrett, Nu Skin Vice President

Introduced their intent to construct a new four to six-story building joined by a 6,000 square foot atrium space that would connect to the existing building and the relocation of their employees from existing locations at East Bay and downtown to the new building.

Jeff Ringer: You mentioned your innovation and technology functions, I presume that you have warehousing and shipping functions. Would those functions be moved to downtown as well?

Gary Garrett: There are 11 locations and six are in downtown. The Kress building handles the US operations, south of the Kress building is the lab facility and research center, retail space is located across the street, and we are leasing 5,000 square feet of meeting space in the Wells Fargo Building. All of that would come into the new building. At the East Bay facilities, we have warehousing, distribution, the call center and the network operation center that would come downtown. We have been working on acquiring other buildings west of the Kress Building. We are also obtaining options of other buildings behind the Kress building for additional parking, service roads and access to the property.

There will be a nice outdoor plaza, outdoor gardens and we will be moving the statues and fountain to the middle of 100 West and Center Street as part of the plaza. The plaza is to create a sense of place for gathering areas like in downtown Salt Lake.

The concept plan indicates a three story concept on front, and it steps back to four to six stories. We need the space to complete the project. We are working on utilities issues, looking at moving the utilities at a cost of \$800,000 to one million at our cost. We have engaged Horrocks Engineering to do a traffic study. John Dorning (sp.) from Horrocks Engineering is here to answer questions. The study has shown that there will be only one intersection, that with some significant changes (intersection of Freedom and Center Street) that could be helped through some signal modification on that route. We also are aware of the issue related to BRT that the route is planned, and we look forward in working with the City and UTA to identify possible options for this route.

Roy Peterman: You look forward in working with the City and UTA in looking for options. We have already adopted a downtown plan and are working on various stages of that plan. How do you envision working with them to make a very straight line efficient system to a very circumventous system and having it be still appealing?

John Dorning, (Horrocks Engineering) BRT Phase I will be going over the viaduct and turning west. Phase II will go over a bridge on Freedom (if constructed) and would be a direct route. In the interim, you may have the same right turn. There is no difference between here or 200 West. In the short term, you would have one change and in the long term it would be a more direct route.

Leonard Mackay: Please explain the more direct because as I look at it coming down 100 West, all the way down is direct.

John Dorning: There are two phases. The first phase, as planned, BRT would continue, make a jog and go over the rail road tracks. Phase II would jog over. If we were to move BRT route and viaduct goes in, (over Freedom) you would only have one jog.

Leonard Mackay: But 200 West is a major arterial road where 100 West is not. That is why the BRT

would not conflict with the traffic on 100 West.

John Dorning: We are working with UTA and City staff. In discussing the matter, the best route would be University Avenue, but that was changed through the environmental process. The volume of the road may not be a big issue of where BRT goes. When you compare the volumes, University Avenue has the most, 200 West carries the next and 100 West is third highest in volumes. Each one of them are viable candidates irrelevant of the ADT(Average Daily Trips). It definitely affects riderships and all those calculations. Now we are looking at the best alternative to 100 West and right now, Freedom is the one we have come up with. To start the process, we are in no way finished discussing with the City and UTA, how we are going to do this. Also, to add to that, this is one very small picture of the entire BRT route and they are in the planning stages themselves. We are having them focus in a small area in the planning document. We are now making the environmental document look a little finer than normal. We are ready to do some engineering and their document covers many miles.

Jeff Ringer: Is there a representative from UTA here?

Coy Porter: Mr. Chair, it might be wise if we have Casey Serr (Provo City Traffic Engineer) talk about some of the major road trips, why 100 West was selected as a candidate and give us some background.

Casey Serr (City Traffic Engineer) The traffic volume on University Avenue is about 35,000 ADT, the volume on 200 West is 25,000 and 100 West is 2,500 trips per day. The overall volumes over the last 10 years have been reducing slightly due to the economy and price of gas.

Coy Porter: Do you have any feel for timing when UTA would have a firmer feel for their different phases? How soon will they be ready?

Casey Serr: We will have to let them discuss this issue. I'm sure that it's a funding issue for them. The environmental document that has been discussed will lay out the course. There has been no details as to how much space or where the dedicated lanes will occur. Of course, there are some issues with how much right of way there is to work with and what we do with the traffic volumes if we try to displace them from the arterial street onto other roadways.

Jeff Ringer: Can you follow up on that because surely, there are other issues in deciding what the BRT route is? Can you take off on what the other factors may be?

Casey Serr: The BRT route is to connect points of interest. Those are the Intermodal Center, the universities, regional malls, areas where they can collect the most rider ship and reduce the largest number of motor vehicles.

Coy Porter: From a traffic engineering standpoint, by shifting the BRT route to Freedom by vacating this street for one block., is that a factor that you have looked at or just now looking at? Do you have a sense of a time frame if you wanted to look at these BRT lanes, not only in their initial proposal but when they are in full capacity running? What would that do to Freedom?

Casey Serr: There are several options for BRT. The worse case being dedicated lanes with center median stations. The best case scenario for UTA would be the other end of the spectrum, having those BRT buses use the existing lanes of traffic so you wouldn't be changing the travel lanes as they are today. Of course you lose efficiency with the headway and the amount of delay associated with those BRT routes, which the dedicated lanes would give them full course. If you take a look at the BRT, which I understand, is the precursor of the possible light rail system some time in the future. If you look at

Google maps, measure what kind of space light rail takes out of the road ways in Salt Lake City, you are talking a right of way of 30 feet that goes down the middle of the road. So if we have 55 feet of asphalt of pavement on 200 West, and taking 30 feet out of the center, you do the math and you will have a single lane left over on each side. If you take 25,000 cars a day, most of those, according to UTA, will be in a bus or the train so the vehicle volume will go down. That call has to be yours. How do you feel when you travel in Salt Lake? Do you use them when you travel in your vehicle or do you take other routes?

Leonard Mackay: I am concerned how much space it would take out of Freedom Boulevard with their dedicated lanes.

Coy Porter: Freedom, University Avenue and 500 West are major, and probably 900 East are our north-south corridors. I am wondering why you are going to pick one other arterial to be made in the next few years? It's a tough thing because we will definitely displace traffic. I don't know what Salt Lake's experience has been with their light rail, where traffic has been displaced. Will more people shift to University or will more shift to 500 West, to avoid potential delay? I know that downtown Salt Lake is a bit tough because you can't make left turns now in certain areas. People avoid some of those areas a little more than they did in the past.

Casey Serr: Those will be some of the design details and hopefully we will get more details on those as BRT moves forward. One of the things that you might want to point out is that the City blocks in Provo are around 500 feet in length. The City blocks in Salt Lake are about 800 feet long so they are larger blocks to work with. The roadways that remain in Salt Lake are basically arterial roads and multi-lane arterial roads.

Pam Boshard: Can you tell us what 100 South traffic looks like, because right there, south of Nu Skin by the Post Office, that seems like pretty good traffic?

Casey Serr: If we were to complete the volumes on the entire grid, the volume on Center Street is currently between 18,000 to 20,000 ADT, depending on the year. 100 North and 100 South, which are currently four lane road configurations, carry a fraction of that volume. They are down at the 7-8,000 volume range, so it gives you ideas about what it is. On 500 West, a State road, it's up to about the 25,000 range.

Jeff Ringer: Lets hear from UTA

Janelle Ericson: Until we heard about Nu Skin's proposal we assumed that everything was going on and that the project was fine. Brent (Wilde) made copies of a letter from Hugh Johnson, the General Manager from the Timpanogos Big Business Unit for UTA. In our discussions with him, he wanted to write a letter to let you know his opinion on the subject, and I think we agree. Just to give you a status on the BRT project, we have submitted an environmental assessment and an alternative analysis draft to the Federal Transit Administration. Generally how these things go, we submit an administrative draft and then we issue a draft for public comment on the project. Once all those comments are received, we issue a final draft. We are hoping to be into preliminary engineering near summer because we have a four million-dollar earmark that we can use for the project. If we don't meet that deadline we will lose that grant, so time is pretty critical to us right now. An alignment change that significant, especially in an area where we planned to have dedicated lanes, would delay the project quite a bit because we would have to go in and redo all of the analysis. The other part of the project that is critical is that in order to qualify for this money from the Federal Transit Administration, we have to have at least 50% exclusive lanes through the corridor and if we didn't have exclusive lanes, that would not reduce that percentage as well.

Jeff Ringer: You have concerns about rerouting it with the potential of delaying the project and losing the four million dollar earmark. I understand that is very important. Can you address what is the more important long term question of the appropriateness of where it will be located? Does UTA have input on that issue?

Janelle Ericson: I think University Avenue was our first, just based on the uses on the corridor. There is a lot more ridership generated by that. We understood that there's a lot of right of way constraints, issues with on street parking, that made it not so desirable for Provo and UDOT. We thought that 100 West was a reasonable compromise. You brought along the interim TOD ordinance which helps support the ridership on the route. We lost ridership, but as you know, some of it was made up from the proposed land use changes on 100 West. As for Freedom, we don't really desire using Freedom.

Jeff Ringer: Why is that?

Janelle Ericson: There aren't as many conducive uses over there. You're are now two blocks away from University Avenue where most of the ridership that we originally targeted was. On 100 West, we think if people are willing to walk a block. If you move the route another block away, I think that will hurt ridership. The analysis indicates that 100 West is the best route. The reason is that you are not impacting as much traffic and pedestrians won't have to deal with this much traffic. All of our riders, at one point or another, are pedestrians and on 100 West, it's a safer pedestrian corridor.

Coy Porter: In your document from Mr. Johnson, it states that you're on a schedule to get the documents approved by July. We are talking about having just a number of months where this 4 million dollars is dedicated and moving forward. I am just wondering, do you look average road trips? We heard from Casey Serr, the number of vehicle trips. Do you have any statistics that say how much those numbers might be reduced with BRT?

Janelle Ericson: The traffic numbers? We project out to 2030 and if you look at traffic in 2030, you don't necessarily take auto trips away, but what you do is carry more people through a corridor.

Coy Porter: We are talking about moving 400 employees in here to work everyday during the business week. What are your projections for ridership, say in a day?

Janelle Ericson: The corridor as a whole is around 16-17,000 riders a day.

Coy Porter: Every day, 17,000 people. Do you have any experience with the Salt Lake as far as congestion, ridership, changes in traffic patterns that you foresee having other issues here in Provo?

Janelle Ericson: If you drive downtown Salt Lake, you are going to see two different things in conjunction with the rail. People don't drive down Main Street that much anymore because the streets are narrow, there's only two auto lanes, a ton of pedestrians signals and in some ways, I think its intentional. There are other corridors available. Main Street isn't traveled by auto very much anymore, but its busy. There are pedestrians all over the street downtown because they are riding Tracks. The other scenario is that on 400 South where it goes up to the University. There are three auto lanes in each direction, left turn pockets were preserved wherever possible. I think every other turn pocket was preserved, and it works in both scenarios.

Jeff Ringer: Its been the assumption in some people's mind that the BRT is a precursor to the light rail. Do you wish to comment on that?

Janelle Ericson: Basically how we judge these things, is at some point or another, it'll no longer be feasible to carry that many riders on a bus route. You will switch to a rail system because it's a lot cheaper. It's a matter of the number of riders. The BRT project projects 17,000 riders a day and if we build ridership over time, when you get up to the 22-23,000 people a day, then rail makes more sense. It would only make sense for UTA to switch their operation at that time. It's been a trend where you start out with BRT and build ridership and you could switch to rail in the future. We are actually preserving 28 feet of corridor throughout the whole route, which is the minimum for rail.

Pam Boshard: I understood that BRT is coming back onto 200 West at some later point. Can you clarify that?

Janelle Ericson: Only in the scenario that the Freedom bridge is built, then just there on 500 South. It would jog over to go over the Freedom Bridge instead of going over the University Avenue Bridge.

Coy Porter: Are there additional amounts of street width available if we make these significant amount of turns? If it's got to jog around and make all of those turns, does that take up more street width?

Janelle Ericson: Making turns there is a big deal. If you look on 400 South and Main Street in downtown Salt Lake City, that is a massive intersection because of the turning radius of the train. We would have to do some major reconstruction at these intersections in order to fit the geometry of the rail.

Coy Porter: Obviously the preference is a minimum number of turns, the straighter the better.

Janelle Ericson: That's also a consideration for ridership and travel time, which is affected by the number of turns you make.

Coy Porter: Buses can still make those turns?

Janelle Ericson: Yes they can. It still reduces travel time.

Jeff Ringer: We will invite the applicant back up. Is there anything you would like to respond to?

Gary Garrett: Possibly one additional comment. Many of the City Staffers we have been working with and I believe it's even come up in a Council meeting, have been encouraged at the possibility of having the BRT route here along Freedom in light of the future Convention Center which is scheduled to be built here on the corner of Center Street and Freedom and the potential for increased ridership related to that project.

Roy Peterman: I think that all needs to be studied out. I have been in locations where a similar bus system has gone through an atrium tunnel with great effect. It's created quite a delightful place and with two plazas, you have the potential to make that happen. With retail, possibly on the bottom, creating really a delightful gathering place as an extension of the convention center and access to other parts of the city. What took that option off the table?

Gary Garrett: That's a fair question and something we recognized early on in our initial visits with the City back in September. We discussed this project with them. There were renderings made that would connect the plaza with a sky bridge and a main level plaza space. As for the uses that we see for the space, we just didn't feel that the traffic would be conducive for the uses we anticipated for the enclosed atrium space at ground level with thousands of distributors visiting us on a monthly basis. On disembarking on buses and touring through our area and the downtown area, it wouldn't be conducive for

these uses that we projected.

John Dorning: I would like to clarify for the Commissioners. University Avenue was the first choice (route). I have read the environmental documents and the 405 document. It actually threw out the 100 West option to continue forward. That was their recommendation. The newest study will put it back in. University Avenue is definitely the most straightest shot and everybody wishes that we can tap into that and make it happen. Regarding the location of the intermodal center, it is over the tracks down in here. Regarding of the directness, direct north over the viaduct would take you right to Freedom and there would be one turn somewhere north. Regarding a train doing an S curve on light rail, it would be a straight shot, one S turn, a couple turns to go around the bridge and back.

Leonard Mackay: If you put it on Freedom, then the BRT stop is in the center of the road. All of these people will have to get off the bus, cross that busy street, which brings to me a safety factor.

John Dorning: Part of the environmental impact statement, the design criteria is to make it safe. The initial suggestion was University Avenue for both studies. With 35,000 riders, a combination of street curb, side and center stations, we were tasked with redesigning what they have at their stations. We are looking at whether there is anything that would restrict or fatality cause BRT not to go to Freedom. It's not that it can't be designed correctly. The concern is that the study is pretty far along and it's tough to back up a little bit. The number that has been used is 200 million, not just the 4 million dollars that is going to close a deal, hundreds of millions of dollars to get the BRT the entire route they want, so it is a long process to fund that.

Roy Peterman: Granted that's the truth, but the approval process getting cued up in line is very timed sensitive. It seems like since you have been working on this for so long, why aren't we seeing worked out proposals right now so we can move ahead? That is really troubling to me where you talk about doing this in September, why didn't we have this on the line and talking about it? Right now, the only thing I have heard tonight is that we are looking at it. Cuing for these transportation projects can take decades long, and if you miss a window of opportunity now, you go to the back of the line. So, I don't understand why we are not seeing good solid proposals that have the consensus of UTA tonight.

Gary Garrett: That's a fair question. Maybe Mr. Gosner can help us here. Really, from the time that we have been working with the City on this project and have been talking about these issues, this and others specifically related to BRT, what we have been told is that these kinds of alternations or jogs were common and that it was very easy to make this kind of adjustment at some point in the process. So back in September and October, there was no indication given to us that we needed to start the process and there would be a time for that because it was common and fairly straight forward.

Coy Porter: Where is the nearest stop planned to Center Street? (It is the north side of Center Street) That is only 6 blocks from the Convention Center. For Bus Rapid Transit, six blocks is no more different than a regular bus stop.

Gary Garrett: We were aware at that time that the environmental impact study was well underway and that it was due by December. We were told that it could be modified very easily and that they would just do an impact study on the part we were going to change.

Jeff Ringer: There are obviously lots of aspects of this project, and we are going to get to a few of the other ones. Are there any other questions on the BRT, vacation of the road, those issues?

Leonard Mackay: What about the underground utilities? Are you changing those and what's going to happen to them? You have a water main, a gas main, internet. What are the plans for those?

Gary Garrett: I am going to call on our facilities director (Matt Burke) who is aware of the utilities and what are the proposed plans.

Matt Burke: We have identified a large amount of internet, water lines, water mains, gas lines, and a 600 amp electrical service. The addition of the new facility will incorporate a new data center that will have multiple data center entries and telecommunication networks. Additionally, we will be using a lot of that existing power working with Provo City Power. Those dry utilities could be moved over to Center Street or 200 West and would be at our cost. We need the correct elevations on the sewer and in talking with the City, this shouldn't be an issue.

Leonard Mackay: Are you going to make a loop and send them back through?

Matt Burke: Most of the water mains go to the current building and additionally will go to the new facilities. We will stub anything that goes to the older facilities we will route the utilities around and connect back as the City directs.

Jeff Ringer: The project is in a historically sensitive area and clearly all of Center Street has historical designations and Landmarks status. You are proposing to raze some of those historic buildings. How do you respond to the argument that you are cutting at the heart of what makes downtown Provo, downtown Provo?

Gary Garrett: There are two structures that have various levels of protection from the Landmarks Commission. One is the corner of 100 West and Center Street (Kress building) which is identified as contributing to the historic downtown area and the other is the Firmage building which is designated as significant. We are aware of that and are sensitive to that. We are looking for ways that our architectural firm can blend with the look and feel of the historic nature of downtown, and add to the history of downtown district. These buildings are beautiful. The facades have some historic look and feel about them. We would hope what we do could add to and that our architect would be sensitive to adding to the historic nature of downtown.

Jeff Ringer: A number of urban centers, not just in the US, but around the world, have undertaken a process whereby the facades are maintained and new structures are built behind the facade. Would Nu Skin consider something like that in working with their architects, especially the Kress Building?

Gary Garrett: I think that the next step in this process is to engage with the Landmarks Commission. We need to meet with them and Design Review Committee to see what would be the best way to maintain the historic look and feel, whether that is preserving facades, or by other means. I don't know, but that is really an important aspect of this project for us.

Coy Porter: When you create an atrium, and connect these two buildings together, they, in themselves, are significant structures of multiple levels. The fire protection issues raises red flags because now you are creating an area where there are two significant sides of these buildings which are now unapproachable because the apparatus can not get very close. There is a limited amount of reach because of the off set. You can't drive over the water features and you can't drive into the atrium. There are some limited accesses points, perhaps at the back part. The little access streets to access your parking area are certain distances away. It means that quite a bit of fire protection will be built into the structure. The fire fighters can't get in and around some of the building spaces to rescue and to provide

extinguishing options.

In addition, there is a concrete vault in the parking structure that holds water and related to that are there efforts in the new building to provide water holding areas to assist with that. I have concerns with access to parking structures, turnarounds, and limiting access to the loading docks, etc.

Gary Garrett: Those are great questions and some of those we have not considered. This access route is intended to be completely through the project so you can go in and out. As we worked with the City, we did not want to create any type of dead head and we do not want to interrupt access to the emergency vehicles. The drawing is very rough and does not represent the access points. We have a concern on the north side of the facility called our plaza. We are sensitive to the thought process that maybe we do not install bollards that would stop an emergency vehicle from driving up on that space.

Coy Porter: With 400 new people coming downtown, what about parking? Do you have parking for Phase II and do you have enough stalls?

Gary Garrett: In working with the City, right now we do have plenty. Currently there are 320 parking stalls for our current structure. To the south are 99 slots. To the west are 170 slots that are not utilized. Parking needs to be within 800 feet of the new facility and by the numbers we are about 100 over what the City requires us to have. However, just by our usage and with the purchase of the Horsely property, we are thinking we will add additional parking. We also are talking about having more parking here as we have the public come and visit us. We want to make it accessible to people to create a sense of place. It's shared usage. We don't want to create spaces for our own usage, but a designation place. Some concerns raised by the City are the requirement of handicapped spots.

Marian Monnahan: I read that you are going to request reduced parking.

Gary Garrett: The ordinance calls for one stall per 125 square feet. We intend to request permission from the Planning Commission to reduce parking. Within the CBD you can get a 50% reduction in what's required. This would take us to one stall per 250 square feet or 500 stalls needed for the project. We have 600. We would be seeking that authorization.

Jeff Ringer: What is the rationale for that request?

Gary Garrett: That the 600 stalls we can provide would be sufficient.

Jeff Ringer: Are there any neighborhood chairs here? (No, Judy Kelsch just left).

Coy Porter: What do you see happening to the properties in the East Bay area?

Gary Garrett: We will be vacating the call center and the data center which we lease.