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## **CALL TO ORDER**

[Time: 00:04:26]

Mayor Lane: In accordance with the script as has been written, we will move right, continuing on, everybody's ready for it even though it is a little bit early. And that is the call to order, it is of course still February 11, 2020, and approximately 4:10 p.m. It is a quick meeting. Probably a record.

## **ROLL CALL**

[Time: 00:04:49]

Mayor Lane: We will start with a roll call please again.

City Clerk Carolyn Jagger: Mayor Jim Lane.

Mayor Lane: Present.

Carolyn Jagger: Vice Mayor Kathy Littlefield.

Vice Mayor Littlefield: Present.

Carolyn Jagger: Councilmembers Suzanne Klapp.

Councilwoman Klapp: Here.

Carolyn Jagger: Virginia Korte.

Councilmember Korte: Here.

Carolyn Jagger: Linda Milhaven.

Councilwoman Milhaven: Here.

Carolyn Jagger: Guy Phillips.

Councilman Phillips: Here.

Carolyn Jagger: Solange Whitehead.

Councilwoman Whitehead: Here.

Carolyn Jagger: City Manager Jim Thompson.

Jim Thompson: Here.

Carolyn Jagger: City Attorney Sherry Scott.

Sherry Scott: Here.

Carolyn Jagger: City Treasurer Jeff Nichols.

Jeff Nichols: Here.

Carolyn Jagger: City Auditor Sharron Walker.

Sharron Walker: Here.

Carolyn Jagger: And the Clerk is present.

[Time: 00:05:13]

Mayor Lane: Thank you very much. As has been probably said before, maybe most in the room understand it. Nevertheless, just for instructional purposes, a Work Study session provides a less formal setting for the Mayor and Council to discuss specific topics with each other and city staff and to provide staff an opportunity to receive direction from the Council and for the public to observe these discussions. Public Comment in this particular environment is a total of 15 minutes, will be set aside at the beginning of each Work Study Session for Public Comment. Comments are to be limited to the agenda items. Please see the City Clerk if you have thoughts or suggestions on the work study session items you would like the Council to consider. Cards to speak on the subject and written comment cards are available on the table to my right here with the City Clerk's office. The white cards are for speaking or rather the yellow cards are for written comments.

**PUBLIC COMMENT**

[Time: 00:06:16]

Mayor Lane: So, we're going to move right to those comments from the public. That's what we generally do when we come to a Work Study Session. And so it will combine requests to speak on both Item 1 which is the Bond 2019 and too, the Old Town Scottsdale parking. And we'll begin with Alex McLaren and he'd like to speak on both one and two. Mr. McLaren, remember it's still just three minutes.

[Time: 00:06:54]

Alex McLaren: Mr. Mayor and members of the Council, Alex McLaren. On Item No. One, the bond question, I would like to commend the staff with the program they have come up with. I know that the sequencing of the projects, I think the sequencing they have developed is really good because you have to balance how many projects we do with the amount of money we can raise, so we don't raise the secondary tax above the level at which we've got now. I think that's one of the major goals that you'll see in staff's presentation that they are aiming for. And they've listed projects to open with initially, one of them being the Civic Center outside and the improvements to the Civic Center, which I think is a great idea. I think there is \$23 million available for that. I would recommend that the City Council or staff consider a project delivery method called design build where you hire the team, the design build team to do the project early so you'd have the designers on board early with the builder. The City I know has used that in the past, that process, and they have used Construction Management Risk, as well often. That would be a good way in my view for that first project. I think that the way that the projects have been sequenced is excellent and hopefully, you will direct staff to stick to those guidelines.

With regard to the parking, I have reviewed the presentation that staff is going to be making. I think it's an excellent presentation and gives an overview of the parking situation in downtown, in Old Town. I might add, as well, there is \$20 million. One of the questions is \$20 million for parking in Old Town. I think that the City is moving towards trying to solve the problem in the Old Town area. One of the worst things that we could do is not have adequate parking and not have traffic in the downtown area. What we need is traffic to make downtown more friendly and more open. Thank you.

Mayor Lane: Thank you, Mr. McLaren. Next would be Bob Pejman.

[Time: 00:09:38]

Bob Pejman: Thank you, Mayor Lane. I want to clarify that the parking petition that the property owners and the merchants signed, it is not a complaint about the present parking situation. Just to clarify again, the present parking situation in downtown is fine, except for peak season and special events. The complaint is about tomorrow. What is tomorrow? Downtown 2.0 recommended that we increase the residential population downtown from about 5,000 to 10,000. That's fine. I'm on board with that. But when you do that, you have to look at the parking code. The parking code that we have right now for multi-family residential doesn't have any guest parking requirement. And for the one-bedrooms, it only has one space. That's kind of unreasonable in my opinion. Guests exist, visitors exist, service people exist. You can't deny that they don't exist. And a lot of these one-bedrooms, they'll have

couples living in them with two cars. Suffice to say that guests exist and some of these one bedrooms have two people. So, if you want to double the population of Scottsdale like that, you are going to have problems.

Let me take one step back. Many of the other cities and even in staff's report says that many of the other valley cities have guest parking requirements. Let's look at cities like Austin, Texas and that's more dense. One bedroom, they require one and a half spaces; two, they require two; three bedroom, two and a half; four bedroom, three.

Something has to give, guests, combination, visitor or whatever. Here's the deal, if you want to increase the population by 5,000 people, but you don't amend the code to increase their requirements, what is going to happen is these big, new developments are going to overflow to public spaces. Who paid for the public spaces? The old ones, they were paid with parking credits or in-lieu payments. So, somebody paid for that. And then you have \$20 million in the bonds. It's a great thing. It should be used for public parking. I commend that.

Again, if you don't increase the requirements, these new developments will overflow to the public spaces and unintentionally we'll end up subsidizing the big developments with taxpayer money. I said unintentionally but it will happen. We can avoid that, we can grow responsibly, just amend the code, add guest parking and increase the one bedrooms, and I think that we will be fine. Thank you.

Mayor Lane: Thank you Mr. Pejman. Next is Rosemary Preisel.

[Time: 00:12:51]

Rosemary Preisel: Hello. Thank you, Mayor Lane, Council. I'm just here to confirm, once again, how bad the parking is. I have a salon, I've been on Fifth Avenue for 35 years. I'm in Kiva Center and I am there all day every day. The parking is atrocious. It is full. The Galleria takes all our parking. It is completely full at 9 o'clock all the way to the very top, and that is because the only spaces that might be open are in the middle where there is 3-hour parking. So I don't know what the answer is. I would love to see the whole garage three hours and then, the people who have a lease have a certain pass for their employees to park there, so they can stay there longer than three hours. But it is absolutely packed. And the worst of the time is between 11:00 a.m. and 2:00 p.m. There is no overflow, there's nowhere to go.

It got to another level, even more so, once the Galleria moved in Yelp now and Square. So I cannot understand why we can't get the Galleria to use their own parking. I know they have wide open spaces down there. They have tons of wide open spaces. I know it is private property, the City can't make them do anything. But I feel if we had more three-hour and more monitoring. I cannot stress enough how it needs to be monitored more. It is monitored a little, it is getting monitored some, but it is not all day every day. I know for a fact because my employees are parking in three-hour parking and they're there running all the time checking to see if their tires are striped. So if we could just get the Galleria to stay over in the Galleria parking or move them where there is a shuttle service or something, but it is definitely the Galleria that is taking all of the Third Avenue parking garage.

Another thing that is really atrocious is the parking garage elevators. They are like disgusting, they are unacceptable. So you go to Kierland, people shopping around, it's beautiful, and our garage is awful.

Part of it is the bars and the restaurants at night, the nightlife that goes on. But why don't we have someone maintaining that on a better level? It needs a little paint job, and it needs cleaning. The windows have never been cleaned ever. I don't know how you clean them because they are double paned with cobwebs in between. It is embarrassing. When I have clients coming to their appointment and they are afraid to get in the elevator. It is not a scary thing, just dirty. There just needs to be a resolution. After 35 years, I hate to have to consider moving my business because of the parking. So, thank you.

Mayor Lane: Thank you Ms. Preisel. Next is French Thompson.

[Time: 00:16:21]

French Thompson: Mayor Lane, City Council, thank you for allowing me to be here. I'm just going to point this out. All of those little yellow spots on those, those are all full parking spaces in the downtown. I was graciously invited to be at the presentation you're going to get by the City. There's going to be some photographs of empty parking places, this is the opposite of that. These are completely full parking places in the downtown. Google Earth provided these photos. This is the same thing, this is a little bit further out view, a little bit closer in actually. Those are all full parking places. All of them. Every one of those yellow spots is a public parking spot. I would like to point out, however, there is the Stagebrush Theater up in the top right-hand corner. Nobody is parking there. Nobody knows it exists, there is no signage for anybody in the public to go find it. I would be willing to bet if they knew it was there, that would be full too.

So here's another shot that I've got, which is kind of fun because and this is a city lot here. Right there in the middle, that city lot, people know it's there, it is also full. All these other parking places around there, those are also full. There is a little spot there which is kind of interesting, on the left-hand side that doesn't have any cars in it. That happens to be a private lot of Bandera's. In the evening that's totally full because I like to go there and park to eat at Bandera's. I'm just going to say there's a counterpoint, we really do have a parking issue. Not in the summer, not in the shoulder seasons, but when you have spring training, you have the Center for the Arts, the festivals, when you have the culinary events, I basically don't do any business when those things are happening. I don't. I need the business. I think all the other merchants are there and that's why they're all signing this petition.

I think there's a disconnect when we're complaining about the parking. It sounds like we are not for development. I think we really have decided we are all very much pro development. We just want high quality development to happen in Scottsdale. Scottsdale's got a cache to have high quality stuff. I'd like to see the parking requirements changed that these developers come in and do high-quality development and provide all of the amenities their tenants need. The way it is right now, they are not. Literally, they're so underparked it's amazing. They put in gyms in these really cool developments. Nobody uses the gym, but they still put them in because it's an amenity to get people to be there. I think if the parking codes were changed, you'd get better, high-quality tenants to come in that they know that they can have their two and three cars and park there. So I think City of Scottsdale's a first-class place. I would like to see first-class development happen in Old Town, Scottsdale. So thank you.

Mayor Lane: Thank you Mr. Thompson. Next and final is Don Edwards I believe it is.

[Time: 00:19:51]

Don Edwards: Good afternoon Mayor, City Council. I find myself once again here trying to get you folks to do something about the parking in the Fifth Avenue area. I'm also a business owner in the Kiva on Fifth Avenue. I've been up here before in front of you speaking for the same situation of the parking in the downtown area of Fifth Avenue, Third Avenue, Craftsman Court. The parking situation in that area is killing the businesses in that area. I talked to some of the restaurant owners and they said, all of my patrons Uber here. And that was a couple of years ago and we were having the same situation that we're talking about again. And recently they've come to me and said, hey, if you get back on this parking crusade, let me know what I need to do to help because they are finding their employees don't have a place to park as well as their patrons don't have a place to park. I've sent a few emails to the City Council, Councilman Littlefield, we've been chatting back and forth a little bit. I keep getting assured there is plenty of parking in the Fifth Avenue area, but if I have to leave during the day for a meeting or a doctor's appointment or meeting or whatever and I come back to work, I spend, last time I spent a half hour trying to find a parking space. I finally parked the other side of Goldwater and Fifth Avenue to walk to my store which is just west of Scottsdale Road.

The Galleria employee situation is the direct result of this situation. And I keep talking to the City and to the police and I keep getting the well, it's public parking. I said, yes, you are right. It is public parking and it is not Galleria employee parking. We tried years ago to make the entire structure three hours. That was great. It helped to free up some spaces but created another issue for all of the employees who work in the Fifth Avenue area. They left the top floor open as non-three-hour, which was full by the time that any of us got to work by 8 o'clock in the morning. So, everybody kind of backtracked on that because now, the employees of Fifth Avenue, the whole surrounding area had no place to park. I don't know what that answer is. We talked about making the whole structure three hours, giving passes to the employees of the Fifth Avenue area and I have heard every excuse from well, it's time consuming, we don't have time. I heard another one say that there is so many employees in the Fifth Avenue area that they would consume the entire parking structure, which I find hard to believe. But those are the continued excuses that I get from the city. I think that the City needs to take a good look at this and figure out, not necessarily maybe another structure, but how to get the Galleria employees to park in the Galleria lots that are afforded to them. Thank you.

Mayor Lane: Thank you, Mr. Edwards. That completes our public testimony for this Work Study Session. I want to thank everyone for their comments and input.

#### **ITEM 1 – BOND 2019**

Mayor Lane: With that, I will move to the first item on the Work Study and that is the Bond 2019. We have our presenter, David Lipinski, sitting right here with us, City Engineer. Welcome.

[Time: 00:23:37]

City Engineer Dave Lipinski: Good evening, Mayor Lane, members of Council. I'm here tonight to bring forward the proposed Bond 2019 project implementation plan. What we're going to do is walk you through where we have been, where we are now and where we're proposing moving forward and why. On November 5th, obviously, the voters brought forth and approved three questions containing 58 projects. On the 25<sup>th</sup> it was canvassed by City Council. Tonight what we are looking for is direction from Council on which projects move when and how. Someone has to be first, someone has to be last. They

don't like to hear that. But that's the reality of the situation. Moving forward what we see is projects that require immediate attention between now and June 30<sup>th</sup> will come forward as individual Council actions, or as a group of Council actions to establish those projects. Those forecast in the next five years from July 1st forward will be included in the FY 20/21 budget adoption process and those outside the five years will be included in the budget process moving forward as they come into that five-year window.

The outline for tonight, we are going to go through the criteria of what we looked at to time these properly. The flexibility of what we're presenting, and then presentation of the plan, and then any questions or discussion you would like to have as far as moving forward on this. For criteria what we did, we didn't draw straws or anything like that. We looked at several items, the first being project timing. Some of these are very sensitive. You have already, on November 25<sup>th</sup>, approved the creation of the Fire Department emergency response equipment. That was due to the lack of support for the cardiac monitors and defibrillators as of January 1<sup>st</sup>. Those were purchased and deployed successfully in the timeframe needed.

[Time: 00:25:26]

The Fire Department has continued to secure the other items underneath that. They have received the thermal imaging cameras and they are working on the SCBA equipment, the extraction equipment currently. That will actually be completed soon by the end of this fiscal year. The other timing consideration is part of the Civic Center mall. If there's a section of that mall that the City would like to bring forward to have ready in anticipation of the Super Bowl in 2023. There's a tennis court replacement that Community Services has. They have received a \$50,000 grant towards and if they spend that money by November, they receive that full grant, so it will offset some of the costs hopefully, or cover inflations costs we've seen in the marketplace from when these went out. One other one that is going to come forward, it will actually come forward to you on Tuesday for approval is the replacement of a fire utility truck. This came up recently. The manufacturer has stated if we procure our order by the end of February, we will avoid a 3% price increase. On a \$780,000 truck, that adds up pretty quick. So they're going to bring that forward Tuesday. That's one of the criteria we use to look at these projects.

Another is project dependency. Do they have to be delivered in a certain order? We can't go in and do all the downtown streetscape projects at once, we'd shut down the downtown and that wouldn't be good. There are several projects at the Tom Hontz facility, there's three separate projects there. There's two projects up at District 3. Those need to run together. It makes sense to get into those to make sure the projects talk to one another and they are delivered in a time frame we can balance the needs and all those involved who are impacted by that.

The next one is the bond and the timing. We have worked with the City Treasurer's Office to lay out what we can issue as far as bond debt to not increase the City's property tax values. Fourth criteria was operating impacts. Some of these projects have operating impacts. There are some decreases in operating impacts and some revenues generated. We needed to ensure the proper budget was there for the operating side to supply that expense. And the last one is total project funding. There are a few projects that have funding outside of the bond funds for activities. One is for IT projects. Training associated with those are not eligible, so we have to line-up any other bond sources that it will not cover for us. To keep staff stable, we have to spread these out too.

Timeline flexibility. I know sometimes we don't like to hear that word in a project like this, but it is a timeline for delivering the projects. For example, the Civic Center mall and can we deliver the whole project before Super Bowl? Probably not. We are going to tear up the entire mall. Ultimately, it is opened in multiple phases and spread out over time. And trying to do it in a consecutive order and working with the business owners and get in and get out at the right time. The overall spending program and if we are reducing projects and something else comes forward, we have to look at sliding something else back. We have to look at the funding timing. We have to get the projects to the right stage and make sure that those funds are spent in that time frame.

Project costs, we have the approval of the voters to move these forward. There is not a limitation on when that money can be spent. If we see high inflation rates in the next couple of years, we can actually slow down the delivery of this program until the market corrects. If the market goes the opposite direction, we are in a great position to deliver as fast as we can. All sorts of things that will affect the delivery over time. What we're presenting is more project starting timeframes, not necessarily completion dates because they tend to bleed over when we start getting into robust public input. It takes time, we have to take the time to schedule those meetings, to take that feedback and make sure that our residents are in town when we have those meetings and really take that into consideration. Some are very straightforward, and some obviously, it will take a while to get delivered. So, the proposed plan that staff has come up with and I know it is very hard to read, but I wanted to give you a snapshot of the entire program.

[Time: 00:30:46]

We are going to break this down starting with question one. In the FY 2019 column. The very first one with color on it. Those are stand-alone Council action items to fund those projects prior to being included in the budget. Those are all included in the CIP as it is brought forward in the coming year. We tried to isolate design construction, and some are a few with land acquisition. They are not typical design and construct sort of project. Question two, the same way. There are some that we moved to get rolling in a quick way. Obviously, Civic Center mall is one of them. I did throw a red box in there. That's the emergency response equipment that has already been started. Red for fire and red for emergency. That kind of tied in my head, I guess. And that's going to be for next Tuesday and the others fall in place in the next nine years we have anticipated currently.

Again we went back, I tend to be a graphical person, some people like lists. This is the same information just in a list format of projects delivered by year. What you have is the name of the project. The Q1, Q2, Q3 represents the quarter they were in and then, the P with the number is the project number. What we have done and what will continue to do is use the same numbering system that we used in the public outreach. We have a string from when the public outreach started through all the publicity, to the question. One type though on the first one we created, but we'll correct that moving forward. These will come forward with a project number and then, the title as close as possible to what was presented in the bond. Some of these, like the fire utility truck, our software can't take that many characters in a title, so we'll reduce it but you'll still be able to follow what that project is. It will keep that project number and be very similar in title.

So, the 19/20 deliveries and 20/21 deliveries. These are those that will come in starting July 1<sup>st</sup>, they'll enter the CIP. And then, we move back to 21/22 and beyond. And then, those that fall outside. Those



again, will move forward as they fall into that five-year window in the CIP and will be brought forward in subsequent years. I know that's a fast run through of where we are. I'm sure there are questions. So, we will take any questions at this time. I believe I have a fleet of staff behind me if needed.

Mayor Lane: Well, thank you.

Dave Lipinski: I just may not have the right answer at the right time.

Mayor Lane: Well, thank you for the presentation. Do we have any questions on the implementation and/or project timing issues? Yes, Councilman Phillips?

[Time: 00:34:31]

Councilman Phillips: Are we talking about what we would like to see happening at this point?

Mayor Lane: I would suggest that generally speaking, we rely on professional staff to determine the timing. Certainly, not talking about imposing an entire construction project in one particular area in mass. Those are the kind of things strategically and tactically of what we rely on them to do. We have a list of what is going to be completed in this bond issuance. So, it is a matter of what nuances you might see and the timing and what runs on the calendar that you personally believe needs to be changed.

Councilman Phillips: Okay, well, I'm in favor of how it starts out in the beginning. My only question or problem that I would like to see is outside the five-year plan, you have the build the bridge on the Thompson Peak Parkway and I think that those people have waited 20 years for that. I would like to see it get inside the five-year CIP. I would like staff to look into that and see if it isn't possible to bump up the bridge a little sooner than '25 and '26.

Mayor Lane: Thank you. Councilwoman Whitehead.

Councilwoman Whitehead: I will add to that. It is a safety concern. We did have a pedestrian death there. I happen to know, and it is very scary to ride there. All of a sudden it's very narrow the cars are going faster than the posted speed limit. I also thought that that needs to bump way up as a public safety concern. I generally liked everything you did and only have minor questions, but that was a big one.

Mayor Lane: Thank you, Councilwoman Whitehead. Councilwoman Milhaven?

Councilwoman Milhaven: Thank you. Hey Dave, can you explain what the role of the Bond Committee is in reviewing the projects and the timing and such?

Dave Lipinski: Mayor Lane, Councilwoman Milhaven, the Bond Committee oversees the program as it's brought forward. They oversee and we report to them as far as spending, as how projects are progressing. If there are any changes that come up from staff, we bring them to the Bond Oversight Committee first, explain the change we'd like to bring forward, then bring that forward to you ultimately. They are not a body to move projects around, but more oversee and monitor the program as brought forward.

Councilwoman Milhaven: So, the substance of the project. So they've not reviewed what we are looking at here?

Dave Lipinski: That is correct. We are planning to bring them, we actually delayed their meeting until I believe it's next Thursday, to bring this forward to them.

Councilwoman Milhaven: I dare you to disagree with City Council?

[Time: 00:37:38]

Councilwoman Milhaven: The other is, I know we have gotten comments from residents of DC Ranch concerned about the ball field and what was or wasn't promised. Can you speak to sort of what's the process to decide the final, where they go and what's going on and what the public process is?

Dave Lipinski: Sure. When the bonds came out, we did highlight two areas for fields in that area. There is a need for fields, we said we would deliver up to 13 fields. Part of the fields that are being delivered on the WestWorld site encompass a state land acquisition and potentially private properties acquisitions also. Knowing that was coming, staff has looked at the other half of the 80 acres, east of 94<sup>th</sup> Street, if that could potentially become fields. Nothing is set. If we start the project, we start the public outreach, we start seeking the public input, we start after the acquisitions of the land to see if we are successful or not, to try and deliver what we promised on the 13 fields.

Councilwoman Milhaven: So, it's still under development, and public outreach hasn't happened yet, is that what you're saying?

Dave Lipinski: The project doesn't exist yet, until we move forward, it's brought to Council. There's a Council action to create and fund it, we purely, it's discussions and sketches.

Councilwoman Milhaven: And I have a point of view about the parking. We have wonderful events there, they have a huge economic impact, and the people who put on the events make a ton of money and we give them parking for free. I know that are talking to them about negotiating parking arrangements. So, I would encourage staff not to start building any parking until we've gotten agreements with the events to help pay for the parking. Otherwise, we lose our competitive, our negotiating edge. If you want the parking, you have to pony up.

Mayor Lane: Councilwoman Littlefield.

[Time: 00:39:31]

Vice Mayor Littlefield: I want to say that I think you and staff have done a tremendous job on this. It is hard to move all of those moving pieces. I think that you have done a great job in the end. The people have waited a long time for that DC Thompson Ranch. Traffic has increased in the area and I think that should be looked at and moved forward possibly at the expense of something else. I tend to look at the safety of our citizens and Thompson Peak bridge is something that we promised them a long time ago.

And another thing that I would like to be moved up if at all possible and I understand the ramifications of this and I very, very strongly feel that the daycare centers at Granite Reef and Via Linda are

important. Scottsdale is an older community and we are getting older. Many of us in Scottsdale, not only would be participants in the daycare centers themselves, but the people who help those folks away from the centers, they need this. If you are 24/7 care for someone who needs help 24/7, you need a break. It's kind of a double-whammy, that we put these at the very tail end. I think that Scottsdale is interested in this, it's something that would serve our citizens well and there is a huge need for it. So ,that's something I would like you to consider if we possibly can shift and move something somewhere. I leave that to you because you are better at bouncing balls and juggling than I am. That's it on the parks and rec. I didn't have any changes on number three, I thought that was pretty well done. And on number two, infrastructure. I would like Item No. 62, the bridge at Thompson Peak to move forward. That's what I have.

Mayor Lane: Thank you Councilwoman. Councilwoman Klapp.

[Time: 00:42:09]

Councilwoman Klapp: I'll agree that I'd like to see the adult day care center moved up a bit. The one at Granite Reef. The Via Linda center is not a daycare center, it's just an expansion of the center. My primary concern would be, not that Via Linda isn't important, but the daycare center component at Granite Reef is becoming more and more critical in the City and I think that we need to look at how much we can move it up in order to get it done more quickly. That's the only change. I agree that I think overall the thought that was put into this is considerable and I appreciate how you've come up with a plan that seems to make a lot of sense based on lots of projects. I'd just like to thank you for all of the work that you and staff did on this because it looks like you did a great job.

Mayor Lane: Thank you, Councilwoman. I've just got a few things that I want to point out. When we talk about the infrastructure that is going to require additional operating costs and of course what kind of impact that has, in some of your PowerPoint demonstration, you indicate the elements that might effect whether something comes on or not, depending on what that kind of add would be. How many fire stations are actually included as either rebuild, refurbished and/or new? I think there's four, but I'm looking for the confirmation on it.

[Time: 00:43:41]

Dave Lipinski: Mayor Lane, give me one second. I know that the brand new station 612 was included and there is a reconstruction of a second fire station. 90<sup>th</sup> and Via Linda is part of the north Corp Yard. That's the second one. 90th and Via Linda is a reconstruction along with PD 3, so that's a combined project with the District 3 and the fire station. So that's reconstructing a new one...

Mayor Lane: Taking two stations and combining it as one?

Dave Lipinski: We are taking the existing station and expanding it. It is a very small station at this time.

Mayor Lane: But to combine it with another one.

Dave Lipinski: No, it is going to be its own station. There is the new fire station 612 which is in the Crossroads East area. And I believe there is the reconstruction of... I'm sorry.

Mayor Lane: I'm sorry, I didn't mean to test you on this particular item.

Dave Lipinski: No, it is on the top of my head and I went blank for a second. I know there's a reconstruction....D3 which is the Via Linda, there's the new one, 612, and Crossroads East and I believe there is reconstruction of one another one. There is three.

Mayor Lane: Well, I guess the concern I have, and maybe it can be quantified, and my understanding was the number are reconstruction and/or rebuilds or as you are saying expansions where the operational cost may actually decline because it is new equipment or a new building. But the staffing in those instances where it is rebuild, will not have to replicated or developed anew. It would be an existing staffing level exists at least, right now whenever this may happen. I was concerned when we talked about delaying some of these on the basis of operating costs. As to exactly how much? I've heard the number of \$5 million to staff and operate a fire station. So it's new, it is \$5 million that has to go into the operating budget to cover that. I was trying to get a feel for that component. I think that it is worth looking at that we make sure that we are not working with the idea that all of these operating costs are going to be increased with new equipment and new buildings. Some of the maintenance and operating costs will decline and if the staff is already in place, that won't have to be brought on board.

Dave Lipinski: Mayor Lane, that was part of our analysis. Going into these facilities, we had Facilities look at them, we had each department look at them to say if there's a staffing change. If we bring out a new facility, will it actually reduce operating costs? In the case of the reconstruction of Via Linda, we're actually expanding the station. So yes, it's a newer station, and it's more efficient but it is expanding a little bit. Right now that station is a small kitchen, a day room with four chairs and a bay, and that's it. It's a very tight station. So the new station that's being constructed in the Crossroads East area, that is a brand-new operating cost with FTEs association. But we did look at that detail on each one to say if it is a new facility, we will get the energy efficiency out of a new building or a new facility, but we went down to the FTE level also to add and subtract as needed across all of these.

[Time: 00:47:21]

Mayor Lane: And I appreciate that. And incidentally to the point that's been made earlier, I'm impressed with how you've put this together and I realize there is a lot of work that goes into it, in the matching up and the timing of that. Which bring up the next question or point that I would like to make. When we talk about the staging of things in a given area as you used as an example, downtown. Obviously, downtown is much more heavily impacted and some other areas in the city during the season and high season specifically. Shoulder season less so and off shoulder season, much less so.

When we think about the staging in downtown, this goes to something that's come up, there's only a couple of things that I think each of us have been at least, have been brought to our attention. But one of them happens to be the bridge on Thompson Peak. I don't know exactly, that has, we've lived with that for a long time. I've always understood there was something wrong with the development agreement or something with DMB many years ago, that somehow, the other side of the bridge just didn't get built. Everybody has been living with that a long time and it is just a little bit of out of sorts for our community. So, I'm sympathetic for number one, for getting it done after a long delay. That's the kind of project, and I don't know if this is figured into your calculations. You are very comprehensive about it, so I'm imagining this may have already considered and answered. That would be easily a wintertime project where other things would be more intensely in need of a lack of construction.

So, trading off something that may, really, we don't want to go into downtown in season. Maybe at all. Aside from the staging of it. So just for consideration, and maybe for some consideration for the folks up there that have been living with something that was originally designed in the development a long, long time ago, so that's one. The other is, and this is of concern to me, having been around a long time, and I remember the first bond issue, at least the implementation of it. And one of the concerns that we had at the time was whether or not something that was on the bond had not been selected for development. And we went ahead and did it because we had a surplus of funds during the high times, the artificial economy, as I refer to it oftentimes, through capital projects, and that is the 80 acres. And of course it's been eating our lunch ever since, because we've finance that. But one thing that has, that's a little bit of an aside, the issue was that we had done something aside from the voters' decision not to do it on the bond issue. I think people wrestled with it at the time, but the bottom line, that's how it came down to get that land. And of course as it's turned out, maybe it's great that we have it, but the bottom line is that that's the way it happened.

The argument that's being made with the northern portion of the eastern portion of the 80 acres was not indicated in our paperwork that it was something that we are going to build the fields on. Now I've understood through some conversation since that because of the eastern end of WestWorld, that auction land that you are talking about and also, the private land that has been messed around with a little bit and of course, the project that was holding it up has been withdrawn, it is of interest and concern to me that we are as consistent as we possibly can be. So, I don't know exactly what was communicated through the course of conversations, much less our paperwork, but that's an area that I'm at least concerned about. It may even be that some consideration for this bridge if in fact, there is a real need for us to think about that land, that's something that we might think about as a mitigating issue. If you've got that, I don't want to interrupt any of that writing. Councilwoman Korte.

[Time: 00:52:19]

Councilmember Korte: I want to commend the staff, a really good job with this and I know it's hard to prioritize because we want everything yesterday. I'm a little concerned about, in question two, project number one, is the renovation of the Civic Center area and the statement that you made that we probably won't get it done by our Super Bowl and that's concerning to me. Very concerning. I look at your timeline and I know we were working on it last year, the design. Though that Civic Plaza is going to be critical to us if we're going to attract any of the events around Super Bowl and bring them into our city. And if that's not complete, we are not going to be able to attract and be a part of that game. So I don't know if something can be done with that, but I would think that that's a critical component to expedite. Period.

Dave Lipinski: We have tried to work with the City staff and the Super Bowl committee. We are going to try and complete the portions that we get the most benefit out of for those events. We are going to sit down and if we bring it to Council, that's going to be our first discussion, is that what does our picture need to be for the Super Bowl? Do we go out and open up our entry to downtown? So, the discussions that we have and with the limited construction that we have, it would be awfully tight to not disrupt the events that we have coming in downtown. We will pick it apart and see if it is right for that.

Mayor Lane: Thank you Councilwoman. Yes, Councilman Phillips.

[Time: 00:54:48]

Councilman Phillips: Thank you Mayor. I'll just start out with Councilmember Virginia's comments and everyone says thank you staff and I think that you have done a great job, and you have done a great job, but I almost think that you are kind of like looking forward to this. Now, you have some projects and it is fun it's your job to do. I would be excited to be able to design some of these. The Civic Center Plaza, that's a priority too and if there's any way we can get it done quicker, I think we should look into that. If you look at the ballpark and it has to be done by spring training and by God, we got it done. If we can do it, we can do it. I'll agree with the, if we can move up the daycare at Granite Reef. And also Councilwoman Milhaven's comments that keep the vendors in the negotiations and the event producers before we make a decision on that. I think it is a great idea.

Mayor Lane: Thank you. I would add a little bit to Councilmember Korte's statement too. If we can add those components that fit into our longer-term plan and at the same time, accommodate something that is in front of it with a total build out. But we don't want to be rushing into it irrespective of the NFL. So, I think that is a good comment on that. Any other questions from Council? Well, I think on the overall, an excellent job really with some of the consideration of some of the items that we have talked about, I think that we are on a good path. So, thank you.

Mayor Lane: Okay, we are going to move right along to our second item. Incidentally just to reconfirm to the audience that maybe watching or listening, this is a Work Study Session and our point is to not make decisions, but give guidance to staff on the items that are before us in the Work Study Session, which we have just accomplished on the Bond 2019.

## **ITEM 2 – OLD TOWN SCOTTSDALE PARKING**

[Time: 00:57:32]

Mayor Lane: And now, the Old Town Scottsdale Parking. Our presenter of course is Randy Grant, our Planning and Development Services Director. I'm sorry, Mr....

[Time: 00:57:45]

Senior Planner Bryan Cluff: Good evening Mayor Lane and Council, Bryan Cluff, Senior Planner with the Planning Department.

Mayor Lane: Sorry about that, Bryan. Yes, it's good to have you both here. Thank you.

Planning and Development Services Director Randy Grant: Bryan has been instrumental in a number of the larger projects in downtown, he's been very helpful, as has Dan Worth in putting this presentation together. It looks like a lot of slides and it covers a lot of material and I promise to get you through as expeditiously as possible. But this is a very complex topic and as you know a lot of people have a great deal of interest in it, so I don't want to shortchange the information. The policies that we've used for decades in guiding downtown parking management are first of all is the presumption of maintaining free parking. Periodically that comes up but we always the principle that free parking is valuable. Second is to provide options for small property owners to be able to reinvest in their property without making parking a deal-killer. In other words to provide them options with which they can acquire parking if

they're not able to provide it on their lot, particularly on small lot situations.

The third is to bring more people to downtown to support businesses. That's kind of a primary function of everything we do, is to promote the vitality of the business owners downtown. Fourth is to promote the efficient use of parking, recognizing that it is an increasingly expensive and valuable resource. So, we want to make full use of it when we have it available. Next is to provide adequate public parking within an acceptable walking distance. Obviously what is acceptable varies from individual to individual. We are going to talk about that in a few moments, as well. Next, to acknowledge that parking needs in downtown exist and to anticipate future needs neither excessively over-parking or under-parking in the downtown. Space is a problem and space that is used up by parking is not space that can be used for business purposes, so we need to manage it accordingly. And finally to acknowledge that special events and circumstances such as spring training, special events, Canal Convergence, art fest, are going to create some parking shortages in some areas.

One of the planning principles that we always use in looking at new development is you don't park for the day after Thanksgiving. If you do, you end up with a lot of spaces that are not used 364 days a year. So we want to manage those spaces, so that by and large they are fully utilized, and there is adequate space, but not that we have spaces sitting empty for most of the year. Building on past plans and studies, this goes from 1984 when the Downtown Plan was first adopted to the Walker parking study in 2015, and to the Downtown Plan update in 2018. We have used all of those resources and information to prepare the program for this evening and look forward into the future.

[Time: 01:00:50]

Tonight's presentation is going to be in four parts. The first is a historical perspective. We're going to talk about some of the things that got us where we are today. And those include Improvement District Lots, where public lots are located, how much parking there is in them, on-street parking, on-lot parking, P-2 and P-3 credits, in-lieu parking and the Downtown Overlay. All of these create an intricate, complex layer of things that you pull on one and it affects the other, but they all contribute to the parking situation downtown. The second component is looking at parking pedestrians in Old Town. Third is looking at current conditions, and fourth is planning for the future.

Historical perspective, in the 60s and 70s, there were Improvement Districts. These were a popular way and common way of providing parking at the time. As a business owner within one of the Improvement Districts, you bought the spaces that were required for your business. You could also buy at a discounted rate spaces in addition that you could use for expansion for your business and many property owners chose to do so. Those credits run with the lot. They are a legal entitlement and they are primarily in two areas. One is in the Third, Fifth Avenue area, the surface lot that is currently the parking structure in Craftsman Court, and in the Main Street area from Indian School down to Second. Public parking lots and structures, there are over 30 parking lots and structures distributed through Old Town and they total more than 6600 public parking spaces. You can see from the map that they are distributed in both large and small quantities, the idea being to provide space within a walkable distance, preferably that you park once and walk. But recognizing that the size of the downtown that you're going to need to move around, that you have public parking accessible from all locations.

On-street parking was the original downtown parking. Prior to 2005, on-street parking was counted towards the requirements for businesses that fronted onto them. In 2005, the ordinance was changed,

it actually made it more stringent and required that businesses provide parking, not counting the spaces in front of their businesses, and that was an acknowledgement that on-street parking is truly public parking and isn't associated with any particular businesses adjacent to it. Today, there are more than 2300 on-street parking spaces. We'll look at how those are located. This shows the parking lots and structures. The blue lines are the locations of on-street parking. You can see pretty a comfortable coverage of all areas of the downtown with the possible exception of over by the hospital. They provide their own parking. It is not public but it is provided for their business.

[Time: 01:04:03]

We also have evening and weekend spaces in addition to the daytime spaces that are available. You see how the 24-hour vs. the 24-hour on-street parking and evening/weekend spaces are distributed. This shows a graphic representation of parking areas that are located on lots. So these are not public spaces, and they're not on-street spaces. They are actually parking areas that are located on individual lots and they are significant. On the left is on the Third-Fifth Avenue area. On the right, is the west Main, old Main area and you can see that there are quite a few areas where parking is provided, that may not counted towards public parking. P-2 and P-3 is a designation that started in 1972 and it's specific to one particular area downtown that I'll show you a map of. The idea was that those lots in that area were small enough and they had alley parking that was designated, usually for each lot. And that between the alley parking, the on-street parking and the public parking that was provided in some lots in the area that there would be adequate spaces to be able to allow credits for those property owners to claim.

And so credits were distributed and those run with the property as well. As you can see the area that we are talking about is in the northeast quadrant from Camelback down to 3<sup>rd</sup> Avenue and along both sides of Drinkwater. The third is the areas that are designated for on-street parking and those are areas that cannot be changed without the Council's approval. And the P-3 and P-2 areas are areas that the lots have been granted. In-lieu parking is what many cities use to provide a parking option to property owners that can't provide parking on lot. And it provides them with the opportunity to buy in-lieu parking, with the theory being that when they buy in-lieu parking that money is taken and used to provide parking within the area. This was initiated in 1985 to allow reinvestment on properties that simply couldn't meet their own parking needs. At the time, a parking space was valued at \$7,500 a space and that was based on what it cost to build surface parking, to acquire the land and build surface parking. With the increased costs, and the more limited availability of land, the cost has grown faster than the inflation rate that was set in the ordinance. Currently, a space is almost \$14,000 and it costs considerably more than that to build it. So, one of the things that we will be talking about is a potential option for you to adjust what that level in-lieu park is. However, I would point out that it has been kind of a last resort for some property owners who couldn't achieve revitalization on their property without being able to pay into that program.

[Time: 01:07:19]

There are almost 500 in-lieu spaces that have been permanently credited since the program began. From '85 to 2019, \$2.9 million was collected through this program. Currently there is a fund of almost \$310,000 in the fund. And the funds have been used to provide new parking. Often times, these are euphemistically called phantom parking spaces and that is simply not accurate. It is true that you can't go and define exactly where the parking is, but 855 spaces have been constructed with in-lieu funds, and since 1986 3200 downtown spaces have been created. That \$2.9 million went to the creation of those



spaces. So, those parking spaces are very real. This shows the distribution of the parking spaces and they include a considerable amount that were purchased out of the Nordstrom's parking garage, also that were what the city participated in on the Southbridge project, and on the Waterfront garage, all of which are public spaces.

[Time: 01:08:28]

The Downtown Overlay was an overlay that was created in 2003. At the time, there was a need to simplify parking requirements and there was a need to stimulate revitalization, particularly encouraging second story additions, residential units above retail units. So, the Downtown Overlay was an option that allowed the addition of up to 2000 square feet added to a lot without additional parking being required. It also simplified the process of determining public, or parking requirement for existing properties and it applied to the additions of additions to existing lots and properties not to lot assemblages.

The next area is talking a little bit about pedestrian access and parking in Old Town. The red dots indicate the location of public parking lots or structures. Just for reference, the distance between the east end of the Scottsdale mall to the Brown entrance to Civic Center mall is about 1320 feet, about a  $\frac{1}{4}$  of a mile, about a 6 minute walk. It's also the distance from the east end of Fashion Square to the west end of Fashion Square. And this shows a radius of 1320 feet around all of the parking structures and lots. And you see a pretty good coverage. Some people would say 1320 feet, or two blocks, is a long way to walk during sometimes in the year. So we looked at it a different way. 660-feet is about one block, and it's the distance from the front door of City Hall to the main entrance of the Center for Performing Arts, about a 3-minute walk. The red areas indicate the radius around that.

I would also point out that 660-feet is about the distance from the Nordstrom parking garage to Fifth Avenue, south of the Marshall Way bridge. So, comfortable walking distance. I would agree with people who say it is not comfortable all times of the year. But one of the things that's a principle in our downtown design guidelines is providing shade and covered walkways, street furniture, inviting spaces, wide sidewalks and other types of visual interest and when we are successful at doing that, 660-feet is very walkable. Parking in Old Town with 6600 spaces that are available to the public. 2361 on-street spaces, there are about 9,000 spaces that are public spaces in Old Town. In addition, there are over 9,000 spaces that are in private parking lots within Old Town. Although these aren't always available to the public, they do help to provide parking for employees and patrons of businesses on which those lots are located.

[Time: 01:11:21]

So in total there's about 18,000 parking spaces serving Old Town. That does not include what's north of Camelback and what's south of Osborn. When you include those, it is over 30,000 spaces. The Walker study in 2015 is the most recent study that have that looked at parking on the downtown basis. It was focused primarily on the northeast quadrant but it did validate assumptions in all parts of downtown. And it showed that the overall supply of parking downtown is adequate. It also demonstrated that it is not perfectly distributed, so the northeast quadrant is the area that gets a lot of attention and has been talked about this evening in terms of being unevenly balanced. And so in the future when we are looking at providing additional public parking opportunities, this distribution may be one of the criteria that you use to determine where that is placed.

Current conditions. I would not represent this as a scientific study. And I know that Mr. Thompson this evening said this is not the experiences they live with day-to-day. So, these slides are only representing anecdotally my experience on a January day at 2 o'clock in the afternoon looking, just walking downtown. The Stagebrush Theater and the Loloma lot. The Stagebrush Theater which is 660 feet south of Main Street, had a considerable number of parking spaces available. I know that one of the concerns is that perhaps, it is not well marked enough, and we need more way finding and identification of those areas. Again, it gets to the question, is there an adequate supply of parking or is it just not convenient or easy to find?

This shows the parking deck of Civic Center garage. The left is the first deck underneath Brown Street garage and the right is the Rose Garden. The one area that I did find that was fully utilized is the Third-Fifth Avenue garage and it was full. This looks at actual space counts during events during last year. They show that on March 7th when there was a Giants game and the Art Walk, there were spaces in all of the parking lots that were counted. On March 9th with three events, including the Farmer's Market and Arts Festival the limited parking supply was primarily at the museum garage. On March 15th when there was a Giants game the Civic Center Library lot was full. And on March 17 there was a Sunday art fair and a Giants game, the Civic Center and the Library garage were full. Again this reinforces while on specific events, there are limited supplies in some locations, there are excess supplies in other locations. And it may be a matter of steering people towards the opportunities that exist.

[Time: 01:14:37]

One thing that we have particularly heard about lately and it relates to how many spaces there are for a certain type of development. The land use is different than in most cities and usually expressed as one parking space per square feet or one parking space per dwelling unit. If you get a restaurant that is very trendy or popular, their parking requirement is not going to be adequate. If you get business that the square footage is too high or too low, the parking maybe too high or too low for the business. Sharing the parking that is available between uses that are not operating on the same peak. Parking is, required parking is intended to accommodate all users, but it is on a mixed-use basis. When you get into the suburban standards that is where each business needs to stand on its own because there are no other options for parking.

If you are not parking on the lot, you are parking on the street. Mixed-use and time reductions are allowed. And when there is capacity and commonly, it is a hotel. And their parking is in demand in the night and otherwise, it is going to sit vacant. The other idea is that we can share parking between uses. We also don't want to overbuild parking the resources that are required to do so. There are parking reductions that are required with a master plan and it has to come to Council, but again, off space uses. The shortage of parking often relates to convenience and not supply or availability. Sometimes parking is not well designated and there can be a perception that it is not available.

The management of parking can dramatically increase availability. Dedicating it for one particular use may prevent the use for other types of uses that may need that parking and their need. One of the things that we would like to do with the changes and the trends that are occurring with the parking and looking at the businesses that were provided excess spaces that were provided when they opened and perhaps, not necessary and the City can make them available to other users and we provide the parking without having to build it.

[Time: 01:18:17]

Technology can also help identify available parking. We had a pilot program where the pucks were put under parking spaces and they identified for people that downloaded an app where parking was available. It was successful, it wasn't widely used. So I don't know if it's something we'll come back to, to talk about expanding. But there are constant changes in technology that may make it much easier to identify where parking is available on a real-time basis. Other cities pretty widely address parking through metered parking and generate revenue and manage parking and structured paid parking arrangements, Scottsdale has consistently chosen not to follow that model. I want to point out because they are often comparisons to what other cities are doing. This is typical for other cities, to require payment for parking.

Now related to parking requirements, often times we're compared to other valley cities. I wanted to make some comparisons and distinctions and non-downtown areas. All of the Valley cities that we looked at have different parking requirements for downtown. Again, this reflects the mixed-use and shared use of downtowns as opposed to more suburban business applications. Phoenix, Peoria and Surprise don't have minimum parking requirements in their downtown. Avondale and Gilbert can reduce parking requirements in downtown by up to 50% if it's proven to be adequate. Chandler, Glendale, Mesa and Tempe have discretion to establish parking requirements at the time that mixed-use development is approved. Some cities in this survey are generating revenue from downtown parking. They are selling you the parking and they would prefer that businesses don't provide it on an individual basis. Therefore you would buy it from them, but that is a comparison with other cities.

[Time: 01:20:21]

All Valley cities have lower parking requirements for hotels than Scottsdale does. Currently our requirement is 1.25 spaces per room. It has been demonstrated that with ride sharing services, that's way over what is necessary. We have been coming to you with some hotels that are in the .8 or .9 range per room. The 1.25 includes provision for employee, restaurant parking, and conference facilities that are typically associated with smaller applications. Not a destination restaurant. Not a large conference facility. But the 1.25 is a combination of those things. If we lower the parking requirement, we may want to take a look at what it takes to combine the per room count, key count for parking and also, to accommodate the other peripheral uses. Chandler and Gilbert have higher parking requirement for call centers than they do for other types of professional offices. The call centers obviously where you put a large number of people in a small space and parking requirement increases. All have similar requirements for retail uses. Most of the cities that we looked at do require some type of guest parking for multi-family. And Gilbert and Glendale have the same requirement for multi-family as Scottsdale.

Others do require more parking for multi-family uses. Trends in parking. There has been an unbelievably dramatic increase in the use of ride sharing, Uber and Lyft services. It's kind of transformed the rental car and hotel industry in terms of how they operate. Autonomous vehicles will change parking patterns. There are changes in transportation preferences, particularly, for millennials that are choosing other types of transportation. They are making decisions on things other than purchase of cars. Not to say that everybody is going to give up their car. I don't think that's realistic. But these trends are representative of what's happening nationally and will affect parking trends in Scottsdale.

[Time: 01:22:42]

Some cities as I indicated earlier are eliminating parking minimums. That's not typical but it is occurring. This shows you a representation of the change in ride sharing vs. taxis and rental cars. It's gone up 837% in three years. People are simply not traveling the way they used to. The impact, particularly, for hotels is when someone is not renting a car at the airport, they are not parking at the hotel. They are coming to the hotel, they're getting dropped off. When they want to go somewhere else, they are taking the same ride share, taking a taxi or perhaps they're renting a car at the hotel and they're traveling based on the availability of that and not on a rental car opportunity as they have in the past. There is also a variation in vehicle ownership rates. It is not hugely significant, but again, we are talking about trends that might play out over 15 to 20 years. We're seeing that the vehicle ownership rates in Old Town condos for example are much less than they are in Paradise Valley or Desert Mountain. Again, you can't paint too broad a picture with this but it is a representation of a change that is occurring.

We talked a little bit about hotel parking so I won't go into this. Experience Scottsdale did a survey and 44% of the guests park at the hotel. 89% only need one space per two or three rooms. We are seeing this perhaps more, a more rapid change in this than other types of transportation options, but parking is changing. Trends in residential parking and car sharing is increasing in popularity. There is little indication that parking is deterring lease rates or occupancy rate, which in Scottsdale are the highest in the valley. Generally, we are hearing from the people who are proposing this, they know what they need. If their users aren't satisfied, they can't lease the rooms and they need the money. So, they are depending on the highest least rate in the valley. As we plan for tomorrow, a number of things are self-evident. But we shouldn't plan for tomorrow using only today's assumptions in technology. Change is going to happen. We don't know exactly what it is. But change is going to happen. We should plan on an emphasis with flexibility and should have the willingness and ability to adapt to changing conditions.

One thing that Dan Worth has proposed is that when we look at designing parking structures in the future, we should look at designing the ceiling heights to convert them for another type of use in the future. The current parking structures, the ceiling floor doesn't allow it. And again, we need to balance cost with community expectations and not providing either too much cost or too little parking. Some enhancements for you to consider, and I'm getting very close to the end, please bear with me. We could look at modifying the in-lieu program. If the Council desires we can charge the market rate for what it costs to build parking. That would significantly deter people from being able to use that option if they need it to revitalize their property. We can look at amending the parking requirements in the zoning ordinance going forward. We can enhance way-finding and make availability of parking more apparent to people who are looking for it. We can form strategic partnerships with the private sector to more fully utilize the spaces they have rather than building additional public parking.

[Time: -1:27:01]

We can look at the management of parking and maybe increase the number of spaces that are 2 to 3-hour limited. We can look at other ride sharing alternatives. We could look at paid vs. free parking. I don't think that we will, but it is an option. We could look at increasing the data that we have. The 2015 parking study is now five years old. Things change rapidly, so if you direct us to do another parking study and look at the trends that are likely to happen in the future, we would be happy to do that. And

the bond study and certainly, the voters have approved that. That's the end of the presentation that we have, and we would be happy to answer any questions.

Mayor Lane: Thank you, Randy. We appreciate that. Any questions? Yes, Councilman Phillips.

[Time: 01:28:10]

Councilman Phillips: Thank you, Mayor. Thank you for that bureaucratic analysis.

Randy Grant: You're welcome.

Councilman Phillips: Holy cow. I'm going to get right to business. We are looking at what we had on the petition and everyone can go back to the petition later. Number one was the Downtown Overlay parking requirement. Requiring two spaces for two bedroom and one space for each additional. Parking must be at the rate of one parking space for each resident at the unit. Hotel and lodging facilities must park on-site. Hotel facilities like a conference room must include additional parking at the rate of one space for 50 square feet. And number five, add at least, one level to the stagecoach parking lot. And also, I would like to see us raise the in-lieu parking fee and we can remove or modify the requirement for remodeling to a certain percentage, so it is not an undue burden. If you are only adding 45 square feet or just remodeling, I don't think that you should have to buy another space. I think that we can adjust that. And I like the idea of the adaptive garages and if we build a garage maybe we can use it for something else later in 2050 when people don't drive anymore, and that's it.

[Time: 01:30:22]

Mayor Lane: Thank you, Councilman. Any other questions of Mr. Grant? I've got a couple then. I will just say that I guess, I'm going to first ask a couple of questions. I think that one of the concerns that I've had, and we have talked about the trends and of course, our entire policy for downtown has been a live, work, and thrive environment. The Uber and Lyft is no longer a phenomenon and the idea of renting a car and parking at a fee sitting there not used, we must be experiencing, or I should say that some of our hotels are experiencing the reality of that. I'm wondering if that is included in your statistical iterations here, with the umm.....

Randy Grant: There have been proposals that have provided structured parking as a part of their requirement.

Mayor Lane: But that was suitable for to be converted if in fact, it wasn't any longer going to be used for parking and office space?

Randy Grant: It could be, Mayor, I'm not familiar with that.

Mayor Lane: Okay, because I have heard that a number of times. I don't know if it was suggested or considered. There was a strong belief that the movement was going to make those parking garages not absolutely obsolete, but certainly in the numbers that you have proposed. You made a statement in your PowerPoint presentation that the parking requirement in comparison to the benchmark cities exceeded by at least, 25% the other cities in the benchmark. How higher does that benchmark go? Or is that an average rather than the least?

Randy Grant: I believe that was related to hotels where we are at 1.25 and the highest requirement for the other valley cities is one space per key. So, we are 25% over.

Mayor Lane: What you are suggesting with that statement, there are others that don't even require the one?

Randy Grant: Correct. And most cities have the potential to reduce the requirement when it can be demonstrated, and hotels are now doing that.

[Time: 01:33:35]

Mayor Lane: One other thing, we have some private parking arrangements that are made. Specifically, about the church on the east side of Miller. It is a large surface parking lot that is generally sold during spring training season. I don't know if it is exactly at capacity each and every time or what, but it is probably at least, as convenient of the other options that are provided. Is that included in the peak need?

Randy Grant: It takes a lot of the capacity for spring training games that are provided in lots such as that. That can be something that we can look at accommodating special events that have a higher peak for days that don't have spring training or art fest.

Mayor Lane: And you run the risk it is not always going to be available, but they may coincide with the shifting and shifting of parking car requirements. I would have to say that I agree, not that it is hard for me necessarily, but I agree with Councilman Phillips and I think that some of the things that you have suggested are front and foremost of what we really need to make sure that we are doing this in a thoughtful way. There is significant evidence that the devaluation of downtown goes hand-in-hand in decreasing elements for parking when in fact, it is not utilized or needed and that pulls people away from our market. If that would happen, I don't know, but nonetheless, it is a concern.

Just a note, our Channel 11 is running a historical film. I don't know if some of you have seen it with Mayor Drinkwater in his later days and he talked about the need to revitalize Downtown Scottsdale in the mid-80s and bringing population and people to downtown and how important it was. But parking was an issue then to accommodate what they want to do in expanding. I think that we have been through a couple of cycles since then, but nonetheless, it is an interesting report to watch. If anyone wants a link to that, I will be happy to supply. You can get it from channel 11, as well.

[Time: 01:36:21]

Personally, I very much appreciate what you have done here. I'm not signing off for the group here. But I think that it is a very calculated and comprehensive look at this. I think that some combination of these things can be implemented to ease the pressure and/or change it. We are talking about the future and some of the projections that we are talking about for the future may influence what we are thinking that we need now for the future. We are already at a point and it has been demonstrated by your stats that we already need some half that. Forcing anyone with property that has to have a component for parking. I think a primary thing that we have been trying to nation off for, face off for some time when we added one or two decks to the Galleria corporate center, is it one or two decks?

Was it two? That was a movement towards that.

I don't know if I heard if that eased anything. It didn't sound like it worked too well. I realize that we are working with private property owner with their private building how they incorporate their parking spaces. There has to be some element, if we can, where there is a number of spaces that have gone unallocated. I have been downtown at the art walk on a Thursday night and to Mr. Thompson's comments and maybe it is direction. There is a ghost town and nobody down there. I'm almost cautious to release that information because I may lose that available parking. But nevertheless, it is that.

And as one of your pictures illustrated, certainly the parking by the theater and the surface parking and it is not that much out of the way from other things and better than driving around. Some of those components are important. And the corporate one, it might be the toughest one is the best way. Permits in the garage and it was offered up by one of the others that gave some testimony on that. The one thing that we do not want to do is force this on someone in a very costly experiment as far as increasing space without exploring the utility that we have. I think that you demonstrated that well with your presentation and statistics. Yes, Councilwoman Klapp?

[Time: 01:40:19]

Councilwoman Klapp: On your slide on valley comparison that the Mayor was talking about, you have a line on there that says, "most valley cities require guest parking for multi-family projects." And I would like to, not this moment, but some point you can give it to me privately. I would like to know more about what the other valley cities do. Because if they are providing guest parking for multi-family, how much is it? I believe that's one of the biggest issues is guest parking all over downtown. So, multi-family projects, I believe should have some requirement. I don't know what that requirement should be. But some requirement for guests to be able to park and visit the tenants in the multi-family project. That's also something that I think that hotels should be providing. Some do. Some don't.

And so, in those instances where there is a hotel that has no guest parking and I can think of one that is real close to here that I went to a few months ago for a breakfast meeting. I pulled up to the front. And I said, where is your parking? They said, we don't have any. Do you have a parking garage? Yes, you can pay for the 2 or 3-hour rate or park on the street. So, I drove around and parked a few blocks away. I kept thinking about that. We are hearing that hotels are experiencing less requirement for parking in the garage for Uber and many of them have spaces in there that aren't being used, so why don't they provide a voucher when a guest pulls up and here, you can have a voucher and park for two hours while you are in the hotel. There has to be some responsibility for hotels and if they have a reduced parking requirement because of the Uber effect, most existing hotels might have parking spaces sitting there. Retail guests come at lunch hour and then, it is dead for two or three hours and then, around five, they start going to the businesses.

So 5 o'clock or later is when the pressure is again on the businesses. Not at 1:45 p.m. in the afternoon. I don't know when the pictures were taken in the parking garages. Was it taken at 2 o'clock or 12:00 or whatever? I think there needs to be a better analysis with a different time during the day. I hear from a number of people who want to go downtown to go to their favorite restaurant for lunch and they say, I can't find a parking space for lunch. So, if we want to encourage restaurants to be downtown, we have to consider that. You showed a lot of private land, small spaces, private land that have parking on them.

But we know that the properties in downtown are being sold and resold these days for things, other development. And so, we need to take into consideration that those other private parking spaces there going to go away. Whatever is going to replace them is not going to have as much parking available. The reason I bring this up is when restaurants for example, contract for valet parking, they go to a private person and say, can I rent some of that land for my valet parking? And when that land goes away, they have no place. I have heard this from a number of businesses in the area. If they are using valet parking, they are very afraid as land gets sold off, their private parking agreements for land are going to go away.

[Time: 01:46:16]

This is a future problem. Not necessarily today. That's part of the reason that business owners and merchants and as they talk about the future that as these properties get developed or redeveloped and it takes away whatever park is there. Or it might be multi-family that doesn't have guest parking requirements and that means that more and more of the parking spaces are going to be taken up by whatever that new development is. With that, I would say that most of all of the suggestions that you make in the end I would agree with if you are pursuing, with the exception of parking meters. I wouldn't do that. And definitely increase the way-finding. People do not know where parking spaces are. I looked at that parking app that has been available, but it is not real user friendly. It does tell you where parking spaces are, but it is not very good. There are probably better apps today.

I know that we have very strict signage requirements, but if there is some way to let people know there is parking nearby. I bet most people don't know where the parking spaces are down by the museum. I think having more time limitations in certain areas, so that people don't take the parking for all day long is appropriate. If we do that, I know that we have to have more monitoring. It does no good to have increased time limitations on parking and then, nobody checks it. I have heard that from people. They see there is 2 or 3-hour parking in a certain place, but nobody ever drives by and checks it. Those people who work downtown are very savvy and know where to park in order to keep their parking space all day long.

And another parking study. I think that 2015 is very, very old. This is old data that we are looking at with the last study. In the retail business, people will not walk very far to a store. If you have the parking too far from them, they are not going to go to your store, they are going to go somewhere elsewhere the parking is available because there is too many choices. That's the critical nature of the merchants that there downtown. They need to have the parking close to them that is available. So, the customers don't give up and go somewhere else.

Mayor Lane: Thank you. Councilwoman Whitehead.

[Time: 01:49:33]

Councilwoman Whitehead: I think that was an incredibly thorough report and combined with the citizens who did a tremendous amount of research. I feel like I have a lot of information. I want to say thank you to both parties. I appreciate all of you for doing a lot of homework. I want to say what I see; I see an immediate problem at the Galleria, and I think that needs to be resolved. In addition, on Main Street, if we have people who shouldn't be parking at the Galleria, I agree if you are a retailer, people should be able to park in front and go in. At the Galleria if they are parking all day in front of Bob's



gallery, let's see if we can find some solutions.

And then, there is some near term. Right now, we are kind of okay, except we have these exacerbated locations, the Galleria. We have a few years before we are building garages. There is a lot that we can do. In fact, I don't want to do a parking study until we tap into some of the ideas. You caught on some of the ideas that I had. I think part of the problem is the tremendous increase in residential. So I do think that we should be reviewing residential code and considering guest parking. I think that's what I would want. The call center, that was really interesting, that Chandler. Wouldn't that have solved the Galleria?

Maybe we need more parking for call centers and more enforced parking in hotels. When looking at this code, the word flexibility kept coming up. I would rather not have designated spots. If there is a nighttime event and fewer workers, but an increase in guests, we want to use every single parking spot as much as possible. Every parking spot that is empty, is using taxpayer money. You mentioned tapping private spaces. That's what I have been thinking about. Do we have an inventory of all private spaces in downtown? Because I think that we definitely need to be planning our peak month, March, by using either using the church or the office building on Scottsdale Road and even if we, the City paid to rent their spots for those peak times, we save taxpayers a boat load of money. It is a sharing economy.

[Time: 01:52:51]

We are waiting a couple three years before we build anything, so let's try to really tap the private spaces. I also hate to tell everybody, but I park in the garages by myself. How about painting the roads with a big "P" this way."? You are painting the road and steering people into these garages. I would support raising the in-lieu parking. I think that's a great idea too. My kid, of course, my kid has the app. But I have had 70-year-olds pull it up and show me. We are not going to charge for parking, but if we want to do apps there are probably a lot of apps that would work better than the one that we have.

To me, if we have painting on the road, instead of signs, that probably would be better than the app. If we have a public-private partnership, there should be no valet, in my opinion. That's an area that I think that we can improve on. How we disallow valet parking. I'm not opposed to doing a parking study, just today. But it would be much more helpful to us in planning where we put those parking garages. That's how I see it. Thank you for all of the work that you do.

Mayor Lane: Thank you.

[Time: 01:54:51]

Vice Mayor Littlefield: Thank you, Mayor. I basically agree with what a lot of folks said here already. Downtown parking is an issue and we need to get ahead of it now before it grows into a bigger issue. The complaints that we hear about now concern the problems of the foreseeable future. As we build downtown, we are going to have a need for more parking. The Galleria is a perfect example of that. Looking at the Galleria would be a good idea and they are mooching, if you will and taking some of the spots that are meant to be public because they don't want to pay for the spots in the Galleria. That's something that we should be looking at and finding a fix for.

If the City Council never approves another bigger development in the downtown area, the ones that we

approve are going to require more parking. I have heard it from day one, there is not enough parking. Also, if you can't find a parking garage and you don't know where it is, it doesn't exist. There is no point in building a parking garage where no one knows where it is, can't find it, can't use it, and there is no way of looking for it. I think that using apps, pointing the road if we have to, maybe on the side of the building that says "parking". We have to explore what is found and known to be usable. A finding app is good, but not maybe the one that we use.

I'm all for a parking study. I have to tell you; I believe there is a huge parking problem in our downtown. I will give you one example. My husband and I went out to dinner in our downtown. We were at a dead stop on the road because there was no place to park. Some idiot pulled out in front of us and got angry. That's how you kill people. That's the reality that is out there and we need to fix this. I have questions. How much parking do we need? What is the demand for? How should it be located? Where is it going to be located? And who is going to pay for it? I think that we definitely need to do a study.

[Time: 01:58:00]

For question three, it is on the developers and the developers of these big projects. The only way that I see to do that is increasing the requirements of our parking code. We need to have parking in the code and required by the developers or that \$22 million taxpayer bond money that is supposed to go to public parking is going to go to the new hotels and the multi-family units and the condos and the offices that are going before us and basically, that becomes a subsidy to the developers and I do not believe that's what our voters voted for.

I did it a little bit different. I went down Marilyn's petition. Thank you, Marilyn. I have a couple of recommendations. First and foremost, add guest parking to our parking code. We need that. We cannot not have it and expect an area that is full of hotels and apartments and rental condos and all of this to not have guest parking. That's a number one priority. They are going to invite their family, kids have friends, service people come over. So, you need to have parking available. I like Marilyn's suggestion of 1.5 spaces for a one-bedroom, two spaces for a two-to-three- bedroom and one space for each additional bedroom, four or more. There are not going to be very many of those, so I don't think that's a big problem. Guest parking at the rate of one on-site space per residential unit. You can change that to make sure it is appropriate. But do a study to find out what is really on the ground, not what is ideal in Glendale because I don't really care what is ideal for Glendale. They should know how many employees they are going to have at any one time. Take an average or the most that would be there at any time and put it there as designated employee parking, so they don't take the public parking spaces to park, which is what is happening in the Galleria.

So, we have a perfect example of that. Item number four we have already covered. Five is okay. For 6 and 7, we need to have it included in whatever study we do. How many parking spaces for a hotel or downtown conference center, I don't know? So, we need to have a study done. Number 3 and 4 are both yeses for me on her little pad there. As far as the in-lieu parking, I have mixed feelings about that because it doesn't seem to be working very well. If we can find a way to make it work better, I'm all ears. I'd like to hear it. I have people come to me and say, I have paid for parking and don't have it. There is a disconnect between the understanding and what people who are parking for this, and what it is really. That's basically, I think, all I have to say. If you can't find it, don't be surprised if nobody uses it. So, we definitely need signage for the parking that we have. That's it.

Mayor Lane: Thank you. Councilmember Korte.

[Time: 02:03:32]

Councilmember Korte: Thank you, Mayor. My comments may not be very helpful. But I really want to express my concern about taking the issue of parking outside a larger conversation. I think that we should be having a more holistic conversation around our parking needs. That's really around the lack of our public transportation, the lack of linkages, and providing transportation options for our workforce. If we look at our workforce, we import 87% of our workforce every day and that equates to approximately 35,000 people into our downtown alone. 35,000 people. So, extrapolate even say 80% of those are in cars, so you're looking at 28,000. And those people are parking somewhere. Wouldn't it be great if we could perhaps eliminate 30% of that 28,000 and that would alleviate oh gosh about 4000 more parking spaces for our citizens and for our visitors? I think this parking issue needs to be in a broader conversation around work force, around transportation, and transportation options. We look at the trends and the trends are pretty specific. There are less driver's licenses being issued today. There are fewer people owning cars. There seems to be more flexibility in sharing cars and of course, Uber and Lyft. I think that we should be thinking more sustainability and a sustainable community rather than putting \$20 million into a parking garage. I think we need to look at resilient solutions rather than the old guard solutions. Having said that, wasn't this based on a parking study that was done last year? Didn't we fund a parking study in 2019?

Randy Grant: There was a parking study update by Walker in 2015.

Councilmember Korte: I thought there was a parking study being done to update before we had a conversation around this.

Randy Grant: There are a lot of parking studies done with each development that comes in, but we're not currently doing one.

Councilmember Korte: Was there any parking study done with the Downtown 2.0 study? Was there anything on parking when we spent so much time on the Downtown 2.0 study. Because if you look back at that Downtown 2.0 study, it doesn't talk about parking and it talks about being pedestrian friendly and walkable, and creating shade, and benches and creating safe and wide sidewalks to create a more resilient and pedestrian friendly downtown. And I think that should be all part of that holistic conversation. Having said that, I support the increase in the 2 to 3-hour parking limit. That probably aggravates more the employees than anyone else because they go out and change their spot and go back into parking spot. Trust me, I was there for many years. I also believe that perhaps we need to have specific Uber and Lyft turnouts so areas to catch an Uber or Lyft serves the community. And there could be identifiable areas to catch an Uber or Lyft and be safer.

[Time: 02:07:50]

I think the in-lieu parking needs to be modified. And increase it so it becomes a not a viable option. The number of guest parking in multi-family, I think we should be increasing that a little bit but not significantly to where we become uncompetitive for investors to build multi-family and more strategic partnerships. You know, we do have paid parking in Scottsdale. They are private parking lots. I just spent a weekend in downtown Phoenix at a seminar where I had to park overnight, and it cost me \$36 a

night. People use these paid parking lots and it seems to be a normal thing. In fact, people are surprised when they don't have to pay for parking. Perhaps we need to look at paid parking and look at what other cities are doing with that revenue. I know that Tempe collects about \$150,000-\$250,000 a year in their parking revenue, and they invest it back into their downtown. Maybe that's just something to look at. It is part of the conversation that we should have. Again, under that holistic umbrella, which is probably not, shall we say, not realistic. But I think it needs to be done and the conversation needs to be had in the community around these options and a community conversation. Thank you.

Mayor Lane: Thank you. Yes, Councilwoman Milhaven.

[Time: 02:09:48]

Councilwoman Milhaven: I will try and be brief. One of our speakers and Mr. Thompson said, he's worried about our future. So I think doing a study is a really good idea especially if it's five years old, seeing what the changing trends are. I think we have to remember all the things we've already done to support our downtown parking, right? The Museum Square project parked itself and then, we reduced the price of selling the land to the developer by \$7 million for them to build additional public parking to address the concerns of the nearby merchants. So, the project parked itself and we added more parking as belts and suspenders to address people's concerns. The Southbridge project, whether it happens or not, the deal was the City gave up close to \$2 million incentive that would have been paid to the City by the developer for the developer to build additional public parking. Again, belt and suspenders, the project parked itself, merchants were worried it wasn't enough and so, we're adding more public parking.

And there's a \$20 million bond project to build public parking. So I think while we can revisit certainly, I encourage us to revisit and do another parking study, I think we have to remember that we have already done a lot to try to address our downtown parking issues when we have studies tell us that our parking is adequate. I would mention one other thing which is the Galleria, and folks remember, was originally a shopping center. The parking requirements for a shopping center is very different from the requirements for an office space. I go to the mall and spend a few hours and go. It's not we all show up at the same time and spend all day. The Galleria was a miss in terms of not making it as a shopping center and being converted. Unfortunately we can't go back after the fact and say, oh, never mind now, you have to provide more parking because the deal is what it is. The other ironic thing was, the one thing the parking study did tell us was that that northeast quadrant was the least evenly distributed parking. So, maybe there is a chance to do something there.

Real quick I will run through the points. Modify in-lieu program. I think we have to be really careful. I think that hurts the little guy. Right, so the guy that owns a small property and he wants to add a little bit on. If we're going to make it really, because the conversation is to make it a lot more expensive. I might be willing to make it less expensive to help the little guy improve his project. We have to be really careful about modifying that program, it's going to hurt the person that owns the smaller parcel. Improve wayfinding, absolutely. Looking for partnerships with the private sector is a good idea. Increasing 2 or 3-hour parking, I think is great. Maybe doing some data collection, folks said maybe the app. I was trying to pull the app up on my iPad but it's on my phone not my iPad, look at that as well. And certainly, before we do anything, I think that we should update the study and look at what the trends are and what they would recommend. Thank you.

[Time: 02:13:08]

Mayor Lane: Thank you, Councilwoman. I want to add a couple more things. We do have a mass transit system and I think that it serves downtown pretty well. This is not like the airpark where it is a real issue. Certainly, the last mile component that we have talked about for several years now and how to mitigate that. It would be nice to know how many service employees are coming to work via mass transit and even multi-modal. And that is to go towards a study and how we address this and how the entire transportation system is changing a bit as far as how parking is concerned.

Councilwoman Milhaven just mentioned and the Galleria and I think it's really easy for us to forget, but that's exactly what happened. Not only did it go to an office, it also went to a data center. So with McKesson, a huge, huge impact. And one of the things and we can't go back and look at these things to change them and frankly, there is little latitude to be able to add on after the fact in some instances. But that's where the two decks came in. There was two components to that. One is that by virtue of really no parking problem ten years ago, there was parking galore all over the place, but it was dead as a doornail too. One of the things was, when the W went in and invested and frankly in a particularly bad time. I think somewhere along the line, there was an allowance for the available parking in the Galleria parking garage to supplement what they had. They were also looking forward, they thought most of their patrons were not going to be travelers with cars. A couple of components that maybe got misjudged. Some of that was part of the planning. That's why it is all the more important that we look at every element as best as we possibly can before projecting where we are going. Before we make a move that's going to cost someone a lot of money. Maybe even make our downtown non-competitive for people coming in, much less to expand small operations.

I'm concerned about the in-lieu parking fees. My concern about that is, we are essentially subsidizing parking. We took ownership of parking when we developed the system. I don't think there was anything wrong with the idea and we have had it for a number of years. These in-lieu parking components have never paid to the extent that the City has invested in parking garages. You are talking about a huge investment of the City. And I'm saying this in a kidding sense and I'm not in support of incentivizing private parking. And when you drive by and it says \$10 a day. We want you to be parking out in front of Bob's place. No, I'm kidding. Maybe we set-up something to charge for parking. I don't know if that violates our code or ordinance on a temporary basis, but it makes sense. Others are doing it, and I'm not envying them, but it gives us an added potential distribution element to move it away.

In your terms it is more of convenience and not availability, you can say that cost is a factor. If it is convenience, yeah, I got it, if I can park at the curb, nine times out of ten, that's what I would do. I probably would walk that 1,300-feet if it was out in the air and convenient and the cost might be a factor in some areas. But we don't have a cost factor for free parking. We have an element that other communities are not dealing with. I'm not suggesting it. God forbid, I probably won't make it out of the building. But we have to overcome that free parking is hard to beat. You are going to go for the convenience number one, wherever it happens to be. So, those are a few things that I think are worth looking at and continuing on with too when we are talking about special events.

[Time: 02:18:49]

Councilwoman Klapp: I believe that we can't kill the golden goose, as far as I'm concerned. We have the best downtown in the valley and one of the factors is free parking. You can argue that you get money

when you have paid parking, but you change the draw when you come downtown. The need for maintaining free parking, I think is pretty high. I say that because I experienced some dabbling with parking in my old hometown decades ago and someone got the idea of putting in parking meters and narrowing the streets and nobody went in anymore. It was a neat looking street, but nobody liked it.

Mayor Lane: But they didn't have a parking problem.

Councilwoman Klapp: They didn't have a parking problem after that. But when they said, oh God, we we've done the wrong thing. And then, they tore out the parking meters, but nobody came back. It's still a fairly dead downtown. I remember that for many, many years of how it took a great, thriving area and just made it so easy for all the suburban shopping centers to suck up all the customers because they all had free parking. We can't forget that shopping centers have free parking. So, if you come downtown, you should expect to have the same parking accommodation that you get at a shopping center. Looking at this as a big picture. I'm not wanting to go back and revisit the transportation master plan on this. I think we need to deal with the parking issue, and not try to draw it into whether or not we need to have other transit, mass transit or whatever in downtown. I believe that the parking situation stands on its own, we made decisions on the transportation master plan that we're working with today on how we structure our transit system and I don't believe we need to be changing it.

We need to look at the situation as it is today, not start trying to do too many things that's going to mess up the downtown like narrowing streets and going one way and one on another. That's another thing that my old hometown did. It totally confused people. I think that we have such a great downtown. That's why we have such a parking problem. People want to come here. This information that you have just provided us, and it has a wealth of information. We are telling that we have adequate parking because we are relying on a 2015 parking study. People who are there every day say there is a parking problem and we need to fix it. That's my thoughts on that. I know that we have given you a lot of things to consider and do here. Hopefully we can, in the final analysis, when all this is done, we can figure out the best place to put that new parking that's going to be paid for by the bond project.

Mayor Lane: You know I kidded about it, but I wasn't really suggesting parking meters. And honestly but the thing about it is, it is a factor we deal with. I think we have dealt with it well. I think it's definitely something we have to consider as we are going forward. Not necessarily paid parking, but how do how do we manage our picture with that? We're talking about, as Councilwoman Milhaven mentioned earlier, and we are in a process of creating a parking revenue stream at WestWorld for large events. I don't see where downtown is that much different when you are talking about special events if that can work into a management program that might help in that distribution, the utilization. Thank you for allowing me to get that in. Councilmember Korte.

[Time: 02:23:19]

Councilmember Korte: Thank you, Mayor. I think that at the very least, we are not going to be able to bring together a citizen conversation around the bigger picture. Although, we should. I think that's down the road a little bit. At the very least, we should look at the ingress of employees into our downtown and the impact of that on our parking downtown. If it is that significant, as I believe it is, then some solutions around that specifically would be very helpful to our downtown merchants.

Mayor Lane: Any other questions? Team, do we have any other presentation or thoughts from you all?

Have you gotten, I see some significant amount of notes, so I'm presuming that you got quite a bit of information from us? It would be your job to piece all that together. None of us at this table could probably read what you have down there and read back. Is there anything else?

Randy Grant: No, we have gotten very good feedback.

Mayor Lane: I'm sorry.

[Time: 02:24:44]

Vice Mayor Littlefield: Is listening to what everyone said, and a stray thought wondered by and I thought I would share it. If we are going to be doing a study on this and looking at our parking garages where they are trying to notify people where they are and doing that kind of signage, perhaps, using our trolley system to some extent at the entrances to the garages so that people will say, oh, there's a garage and there's a trolley. Maybe I'll park there, hop on the trolley and go where I need to go downtown. It might be a connectivity of various modes like that, that could be helpful.

Mayor Lane: Thank you. I don't see any further questions or comments from the Councilmembers. Thank you, gentlemen, very much for all of the work coming into this and listening to us here. So, with that, we have completed our items for the Work Study, and we have no Mayor or Council items with anything else. With that, I want to thank everyone that has provided input today and being with us today.

#### **ADJOURNMENT**

[Time: 02:25:54]

Mayor Lane: I will take a motion and a second to adjourn. All those in favor, please indicate by 'aye.' We are adjourned.