

From: Greg
To: [Carey Stone](#)
Subject: Your Livermore "Downtown project"
Date: Wednesday, June 21, 2017 8:38:12 AM

From: Greg
Subject: Downtown project

Message Body:

Please STOP trying to turn this city into something it isn't and shouldn't be. The downtown of Livermore is Perfect the way it is; we have friends and family from out of the area who rave about our downtown to the extent they've considered moving here. There is absolutely no need to convert the dirt lot and add more restaurants and shops we have some of the best restaurants bars and shops in the region already and we need that open space for parking and for the fact of not feeling like canned sardines. The building in this city is getting ridiculous but this comment space is just for the downtown project. Thank you.

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This e-mail was sent from a contact form on Your Livermore (<http://yourlivermore.org>)

From: Lisa Herrero
To: [Carey Stone](#)
Subject: Your Livermore "Bright Ideas for Planning Downtown"
Date: Tuesday, June 20, 2017 9:59:05 PM

From: Lisa Herrero
Subject: Bright Ideas for Planning Downtown

Message Body:
Hello,

As a citizen of Livermore for the last eight years and where we are raising two young children, these are our thoughts for the downtown development:

- More Parking
- NO more HOUSES!!!
- A few more restaurants and or shops
- landscaping and architecture should reflect historic quaintness of historic downtown Livermore.
- great landscaping/open space for walking, talking, and meeting up with neighbors....maybe a small playground.

And that is it. Please remember, this is not about the city making money (especially on property taxes). This is about quality of life for its citizens....not just about visitors.

Thank you.

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This e-mail was sent from a contact form on Your Livermore (<http://yourlivermore.org>)

**Glenn Stewart
Livermore**

Who's Running The Show

In last week's Independent Mailbox, Elizabeth Judge said..."There is such pressure to locate a boutique hotel next to the Bankhead that it has become a party line. City staff actually had to correct the paid facilitator who implied that location, with no onsite parking just valet, was a done deal. These lobbyists are in such a big hurry to get their way that Councilmember Woerner was all too willing to attempt to separate the hotel from the total plan just to expedite their wishes."

Susan Steinberg wrote..."It would be a serious error for the City council to rush into a separate premature plan for a downtown hotel before consideration of the entire parcel is decided. Commercial interests and Councilman Woerner seem intent on pushing for a quick decision on this one element of the plan, when the sense of public comment through last summer's long meetings was to plan the whole layout, not just one item. Placement of the hotel next to the Bankhead was faulted as "crowded together" and "unbalanced" with "increased traffic congestion."

Why is Livermore approaching this major downtown development piece meal?

There is no master plan as voiced by Don and Linda Milanese in their Mailbox letter... "We need to plan our downtown development with a clear vision—an organized master plan that takes into account how all its elements relate and coordinate. We need to also include how the 8-acre development interacts with the adjacent parts of downtown. We need to make sure the downtown reflects the community's vision rather than the developer's vision."

In Alan Burnham's Mailbox letter, he stated..."Proceeding with the hotel without an overall plan sounds reasonable until one considers that it may lock in a non-optimal east side location without fair consideration of all options."

Last summer at the two community meetings, the overwhelming concerns were increased traffic, the lack of parking and no residential high-rise condos on the downtown development site. Yet at both the city council and steering committee meetings, there's a push for building a hotel soon.

There have been no discussions on traffic impact with a downtown hotel and no discussions on how many parking spaces are needed. The City Council was presented with six parking garage options in April by Watry-Buehler Collaborative who built Livermore's present parking structure. The City Council asked for additional study of two conventional parking garage options with 380 and 400 vehicles respectively to be constructed at North I Street... presumably to accommodate Presidio's request for hotel parking spaces.

Building a second 400 vehicle garage is not big enough to accommodate the 630 parking spaces on the development sites and to accommodate Presidio's request. A solution is a robotic parking garage that's cheaper to build per parking space than a conventional parking structure. Yet, no discussion about future parking needs and how Livermore will address the traffic and parking concerns.

Presidio stated it wasn't feasible for the hotel to have its own under-the-hotel-parking. They're telling Livermore that they need 195 parking places in our parking garages with valet parking in order to build an East side of Livermore Ave hotel... What? All downtown hotels today provide their own parking spaces.

Who is the target market for a downtown hotel? We've heard from the local wineries that people visiting Livermore's vineyards would stay at an upscale boutique hotel. Most likely these hotel guests would be coming on a tour bus. We haven't heard Presidio say how an eastside hotel would accommodate buses and how tour buses would navigate Livermore Ave.

Last year, Dr William Dunlop at the Lab wrote a letter saying that a percentage of their conferences, training classes and seminars are offsite and having a conference area downtown would provide a demand for hotel guest rooms.

Presidio again stated that having a hotel conference area was not feasible within the hotel structure. They also said it was not feasible at this time to construct a hotel on the Westside of Livermore Ave, as they haven't been told how the larger site will be developed.

Presidio might be a great hotel developer, but I feel that Livermore has failed to provide them with a master project plan that shows how the downtown sites will be developed. We can't have Presidio presenting Livermore with plans that don't address traffic congestion and parking spaces.

An eastside hotel is counting on valet parking shuttling between a parking garage and the hotel creating traffic congestion. An eastside location would have delivery trucks backing into the hotel receiving area from Railroad Ave... more traffic congestion. An eastside location will not accommodate wine tour buses. A 4 or 5 story eastside hotel will dominate the intersection of Railroad and Livermore Ave. How does a big monolithic hotel fit into the charm and character of downtown Livermore?

I assume it's our Community Development Department who is the "project manager" for downtown development. Yet, I don't see their involvement. I see a City Council asking for various studies and selecting building developers and consultants way in advance of knowing what the master plan is.

If Livermore were to say to Presidio, "build the hotel on the east side of Livermore Ave" (SpeeDee Oil Change site)... What exactly will be built on the west side site... high-rise condo buildings and another large parking structure? This is totally not what the community voiced last summer.

Who's running the show?



Lawrence Livermore National Laboratory

July 24, 2015

Mayor John Marchand
Vice Mayor Laureen Turner
Council member Stewart Gary
Council member Steven Spedowski
Council member Bob Woerner

Dear Mayor, Vice Mayor and City Council Members:

As you know, Lawrence Livermore National Security (LLNS), a limited liability company that manages Lawrence Livermore National Laboratory for the U.S. Department of Energy, employs about 6,000 people working to solve some of the nation's most critical problems in national security. Almost half that workforce resides here in Livermore.

We frequently rely on the many amenities provided within the city, as well as surrounding communities, to conduct business. With more than 1,000 high-level visitors each year, we look to the city's many fine restaurants and hospitality offerings to accommodate our Laboratory guests.

In addition, we must routinely seek suitable gathering space, along with sufficient lodging, for the many collaborative activities we conduct each year for thousands of participants. Today, the Laboratory must reach beyond the boundaries of Livermore to secure this space.

LLNS supports the city's efforts to explore the construction of a quality hotel and conference center in the heart of the downtown area. Whether in San Francisco, the East Bay or Silicon Valley, competition for adequate conference room and lodging space is fierce. With the right price point, availability of parking and proximity to quality restaurants and entertainment venues, a conference/lodging facility that could easily handle 200-500 guests would not only complement the city's already competitive list of offerings, it would be of benefit to Lawrence Livermore National Laboratory for a host of activities and its visitors, as well as its employees.

Respectfully,

A handwritten signature in black ink, appearing to read 'William H. Goldstein'.

William H. Goldstein
Director





February 9, 2016

Ad Hoc Advocacy Committee
Attention: Bill Dunlop
2675 Saint Helena Court
Livermore, CA 94550

Dear Bill,

Lawrence Livermore National Laboratory applies forefront science and technology to solve the nation's most pressing problems in national security. To this end, we rely on attracting and retaining a world-class workforce and the ability to reach out to and convene scientists and engineers from around the world. Having the Tri-Valley region as our home and being able to offer its exceptional amenities are key ingredients in our success.

It is for this reason that we have been pleased to observe the thoughtful and measured development of the downtown Livermore area. We have advocated in the past proposals for the development of a hotel and conference center in Livermore, and reiterate that support here. The addition of such a center would enhance our ability to host visitors and events, and subject to considerations of cost and scale, we would be open to discussing the establishment of a Laboratory presence there that could enhance our ability to educate the community about our exciting work and contributions to the nation.

Respectfully,

A handwritten signature in blue ink, appearing to read "W. Goldstein".

William H. Goldstein
Director



Circumstances Unique to Downtown Livermore

Demand for Significant Restaurant/Retail, Educational Space, Conference Center and Town Commons

Compiled by the *Community Group*

I. Restaurant and Retail Demand

- a. A well respected, local developer is very interested in developing the east side of Livermore Avenue to complement his other downtown properties. He understands the community values of Livermore and its market, and is willing to work with citizens to make those values real. With MacCracken Architects and Community Group representatives at various times, he has discussed the possibility of including in his development the following:
 - i. Artisan Market – Community members have repeatedly expressed significant support for this retail/restaurant use. The proposed developer knows a commercial contact who specializes in bringing businesses to markets of this type. Several local restaurants said that they would be interested in expanding into his Artisan Market.
 - ii. This developer has stated that he would like to provide a restaurant at the southeast corner of Livermore and Railroad Avenues. In Livermore, he is landlord to 9 full service restaurants, and 4 in Pleasanton. In addition, he leases to 7 other food and wine establishments. He has proven that he can attract a variety of popular restauranteurs.
- b. A boutique hotel in the center of town will boost restaurant and retail sales significantly. NBS financial consultants write that national studies have shown that hotel guests spend an average of \$257 a day above their room rates, and conference center attendees spend \$297 a day. Because of the demand from the laboratories and corporations for rooms and conference space Monday through Thursday, and the wedding and theater demand on weekends, the guests coming to the hotel and conferences are expected to have the financial capacity to build strong sales for restaurants and shops in the vicinity.
- c. New retail will be replacing some of the existing restaurant/retail uses, reducing the net gain. Colin Bennett, owner of Caratti Jewelry, has said that he would be open to having his First Street store purchased by the City to create a north/south path connecting First Street with the Town Commons and Railroad Avenue. A new store would then be available for him along the Town Commons. Altogether, about 6000sf of restaurant/retail would be replaced not creating additional restaurant/retail square footage.
- d. The 214 residential co-living units are aimed at millennials who already work in Livermore in science, technology and the arts, or are working toward that goal. They enjoy hanging out in cafes, wine bars and tap rooms. In addition, they will support a concept grocery and bookstore café. Unlike commuters working outside Livermore, they will activate the Town Commons and its businesses throughout the day and evening.

The Swenson (Groth Bros.) developer is proposing 220 residential units across L Street to the west. Those residents will frequent restaurants and shops on the 8-acre redevelopment site, as well as the new retail and restaurant involved in his development.

II. Educational Space Interest

- a. Bill Goldstein, Director of Lawrence Livermore Laboratory, has stated in conversations and in a letter to consulting lab scientist Bill Dunlop, the Chair of our Community Group, that he would be very open to replicating downtown the lab's Discovery Center science museum located on the lab campus. (See Goldstein letter attached.) The interested east side developer would like to locate the Discovery Center in his east side development.
- b. Maker space and/or offices are viable for the 3rd floor above the 2nd floor Discovery Center.
- c. The Livermore Art Association and the Alliance for the Visual Arts have repeatedly expressed interest in a downtown art gallery.
- d. Leaders of the very successful Livermore History Museum would also like a downtown presence, in addition to their location at Carnegie Park.

III. Conference Center Demand

- a. Lab Director Bill Goldstein has written of his strong interest in a conference center able to accommodate 200 to 500 attendees. (See attached.) Bill Dunlop has interviewed the lab managers who book conferences, and written a memo documenting their interest in a local conference center of an appropriate size. (See attached.) To support the function of a conference center, the 500-seat Bankhead Theater would be available for conference center use. In addition, the owner of the Livermore Cinema adjacent to the Bankhead would welcome having his eleven theaters used as conference breakout rooms during the day.
- b. Scott Kenison, Executive Director of the Livermore Valley Performing Arts Center (LVPAC), has expressed interest in a performance venue that would accommodate 300 attendees to meet the needs of educational and performing groups who are not yet large enough to fill the 500-seat Bankhead Theater. After surveying a number of local groups and considering the needs of LVPAC, he stated that he would be willing to book the conference center for performances on weekends during the off-wedding season from November to April. Business conferences would use the Center Monday through Friday.
To pay for the raked retractable seating (see attached) and enhanced acoustic equipment that would be installed in the conference center for such performances, citizens have already raised \$1.4M. At his May 7th Chamber of Commerce presentation, the hotelier stated that the size of the conference center would be 4000sf. To accommodate the raked retractable equipment, 5000sf would be needed. Citizens would have to raise an additional amount to accommodate the extra space and cover the remaining equipment cost.
- c. The demand for conference center space in the Valley is very strong. The San Ramon Marriott 16,000sf conference center is booked even a year in advance, we are told. Already, many 4000sf event spaces compete in the Tri-Valley. A 10,000sf space to meet the needs of sports groups, weddings, anniversaries, business and science groups would be successful, an expert has stated. The large spaces can be subdivided into smaller sizes to accommodate a range of bookings. Developers in other communities are attempting to address conference center demand. Livermore should be concerned about losing more conference center business to other Tri-Valley cities. According to a December 5, 2016 Danville/San Ramon news article, San Ramon Bridges applied to the San Ramon Planning Commission to build a 7000sf conference center/event center and a 60 room hotel. In Pleasanton, the Planning Commission will hear an application this week for a conference center sized to handle 672 attendees and a 42 room hotel. We understand that the Pleasanton city staff has recommended against it because the zoning is not appropriate.

IV. Elevated Town Commons Benefits

- a. The City asked developers to propose an iconic development, one that will give Livermore a signature identity. An elevated Town Commons will provide a novel experience, drawing residents and visitors repeatedly to Livermore's memorable downtown.
- b. The centrally located one acre elevated park can be reached with gentle slopes, as well as stairs and elevators throughout. It will celebrate Livermore's preservation of the vineyards, olive orchards, ranch lands and open space wrapping the City.
- c. The parking area will be enhanced with planting that benefits from the light wells above.
- d. The landscaped bridge will span Livermore Avenue, serving as a dramatic entry feature to the Downtown.
- e. The elevated park's environmentally sustainable greenscape will showcase native plants; water features and shade (grape arbors, trellises, canopies); vertical gardens; gathering places with benches and tables; lighted pathways; light wells for ground floor greenery below, bike and pedestrian lanes.
- f. Activation of the park will be increased with imaginative experiences for children and adults: interactive kiosks for information, games, browsing and cell charging; parcourse fitness trail, areas for chin-up bars; children's' playground with interactive fountains, zero depth pools and sculptures; art, history and science panels for rotating shows; outdoor pianos; weekday and weekend markets, annual celebrations, such as ArtWalk and a Craft Beer Festival.
- g. The raised park will reduce apparent building heights.

V. Surface Level Town Commons Benefits

- a. A good sized Town Commons in the center of town will celebrate Livermore's preservation of the vineyards, olive orchards, ranch lands and open space wrapping the City. During the last City Council election campaign period, citizens spoke out for a significant park to express the values of the community.
- b. Both the elevated and surface level parks will feature environmentally sustainable greenscape that will showcase native plants; water features and shade (grape arbors, trellises, canopies); vertical gardens; gathering places with benches and tables; lighted pathways; and bike and pedestrian lanes.
- c. Activation of the surface level town Commons will be similar to that of the elevated Town Commons. The following will be included: imaginative experiences for children and adults; interactive kiosks for information, games, browsing and cell charging; parcourse fitness trail, areas for chin-up bars; children's' playground with interactive fountains, zero depth pools and sculptures; art, history and science panels for rotating shows; outdoor pianos; weekday and weekend markets, annual celebrations, such as ArtWalk and a Craft Beer Festival.

VI. What's different about Livermore?

- a. Because of its two science laboratories, Livermore has more PhD's per capita than most cities. Livermore residents have built their own opera company, two symphony orchestras, adult and children's choral groups, a musical theater company, a Shakespeare theater company, a second theatrical performing group, an art gallery, history center, Las Positas Community College, and two lecture series nonprofits that feature scientific research. In past years, groups have lost their performance spaces, but then, with a relentless drive, have come back stronger than before.
- b. Early on, Livermore residents created an urban growth boundary, preserving the Valley's vineyards, olive orchards, cattle and sheep ranches and open hills. When the boundary was threatened, they defended it with relentless determination.
- c. Livermore has not taken the easy path. Its town center needs to celebrate the arts, science and the beauty of the Livermore Valley environment. Finding creative ways to make the Town Commons financially viable is a task Livermore citizens are willing to shoulder.

Attached:

1. Goldstein and Dunlop letters
2. Raked retractable seat materials

Community's Top Goals for Downtown Center

Compiled by the *Community Group*

I. Public Interest in Open Space

Leading up to the Council election last November, the public expressed its strong interest in having an active public park define the center of downtown Livermore. That interest has not gone away.

A. Impact on Open Space of Hotel Sited West of Livermore Avenue

1. Open Space Advantages

- a. The hotel/conference center guests will help to activate a Town Commons. They and the local residents who are drawn to the hotel's restaurant and bar will be attracted to the Town Commons, with its inspiring landscape, comfortable gathering spaces and outdoor activities.

2. Open Space Disadvantages

- a. None

B. Impact on Open Space of Hotel Sited East of Livermore Avenue

1. Open Space Advantages

- a. None

2. Open Space Disadvantages

- a. Without a wine-country hotel lining a Town Commons, significant open space cannot be activated on the west side. The liveliness of a westside hotel is crucial if the community were to secure more than a token plaza. With an eastside hotel, the downtown plan would return to a Lennar-type development. Condo residential development would define the center of the City.

II. Citizen Concern for Parking/Traffic

The desire to provide adequate parking and acceptable traffic flow was highlighted in discussions before and after the November Council election last year.

The Community Group has engaged Dan Smith, principal of Smith Engineering and Management, a registered Civil and Traffic Engineer in California, to advise on parking and traffic. A well-known professional in the Bay Area, he brings 49 years of experience to bear on Livermore issues. Among his specialties are circulation system efficiency, parking layout efficiency, calculation of space needs for curb loading and valet operations, and design of truck loading facilities.

A. Impact on Parking/Traffic of Hotel Sited West of Livermore Avenue

1. Parking/Traffic Advantages

According to Smith, surface level parking under the hotel is ideal. The traffic impact on Livermore Avenue and Railroad Avenue is dramatically lower with a west side hotel than with an east side hotel. Here are the reasons:

- a. The vast majority of guests coming to the hotel/conference center will be driving south on Livermore Avenue from I-580. They can make a right turn into the porte cochere.
- b. The west side hotel design more than meets the peak arrival/departure demand eliminating any backup coming from the north or south to the hotel/conference center.
- c. Because there is space to build parking at the surface level of the hotel, with direct access between the parking entrance and the hotel lobby, most guests will self-park. Guests can enter directly into the parking entrance from Blacksmith Lane to park.
- d. For those who do choose valet service, the route for valet drivers from the porte cochere to the parking area does not involve Livermore or Railroad Avenues. In contrast, the eastside valet service that involves shuttling cars in and out of the porte cochere doubles the traffic impact on Livermore and Railroad Avenues created by the guests.
- e. Those coming to the hotel/conference center on Railroad Avenue from the west or wishing to exit going east can use the hotel parking entrance/exit on Railroad Avenue.
- f. Hotel guests coming from wine country or downtown areas can take L Street, turn right on Railroad, and enter the hotel garage on the right without increasing traffic on Livermore Avenue.
- g. If the hotel were located on the west side, an interested local developer would provide parking on the east side, benefitting the Bankhead Theater and all the businesses on that side of Livermore Avenue.

2. Parking/Traffic Disadvantages

- a. None. The circulation and parking issues for the hotel/conference center have been handled efficiently so that here will be no street backup.

B. Impact of Parking/Traffic on Hotel Sited East of Livermore Avenue

1. Parking/Traffic Advantages

- a. Any guests coming from the center of town on Livermore Avenue have an easy right turn into the porte cochere.

2. Parking/Traffic Disadvantages

- a. The vast majority of guests coming from I-580 driving south on Livermore Avenue to an east side hotel/conference center will have to turn left across oncoming traffic moving north on Livermore Avenue, increasing traffic congestion, especially at peak times.
- b. Because of confined space, no parking stalls are available contiguous to the hotel, or at the surface level under the hotel. Valet parking is a necessity.
- c. The east side valet service that involves shuttling cars in and out of the porte cochere doubles the traffic impact on Livermore and Railroad Avenues created by the guests. A 125 room hotel would ordinarily generate 75 trips in the PM peak hour if the parking were on site. In this instance, where

each vehicle would be parked off-site and returned by valet, the total PM peak hour trip generation would be 150 vehicle trips.

- d. The City's Mid-Block Intersection study of Livermore Avenue between First Street and Railroad Avenue could lead to the conclusion that an east side hotel with valet parking will have minimal traffic impact at the mid-block. However, mid-block traffic is not relevant to the traffic problem caused by an east side hotel with 100% valet parking.

With input from City staff and the City's consultant, Watry Design, the public has learned that the volume of traffic at the intersection of Railroad and Livermore Avenues and on Railroad Avenue at the entrance to the I Street Garage could create a serious queuing problem. The problem is so significant that the number of parking stalls in the I Street Garage have been reduced from what they could have been. Smith states that an eastside hotel totally dependent on valet parking in the I Street garage would inevitably add to that queue.

In contrast, a west side hotel with onsite parking eliminates the need for cars to return to the I Street Garage via Livermore and Railroad Avenues.

- e. The hotel/conference center's many delivery trucks and other back-of-house service vehicles would have to back into the access point off Railroad Avenue, blocking eastbound lanes while they maneuver in or out and, depending on the extent of recess of the loading apron and the length of the truck, may block some eastbound lanes while standing at the dock.

A hotel/conference center with food service has large numbers of vehicles arriving daily. They include multiple beverage and food supply vehicles, linen service, flowers, vehicles for maintenance services, vehicles for conference set ups, daily refuse service and the like. Many of these services include large vehicles.

These vehicles would further congest Railroad Avenue, a busy commuter street. There is no good way to provide truck service to the hotel/conference center on the east side.

- f. No parking would be available on the east side for Bankhead Theater patrons, and the customers of the retail, restaurant and office businesses. Handicapped would be hard pressed to find a place to park and/or be dropped off. In contrast, a well-known, local developer would provide surface parking if allowed to develop the area on the east side contiguous to the Bankhead Theater.

III. Additional Topics

A. West side Hotel

1. Advantages

- a. All hotel guests will have extensive views of the Town Commons and hotel courtyard and/or the surrounding hills and vineyards.
 - i. To the north, guests can see the open hills and vineyards protected by Livermore's Urban Growth Boundary. No garage will block that view.

- ii. Guests looking east can experience either the hotel’s green courtyard and the iconic Town Commons or generous views of the eastern countryside beyond the Bankhead.
 - iii. Guests looking south will enjoy the hotel courtyard and Town Commons. Many will see beyond to Valley hills and vineyards. Views from an east side hotel will be blocked by the Madden buildings to the south.
 - iv. Looking west, guests will look at the hotel courtyard and the Town Commons.
 - v. Because all rooms have desirable views located above ground level parking, boutique hotel room rates are justified.
- b. The hotel would be highly visible above Blacksmith Square at the southwest corner of Livermore and Railroad Avenues.
 - c. Hotel and conference center guests have a direct connection to the Town Commons, restaurants, shops and amenities.
 - d. The local developer wishing to build on the east side is interested in providing surface parking, an Artisan Market, a science attraction and a signature restaurant.
 - e. Residential development would be included to activate the Town Commons and businesses, but not as the defining feature.
 - f. A bridge arching over Livermore Avenue would connect the east and west side of an elevated Town Commons. It would provide a dramatic entryway to Livermore’s downtown.
 - g. The hotel and Town Commons together would create an iconic development, a point of pride for the community and an attraction for visitors.

2. Disadvantage

- a. If Blacksmith Square were owned by the hotel, the hotel would propose usage modifications.

B. East Side Hotel

1. Advantages

- a. The hotel can dominate the southeast corner of the intersection of Livermore Avenue and Railroad Avenue.
- b. A closer connection to the Bankhead Theater is available.
- c. Current Blacksmith Square usage would not be affected by the hotel.

2. Disadvantages

- a. An east side hotel will be compromised by restricted views in all directions.

- i. Guests looking north would view the I Street Garage.
 - ii. Guests looking east would view the Bankhead wall.
 - iii. Madden buildings would block views to the south except for narrow sight lines to the south and southeast. Only guests in the fourth floor rooms would be able to experience broad views of the Valley.
 - iv. Residential development might obstruct vistas to the west.
 - v. The constrained views give a compressed urban feel, rather than a relaxed, wine country atmosphere.
 - vi. In his support of an east side hotel at the June 15th Downtown Steering Committee, the Presidio representative stated that lower quality views could lead to lower room rates and a lower quality hotel. This concern applies to the east side hotel rather than the west side hotel.
- b. An east side hotel does not have a direct connection to the Town Commons, restaurants, shops and amenities.
 - c. At the entrance to the downtown from the north, the mass of the hotel would be contiguous to the mass of the Bankhead. If the hotel were on the west side, the two masses would balance each other.

IV. Development Costs

A. Westside Hotel

1. Open Space Cost for Surface Town Commons

- a. The estimated cost of a surface Town Commons would be \$7.2M for landscaping and hardscape, depending on community needs.

2. Open Space Cost for Elevated Town Commons

- a. If the community supported an elevated Town Commons, the additional net cost would be \$9.6M. Landscaping and hardscape are presumed to be the same at either the surface or elevated levels. The starting cost for an elevated Town Commons is \$11.5M. However, because 82 surface parking stalls would have to be moved to structured parking at an increased cost of \$1.9M, the net additional cost of the elevated Town Commons is \$9.6M.

3. Parking Costs

- a. The obligation to cover hotel/conference center parking costs would be the same on either the east or west side for the same size facility.

4. Timing of Open Space and Parking Funding

- a. Based on the Community Group's Funding Sources and Uses memo, the total funds necessary for the City parking and open space projects that need to be built in the near term to allow the hotel to proceed appear to be available. That means that a west side hotel would not be delayed more than an east side hotel based on funding.

B. East side Hotel

1. Open Space Cost

- a. No substantive open space would be possible. The hotel is critical for the activation of a Town Commons. Therefore, no park cost would be involved in the downtown development.

2. Parking Cost

- a. The obligation to cover the parking expense for either an east side or west side hotel/conference center of the same size would be the same.

3. Open Space Timing

- a. Not applicable.

4. Timing of Parking Based on Funding

- a. The Council is already heading toward approval of the I Street Garage, which will provide valet parking for the hotel and the 63 existing stalls on the eastside that will be lost. No delay is expected based on funding.

V. Overarching Issues Affecting Both East Side and West Side Hotel Sites

1. Entire plan has to be agreed upon before a portion of it moves forward. The community needs to know what will take place on the entire 8.2 acre site, including both the east and the west sides. Bifurcated implementation could work, but not bifurcated planning.
2. The west side hotel could proceed on a timeline similar to that on the east based on City processes and permitting. See Funding Sources and Uses memo.
3. The City should choose what is best for the community, not what the developer prefers. That goal was lost over the last two years when the Lennar plan was proposed.
4. Other hotel developers can also be attracted to the Livermore opportunity.

Livermore Downtown Center, a Destination for Residents and Visitors Alike

Compiled by the *Community Group*

A broad spectrum of citizens and business groups envision a Downtown Center that includes elements such as these:

- **Iconic Town Commons**, a gathering area and promenade with space for civic events, arts and entertainment
- **Adequate Parking with acceptable traffic**
- **Hotel and Conference Center**
- **Artisan Market, dining, shopping, art gallery, museum and workplaces**
- **Residential units that do not define the downtown**

The goal is for the 8 acres in the heart of the City to become a focal point for residents, as well as a Bay Area attraction building on Livermore's unique identity as an arts and science hub set in an historic agricultural region.

I. **Desired Features for Downtown Center**

A. ***Elevated Town Commons***

1. Centrally located one-acre elevated park reached with gentle slopes from west of the Bankhead Theater and east of "L" Street, as well as stairs and elevators throughout. It will celebrate Livermore's preservation of the vineyards, olive orchards, ranch lands and open space wrapping the City.
2. Parking on ground level below Town Commons
3. Downtown entry feature bridging Livermore Avenue
4. Environmentally sustainable greenscape with native plants; water features and shade (grape arbors, trellises, olive trees, canopies); vertical gardens; gathering places with benches and tables; lighted pathways; light wells for ground floor greenery below, bike and pedestrian lanes
5. Improved visual experience with raised park reducing apparent building heights

B. ***Surface Level Town Commons***

1. A good sized Town Commons in the center of town will celebrate Livermore's preservation of the vineyards, olive orchards, ranch lands and open space wrapping the City. During the last City Council election campaign period, citizens spoke out for a significant park to express the values of the community.
2. Both the elevated and surface level parks will feature environmentally sustainable greenscape that will showcase native plants; water features and shade (grape arbors, trellises, canopies); vertical gardens; gathering places with benches and tables; lighted pathways; and bike and pedestrian lanes.

C. ***Boutique Hotel***

1. Full service, 125 rooms

2. Inspiring architecture with resort atmosphere; rooftop garden and pool area with lounge and lanai

D. *Conference Center*

1. Event space in hotel, 4000sf, to serve Tri-Valley meeting needs
2. Bankhead Theater available for conference use, as well as adjacent Livermore Cinema's eleven movie theaters for daytime breakout rooms
3. Retractable raked seating in conference center sized for 300 guests for educational and performance events booked on weekends during conference center's wedding off-season

E. *Vertical Mixed-use Structures*

1. Residential Units for the "Creative Community"
 - a. Market affordable co-living, community activities and events
 - b. Point system prioritizing those employed in science, technology or arts in Livermore, or the creation of Livermore work opportunities in any of these fields
2. Restaurant, retail, office/co-work space and educational spaces
 - a. Strong demand for restaurants and shops from hotel and conference center attendees (\$257 and \$297 per day respectively, ref. NBS study)
 - b. Office/co-work space for "Creative Community"
 - c. Artisan market, a tourist attraction with permanent stalls and rentals (ref. Oxbow/SF Ferry building) focused on locally produced wines, craft beer, olive oils, cheese, vegetables, meats, plus arts and crafts
 - d. Concept grocery and bookstore cafe
3. Wall and roof gardens, incorporating water conservation and energy efficiency

F. *Educational Facilities Highlighting Arts and Science theme*

1. Science museum, with ties to Lawrence Livermore National Laboratory's Discovery Center, world leaders in supercomputing, high energy lasers, genetics, nanotechnology, climate change, bio medics, cyber security and more
2. Livermore history and culture museum, with wine country emphasis
3. Art Gallery
4. Artisan live-work units

G. *Parking, Traffic*

1. Parking locations
 - a. I Street garage on NE corner of Livermore and Railroad Avenue

- b. Surface level under elevated Town Commons on west side of Livermore Avenue
 - c. Surface level of three mixed use hubs and east side development
 - d. Surface level of hotel
 - e. Central Garage west of hotel
2. Creative Community encouraged to use car sharing, Uber/Lyst, public, transit
 3. Rental bicycles available in key locations, protected lockup areas, more street bicycle lanes
 4. Paid parking an option, efficiently managing access to downtown businesses
 5. Enhanced use of public transit that connects the Downtown Center to the wineries, laboratories, regional parks, golf courses, airport and other local destinations
 6. Increased disabled parking areas

II. Activation of Elevated and Surface Level Town Commons

1. Friday Public Market, Saturday Organic Food and Wine Market, Sunday Arts and Craft Market, Friday early evening Yappy Hour for dogs and owners
2. Community events including Craft Beer Festival, 4th of July Fireworks, ArtWalk, Wine Festival
3. Open air music and film
4. Art, history and science panels for rotating shows, outdoor pianos
5. Parcourse fitness trail. Interactive kiosks for information, games, browsing and cell charging.
6. Children's playground with interactive fountains, zero depth pools and sculptures

III. Financial Approaches

A spectrum of funding sources needs to be identified to pay for an inspiring development that will define the center of town, and thereby the whole community. A market driven project will not result in one supported by residents. At the same time, the City's budget constraints must be respected. Please check the Funding Sources and Uses memo. Its goal is to address the dollars needed for a visionary plan, as well as the fiscal realities of the City and the developers.

Funding Sources and Uses

Compiled by the *Community Group*

<u>Uses</u>		<u>Sources</u>	
I.	I Street Garage** , 403 stalls* Cost includes land purchase	\$16.5M	CIP Budget 2017-18* \$16.5M CIP preliminary Budget 2019-2020* 19.5
II.	Other City Costs		CIP reprioritization 2017-18* 7.2
a.	City surface parking, 92 stalls*	\$1.4	Presidio land payment* .5
b.	Hotel surface parking, 108 stalls*	4.1	Report at 6/14 Chamber Meeting
c.	South Central Hub, surface parking	1.4	Mixed Use developers 2.0
d.	First St. property purchase First Street store needed for N/S passage	2.0	Affordable fund, low interest loan 14.0 Madden in lieu parking fee <u>.6</u>
e.	Site Improvements and landscaping for Surface Park*	7.2	TOTAL \$60.3M
f.	Elevated Park, additional net cost* See calculation below***	9.6	
g.	RDA Payment	<u>14.0</u>	
	TOTAL	\$56.2	
III.	Early Development Needs* See attached Parking Timeline	\$38.8M	Early Funding* \$43.7M

** Explanation of replacement of existing parking stalls

The proposed 8.2 acre Downtown Development in the center of town will displace 565 stalls, according to the May 11, 2017 staff presentation to the DSC. Another 65 will be maintained. This figure is a conservative estimate based on the 1500 unused private spaces noted in the City's 2014 downtown parking study. The amount needed can be reduced by 150 with improved signage, enforcement and shared parking agreements with private property owners. Private off street downtown parking stalls total 2400. Of those, 900 are used at peak hours on Saturday evenings, leaving 1500 unused. (Current downtown public parking stalls total 2870.)

Also, because of the lower traffic impacts on Livermore and Railroad Avenues caused by a westside hotel, the I Street Garage should be able to handle the higher stall number that the City's consultant proposed, 403, rather than 375. The number of stalls would be increased by 28. Local residents would often access the garage from the east on Railroad Avenue, and turn right into the garage. Surface parking under the elevated Town Commons will provide 92 Public stalls. The proposed improvements result in a need for 323 stalls to replace the existing 565 stalls. (565 minus 150, minus 92 = 323.)

***** Elevated Town Commons Net Cost**

Plant Construction has provided MacCracken Architects with the conceptual estimate of the elevated Town Commons construction cost. MacCracken has adjusted the estimate to reflect changes in the size and materials of the Town Commons.

The estimated cost of the elevated Town Commons structure and bridge is now \$11.5M. With a surface Town Commons, 82 surface parking stalls underneath the elevated Town Commons would be lost. That means that the surface 82 stalls costing \$15,000 per stall have to be replaced with 82 structured parking stalls at \$38,000 per stall. The difference in cost is \$23,000 per stall. The total additional cost of the 82 stalls is 82 x \$23,000, or \$1.9M. The net additional cost of the elevated Town Commons is \$11.5 - \$1.9 or \$9.6M.

The park landscaping and site improvements can total \$7.2M for both the surface level park and elevated park. The amount for either can be higher depending on the level of amenities chosen.

IV. Other Capital Funding Options

a. TOT increase from 8% to 8.5%, matching Walnut Creek	\$10.1M
<i>1389 existing rooms + 125 for new downtown hotel = 1514 rooms.</i>	
<i>1514 x 174 ADR x 70% occupancy x 365 days x .5% = \$337K annual increase x30 year</i>	
<i>(Interest rate cost compared to increased room rates needs to be evaluated.)</i>	
b. County participation in EIFD, estimate	\$2.0
c. Elimination of an additional 100 new stalls	\$3.8
<i>Additional parking enforcement, wayfinding signage, and shared public/private parking would further reduce the number of downtown stalls that need to be replaced.</i>	
d. Paid Parking	\$3.0
<i>\$100,000 annual income x 30 years (Cost of interest rates over time need to be compared with increasing parking fees.)</i>	
e. City 30% reserve	\$2.0
<i>Operating Expenditure and Debt Service General Fund Reserve</i>	
f. Increase in property tax and sales tax revenues from Downtown Development	\$2.0
<i>Conduct Implan model study to determine expected return.</i>	
g. Private fundraising, including sale of naming rights, and crowdfunding	<u>\$2.0</u>
TOTAL	\$24.9M

V. Operations and Maintenance Funding Options

- a. Parking lease payments from hotel developer
- b. Downtown Landscape Maintenance District assessments
- c. Increased property tax and sales tax

Community's Top Goals for Downtown Center

Comparison of East Side Hotel and West Side Hotel

Compiled by the *Community Group*

I. Public Interest in Open Space

Leading up to the Council election last November, the public expressed its strong interest in having an active public park define the center of downtown Livermore. That interest has not gone away.

A. Impact on Open Space of Hotel Sited West of Livermore Avenue

1. Open Space Advantages

- a. The hotel/conference center guests will help to activate a Town Commons. They and the local residents who are drawn to the hotel's restaurant and bar will be attracted to the Town Commons, with its inspiring landscape, comfortable gathering spaces and outdoor activities.

2. Open Space Disadvantages

- a. None

B. Impact on Open Space of Hotel Sited East of Livermore Avenue

1. Open Space Advantages

- a. None

2. Open Space Disadvantages

- a. Without a wine-country hotel lining a Town Commons, significant open space cannot be activated on the west side. The liveliness of a westside hotel is crucial if the community were to secure more than a token plaza. With an eastside hotel, the downtown plan would return to a Lennar-type development. Condo residential development would define the center of the City.

II. Citizen Concern for Parking/Traffic

The desire to provide adequate parking and acceptable traffic flow was highlighted in discussions before and after the November Council election last year.

The Community Group has engaged Dan Smith, principal of Smith Engineering and Management, a registered Civil and Traffic Engineer in California, to advise on parking and traffic. A well-known professional in the Bay Area, he brings 49 years of experience to bear on Livermore issues. Among his specialties are circulation system efficiency, parking layout efficiency, calculation of space needs for curb loading and valet operations, and design of truck loading facilities.

A. Impact on Parking/Traffic of Hotel Sited West of Livermore Avenue

1. Parking/Traffic Advantages

According to Smith, surface level parking under the hotel is ideal. The traffic impact on Livermore Avenue and Railroad Avenue is dramatically lower with a west side hotel than with an east side hotel. Here are the reasons:

- a. The vast majority of guests coming to the hotel/conference center will be driving south on Livermore Avenue from I-580. They can make a right turn into the porte cochere.
- b. The west side hotel design more than meets the peak arrival/departure demand eliminating any backup coming from the north or south to the hotel/conference center.
- c. Because there is space to build parking at the surface level of the hotel, with direct access between the parking entrance and the hotel lobby, most guests will self-park. Guests can enter directly into the parking entrance from Blacksmith Lane to park.
- d. For those who do choose valet service, the route for valet drivers from the porte cochere to the parking area does not involve Livermore or Railroad Avenues. In contrast, the eastside valet service that involves shuttling cars in and out of the porte cochere doubles the traffic impact on Livermore and Railroad Avenues created by the guests.
- e. Those coming to the hotel/conference center on Railroad Avenue from the west or wishing to exit going east can use the hotel parking entrance/exit on Railroad Avenue.
- f. Hotel guests coming from wine country or downtown areas can take L Street, turn right on Railroad, and enter the hotel garage on the right without increasing traffic on Livermore Avenue.
- g. If the hotel were located on the west side, an interested local developer would provide parking on the east side, benefitting the Bankhead Theater and all the businesses on that side of Livermore Avenue.

2. Parking/Traffic Disadvantages

- a. None. The circulation and parking issues for the hotel/conference center have been handled efficiently so that here will be no street backup.

B. Impact of Parking/Traffic on Hotel Sited East of Livermore Avenue

1. Parking/Traffic Advantages

- a. Any guests coming from the center of town on Livermore Avenue have an easy right turn into the porte cochere.

2. Parking/Traffic Disadvantages

- a. The vast majority of guests coming from I-580 driving south on Livermore Avenue to an east side hotel/conference center will have to turn left across oncoming traffic moving north on Livermore Avenue, increasing traffic congestion, especially at peak times.
- b. Because of confined space, no parking stalls are available contiguous to the hotel, or at the surface level under the hotel. Valet parking is a necessity.
- c. The east side valet service that involves shuttling cars in and out of the porte cochere doubles the traffic impact on Livermore and Railroad Avenues created by the guests. A 125 room hotel would ordinarily generate 75 trips in the PM peak hour if the parking were on site. In this instance, where

each vehicle would be parked off-site and returned by valet, the total PM peak hour trip generation would be 150 vehicle trips.

- d. The City's Mid-Block Intersection study of Livermore Avenue between First Street and Railroad Avenue could lead to the conclusion that an east side hotel with valet parking will have minimal traffic impact at the mid-block. However, mid-block traffic is not relevant to the traffic problem caused by an east side hotel with 100% valet parking.

With input from City staff and the City's consultant, Watry Design, the public has learned that the volume of traffic at the intersection of Railroad and Livermore Avenues and on Railroad Avenue at the entrance to the I Street Garage could create a serious queuing problem. The problem is so significant that the number of parking stalls in the I Street Garage have been reduced from what they could have been. Smith states that an eastside hotel totally dependent on valet parking in the I Street garage would inevitably add to that queue.

In contrast, a west side hotel with onsite parking eliminates the need for cars to return to the I Street Garage via Livermore and Railroad Avenues.

- e. The hotel/conference center's many delivery trucks and other back-of-house service vehicles would have to back into the access point off Railroad Avenue, blocking eastbound lanes while they maneuver in or out and, depending on the extent of recess of the loading apron and the length of the truck, may block some eastbound lanes while standing at the dock.

A hotel/conference center with food service has large numbers of vehicles arriving daily. They include multiple beverage and food supply vehicles, linen service, flowers, vehicles for maintenance services, vehicles for conference set ups, daily refuse service and the like. Many of these services include large vehicles.

These vehicles would further congest Railroad Avenue, a busy commuter street. There is no good way to provide truck service to the hotel/conference center on the east side.

- f. No parking would be available on the east side for Bankhead Theater patrons, and the customers of the retail, restaurant and office businesses. Handicapped would be hard pressed to find a place to park and/or be dropped off. In contrast, a well-known, local developer would provide surface parking if allowed to develop the area on the east side contiguous to the Bankhead Theater.

III. Additional Topics

A. West side Hotel

1. Advantages

- a. All hotel guests will have extensive views of the Town Commons and hotel courtyard and/or the surrounding hills and vineyards.
 - i. To the north, guests can see the open hills and vineyards protected by Livermore's Urban Growth Boundary. No garage will block that view.

- ii. Guests looking east can experience either the hotel’s green courtyard and the iconic Town Commons or generous views of the eastern countryside beyond the Bankhead.
 - iii. Guests looking south will enjoy the hotel courtyard and Town Commons. Many will see beyond to Valley hills and vineyards. Views from an east side hotel will be blocked by the Madden buildings to the south.
 - iv. Looking west, guests will look at the hotel courtyard and the Town Commons.
 - v. Because all rooms have desirable views located above ground level parking, boutique hotel room rates are justified.
- b. The hotel would be highly visible above Blacksmith Square at the southwest corner of Livermore and Railroad Avenues.
 - c. Hotel and conference center guests have a direct connection to the Town Commons, restaurants, shops and amenities.
 - d. The local developer wishing to build on the east side is interested in providing surface parking, an Artisan Market, a science attraction and a signature restaurant.
 - e. Residential development would be included to activate the Town Commons and businesses, but not as the defining feature.
 - f. A bridge arching over Livermore Avenue would connect the east and west side of an elevated Town Commons. It would provide a dramatic entryway to Livermore’s downtown.
 - g. The hotel and Town Commons together would create an iconic development, a point of pride for the community and an attraction for visitors.

2. Disadvantage

- a. If Blacksmith Square were owned by the hotel, the hotel would propose usage modifications.

B. East Side Hotel

1. Advantages

- a. The hotel can dominate the southeast corner of the intersection of Livermore Avenue and Railroad Avenue.
- b. A closer connection to the Bankhead Theater is available.
- c. Current Blacksmith Square usage would not be affected by the hotel.

2. Disadvantages

- a. An east side hotel will be compromised by restricted views in all directions.

- i. Guests looking north would view the I Street Garage.
 - ii. Guests looking east would view the Bankhead wall.
 - iii. Madden buildings would block views to the south except for narrow sight lines to the south and southeast. Only guests in the fourth floor rooms would be able to experience broad views of the Valley.
 - iv. Residential development might obstruct vistas to the west.
 - v. The constrained views give a compressed urban feel, rather than a relaxed, wine country atmosphere.
 - vi. In his support of an east side hotel at the June 15th Downtown Steering Committee, the Presidio representative stated that lower quality views could lead to lower room rates and a lower quality hotel. This concern applies to the east side hotel rather than the west side hotel.
- b. An east side hotel does not have a direct connection to the Town Commons, restaurants, shops and amenities.
 - c. At the entrance to the downtown from the north, the mass of the hotel would be contiguous to the mass of the Bankhead. If the hotel were on the west side, the two masses would balance each other.

IV. Development Costs

A. Westside Hotel

1. Open Space Cost for Surface Town Commons

- a. The estimated cost of a surface Town Commons would be \$7.2M for landscaping and hardscape, depending on community needs.

2. Open Space Cost for Elevated Town Commons

- a. If the community supported an elevated Town Commons, the additional net cost would be \$9.6M. Landscaping and hardscape are presumed to be the same at either the surface or elevated levels. The starting cost for an elevated Town Commons is \$11.5M. However, because 82 surface parking stalls would have to be moved to structured parking at an increased cost of \$1.9M, the net additional cost of the elevated Town Commons is \$9.6M.

3. Parking Costs

- a. The obligation to cover hotel/conference center parking costs would be the same on either the east or west side for the same size facility.

4. Timing of Open Space and Parking Funding

- a. Based on the Community Group's Funding Sources and Uses memo, the total funds necessary for the City parking and open space projects that need to be built in the near term to allow the hotel to proceed appear to be available. That means that a west side hotel would not be delayed more than an east side hotel based on funding.

B. East side Hotel

1. Open Space Cost

- a. No substantive open space would be possible. The hotel is critical for the activation of a Town Commons. Therefore, no park cost would be involved in the downtown development.

2. Parking Cost

- a. The obligation to cover the parking expense for either an east side or west side hotel/conference center of the same size would be the same.

3. Open Space Timing

- a. Not applicable.

4. Timing of Parking Based on Funding

- a. The Council is already heading toward approval of the I Street Garage, which will provide valet parking for the hotel and the 63 existing stalls on the eastside that will be lost. No delay is expected based on funding.

V. Overarching Issues Affecting Both East Side and West Side Hotel Sites

1. Entire plan has to be agreed upon before a portion of it moves forward. The community needs to know what will take place on the entire 8.2 acre site, including both the east and the west sides. Bifurcated implementation could work, but not bifurcated planning.
2. The west side hotel could proceed on a timeline similar to that on the east based on City processes and permitting. See Funding Sources and Uses memo.
3. The City should choose what is best for the community, not what the developer prefers. That goal was lost over the last two years when the Lennar plan was proposed.
4. Other hotel developers can also be attracted to the Livermore opportunity.

Description of Proposed Downtown Center, a Destination for Residents and Visitors Alike

Compiled by the *Community Group*

A broad spectrum of citizens and business groups envision a Downtown Center that includes elements such as these:

- **Iconic Town Commons, a gathering area and promenade with space for civic events, arts and entertainment**
- **Adequate Parking with acceptable traffic**
- **Hotel and Conference Center**
- **Artisan Market, dining, shopping, art gallery, museum and workplaces**
- **Residential units that do not define the downtown**

The goal is for the 8 acres in the heart of the City to become a focal point for residents, as well as a Bay Area attraction building on Livermore's unique identity as an arts and science hub set in an historic agricultural region.

I. **Desired Features for Downtown Center**

A. ***Elevated Town Commons***

1. Centrally located one-acre elevated park reached with gentle slopes from west of the Bankhead Theater and east of "L" Street, as well as stairs and elevators throughout. It will celebrate Livermore's preservation of the vineyards, olive orchards, ranch lands and open space wrapping the City.
2. Parking on ground level below Town Commons
3. Downtown entry feature bridging Livermore Avenue
4. Environmentally sustainable greenscape with native plants; water features and shade (grape arbors, trellises, olive trees, canopies); vertical gardens; gathering places with benches and tables; lighted pathways; light wells for ground floor greenery below, bike and pedestrian lanes
5. Improved visual experience with raised park reducing apparent building heights

B. ***Surface Level Town Commons***

1. A good sized Town Commons in the center of town will celebrate Livermore's preservation of the vineyards, olive orchards, ranch lands and open space wrapping the City. During the last City Council election campaign period, citizens spoke out for a significant park to express the values of the community.
2. Both the elevated and surface level parks will feature environmentally sustainable greenscape that will showcase native plants; water features and shade (grape arbors, trellises, canopies); vertical gardens; gathering places with benches and tables; lighted pathways; and bike and pedestrian lanes.

C. *Activation of Elevated and Surface Level Town Commons*

1. Friday Public Market, Saturday Organic Food and Wine Market, Sunday Arts and Craft Market, Friday early evening Yappy Hour for dogs and owners
2. Community events including Craft Beer Festival, 4th of July Fireworks, ArtWalk, Wine Festival
3. Open air music and film
4. Art, history and science panels for rotating shows, outdoor pianos
5. Parcourse fitness trail. Interactive kiosks for information, games, browsing and cell charging.
6. Children’s playground with interactive fountains, zero depth pools and sculptures.

D. *Boutique Hotel*

1. Full service, 125 rooms
2. Inspiring architecture with resort atmosphere; rooftop garden and pool area with lounge and lanai

E. *Conference Center*

1. Event space in hotel, 4000sf, to serve Tri-Valley meeting needs
2. Bankhead Theater available for conference use, as well as adjacent Livermore Cinema’s eleven movie theaters for daytime breakout rooms
3. Retractable raked seating in conference center sized for 300 guests for educational and performance events booked on weekends during conference center’s wedding off-season

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a. I Street garage on NE corner of Livermore and Railroad Avenue

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c. Surface level of three mixed use hubs and east side development

d. Surface level of hotel

e. Central Garage west of hotel

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This unofficial information was compiled by Dr. William Dunlop of the Lawrence Livermore National Laboratory (LLNL). He talked with conference organizers, administrators and others to gather these numbers.

A summary of the data from LLNL on Conferences, Meetings, Workshop, etc. for FY2015

In FY2015 (Oct. 2014 to Sept. 2015) LLNL hosted 15 Conferences that were held off-site. The attendees at these Conferences ranged from 17 to 200, and the Conferences ranged in duration from 1 day to 8 days. The number of room-nights that were needed to house these visitors is estimated to be 3,174.

LLNL also hosted 19 Meetings, Workshops or Training sessions on the LLNL site. These events ranged from 5 people to 2,531 people and ranged from 1 day to 10 days in duration. The largest meetings were 750 people, and 2,531 people. The estimated number of room-nights that were needed to house these visitors is 31,727.

This results in an estimate for the room-nights for both the on-site and off-site meetings of about 35,000 for FY2015. There were clearly some very large conferences that were held in FY2015 resulting in the increased estimate of room-nights.

There are also many visitors to the laboratory who work on experiments at NIF and other facilities and meet privately with individual researchers at LLNL that would increase these numbers. If there were only five or ten such visitors each workday and the average visit were 2 days that would result in an addition 2,000 to 4,000 room-nights. We are choosing to consider these visits as off setting the number of LLNL employees that attended the conferences, workshops, meetings, and training sessions.

This estimate then results in a total room-nights needed by laboratory visitors of 33,000 to 37,000. This is significantly greater than the estimated room-nights for FY2014 of between 20,000 and 25,000. Only additional data from future years will allow an average value to be determined or to determine that the number of visitors is increasing with time due to the number of meetings at the Open Campus.

We again would like to note that the purpose of the Open Campus being developed jointly by LLNL and SNL is to increase the number of companies and breadth of technologies that are being commercialized by the two national laboratories. Thus, we do expect more visitors and workshops in the future as the Open Campus expands and the links with industry strengthen.

It should be noted that Sandia National Laboratory – Livermore is about one sixth the size of LLNL, and they host their own conferences, meetings, etc. It is expected that would increase the total room-nights listed above by about 10% to 20%.