



# City of San Juan Bautista

*The "City of History"*

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## **AGENDA**

### **REGULAR PLANNING COMMISSION MEETING**

CITY HALL COUNCIL CHAMBERS  
311 Second Street  
San Juan Bautista, California

**TUESDAY ~ FEBRUARY 4, 2020**

*In compliance with the American with Disabilities Act, if you need special assistance to attend or participate in the meeting, please call the City Clerk's Office at (831) 623-4661, extension 13 at least 48 hours prior to the meeting.*

*Any writings or documents provided to a majority of the Planning Commission regarding any item on this agenda will be made available for public inspection at the meeting and in the City Clerk's office located at City Hall, 311 Second Street, San Juan Bautista, California during normal business hours.*

**1. Call to Order**  
**Roll Call**

**6:00 PM**

**2. Public Comment**

**3. Informal Project Review**

Any potential and/or future project applicant may present their project to the Commission during Informal Project Review for the purpose of gaining information as preliminary feedback only. No formal application is required and no action will be taken by the Commission on any item at this time.

**4. Presentation**

**A. Bill Nicholson, LAFCo Executive Officer**

**5. Consent Agenda**

All matters listed under the Consent Agenda may be enacted by one motion authorizing actions indicated for those items so designated. There will be no separate discussion of these items unless requested by a member of the Commission, a staff member, or a citizen.

**A. Approve Affidavit of Posting Agenda**

**B. Approve Minutes of the December 3, 2019 Meeting**

**C. Approve Minutes of the October 1, 2019 Meeting**

**D. Approve Minutes of the July 2, 2019 Meeting**

**6. Discussion Items**

**A. Parking Plan**

**B. Application Received for a New Construction of a Single Family Residence  
at 302 Seventh Street**

**C. Proposed Water Ordinance**

**D. Confirm Rescheduling of March Meeting**

**7. Comments**

**A. Planning Commissioners**

**B. Associate City Planner**

**C. City Manager**

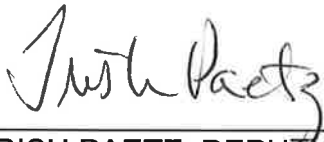
**8. Adjournment**

### AFFIDAVIT OF POSTING

I, TRISH PAETZ, DO NOW DECLARE, UNDER THE PENALTIES OF PERJURY THAT I AM THE DEPUTY CITY CLERK IN THE CITY OF SAN JUAN BAUTISTA AND THAT I POSTED THREE (3) TRUE COPIES OF THE ATTACHED PLANNING COMMISSION AGENDA. I FURTHER DECLARE THAT I POSTED SAID AGENDA ON THE 30<sup>th</sup> DAY OF JANUARY 2020, AND I POSTED THEM IN THE FOLLOWING LOCATIONS IN SAID CITY OF SAN JUAN BAUTISTA, COUNTY OF SAN BENITO, CALIFORNIA.

1. ON THE BULLETIN BOARD AT CITY HALL, 311 SECOND STREET.
2. ON THE BULLETIN BOARD AT THE CITY LIBRARY, 801 SECOND STREET.
3. ON THE BULLETIN BOARD AT THE ENTRANCE TO THE UNITED STATES POST OFFICE, 301 THE ALAMEDA

SIGNED AT SAN JUAN BAUTISTA, COUNTY OF SAN BENITO, CALIFORNIA,  
ON THE 30<sup>th</sup> DAY OF JANUARY 2020.



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TRISH PAETZ, DEPUTY CITY CLERK

**CITY OF SAN JUAN BAUTISTA  
PLANNING COMMISSION REGULAR MEETING  
DECEMBER 12, 2019  
CONTINUED FROM DECEMBER 3, 2019  
DRAFT MINUTES**

**1. CALL TO ORDER** – Chairman Freels called the meeting to order at 8:24 P.M.

**A. ROLL CALL** **Present:** Chairman Freels, Commissioners Brewer and Medeiros

**Absent:** Vice Chairman Matchain and Commissioner Delgado

**Staff Present:** City Manager Reynolds, City Clerk Cent, Senior Planner Mack, Associate City Planner Kennedy

**2. PUBLIC COMMENT**

Rachel Ponce requested parking be addressed at Casa Rosa and the surrounding area due to the restaurants near by as she has had to call the Sherriff's Office due to parked cars blocking her driveway. She also expressed the need for parking code enforcement.

**3. INFORMAL PROJECT REVIEW**

Associate City Planner Kennedy reported there were no requests for informal project review.

**4. CONSENT ITEMS**

**A. Approve Affidavit of Posting Agenda**

**B. Approve Affidavit of Posting Public Hearing Notice**

**C. Approve Minutes for the September 3, 2019 Meeting**

City Clerk Cent reported the items under 4. Consent Items were acted on during the December 3, 2019 meeting before that meeting was continued to December 12, 2019 at 6:30 P.M. in City Hall. No additional action on Item 4. Consent Items was taken at this meeting on December 12, 2019.

**5. PUBLIC HEARING ITEMS**

**A. Recommend to the City Council Approval of the Second Addendum 2015-2019 Housing Element, Mitigated Negative Declaration in support of adoption of the 5<sup>th</sup> Cycle Housing Element Four-Year Update (2019-2023)**

**B. Recommend to the City Council Adoption of the 5<sup>th</sup> Cycle Housing Element Four-Year Update (2019-2023)**

Two items under 5. Public Hearing Items A. and B. were acted on during the December 3, 2019 meeting before that meeting was continued to December 12, 2019 at 6:30 P.M. in City Hall. No additional action on Item 5. Public Hearing Items A. and B. were taken at this meeting on December 12, 2019.

**C. Adopt Resolution 2019-26 Finding the Site and Design Review Request for 107 Third Street is exempt from the California Environmental Quality Act (CEQA) pursuant to Article 19, Section 15331 (Class 31)**

Senior Planner Mack reviewed his report. There was no public comment. Commissioner Medeiros made a motion to adopt Resolution 2019-26 Making a Determination for a Categorical Exemption for Site and Design Review (Sdr 2019-03) for a Mixed Use Development Consisting of a Restaurant, Bar, and Residential Units Located at 107 Third Street, San Juan Bautista (APN: 002-021-004). Second by Commissioner Brewer. Motion passed 3-0 with Vice Chairman Matchain and Commissioner Delgado absent.

**D. Adopt Resolution 2019-27 for a Site and Design Review Application for a Mixed Use Development Consisting of a Restaurant, Bar, and Residential Units Located at 107 Third Street (Casa Rosa), as Recommended by the Historic Resources Board. Applicant: Raeid Farhat**

Commissioner Brewer expressed concerns and questioned if the Commission should vote on this item at a later date. Chairman Freels asked what happens when a business come in to use the space. Associate City Planner Kennedy explained the changes to the outside triggered a review. Chairman Freels asked the applicant, Raeid Farhat, questions, which Mr. Farhat answered. Darlene Boyd spoke to the density of the project, which the City is historically dense, and she supports the affordable housing. Emily Renzel did not support higher density use, and does support the affordable housing lasting more than eight years, a 10:00 P.M. closing time, protection of the one tree on the property and ensuring the equipment on the building is maintained. Staff responded to the affordable housing items. Commissioner Medeiros asked if communications received on this item would be reviewed tonight. City Manager Reynolds responded the communications were a part of the record presented to the Commissioners. Chairman Freels thanked Mr. Farhat for wanting to save the building. Commissioner Medeiros made a motion to adopt Resolution 2019-27 Approving a Site and Architectural Design Review Permit (Sdr 2019-03) for a Mixed Use Development Consisting of a Restaurant, Bar, and Residential Units Located at 107 Third Street, San Juan Bautista (APN: 002-021-004) with changes to Exhibit A Conditions of Approval submitted by Senior Planner Mack deleting numbers 1 and 9, adding number 33 (Formula Retail Compliance), the applicant to supply color boards and elevations (number 34) and limit business hours to 10:00 P.M. (number 35). Second by Commissioner Brewer. Motion passed 3-0 with Vice Chairman Matchain and Commissioner Delgado absent.

**6. COMMENTS**

**A. Planning Commissioners**

Commissioner Brewer thanked attendees for returning to the meeting. Commissioner Medeiros thanked attendees for being here tonight, he would like to see more at future meetings and thanked staff for their work. Chairman Freels requested that the agenda and resolutions be updated before the meeting. Chairman Freels and Commissioner Medeiros wished all Happy Holidays.

**B. Associate City Planner**

No comments were received.

**C. City Manager**

City Manager Reynolds thanked Senior Planner Mack for his presentations at his first meeting. Mr. Mack appreciated the warm welcome.

**7. ADJOURNMENT**

Commissioner Brewer made a motion to adjourn the meeting. Second by Commissioner Medeiros. Motion passed 3-0 with Vice Chairman Matchain and Commissioner Delgado absent. The meeting adjourned at 8:56 P.M.

**CITY OF SAN JUAN BAUTISTA  
PLANNING COMMISSION REGULAR MEETING  
OCTOBER 1, 2019  
DRAFT MINUTES**

**1. CALL TO ORDER** – Vice Chairman Matchain called the meeting to order at 6:24 p.m.

**B. ROLL CALL**

**Present:** Commissioners Brewer, Medeiros, Delgado, and Matchain

**Absent:** Chairman Freels

**Staff Present:** Associate Planner Kennedy, City Manager Reynolds and Administrative Services Manager Paetz

**2. PUBLIC COMMENT**

Cara Vonk spoke against installation of commercial nodes on Highway 101 near San Juan Bautista.

**3. INFORMAL PROJECT REVIEW**

Nothing was presented.

**4. CONSENT ITEMS**

- A. Approve Affidavit of Posting Agenda**
- B. Approve Affidavit of Posting Public Hearing Notice**
- C. Approve Minutes for the September 5, 2017 Meeting**
- D. Approve Minutes for the December 5, 2017 Meeting**

A motion was made by Commissioner Brewer and seconded by Commissioner Delgado to approve all items on the Consent Agenda. The motion passed 4-0-0-1 with Commissioner Freels absent.

It was decided and agreed that Discussion Item 6A would be moved up in the agenda.

**6. DISCUSSION ITEMS**

**A. Alterations to La Casa Rosa, 107 Third Street**

City Manager Don Reynolds provided a report. A question and answer period followed. The applicant, Raeid Farhat, is present and explains what his intentions are with the building. During Public comment Cara Vonk spoke in support of the project, with the condition that as much as possible, the existing boards should be used, and keep the roof overhang (balcony). Rachel Ponce was concerned with the living quarters in the back. Jackie Morris Lopez gave her time to Cara Vonk, whereupon Cara cautioned about parking requirements.

## **5. PUBLIC HEARING ITEMS**

**A. Recommend to the City Council Approval of a General Plan Amendment and a Zone Change for 70 Muckelemei Street (APN 002-350-002) as an Adequate Site for Affordable Housing. The property is currently zoned Mixed-Use, proposed amendment to High Density Residential.**

Commissioner Matchain recused himself stating he lives close to the property, and left the Council Chambers. Commissioner Medeiros stepped in to chair the meeting.

Associate Planner Kennedy provided a report and introduced Richard James of EMC Consulting Group, who gave a presentation and described the properties viewed as Options 1, 2 and 3. A question and answer period followed. During public comment Mark McBride was concerned with the gateway, and questioned whether the City wants more housing and lots of resident parking. Cara Vonk spoke in support of Option 2. Matthew Manning, owner of two of the parcels that are possible options, reported that the San Benito Health Foundation is going to build on one of the parcels. Howard Cohen, owner of 70 Muckelemei Street, discussed his property.

A motion was made by Commissioner Delgado and seconded by Commissioner Brewer to select Option 2 (Parcel D on the map) and adopt Resolution 2019-23, Recommending to the City Council approval of Amendments to Section 11-03-010 (Development Standards Matrix), of Chapter 11-03 (Zoning District Development Standards), of Title 11 (Zoning), of the San Juan Bautista Municipal Code, for the purpose of implementing the San Juan Bautista General Plan Housing Element. The motion passed 3-0-0-2 with Commissioners Freels and Matchain absent.

Whereupon a break was taken at 7:45 p.m. Vice Chairman Matchain returned to the dais and the meeting resumed at 7:50 pm.

## **6. DISCUSSION ITEMS**

**B. Design Criteria for Accessory Dwelling Units (ADU)**

Associate Planner Kennedy presented a report and suggested postponing this item until January because of pending activity by the State. During public comment Cara Vonk advised against waiting or the State regulations will take effect.

**C. Report by Associate City Planner on Cal APA (American Planning Association) Conference**

Associate Planner Kennedy provided an overview of the conference he attended.

## **7. COMMENTS & REPORTS**

**A. Planning Commissioners**

Commissioner Medeiros thanked City Manager Reynolds for his support during the item to split the Board and the Planning Commission, and for promising the Commissioners would get more training.



**B. City Planner**

No comments received.

**C. City Manager**

No comments received.

**8. ADJOURNMENT**

The meeting adjourned at 8:02 p.m.

**CITY OF SAN JUAN BAUTISTA  
PLANNING COMMISSION REGULAR MEETING  
JULY 2, 2019  
DRAFT MINUTES**

**1. CALL TO ORDER** – Chairman Freels called the meeting to order at 6:15 p.m.

**B. ROLL CALL**      **Present:**      Commissioners Freels, Brewer, Medeiros,  
Delgado and Matchain

**Staff Present:** Associate Planner Kennedy, City Manager  
Reynolds and Administrative Services  
Manager Paetz

**2. PUBLIC COMMENT**  
No comments were received.

**3. INFORMAL PROJECT REVIEW**  
Nothing was presented.

**4. CONSENT ITEMS**

- A. Approve Affidavit of Posting Agenda**
- B. Approve Affidavit of Posting Public Hearing Notice**
- C. Approve Affidavit of Mailing Public Hearing Notice**
- D. Approve the Minutes of the May 7, 2019 Meeting**
- E. Approve the Minutes of the January 8, 2019 Meeting**

A motion was made by Commissioner Medeiros and seconded by Commissioner Delgado to approve all items on the Consent Agenda. The motion passed unanimously, 5-0.

**5. PUBLIC HEARING ITEMS**

- A. Recommend to the City Council Amendments to the Meritage Homes Development Agreement for the Rancho Vista Subdivision**

Commissioner Medeiros recused himself and left Council Chambers after stating he lives within 500 feet of the development.

Associate Planner Kennedy provided a report. City Manager Reynolds explained that it is unclear whether the square footage of the homes includes the garages. The applicant, John Bayless of Meritage Homes, was present and provided further explanation. Chairman Freels opened the public hearing. No comments were provided. Chairman Freels closed the public hearing.

A motion was made by Commissioner Delgado and seconded by Commissioner Brewer to approve Resolution 2019-15 and recommend approval to the City Council an

amendment to the Rancho Vista Subdivision Development Agreement between Meritage Homes of California and the City. The motion passed 4-0-0-1 with Commissioner Medeiros absent.

Whereupon, Commissioner Medeiros returned to the dais.

## **6. ACTION ITEMS**

### **A. Approve Sign Review for Lois' Unique Home Furnishings in the Downtown Historic District, 301 Third Street, APN 002-170-005**

Associate Planner Kennedy stated he had no new information to provide to the Planning Commission that was not already heard by the Historic Resources Board this evening. There was no public comment.

A motion was made by Commissioner Delgado and seconded by Commissioner Brewer to approve Resolution 2019-16 and sign review for a new retail business located at 301 Third Street in the City. The motion passed unanimously, 5-0.

## **7. DISCUSSION ITEMS**

### **A. Proposed San Benito County Major Subdivision in the City's Sphere of Influence at 333 Mission Vineyard Road, APN 012-190-012**

Associate Planner Kennedy provided a report. There was concern about septic, the County General Plan, and the City's opportunity to provide input into the project. During public comment, property owner Jim Dassel explained his preliminary plans for the property and that it will be consistent with what is out there now. A question and answer period followed. During public comment Darlene Boyd spoke against the project stating the City needs to study what it wants to do on that side of town. Val Eglund felt the footprint needs to be looked at. Chairman Freels commented the County won't let the Dassels build on the hill that is on the property, an observed that others have septic system, so septic on this property would be allowed.

### **B. Proposed Noise Ordinance for Hours of Construction Activity**

Associate Planner Kennedy reported the City does not have a noise ordinance although one was being developed some years ago and was brought before the Planning Commission and the Council, but never finalized. There was no public comment.

### **C. Update on the Housing Element**

Associate Planner Kennedy provided an update. There was discussion about having a workshop.

### **D. Report from Planner on Current and Upcoming Projects**

Associate Planner Kennedy provided an update.

### **E. Report from Sub Committee for Separating the Planning Commission from the Historic Resources Board**

Subcommittee Members Medeiros and Brewer provided their report, and asked Commissioners to provide input before the next meeting.

## **8. COMMENTS & REPORTS**

### **A. Planning Commissioners**

Chairman Freels reminded the public to be safe on July 4.

### **B. City Planner**

No comments received.

### **C. City Manager**

No comments received.

## **8. ADJOURNMENT**

The meeting adjourned at 8:02 p.m.



# CITY OF SAN JUAN BAUTISTA PLANNING COMMISSION STAFF REPORT

**AGENDA TITLE:** INTRODUCTION TO DOWNTOWN PARKING  
STRATGEIES

**DATE:** January 2, 2020

**DEPARTMENT HEAD:** Don Reynolds, City Manager

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**RECOMMENDED ACTION:** Receive a Downtown Parking report for discussion purposes only.

**BACKGROUND INFORMATION:** The City of San Juan Bautista's historic downtown attracts thousands of visitors every year, from 4<sup>th</sup> graders coming to the Mission during the school year, to the many weddings and celebrations that occur every weekend, and the many festivals that occur every year. Weekends and evenings are certainly the busiest times to be downtown and it is not unusual to park three for four blocks from 3<sup>rd</sup> Street on a Saturday afternoon.

Whether or not the City has a downtown parking problem is really a matter of perspective. And generally speaking, it is a good thing to have a parking problem downtown. It means the town is vibrant and has established itself as a destination. Parking is one of the most emotional issues for citizens in a community to consider. This makes changing parking policies a challenge. If there is no formal parking system, an informal system will fill the void, and unintentional systems can create unintentional results. I have spent much of my time over the past 30-years working with downtowns, analyzing parking "systems" both on street and off-street, parking enforcement, paid parking, time limited parking, and of course "free parking." In this report, I will share some of the lessons learned, and introduce a study San Juan Bautista's Downtown conducted last June that provides a few parking options, and their cost.

***The High Cost of Free Parking*** is a non-fiction urban planning book by UCLA professor Donald



Shoup. It deals with the costs of free parking policies on society. It is structured as a criticism of how parking is planned and regulated, especially the use of parking minimums and off-street parking requirements. It was published in 2005, the same year the new parking garage opened in downtown Salinas. By 2007, I relied on Shoup's expertise and completed a thorough analysis of downtown Salinas parking, created pro-formas and business plans, and proposed a paid parking program where half the revenue would be used by the downtown business association to maintain its historic and beautiful heritage. That plan was flatly rejected by the business community and I was

nearly kicked out of town. It turns out that many stakeholders in Salinas still remember the celebration that occurred when parking meters were removed back in the 1970's.

Shoup's concept is simple. Identify every component of a parking system, assign values, depreciation and maintenance costs, and consider parking rates to off-set the costs. A key component often overlooked is enforcement. Sometimes the correct or desired parking habits require enforcement. Parking prices are based on a supply and demand system, based on convenience and proximity to popular destinations (in Salinas that would be Main Street's 100, 200 and 300 blocks). Revenues come from daily and hourly parking fees (short-term parking), long-term or monthly parking passes for employees and residents, and enforcement. As the need for enforcement declines the enforcement revenues decline as well. In downtown San Luis Obispo, parking four blocks from the destination is free, but as you move closer to the center of town, the cost and time restrictions are applied, and the closer to downtown it is, the higher the price.

But it doesn't always work that way. At the same time the new parking garage was opened in Salinas, the parking lot across from the new cinema (now the corporate headquarters for Taylor Farms), established "pay-by-space" parking system using kiosks and numbered parking spaces. The garage opened at .50 cents per day, and the surface parking lot opened at \$1 per day. The lot would always fill up before the garage, and only on a few occasions has the garage actually filled to capacity. The City was earning close to \$10,000 a month from the parking lot, and only \$3,500 a month from the garage. The issue was safety; many perceived the garage to be less safe than the parking lot.

This is what I have learned about parking policies in San Juan Bautista. The 2016 General Plan has an Objective CI 2.3 "Provide Adequate Parking." The first objective is to develop a "Parking Plan." The City will identify available properties for parking, develop a partnership with the State Park and Diocese to provide adequate parking for these destinations, explore technology, using parking meters, and develop parking systems for large events. There are also two objectives related to bike parking. The first attachment includes this page of the General Plan for the Commission's consideration. Chapter 11-11 of the Zoning Code is dedicated to parking. Many of these development related requirements were considered with the recent approval of the Casa Rosa project. They include FAR in mixed use districts, joint use parking, and parking in-lieu fees. They specify the number of parking spaces required in a table 11-11.110 and 11-11.160 describing various different land uses and the number of parking spaces required. Shoup's criticism is that an over-prescriptive zoning code that specifically ties the use of a property to its parking requirement, often results in far more parking than is needed, and does not allow for or encourage shared parking. This policy is provided to the Commission in the second attachment.

## DISCUSSION

In June 2019, Harris and Associates completed the report provided in the third attachment: "Preliminary Downtown Parking Strategy." As a preliminary study, it focuses on the downtown historic district, does not make reference to the General Plan, and merely suggests various methods that the City may consider if it decides to move forward with a plan like this. There are three alternative lay-outs described. In summary, the report suggests that with an investment of between \$1.1 and \$1.4 million, the City could establish between 73 and 94 off-street parking spaces in its downtown, without considering the Mission parking lot, or the School District's Soccer field

parking lot. That's assuming the property is purchased at an estimated cost of \$9,000 per parking space. Below is a table summarizing the three alternatives.

	TOTAL COST	# OF SPACES	Cost/space
Alternative 1	\$ 1,435,748.00	94	\$ 15,273.91
Alternative 2	\$ 1,408,326.00	89	\$ 15,823.89
Alternative 3	\$ 1,178,252.00	73	\$ 16,140.44

If the cost of land is taken out of the costs, the cost per space equals this:

	TOTAL COST	# OF SPACES	Land value	Adjusted Cost	Cost/space
Alternative 1	\$ 1,435,748.00	94	\$ 846,000.00	\$ 589,748.00	\$ 6,273.91
Alternative 2	\$ 1,408,326.00	89	\$ 801,000.00	\$ 607,326.00	\$ 6,823.89
Alternative 3	\$ 1,178,252.00	73	\$ 657,000.00	\$ 521,252.00	\$ 7,140.44

The City's in-leu parking fee is \$7,520 per space, and is closer to the cost of a surface parking space without having to buy the property. A parking space in a parking garage is estimated to cost closer to \$35,000 per space without having to buy the property. The in-lieu parking fee should be set to include the cost of the property. And a Parking Plan will consider options that include leasing properties not just acquiring them.

The study does not include the cost estimates related to parking enforcement. Without enforcement the "plan" will have limited success, and this enforcement has to be available at peak hours and include weekends and evenings.

The study does not include the Mission parking lot or the School District lot. If these two options are explored, it may have a positive impact on the costs due to the fact that the partners already control the real-estate. Lastly, the study does not take into consideration Objective CI2.3.1.4- on street paid parking. When paid parking is implemented, there is more staff overhead involved in collecting payments, and maintaining equipment.

On pages 4-11 the parking study considers different funding mechanisms. Three different property assessment systems are described suggesting that the stake holders will be willing to pay for the cost of the off-street parking lots. In Salinas, the business district is very involved in these decisions, and if or when paid parking in that town "breaks even," the profit would be shared equally between the business district and the parking district. This is the system modeled in the High Cost of Free Parking, using historic downtown Pasadena as an example. Parking revenues are returned the district to maintain its safe and charming environment. The fourth attachment describes this process.

Staff appreciates the Commission's feedback on this analysis, and consideration of the next steps identified on page 11 of the report. I added enforcement, but clearly there is a greater need identified: conversations with stakeholders. Several months of stakeholder meetings are recommended to implement a transformational change such as the one described in this report. This is a big project that needs to get started, but move slowly until a "plan" evolves that everyone can embrace. In the mean-time, the City may be able to start a small pilot program and test the waters. More to follow.

**EXHIBIT B TO ACQUISITION AGREEMENT**

**FORM OF SCIP REQUISITION**

To: BLX Group LLC  
SCIP Program Administrator  
777 S. Figueroa St., Suite 3200  
Los Angeles, California 90017  
Attention: Vo Nguyen  
Fax: 213-612-2499

Re: Statewide Community Infrastructure Program – Assessment District No. 18-01 (City of San Juan Bautista, County of San Benito)

The undersigned, a duly authorized officer of the CITY OF SAN JUAN BAUTISTA hereby requests a withdrawal from the ACQUISITION FUND, as follows:

Request Date: *November 29,*  
*my*  
October 4, 2018

Name of Developer: Meritage Homes of California, Inc.

Withdrawal Amount: \$879,672.88

Acquisition Improvements: Streets and streetlights, sewer, storm drainage, water, erosion control & landscaping.

Payment Instructions: Please see attached wire instructions.

The undersigned hereby certifies as follows:

1. The Withdrawal is being made in accordance with a permitted use of such monies pursuant to the Acquisition Agreement, and the Withdrawal is not being made for the purpose of reinvestment.
2. None of the items for which payment is requested have been reimbursed previously from other sources of funds.
3. If the Withdrawal Amount is greater than the funds held in the Acquisition Fund, the SCIP Program Administrator is authorized to amend the amount requested to be equal to the amount of such funds.
4. To the extent the Withdrawal is being made prior to the date bonds have been issued on behalf of SCIP, this withdrawal form serves as the declaration of official intent of the CITY OF SAN JUAN BAUTISTA, pursuant to Treasury Regulations 1.150-2, to reimburse with respect expenditures made from the Acquisition Fund listed above in the amount listed above.

CITY OF SAN JUAN BAUTISTA

By: *[Signature]*

Title: *City Manager*  
*11/29/18*



# Attachment 1 General Plan

## **Objective CI 2.3**

Provide adequate parking.

Policy CI 2.3.1

Develop a vehicle parking plan.

Program CI 2.3.1.1

Identify available private parking that could be used for public parking during non-business hours.

Program CI 2.3.1.2

Develop a partnership with Diocese and State Parks to provide expanded visitor parking for the Mission and State Park facilities.

Program CI 2.3.1.3

Explore technological solutions for parking management.

Program CI 2.3.1.4

Assess feasibility of utilizing parking meters in highly desirable locations and peak demand locations.

Program CI 2.3.1.5

Explore residential parking permit plan.

Program CI 2.3.1.6

Develop parking management systems for large events.

Policy 2.3.2

Develop a bicycle parking plan.

Program CI 2.3.2.1

Expand minimum bicycle parking requirements for new development.

Program CI 2.3.2.2

Develop bicycle parking fund to expand bicycle parking in developed areas.

## **Objective CI 2.4**

Policy CI 2.4.1

Incorporate a wayfinding signage system in the City.

# Attachment 2

## Chapter 11-11 PARKING

### Sections:

#### Article 1. Standards

- 11-11-010 Intent.**
- 11-11-020 Establishment of or expansion of an existing parking lot.**
- 11-11-030 Continuing character of obligation.**
- 11-11-040 Conditional uses.**
- 11-11-050 Size and location.**
- 11-11-060 Driveways – Aisles.**
- 11-11-070 Other standards.**
- 11-11-080 Plan approval.**
- 11-11-090 Paving and marking.**
- 11-11-100 Screening and lighting.**
- 11-11-110 Number required – Generally.**
- 11-11-120 Mixed use district.**
- 11-11-130 Findings.**
- 11-11-140 Condition.**
- 11-11-150 Number required – Dwellings.**
- 11-11-160 Number required – Other uses.**
- 11-11-170 Loading spaces.**

#### Article 1. Standards

##### **11-11-010 Intent.**

The intent of this Section is to:

(A) Provide standards and requirements for off-street automobile parking spaces for every building and use. No building or structure shall be erected or altered unless there is already in existence, or unless provision therefor is made concurrently with such erection or structural alteration or new use, the number of parking spaces necessary to meet the minimum requirements set forth; and

(B) Provide off-street spaces for parking of the automobiles of tenants of the premises, and for visitors, clients, customers, employees and callers.

##### **11-11-020 Establishment of or expansion of an existing parking lot.**

Establishment of or expansion of an existing parking lot shall require design review approval.

##### **11-11-030 Continuing character of obligation.**

The continuance and maintenance of the parking spaces required by this Chapter shall be the continuing obligation of the owner of the property upon which the building or structure is located as long as the building or structure exists and the use requiring such spaces continues.

**11-11-040 Conditional uses.**

Nothing in this Chapter shall be deemed to limit the power of the City to require adequate provision of **parking** spaces as a condition of approval of a conditional use when, under the circumstances of the particular case, a greater number of spaces than specified is found to be necessary.

**11-11-050 Size and location.**

(A) Every required **parking** space shall have a width not less than nine feet (9') and a length not less than eighteen feet (18'), exclusive of maneuvering space and driveways which shall be provided as required herein, to make each **parking** space independently accessible from the street at all times.

(B) The City Manager or designee may allow reduction of up to ten percent (10%) of the required **parking** spaces to eight (8) by sixteen feet (16') in size for accommodation of compact-sized cars. Backup and maneuvering space may be reduced proportionately, subject to approval of the City Manager or designee.

(C) No **parking** space shall occupy any front yard, or any required street side yard of a corner lot, or in a required rear yard on a double-frontage lot.

(D) Except in the mixed use district and when SJBMC [11-11-120](#) applies, off-street **parking** facilities shall be located on the same site, or shall be located no more than one hundred fifty feet (150') and with reasonable access from the use for which the spaces are required.

(E) **Parking** areas shall be designed so that vehicles enter public streets in a forward direction.

(F) All required **parking** shall be kept accessible at all times for required **parking**, and the use of any such required space or spaces, or of any driveway or maneuvering space necessary to provide access thereto, for the storage of boats, vehicle trailers or goods of any kind shall constitute discontinuance of the intended use and a violation of this Chapter.

**11-11-060 Driveways – Aisles.**

The width of the driveway providing access to **parking** spaces shall be not less than fifteen feet (15'), unless:

(A) Where the number of spaces is less than four (4), or where the movement of vehicles is limited to a single direction, the access aisle width shall not be less than twelve feet (12').

(B) Where **parking** spaces for four (4) or more cars are designed to lie on either side or on both sides of an access aisle, the width thereof shall be:

(1) Not less than fifteen feet (15') where the spaces are at an angle of forty-five (45) degrees to the aisle;

(2) Not less than eighteen feet (18') where the spaces are at a greater angle but not more than sixty (60) degrees to the aisle; and

(3) Not less than twenty-five feet (25') where the spaces are at any angle to the aisle greater than sixty (60) degrees.

**11-11-070 Other standards.**

(A) Bicycle racks shall be provided in any **parking** area in a commercial or mixed use district. Individual bicycle **parking** spaces shall be provided at a ratio of one (1) bike space for every ten (10) vehicle spaces, with a minimum of one (1) space.

(B) As required by the building code, special provisions for access by the physically handicapped from public rights-of-way, across intervening spaces and into structures, including **parking** facilities specifically designed and located for the use of the handicapped, shall be required. Standards for such facilities shall be based on the standards of the American Standards Association and/or other applicable guidelines.

(C) All off-street **parking** areas shall be provided with a minimum of ten percent (10%) of the area of the lot planted with live plant material. Trees not less than five feet (5') in height and fifteen (15) gallon container in size shall be planted throughout the lot and along any street frontage.

(D) Curbs, wheel stops, and markings for **parking** lots and spaces shall be provided as follows:

(1) Except for spaces that serve single or two (2) family dwellings, all off-street **parking** spaces shall have wheel stops. Wheel stops must be continuous curbing and shall not be separate blocks.

(2) Opposing ranks of **parking** stalls shall be separated by a raised curbed island.

(3) All off-street **parking** areas shall be provided with entrance, exit, and traffic flow markings so arranged and marked as to provide for orderly and safe **parking** of automobiles, subject to the approval of the City Engineer.

#### **11-11-080 Plan approval.**

Whenever four (4) or more **parking** spaces are required, a site plan of the premises, showing the location of the building or buildings and other improvements, the location and dimensions of all **parking** spaces, and the provisions for maneuvering space and access driveways thereto from a public thoroughfare, including proposed curb cuts, shall be submitted to the City Manager or designee to review for consistency with the standards of this Chapter as well as the San Juan Bautista Design Guidelines prior to issuance of the building permit. No approval of occupancy shall be issued upon completion of a building, or the structural alteration of a building, unless and until all such spaces as required by this Chapter and shown upon the approved plans and made a part of the building permit are in place and ready to use.

#### **11-11-090 Paving and marking.**

All **parking** spaces, access driveways and maneuvering areas required, and as shown on the approved site plan, shall be graded and well-drained, and shall be maintained with dust-free surfacing, and in all districts shall be paved with two inches (2") of asphaltic concrete, or an equivalent approved by the City Manager or designee, and shall be clearly marked on the ground. Exceptions to the paving requirement may be made in the case of private streets or, in the case of a single lot in a low-density residential zone with at least fifty feet (50') of frontage on a public street, the City Manager or designee may waive the requirement where the rural character of the area makes this desirable and an oiled, dust-free surface is provided.

#### **11-11-100 Screening and lighting.**

(A) Wherever the exterior boundary of an open **parking** area providing space for four (4) or more automobiles is less than ten feet (10') from any lot in an R district, such area shall be screened by a solid masonry wall having the maximum height permitted by this Title; provided, however, that where a lot is used for a **parking** facility required for a use or building on an abutting lot in the same ownership, no separating wall shall be required.

(B) Lighting of **parking** spaces shall conform to Chapter [11-13](#) SJBMC.

(C) Pavement Edge and Planter Protection. Landscaped areas and pavement edges in all mixed use, multiple-family, commercial, and industrial zones shall be protected from damage and deterioration by the

placement of six-inch (6") high, securely anchored, continuous curbs or similar barriers, which have a minimum width of six inches (6").

#### **11-11-110 Number required – Generally.**

The number of **parking** spaces required shall be as specified in SJBMC [11-11-150](#) and [11-11-160](#). When the calculation results in a fractional number, any fraction of one-half (1/2) or greater shall be rounded up and any fraction less than one-half (1/2) shall be rounded down. In the case of any use not specifically mentioned in these regulations, the minimum number of **parking** spaces required shall be the same as for a specified use having similar characteristics in relation to the need for **parking** spaces. When two (2) or more buildings or uses occupy the same lot, the required number of **parking** spaces shall be the sum of the requirements of the various buildings or uses computed separately. The Planning Commission may allow a reduction of up to fifteen percent (15%) of the spaces required where several uses have a common **parking** area, and the timing or sporadic nature of anticipated **parking** makes the full requirement unnecessary.

#### **11-11-120 Mixed use district.**

Within the mixed use district, the following standards shall apply:

(A) On-Street **Parking**. Existing or required paved **parking** spaces for standard-sized vehicles in a public street or alley that abuts a parcel are eligible to meet part or all of the **parking** requirements for the development on that parcel. For parcels with mixed use development within the MU district, the number of on-street **parking** spaces for standard-sized vehicles within one hundred fifty feet (150') of a parcel, or the number that will be within one hundred fifty feet (150') upon completion of planned street/**parking** improvements, whichever is greater, may be counted toward the required number of **parking** spaces for commercial or mixed uses.

(B) Off-Street **Parking** Reduction. For parcels with mixed use development within the MU district, the number of off-street **parking** spaces required by this Section shall be reduced by ten (10) spaces or twenty-five percent (25%) of the otherwise required number of spaces, whichever is greater, if the parcel is within four hundred feet (400') of a public **parking** lot or garage. To be eligible for the **parking** space reduction, the property owner shall pay an in-lieu **parking** fee in accordance with subsection (F) of this Section.

(C) Residential. For each residential unit, one and one-half (1-1/2) **parking** spaces shall be provided. Exceptions to this standard include:

- |                           |                                    |
|---------------------------|------------------------------------|
| (1) Emergency shelter:    | One (1) space per<br>five (5) beds |
| (2) Transitional housing: | One (1) space per<br>unit          |
| (3) Affordable housing:   | One (1) space per<br>unit          |

(D) Location. Required **parking** spaces for commercial or mixed uses shall be located on the same parcel or another parcel not further than five hundred feet (500') from the parcel they are intended to serve. Reciprocal or egress easements shall be required for the off-site **parking** prior to establishing the use for which **parking** is required. For areas bounded by Second Street, Muckelemei Street, Fourth Street, and Franklin Street, off-site or street **parking** is preferred.

(E) Joint-Use **Parking**. Joint-use **parking** shall be permitted upon Planning Commission approval of a use permit. Joint-use **parking** standards are based on the assumption that patrons will use a single



**parking** space for more than one (1) destination in the MU district and that one (1) **parking** space will be open and available for short-term **parking** to serve many different uses which may have different peak hours. The applicant shall submit an agreement in a form as prescribed by the City Attorney that ensures that the required number of joint-use **parking** spaces required shall be provided. Said agreement shall run with the land and be recorded on each parcel contributing to joint-use **parking**, regardless of whether the parcel is owned by the applicant.

(F) In-Lieu Fee. The Planning Commission may determine that strict compliance with the off-street **parking** standard set forth in this Chapter is contrary to the goal of preserving and enhancing the historical character and pedestrian nature of the MU district. Upon making such a determination, an in-lieu **parking** fee shall be imposed in the manner and amount set by City Council. The funds shall be retained by the City and shall be used exclusively for the purpose of acquiring and developing public off-street **parking** facilities to serve the MU district.

#### **11-11-130 Findings.**

In order to allow a use to meet its **parking** requirements in a location other than on the same parcel on which the use is located, the City Manager or designee must make the finding that said parcel is unable to accommodate the required **parking** due to its size, shape, location, or the presence of existing buildings.

#### **11-11-140 Condition.**

All applicants for uses which fall under this policy will be required to sign a copy of the policy indicating that they have received, read, understood, and agreed to the following condition:

At such time that a **parking** impact fee is established by the City Council, the permittee shall be required to pay all fees that would be applicable to this use for the number of **parking** spaces required for this use. The number of **parking** spaces required by this Section for the existing use at the time of the implementation of the **parking** impact fee shall provide the basis by which the total amount of **parking** spaces, and thereby the **parking** impact fee, will be determined.

#### **11-11-150 Number required – Dwellings.**

(A) Single-Family Dwellings. Every single-family dwelling shall be provided with at least two (2) **parking** spaces. At least one (1) space shall be covered by garage or carport.

(B) Multifamily Dwellings. Required **parking** spaces for multifamily dwellings shall be:

(1) Studio:	One (1) covered space
(2) One (1) Bedroom:	One (1) covered space
(3) Two (2) Bedroom:	One (1) covered/ One (1) uncovered space
(4) Three (3) Bedroom:	One (1) covered/ One (1) uncovered space
(5) Four (4) Bedroom:	One (1) covered/ Two (2) uncovered spaces

(6) Covered **Parking**. The Planning Commission may waive the requirement for covered **parking** for multiple-family dwellings when such requirement is found not to be in the best interest of good design or the public health, safety or welfare, based on one (1) or more of the following:

- (a) The project will be better suited to unusual lot shape or topography;
  - (b) Design or appearance of the project will be improved; or
  - (c) The housing costs will be made affordable to low and moderate-income residents. All uncovered **parking** must be screened by means of an earth berm and/or landscaping;
- (7) Guest **Parking**. In multifamily dwellings, guest **parking** shall be provided at the ratio of one-half (1/2) space per unit.

#### 11-11-160 Number required – Other uses.

(A) The number of **parking** spaces required to be provided for uses other than dwellings shall be not less than specified in the following table:

Hotel, motel, lodging house, apartment, or private club providing sleeping accommodations	One (1) space for each guest room or rental unit, or for each two (2) beds, whichever is greater plus one (1) space for each employee on a given shift
Mobile home <b>parks</b>	There shall be two (2) <b>parking</b> spaces for every mobile home; one (1) additional <b>parking</b> space per two (2) mobile homes shall be provided for guest <b>parking</b> , and shall be dispersed throughout the <b>park</b>
Place of public assembly, including church, community center, private club or lodge, auditorium (including principal assembly, school or college auditorium), or gymnasium	One (1) space for each four (4) seats in the area or room or one (1) space for each forty (40) square feet in the principal assembly area or room if fixed seats are not provided
Theater	One (1) space for each three (3) seats or fraction thereof
Nursing home or other institution providing sleeping accommodations	One (1) space for each five (5) beds or fraction thereof
Hospital	One (1) space for each two (2) patient beds or fraction thereof
Convalescent hospital, rest home or sanitarium	One (1) space for each three (3) patient beds or fraction thereof
Library, museum, art gallery, or similar use	One (1) space for each three (3) employees, plus such additional spaces as may be prescribed by the Planning Commission
College, art, craft, music or dancing school; business, professional or trade including teachers and administrators	One (1) space for each three (3) employees, and one (1) space for each four (4) students, plus such additional spaces as may be prescribed by the Planning Commission
Day school or nursery school	One (1) space for each three (3) employees, plus one (1) space for each ten (10) children
Medical or dental office	One (1) space for each two hundred twenty-five (225) square feet of gross floor area
Other business – office, technical service, professional office, or administrative office	One (1) space for each office two hundred fifty (250) square feet of gross floor area

Restaurant, soda fountain, bar, cocktail lounge, or similar establishment for the sale and consumption of food or beverage on the premises not in a shopping center	One (1) space for each sixty (60) square feet of dining area, plus one (1) additional space for each three (3) employees or fraction thereof
Bowling alley, billiard parlor	Five (5) spaces for each lane; two (2) spaces per table plus one (1) space for each two (2) employees on the largest shift
Game arcade	One (1) space for each three (3) game machines and one (1) <b>parking</b> space for bicycles for each machine
Bank, financial institution, public or private utility office not in a shopping center	One (1) space for each one hundred eighty (180) square feet of gross floor area
Personal service establishment, including barber or beauty shop, cleaning or laundry agency, or similar use not in a shopping center	One (1) space for each two hundred fifty (250) square feet of gross floor area
Food store, grocery store, delicatessen, supermarket, or similar use not in a shopping center	One (1) space for each one hundred fifty (150) square feet of gross floor area
Plant nursery or similar outdoor sales and display establishment	Five (5) spaces, plus one (1) additional space for each five hundred (500) square feet of outdoor sales, display, or service area
Schools, elementary and middle	One (1) space per employee
Schools, secondary	One (1) space per employee, plus one (1) space per ten (10) students
Shopping center, retail store, or service establishment	One (1) space for each two hundred fifty (250) square feet of gross floor area, except for floor area used exclusively for truck loading; City Manager or designee has discretion to allow up to ten percent (10%) reduction if proof of joint use
Shopping center, retail store or retail service establishment in the MU district	One (1) space for each two hundred twenty (220) square feet of gross floor area, except for floor area used exclusively for truck loading
Service stations	Two (2) spaces for each working bay plus one (1) space for each employee on the largest shift
Manufacturing, storage, warehouse wholesale stores, heavy industrial uses, heavy commercial uses	One (1) space for each one thousand (1,000) square feet of gross area

#### 11-11-170 Loading spaces.

(A) Required. Any structure having a floor space of ten thousand (10,000) square feet or more, which is to be occupied by a manufacturing plant, storage facilities, warehouse facilities, goods display, retail store, wholesale store, markets, hotels, hospital, mortuary, laundry, dry cleaning establishment, or other uses similarly requiring the receipt or distribution by vehicles or trucks of materials or merchandise, shall provide on the same lot or parcel at least one (1) off-street loading space, plus one (1) additional such loading space for each twenty thousand (20,000) square feet of floor area. Such off-street loading spaces shall be maintained during the existence of the building or use they are required to serve. A required loading space may occupy a required rear yard or any part thereof.

(B) Improvement Standards. Loading spaces required by subsection (A) of this Section shall be developed pursuant to the following standards, to the extent other more restrictive standards prescribed elsewhere in



this Chapter do not apply:

(1) Size of Off-Street Loading Spaces. Each off-street loading space required by subsection (A) of this Section shall be not less than ten feet (10') wide, thirty feet (30') long, and not more than fifteen feet (15') high, exclusive of driveways for ingress and egress and maneuvering areas.

(2) Driveways for Ingress and Egress and Maneuvering Areas. Each off-street loading space required by subsection (A) of this Section shall be provided with driveways for ingress and egress and maneuvering space of the same type which is required for off-street **parking** spaces.

(3) Location of Off-Street Loading Spaces. No off-street loading space required by subsection (A) of this Section shall be located closer than forty feet (40') to any street.

Legislative History: Ord. 2007-03 (2/20/07).

Mobile Version



# **CITY OF SAN JUAN BAUTISTA**

## **PRELIMINARY DOWNTOWN PARKING STUDY**

**JUNE 2019**

**PREPARED BY**



**Harris & Associates**

## TABLE OF CONTENTS

Overview.....	1
Downtown Parking Study Area .....	1
Downtown Parking Improvements .....	1
Downtown Parking Alternative #1 .....	2
Downtown Parking Alternative #2 .....	2
Downtown Parking Alternative #3 .....	2
Estimate of Costs .....	3
Downtown Parking Alternative #1 .....	3
Estimated Capital Improvement and Land Costs .....	3
Estimated Annual Costs .....	3
Downtown Parking Alternative #2 .....	4
Estimated Capital Improvement and Land Costs .....	4
Estimated Annual Costs .....	4
Downtown Parking Alternative #3 .....	5
Estimated Capital Improvement and Land Costs .....	5
Estimated Annual Costs .....	5
Project Funding.....	6
Downtown Parking District .....	6
Estimated Cost to Parcels .....	6
Downtown Parking Alternative #1 .....	7
Downtown Parking Alternative #2 .....	8
Downtown Parking Alternative #3 .....	9
Parking and Public Restroom Revenue .....	10
Development Impact Parking-In-Lieu Fee Revenue.....	10
Covered Solar Parking Revenue .....	10
Pay for Parking Revenue .....	11
Next Steps .....	11

## **EXHIBITS**

Exhibit A - Downtown Parking Alternative #1

Exhibit B - Downtown Parking Alternative #2

Exhibit C - Downtown Parking Alternative #3

Exhibit D - Downtown Parking District

## **LIST OF FIGURES**

Figure 1: Downtown Parking Study Area

Figure 2: Artist rendering of downtown parking area in Lafayette, California

Figure 3: Image of refuse containment area

Figure 4: Image of covered solar parking

Figure 5: Signs for pay by phone parking in Temecula, California

## **LIST OF TABLES**

Table 1: Estimated Capital Improvement and Land Costs, Alternative #1

Table 2: Estimated Annual Costs, Alternative #1

Table 3: Estimated Capital Improvement and Land Costs, Alternative #2

Table 4: Estimated Annual Costs, Alternative #2

Table 5: Estimated Capital Improvement and Land Costs, Alternative #3

Table 6: Estimated Annual Costs, Alternative #3

Table 7: Downtown Parking District Benefit Units

Table 8: Estimated Capital Improvement and Land Cost per Parcel/Acre, Alternative #1

Table 9: Estimated Annual Assessment for Capital Improvement and Land Costs, Alternative #1

Table 10: Estimated Annual Maintenance, Operations and Capital Reserve Replacement Costs, Alternative #1

Table 11: Estimated Capital Improvement and Land Cost per Parcel/Acre, Alternative #2

Table 12: Estimated Annual Assessment for Capital Improvement and Land Costs, Alternative #2

Table 13: Estimated Annual Maintenance, Operations and Capital Reserve Replacement Costs, Alternative #2

Table 14: Estimated Capital Improvement and Land Cost per Parcel/Acre, Alternative #3

Table 15: Estimated Annual Assessment for Capital Improvement and Land Costs, Alternative #3

Table 16: Estimated Annual Maintenance, Operations and Capital Reserve Replacement Costs, Alternative #3

## OVERVIEW

### Downtown Parking Study Area

For the purposes of this study, the Downtown Parking Study Area is generally the area in San Juan Bautista with a northerly border near 2<sup>nd</sup> Street, an easterly border near Franklin Street, a southerly border near 4<sup>th</sup> Street, and a westerly border near San Jose Street. Figure 1 shows the boundaries of the study area.

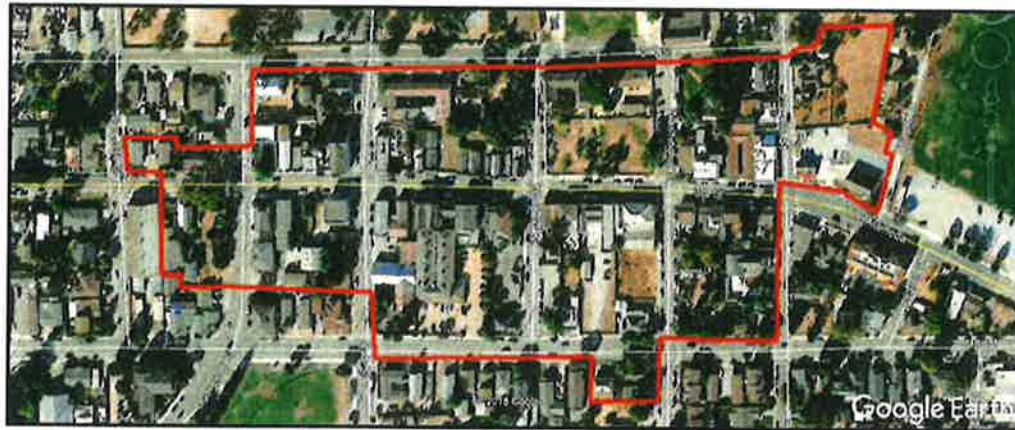


Figure 1: Downtown Parking Study Area

Not the Same  
as the Historic  
District  
- Does not  
Address several  
G.P. objectives  
- Intended to  
serve Historic  
District

### Downtown Parking Improvements

The Downtown Parking Improvements are proposed to include the addition of up to five (5) public parking lots to add up to 94 parking spaces including landscaping in the downtown area. Figure 2 provides an artist rendering of what a downtown parking lot might look like in the City of San Juan Bautista.



Figure 2: Artist rendering of downtown parking area in Lafayette, California

*Storm Water  
retention  
Basins*



Additional proposed improvements include BMP treatment areas and refuse containment area. Figure 3 provides an artist rendering of what a refuse containment areas might look like in the City of San Juan Bautista.



Figure 3: Image of refuse containment area

This study looks at three (3) different Downtown Parking Alternatives, as follows:

### Downtown Parking Alternative #1

Exhibit A of this study shows an image of Downtown Parking Alternative #1, which includes the following:

- Five (5) public parking lots adding 94 parking spaces to the downtown area
- 1,980 square feet of landscape area
- 1,520 square feet of bmp treatment area
- Five (5) refuse containment areas

### Downtown Parking Alternative #2

Exhibit B of this study shows an image of Downtown Parking Alternative #2, which includes the following:

- Five (5) public parking lots adding 89 parking spaces to the downtown area
- One parking lot connector area between Lots 3 and 4
- 2,520 square feet of landscape area
- 1,520 square feet of bmp treatment area
- Five (5) refuse containment areas

### Downtown Parking Alternative #3

Exhibit C of this study shows an image of Downtown Parking Alternative #3, which includes the following:

- Four (4) public parking lots adding 73 parking spaces to the downtown area
- 3,100 square feet of landscape area
- 1,690 of bmp treatment area
- Four (4) refuse containment areas





## ESTIMATE OF COSTS

### DOWNTOWN PARKING ALTERNATIVE #1

#### Estimated Capital Improvement and Land Costs

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>MOBILIZATION, DEMOLITION &amp; GRADING</b>					
1.	Contractor Profit and Overhead (12.5% of All Other Items)	1	LS	\$31,925.17	\$31,925
2.	Mobilization (10% of All Other Items)	1	LS	\$25,540.14	\$25,540
3.	Traffic Control	1	LS	\$10,000.00	\$10,000
4.	Removal and Disposal of Existing Trees	4	EA	\$1,000.00	\$4,000
5.	Excavation and Placement	1,277	CY	\$15.00	\$19,148
<b>PAVING, CONCRETE, BMP TREATMENT, LANDSCAPE, STRIPING &amp; REFUSE</b>					
6.	AC Pavement (4")	646	TON	\$130.00	\$84,013
7.	Class 2 Aggregate Base (12")	957	CY	\$100.00	\$95,741
8.	Slurry Seal (Lots 2 & 3)	1,300	SY	\$4.50	\$5,850
9.	Concrete Curb (6")	1,460	LF	\$25.00	\$36,500
10.	BMP Treatment	1,520	SF	\$18.00	\$27,360
11.	Landscape	1,980	SF	\$5.00	\$9,900
12.	Signing and Striping	1	LS	\$10,000.00	\$10,000
13.	Refuse Containment Area	5	EA	\$8,500.00	\$42,500
<b>LAND ACQUISITION/LEASING COST</b>					
14.	Land Cost per Parking Space	94	EA	\$9,000.00	\$846,000
<b>Subtotal =</b>					<b>\$1,248,477</b>
<b>Contingency (15%) =</b>					<b>\$187,272</b>
<b>Project Total =</b>					<b>\$1,435,748</b>

Table 1: Estimated Capital Improvement and Land Costs, Alternative #1

#### Estimated Annual Costs

Item	Unit	Quantity	Cost/Unit	Cycle	Cost/Yr
<b>Annual Operations and Maintenance Cost</b>					
Landscape Area	SF	1,980	\$1.25	1	\$2,475
BMP Treatment Area Maintenance	SF	1,520	\$5.00	1	\$7,600
Annual Administrative Costs	LS	1	\$5,000	1	\$5,000
<b>Subtotal Operations and Administrative Cost</b>					<b>\$15,075</b>
<b>Annual Capital Replacement Cost</b>					
AC Pavement (4")	TON	646	\$130	20	\$4,199
Slurry Seal (Lots 2 and 3)	SY	1,300	\$4.50	7	\$836
Concrete Curb (6")	LF	1,460	\$25.00	50	\$730
Signing and Striping	LS	1	\$10,000	7	\$1,429
Refuse Containment Area	EA	5	\$9,000	20	\$2,250
<b>Subtotal Annual Capital Replacement Cost</b>					<b>\$9,443</b>
<b>Total Estimated Annual Cost</b>					<b>\$24,518</b>

Table 2: Estimated Annual Costs, Alternative #1

## DOWNTOWN PARKING ALTERNATIVE #2

### Estimated Capital Improvement and Land Costs

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>MOBILIZATION, DEMOLITION &amp; GRADING</b>					
1.	Contractor Profit and Overhead (12.5% of All Other Items)	1	LS	\$28,872.57	\$28,873
2.	Mobilization (10% of All Other Items)	1	LS	\$23,098.06	\$23,098
3.	Traffic Control	1	LS	\$10,000.00	\$10,000
4.	Removal and Disposal of Existing Trees	4	EA	\$1,000.00	\$4,000
5.	Excavation and Placement	1,328	CY	\$15.00	\$19,926
<b>PAVING, CONCRETE, BMP TREATMENT, LANDSCAPE, STRIPING &amp; REFUSE</b>					
6.	AC Pavement (4")	673	TON	\$130.00	\$87,425
7.	Class 2 Aggregate Base (12")	996	CY	\$100.00	\$99,630
8.	Slurry Seal (Lots 2 & 3)	1,271	SY	\$4.50	\$5,720
9.	Concrete Curb (6")	2,100	LF	\$25.00	\$52,500
10.	BMP Treatment	1,520	SF	\$18.00	\$27,360
11.	Landscape	2,520	SF	\$5.00	\$12,600
12.	Signing and Striping	1	LS	\$10,000.00	\$10,000
13.	Refuse Containment Area	5	EA	\$8,500.00	\$42,500
<b>LAND ACQUISITION/LEASING COST</b>					
14.	Land Cost per Parking Space	89	EA	\$9,000.00	\$801,000
<b>Subtotal =</b>					<b>\$1,224,631</b>
<b>Contingency (15%) =</b>					<b>\$183,695</b>
<b>Project Total =</b>					<b>\$1,408,326</b>

Table 3: Estimated Capital Improvement and Land Costs, Alternative #2

### Estimated Annual Costs

Item	Unit	Quantity	Cost/Unit	Cycle	Cost/Yr
<b>Annual Operations and Maintenance Cost</b>					
Landscape Area	SF	2,520	\$1.25	1	\$3,150
BMP Treatment Area Maintenance	SF	1,520	\$5.00	1	\$7,600
Annual Administrative Costs	LS	1	\$5,000	1	\$5,000
<b>Subtotal Operations and Administrative Cost</b>					<b>\$15,750</b>
<b>Annual Capital Replacement Cost</b>					
AC Pavement (4")	TON	673	\$130	20	\$4,375
Slurry Seal (Lots 2 and 3)	SY	1,271	\$4.50	7	\$817
Concrete Curb (6")	LF	2,100	\$25.00	50	\$1,050
Signing and Striping	LS	1	\$10,000	7	\$1,429
Refuse Containment Area	EA	5	\$9,000	20	\$2,250
<b>Subtotal Annual Capital Replacement Cost</b>					<b>\$9,920</b>
<b>Total Estimated Annual Cost</b>					<b>\$25,670</b>

Table 4: Estimated Annual Costs, Alternative #2



## DOWNTOWN PARKING ALTERNATIVE #3

### Estimated Capital Improvement and Land Costs

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
<b>MOBILIZATION, DEMOLITION &amp; GRADING</b>					
1.	Contractor Profit and Overhead (12.5% of All Other Items)	1	LS	\$25,265.97	\$25,266
2.	Mobilization (10% of All Other Items)	1	LS	\$20,212.78	\$20,213
3.	Traffic Control	1	LS	\$8,000.00	\$8,000
4.	Removal and Disposal of Existing Trees	4	EA	\$1,000.00	\$4,000
5.	Excavation and Placement	1,175	CY	\$15.00	\$17,630
<b>PAVING, CONCRETE, BMP TREATMENT, LANDSCAPE, STRIPING &amp; REFUSE</b>					
6.	AC Pavement (4")	595	TON	\$130.00	\$77,350
7.	Class 2 Aggregate Base (12")	881	CY	\$100.00	\$88,148
8.	Slurry Seal (Lot 2)	787	SY	\$4.50	\$3,540
9.	Concrete Curb (6")	1,460	LF	\$25.00	\$36,500
10.	BMP Treatment	1,690	SF	\$18.00	\$30,420
11.	Landscape	3,100	SF	\$5.00	\$15,500
12.	Signing and Striping	1	LS	\$7,000.00	\$7,000
13.	Refuse Containment Area	4	EA	\$8,500.00	\$34,000
<b>LAND ACQUISITION/LEASING COST</b>					
14.	Land Cost per Parking Space	73	EA	\$9,000.00	\$657,000
<b>Subtotal =</b>					<b>\$1,024,567</b>
<b>Contingency (15%) =</b>					<b>\$153,685</b>
<b>Project Total =</b>					<b>\$1,178,252</b>

Table 5: Estimated Capital Improvement and Land Costs, Alternative #3

### Estimated Annual Costs

Item	Unit	Quantity	Cost/Unit	Cycle	Cost/Yr
<b>Annual Operations and Maintenance Cost</b>					
Landscape Area	SF	3,100	\$1.25	1	\$3,875
BMP Treatment Area Maintenance	SF	1,690	\$5.00	1	\$8,450
Annual Administrative Costs	LS	1	\$5,000	1	\$5,000
<b>Subtotal Operations and Administrative Cost</b>					<b>\$17,325</b>
<b>Annual Capital Replacement Cost</b>					
AC Pavement (4")	TON	595	\$130	20	\$3,868
Slurry Seal (Lot 2)	SY	787	\$4.50	7	\$506
Concrete Curb (6")	LF	1,460	\$25.00	50	\$730
Signing and Striping	LS	1	\$10,000	7	\$1,429
Refuse Containment Area	EA	5	\$9,000	20	\$2,250
<b>Subtotal Annual Capital Replacement Cost</b>					<b>\$8,782</b>
<b>Total Estimated Annual Cost</b>					<b>\$26,107</b>

Table 6: Estimated Annual Costs, Alternative #3

## PROJECT FUNDING

Four (4) possible funding sources have been identified to pay for capital improvements, land acquisition and annual costs:

- Downtown Parking District
- Development Impact Parking-in-Lieu Fee Revenue
- Covered Solar Parking Revenue
- Pay Parking Revenue

### Downtown Parking District

The primary funding source will be some type of Downtown Parking District whereby property owners will be assessed annually to pay back the initial capital improvements and land costs and to pay for annual maintenance and operations, including capital replacement reserves. There are a number of types of special districts that might be used for such purposes, for example, a Property-Based Business Improvement District (PBID), a 1915 Act Assessment District, or a Mello-Roos Community Facilities District (CFD). Further study is necessary to determine the optimum type of special district to use for downtown parking in San Juan Bautista.

In any case, a special district will utilize a methodology to spread costs based on land use to the parcels within the proposed Downtown Parking Area Assessment District. Initial proposed boundaries of such a district are provided in Exhibit D.

### Estimated Costs to Parcels

A typical assessment spread methodology that might be used for a Downtown Parking District would be based on benefit units. For purposes of this preliminary study, in order to determine estimated costs to parcels, a methodology is used whereby all residential parcels located within the boundaries of the proposed assessment district area are assigned one (1) benefit unit per dwelling unit. All non-residential parcels are assigned 36 benefit units per acre, with a minimum assignment of six (6) benefit units per parcel for parcels less than 0.167 acres in size. This is based upon a requirement of one (1) parking space per 150-250 square feet of floor area depending on use for non-residential parcels. The parking lot parcels are not assessed. Table 7 provides a breakdown of the number of benefit units (BU) assigned using this methodology.

*M.V. Parcels?*

Land Use Category	Parcel Count	BU Assignment	Acreage	Total BU
Residential Parcels	14	1.0 BU per dwelling unit		14.0
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel		174.0
Non- Residential Parcels ≥ 0.167 acres	14	36.0 BU per acre	6.1	219.6
Total Benefit Units				407.6

Table 7: Downtown Parking District Benefit Units

Dividing estimated capital improvement and land costs and estimated annual costs for each of the downtown parking alternatives by the total number of benefit units determines the cost per benefit unit for each scenario.

### Downtown Parking Alternative #1

Tables 8 shows the estimated cost per parcel/acre for downtown parking area parcels for estimated capital improvement and land costs for Downtown Parking Alternative #1.

Capital Improvement and Land Cost	Divided by	Total Benefit Units	Cost Per Benefit Unit
\$1,435,748	÷	407.6	\$3,522
Land Use Category	Parcels/Acres	BU Assignment	Capital Improvement and Land Cost
Residential Parcels	14	1.0 BU per dwelling unit	\$3,522 per dwelling unit
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel	\$21,135 per parcel
Non- Residential Parcels ≥ 0.167 acres	6.1	36.0 BU per acre	\$126,808 per acre

Table 8: Estimated Capital Improvement and Land Cost per Parcel/Acre, Alternative #1

With a Downtown Parking District, upfront costs for capital improvements and land could be financed whereby property owners would pay the assessment over a period of 20-25 years. Depending on the term, the annual assessments would be equal to approximately 7.5%-10% of the total amount financed. Table 9 provides the estimated annual assessment range for parcels within the downtown parking area for Downtown Parking Alternative #1.

Land Use Category	Parcels/Acres	BU Assignment	Annual Assessment
Residential Parcels	14	1.0 BU per dwelling unit	\$265 - \$350 per dwelling unit
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel	\$1,590 - \$2,100 per parcel
Non- Residential Parcels ≥ 0.167 acres	6.1	36.0 BU per acre	\$9,540 - \$12,600 per acre

Table 9: Estimated Annual Assessment for Capital Improvement and Land Costs, Alternative #1

Tables 10 shows the estimated cost per parcel/acre for downtown parking area parcels for estimated annual maintenance, operations and capital replacement reserve costs for Downtown Parking Alternative #1.

Annual Maintenance Cost	Divided by	Total Benefit Units	Cost Per Benefit Unit
\$24,518	÷	407.6	\$60
Land Use Category	Parcels/Acres	BU Assignment	Annual Maintenance Cost
Residential Parcels	14	1.0 BU per dwelling unit	\$60 per dwelling unit
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel	\$361 per parcel
Non- Residential Parcels ≥ 0.167 acres	6.1	36.0 BU per acre	\$2,166 per acre

Table 10: Estimated Annual Maintenance, Operations and Capital Reserve Replacement Costs, Alternative #1

### Downtown Parking Alternative #2

Tables 11 shows the estimated cost per parcel/acre for downtown parking area parcels for estimated capital improvement and land costs for Downtown Parking Alternative #2.

Capital Improvement and Land Cost	Divided by	Total Benefit Units	Cost Per Benefit Unit
\$1,408,326	÷	407.6	\$3,455
Land Use Category	Parcels/Acres	BU Assignment	Capital Improvement and Land Cost
Residential Parcels	14	1.0 BU per dwelling unit	\$3,455 per dwelling unit
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel	\$20,731 per parcel
Non- Residential Parcels ≥ 0.167 acres	6.1	36.0 BU per acre	\$124,386 per acre

Table 11: Estimated Capital Improvement and Land Cost per Parcel/Acre, Alternative #2

With a Downtown Parking District, upfront costs for capital improvements and land could be financed whereby property owners would pay the assessment over a period of 20-25 years. Depending on the term, the annual assessments would be equal to approximately 7.5%-10% of the total amount financed. Table 12 provides the estimated annual assessment range for parcels within the downtown parking area for Downtown Parking Alternative #2.

Land Use Category	Parcels/Acres	BU Assignment	Annual Assessment
Residential Parcels	14	1.0 BU per dwelling unit	\$260 - \$345 per dwelling unit
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel	\$1,560 - \$2,070 per parcel
Non- Residential Parcels ≥ 0.167 acres	6.1	36.0 BU per acre	\$9,360 - \$12,420 per acre

Table 12: Estimated Annual Assessment for Capital Improvement and Land Costs, Alternative #2

Tables 13 shows the estimated cost per parcel/acre for downtown parking area parcels for estimated annual maintenance, operations and capital replacement reserve costs for Downtown Parking Alternative #2.

Annual Maintenance Costs	Divided by	Total Benefit Units	Cost Per Benefit Unit
\$25,670	÷	407.6	\$63
Land Use Category	Parcels/Acres	BU Assignment	Annual Maintenance Cost
Residential Parcels	14	1.0 BU per dwelling unit	\$63 per dwelling unit
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel	\$378 per parcel
Non- Residential Parcels ≥ 0.167 acres	6.1	36.0 BU per acre	\$2,267 per acre

Table 13: Estimated Annual Maintenance, Operations and Capital Reserve Replacement Costs, Alternative #2



### Downtown Parking Alternative #3

Tables 14 shows the estimated cost per parcel/acre for downtown parking area parcels for estimated capital improvement and land costs for Downtown Parking Alternative #3.

Capital Improvement and Land Cost	Divided by	Total Benefit Units	Cost Per Benefit Unit
\$1,178,252	÷	407.6	\$2,891
Land Use Category	Parcels/Acres	BU Assignment	Capital Improvement and Land Cost
Residential Parcels	14	1.0 BU per dwelling unit	\$2,891 per dwelling unit
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel	\$17,344 per parcel
Non- Residential Parcels ≥ 0.167 acres	6.1	36.0 BU per acre	\$104,065 per acre

Table 14: Estimated Capital Improvement and Land Cost per Parcel/Acre, Alternative #3

With a Downtown Parking District, upfront costs for capital improvements and land could be financed whereby property owners would pay the assessment over a period of 20-25 years. Depending on the term, the annual assessments would be equal to approximately 7.5%-10% of the total amount financed. Table 15 provides the estimated annual assessment range for parcels within the downtown parking area for Downtown Parking Alternative #3.

Land Use Category	Parcels/Acres	BU Assignment	Annual Assessment
Residential Parcels	14	1.0 BU per dwelling unit	\$215 - \$290 per dwelling unit
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel	\$1,290 - \$1,740 per parcel
Non- Residential Parcels ≥ 0.167 acres	6.1	36.0 BU per acre	\$7,740 - \$10,440 per acre

Table 15: Estimated Annual Assessment for Capital Improvement and Land Costs, Alternative #3

Tables 16 shows the estimated cost per parcel/acre for downtown parking area parcels for estimated annual maintenance, operations and capital replacement reserve costs for Downtown Parking Alternative #3.

Annual Maintenance Costs	Divided by	Total Benefit Units	Cost Per Benefit Unit
\$26,107	÷	407.6	\$64
Land Use Category	Parcels/Acres	BU Assignment	Annual Maintenance Cost
Residential Parcels	14	1.0 BU per dwelling unit	\$64 per dwelling unit
Non- Residential Parcels < 0.167 acres	29	6.0 BU per parcel	\$384 per parcel
Non- Residential Parcels ≥ 0.167 acres	6.1	36.0 BU per acre	\$2,306 per acre

Table 16: Estimated Annual Maintenance, Operations and Capital Reserve Replacement Costs, Alternative #3

Cost for each of these scenarios may be offset by other funding sources as discussed below.

## Parking and Public Restrooms Revenue

A portion of the City's Transient Occupancy Tax ("TOT") revenue is deposited in the Parking and Public Restrooms Fund to pay for public parking improvements and restrooms for visitors. The amount collected is equal to 22.2% of the TOT, or 2 of the 9% rate applied to hotels, motels, and transient RV parks.

Estimated Parking and Public Restrooms Revenue for fiscal year 2019/20 is \$32,200 with projected expenditures equal to \$15,000. The projected balance in the Parking and Public Restrooms Fund on June 30, 2019, is approximately \$178,000. This fund balance along with along with future parking and public restrooms revenue may be utilized to offset costs associated with a downtown parking program, if implemented.

26,968

pay 30 = 154.085

Utilization of the current fund balance along with revenue from a new Downtown Parking District as described above would result in a reduction of approximately 12% in the rates shown in Tables 8-9 or Tables 11-12 for Alternatives #1 and #2 respectively, or a reduction of approximately 15% in the rates shown in Tables 14-15 for Alternatives #3.

## Development Impact Parking-in-Lieu Fee Revenue

The City receives Development Impact Parking-in-Lieu Fee Revenue for new development as it occurs. The current Development Impact Parking-in-Lieu Fee is \$7,532.20 per parking space require, but not provided.

The current balance in the Development Impact Parking-in-Lieu Fee Fund is approximately \$11,000. This fund balance along with future Development Impact Parking-in-Lieu Fee Revenue may be utilized to offset costs associated with a downtown parking program, if implemented.

Utilization of the current fund balance along with revenue from a new Downtown Parking District as described above would result in minimal reduction in the rates shown in Tables 8-9, Tables 11-12 or Table 14-15 for Alternatives #1, #2 or #3 respectively.

## Covered Solar Parking Revenue

Another possible funding source is revenue from covered solar parking. This option requires further research.



Figure 4: Image of covered solar parking



### Pay Parking Revenue

Another possible funding source is revenue from pay parking. This option requires further research.

Figure 5: Signs for pay by phone parking in Temecula, California

### Next Steps

To move forward beyond this preliminary study, there are a number of next steps to be taken:

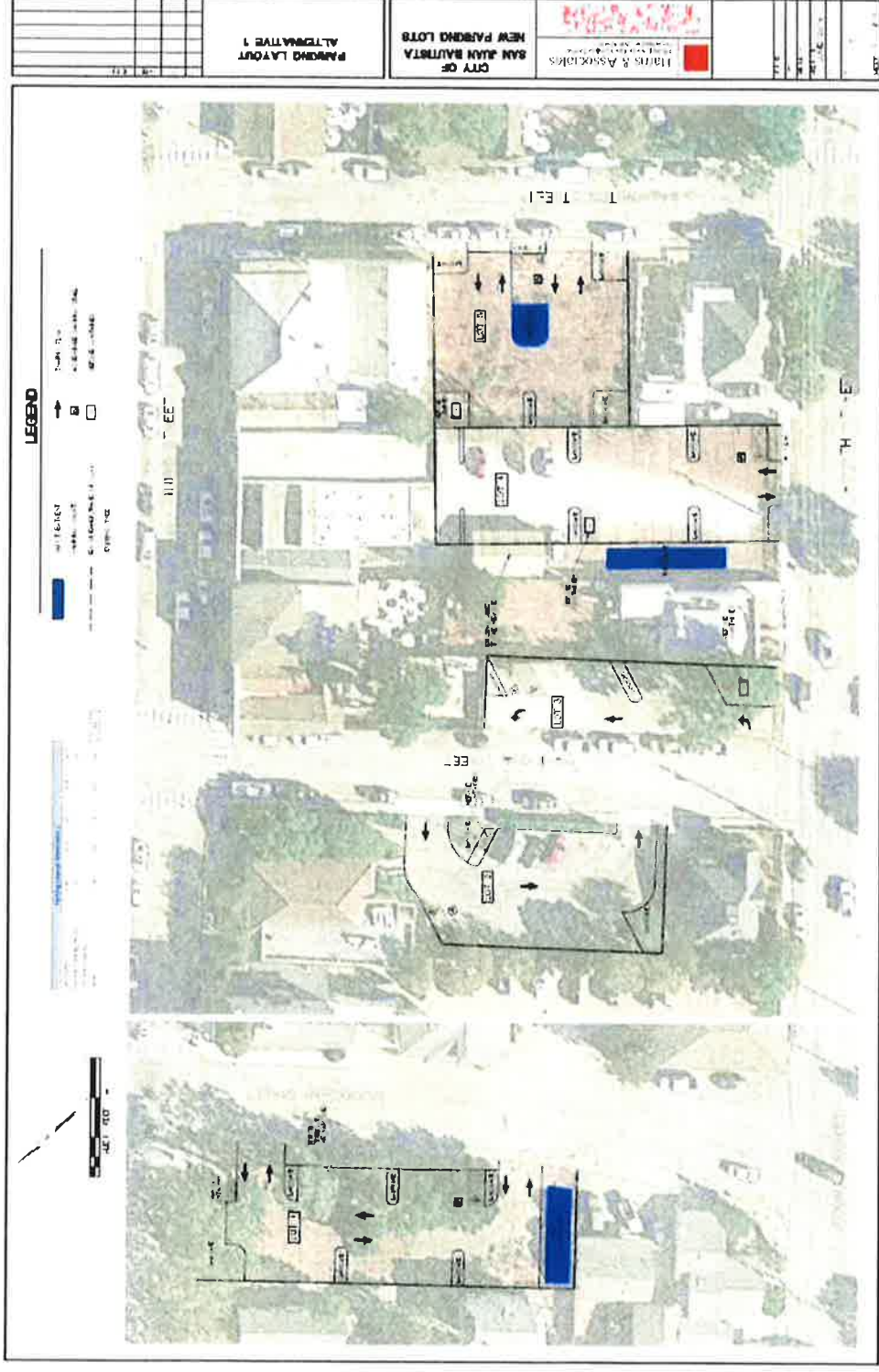
- Research on land acquisition/leasing options and refinement of related cost estimates
- Analysis to determine the best assessment district financing mechanism
- Refinement of the assessment spread methodology to allocate costs to parcels
- Research on the feasibility and benefits of covered solar parking
- Research on the feasibility and benefits of pay parking lots

• Enforcement

• Stakeholder Buy-in & involvement

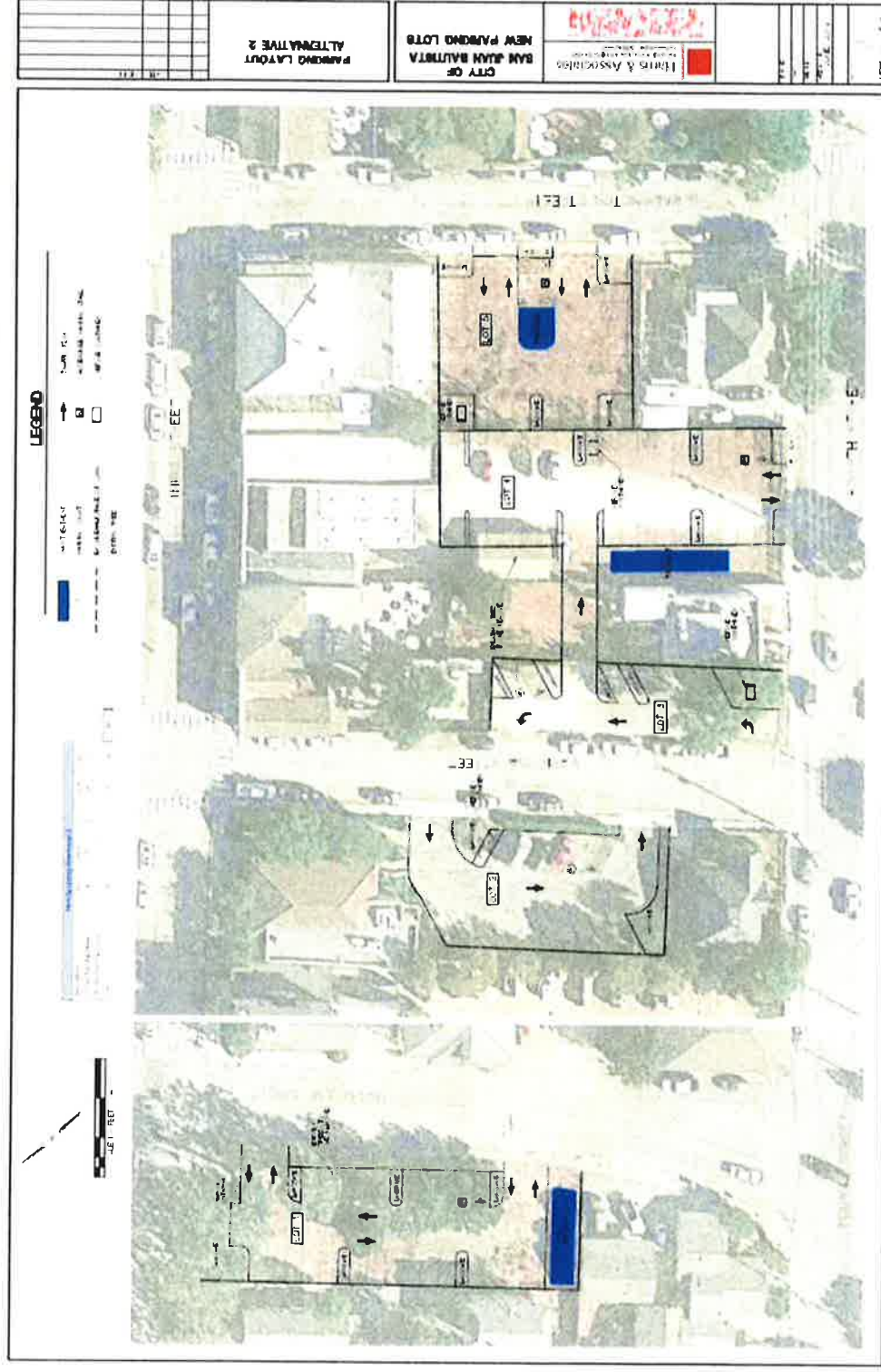


## EXHIBIT A – DOWNTOWN PARKING ALTERNATIVE #1



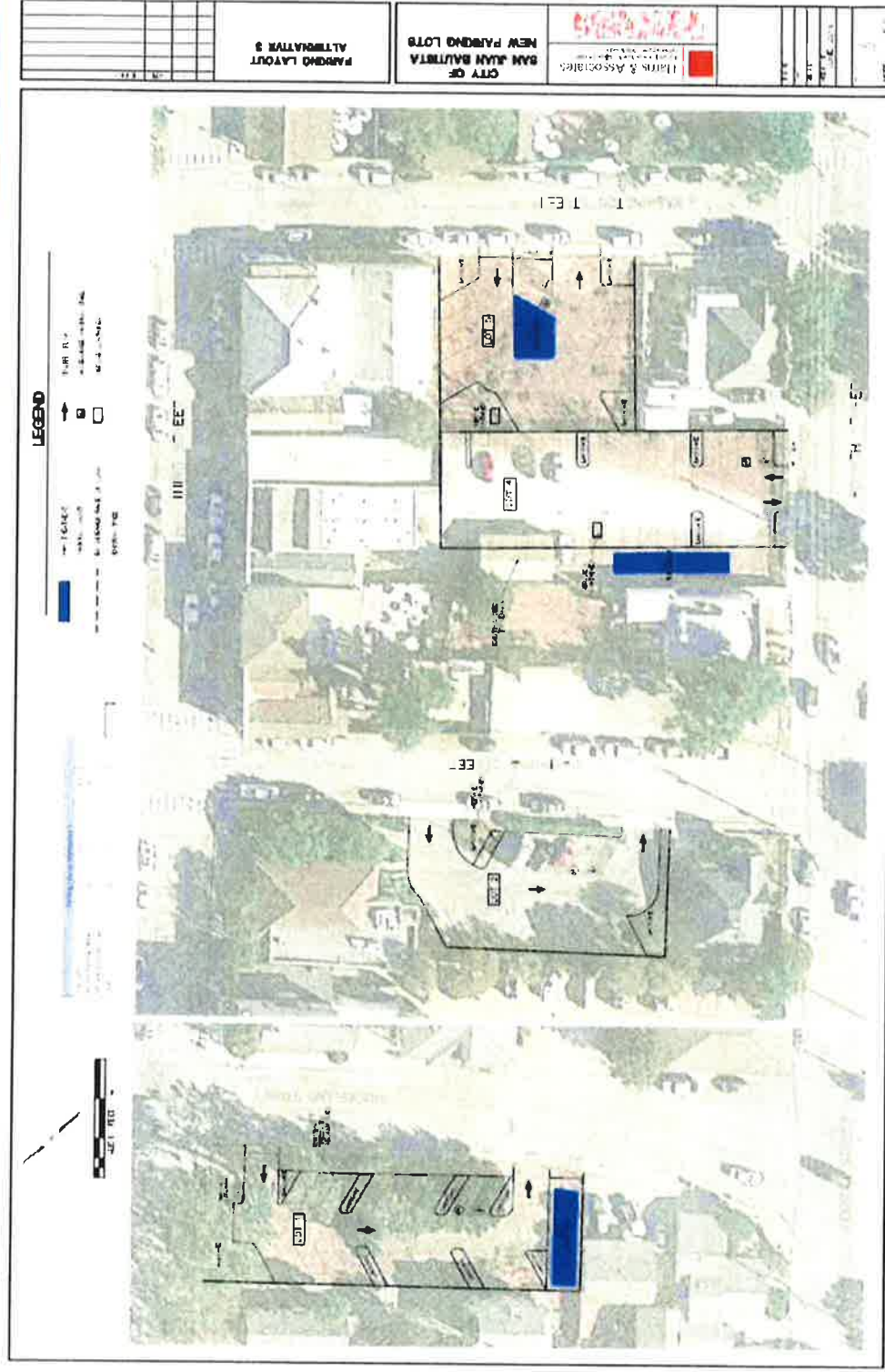


## EXHIBIT B – DOWNTOWN PARKING ALTERNATIVE #2

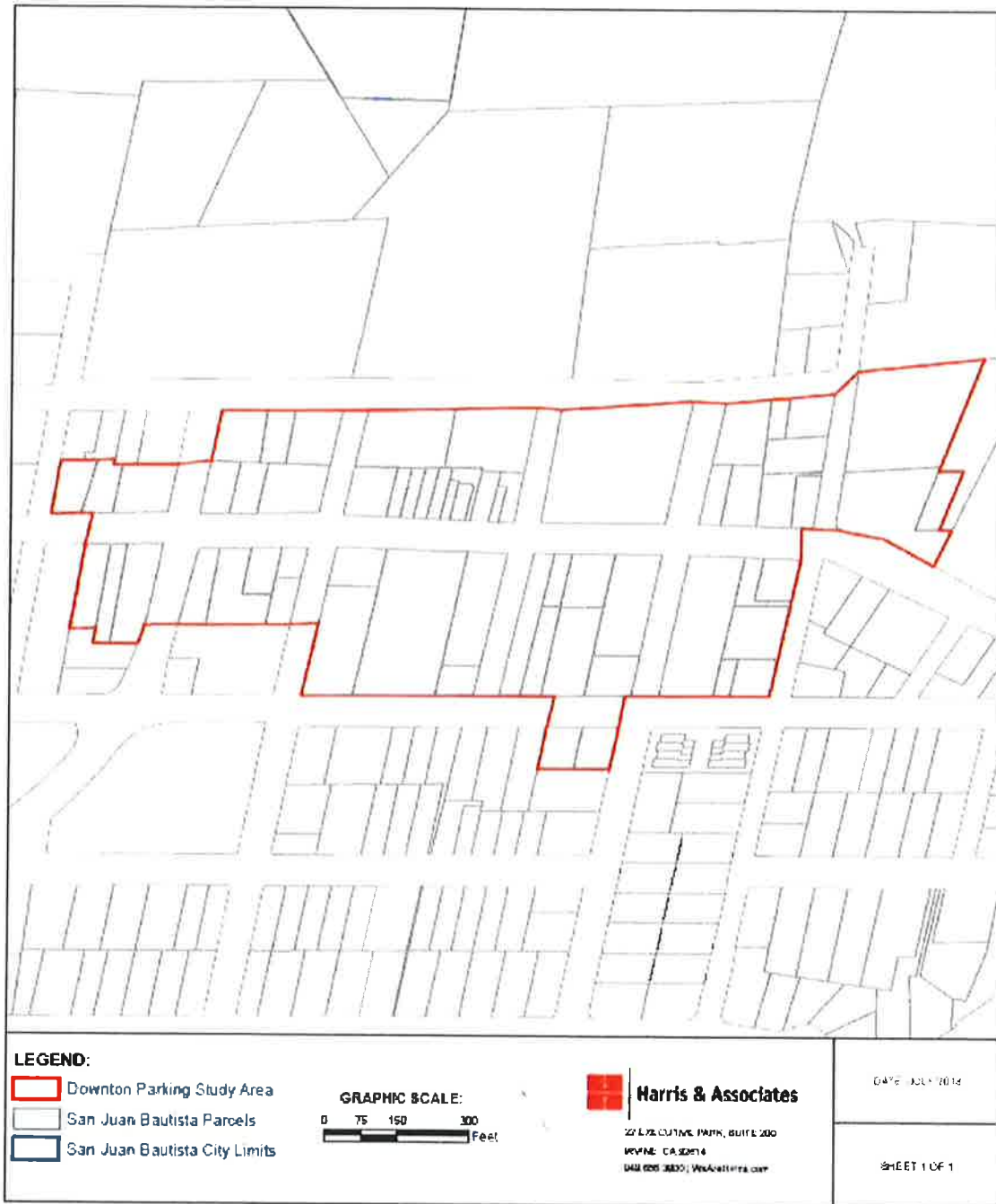




# EXHIBIT C – DOWNTOWN PARKING ALTERNATIVE #3



## EXHIBIT D – DOWNTOWN PARKING DISTRICT



# Old Pasadena Thanks Parking Meters for the Change

By KURT STREETER  
MARCH 2, 2004

12 AM

TIMES STAFF WRITER

Consider the parking meter, a civic piggybank in all its ubiquitous glory.

In auto-obsessed Southern California, it is often despised. Seen as a threat to pocketbook and personal freedom. Scorned by drivers looking to go where they want, park where they need to and keep their cars plopped down on city streets as long as necessary.

But there is one place where the parking meter gets good love: Pasadena, where it is heralded as a savior.

The reason becomes clear to anyone strolling through Old Pasadena, one of the region's most walkable and well-appointed shopping districts, thanks to an unusual plan for using meter money specifically for street improvements. Merchants say that all the quarters, dimes and nickels pumped into the meters and then reinvested in Old Pasadena helped to usher in change.

A 21-block district, Old Pasadena has been transformed over the last decade from a moribund place known as the city's skid row into something both special and profitable. It now bustles with people, restaurants and high-end shops. The district's metamorphosis is underscored by rising sales tax revenue, which reached nearly \$140 million last year, a sevenfold increase since 1990.

"We've come a long, long way," said Marilyn Buchanan, a longtime property owner in the district. "This might seem silly to some people, but if not for our parking meters, it's hard to imagine we'd have the kind of success we're enjoying.... They've made a huge difference."

In the 1980s and early '90s, businesses and residents in Old Pasadena were focused on reinjecting some verve into the neighborhood, which in the early 1900s was the center of Pasadena's commercial and civic life. Decisions to preserve the district's historic architecture sparked the change, grabbed the headlines and eventually helped attract businesses such as Crate and Barrel, Banana Republic and Saks Fifth Avenue.

Far less heralded was Old Pasadena's decision to leverage its parking. There were no meters on Old Pasadena streets then. Drivers could park and leave their cars for two hours. Many did, particularly those who worked in the neighborhood. They tended to gobble up good parking spots near their jobs, leave their cars for a couple of hours, then move to another choice parking spot to avoid getting a ticket. The result: Finding parking in Old Pasadena was tough, and there were few good spaces for shoppers and no real benefit for businesses.

That changed when a group of local merchants agreed with a proposal from Pasadena City Hall to install meters. The merchants agreed, in 1993, on one condition: Instead of going into the general fund, as it does in most cities, all money from the parking meters would be kept in Old Pasadena and used to improve the streets, sidewalks and alleyways there.

"At first it was a struggle to get people to agree to the meters," Buchanan recalled. "But when we figured out the money would stay here, that the money would be used to improve the amenities, it was an easy sell."

Old Pasadena put up about 700 meters and used them aggressively, charging \$1 per hour in most cases. Unlike parking meters in many Southern California cities, which stop collection at 6 p.m. and don't charge on Sundays, most Old Pasadena meters operate seven days a week, until 8 p.m. Sunday through Thursday and until midnight on Fridays and Saturdays.

Over the last five years, the meters have pumped \$6.4 million into Old Pasadena upgrades. Each year, nearly 40% of the money pays down debt on a \$5-million bond that jump-started streetscape beautification with improvements such as sidewalk widening and the conversion of decrepit alleyways into walkable areas lined with brick and ivy.

The leftover money pays for a constant round of improvements: trees, benches, well designed street signs, sidewalk steam cleaning and a private security force.



"This is just such a creative way to pay for making a public space better, and it's working fantastic," said UCLA professor Donald Shoup, who researches how parking affects urban landscapes and has studied Old Pasadena. Shoup's research found that Pasadena was the only city in the region dedicating meter money to a specific neighborhood; he believes the system may be unique nationally.

"The streets and sidewalks, their look, their cleanliness, the walkability -- it's about as good as it gets," Shoup said. "Compare it to some of the shopping areas in Los Angeles like Melrose and Westwood, where the sidewalks are narrow and buckled and there's black spots and chewing gum all over.... These kinds of things seem like they are small details, but they are very important to how successful you are at attracting people. All you've got to do is spend a little time out there to see the difference."

Interviews with walkers and shoppers in Old Pasadena seemed to confirm Shoup's belief. After parking her white Range Rover near Colorado Boulevard on a recent day, Safia Muhamed put a few quarters in a meter and started walking away to give the district a once-over.

"This place, it's perfect really," said Muhamed, searching for an available storefront for a small retail business she hopes to start. "They've kept the buildings and the streets well. That makes it so attractive. People are walking around because they like the way it looks and feels. It's something you just don't see here in Los Angeles. As a driver, I don't mind paying more for what you have here. I tell you what: For this, I will pay."

If you have a question, gripe or story idea about driving in Southern California, write to Behind the Wheel, c/o Los Angeles Times, 202 W. 1st St., Los Angeles, CA 90012, or send an e-mail to [behindthewheel@latimes.com](mailto:behindthewheel@latimes.com).

Kurt Streeter

Kurt Streeter wrote news features, covered transportation and crime, and was a columnist for the Sports section during his tenure at the Los Angeles Times.

## **CITY OF SAN JUAN BAUTISTA**

### **PLANNING COMMISSION (PC)**

#### **STAFF MEMO**

**DATE:** February 4, 2020

**Item 6B:** New home construction for a single-family home

**Location:** 302 Seventh Street. APN 002-420-017

**Proposal:** To review and discuss a proposed Major Site Plan and Design Review for a new construction on a vacant lot.

#### **DISCUSSION:**

This item is a proposed Minor Historic Alteration for a proposed infill project that will consist of a single-family home. This project includes new construction on a vacant lot. The zoning classification onsite is R-1 (Low Density Residential).

The project application has been received and reviewed. Comments have been issued from Planning, Fire, Engineering, and Building and sent to the applicant in order to deem the application complete. City Staff believes this project should be reviewed by Planning Commission to introduce the project and to gather any feedback the Commission believes necessary.

At this time, the comments received from the reviewing departments include the following.

#### **Planning:**

- Please include the Accessors Parcel Number (APN) on the Plans. The APN is 002-420-017
- Please submit colored elevations for all sides of the proposal. The plans and elevations all need to be turned in digitally as well.
- A correction to the front setback needs to be done. The setback indicated is 15 feet to the front porch. Although this is a porch, the porch is covered and is considered part of the main building wall. The front setback needs to be 20 feet minimum, but please verify that the setback is compatible with the adjacent structures.

- The Floor Area Ratio (FAR) needs to be reduced to 48%. After doing calculations, the FAR indicated on the plans is 51%.

**Fire:**

- Residential sprinklers are required.
- Defer submittal to the Hollister Fire Department at Fire Station #1, located at 110 Fifth Street, Hollister, CA 95023.

**Engineering:**

- Show all utilities on Site Plan. This includes gas line and meter; water service laterals to the buildings; and sewer line and cleanouts. Note the size of all services and meters and show where the services connect to the mains.
- Reference specific City of Hollister Design Standards for new driveways, sidewalk, storm drains, water laterals, sewer cleanouts, storm drain inlets and other public improvements. (<http://hollister.ca.gov/government/city-departments/engineering/engineering-standards/>)
- Add a separate plan(s) for grading, drainage and erosion control. Show all required erosion control measures including construction entrance and inlet protection along Seventh Street and cross reference accordingly. Show all applicable construction details. Label all existing and proposed contours.
- Engineering plans shall be prepared and stamped by a registered Civil Engineer.
- Provide detailed cost estimate for all construction within public right-of-way (Utilities, drainage, sidewalk, driveway approach, etc).
- Add note that Applicant shall obtain City Encroachment Permit for all construction in the public right-of-way.

Staff is awaiting revisions from the applicant at this time. Once the plans and documents reflect these comments, this item can be scheduled for a future Commission Hearing as an action item.

**ACTION:**

No action necessary. Discussion only.

**ATTACHED:**

Photos of the subject site  
Plan Set









RESIDENCE AT:  
302 Seventh St  
San Juan Bautista,  
Ca.

NEW CONSTRUCTION  
RESIDENCE

FOR:  
THOMAS & WAUNITA  
NINO

SYMMETRY

DESIGN + BUILD INC.

1000 E. 10TH AVE. SUITE 100  
SAN JUAN BAUTISTA, CA 95022  
TEL: 408.255.1234  
WWW.SYMMETRYDESIGN.COM

1000 E. 10TH AVE. SUITE 100  
SAN JUAN BAUTISTA, CA 95022  
TEL: 408.255.1234  
WWW.SYMMETRYDESIGN.COM

CONSULTANT

CONTRACT

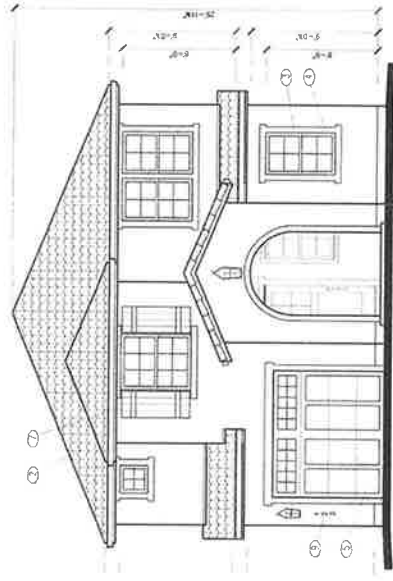
DRAWN BY: J.M.G.  
CHECKED BY: J.M.G.  
APR

OWNER APPROVAL:  
ARCHITECT APPROVAL:  
DATE  
A. DESIGN SUBMIT 08/27/19

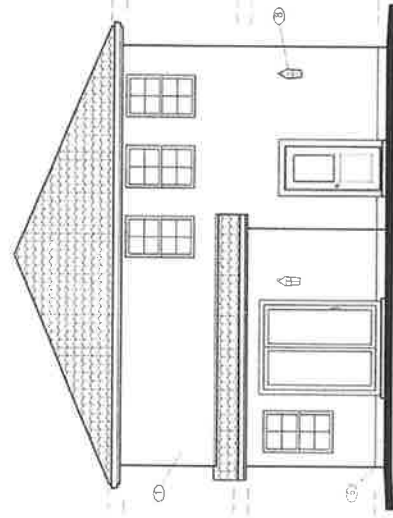
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PROJECT #: 19-43

EXTERIOR  
ELEVATIONS

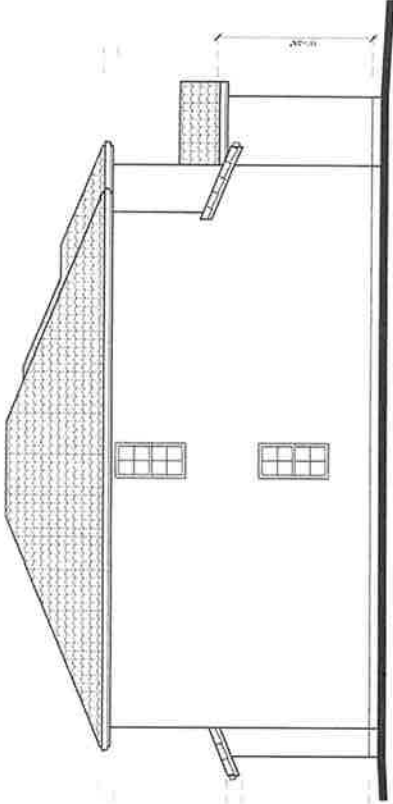
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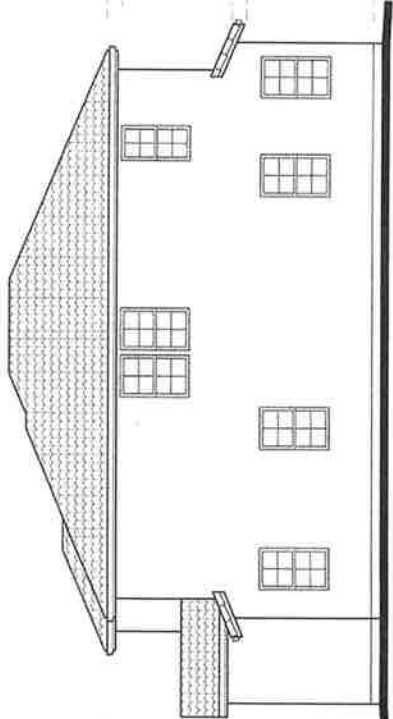
FRONT



BACK



LEFT



RIGHT

- SHEET NOTES

1) VERIFY AND AT THE END OF EXTERIOR WALLS OR METAL CORNICES AND SILL.  
2) CONTINGUOUSLY MARK ALL PROJECTING MATERIALS.  
3) WHERE EXTERIOR PORCHES, DECKS OR STAIRS ATTACH TO A WALL OR FLOOR  
ASSEMBLY OR WOOD-FRAME CONSTRUCTION,  
A) EXTERIOR WINDOW AND DOOR OPENINGS (PER MANUFACTURER'S  
B) AT THE INTERSECTION OF CHIMNEYS OR OTHER MASONRY CONSTRUCTION WITH  
FRAME OR STUCCO WALLS, WITH PROJECTION (IES ON BOTH SIDES UNDER  
STUCCO CORNERS.
- KEY NOTES

1) 2-COM (7/8" THICK) COLENT PLAGER OZ / SET FURRING PAPER BAGGED STUCCO  
2) 1/2" FURRING PAPER BAGGED STUCCO (MIN. 2 LAYERS, GRADE 0" PAPER)  
3) 1/2" FURRING PAPER BAGGED STUCCO (MIN. 2 LAYERS, GRADE 0" PAPER)  
4) 1/2" FURRING PAPER BAGGED STUCCO (MIN. 2 LAYERS, GRADE 0" PAPER)  
5) 1/2" FURRING PAPER BAGGED STUCCO (MIN. 2 LAYERS, GRADE 0" PAPER)  
6) 1/2" FURRING PAPER BAGGED STUCCO (MIN. 2 LAYERS, GRADE 0" PAPER)  
7) 1/2" FURRING PAPER BAGGED STUCCO (MIN. 2 LAYERS, GRADE 0" PAPER)  
8) 1/2" FURRING PAPER BAGGED STUCCO (MIN. 2 LAYERS, GRADE 0" PAPER)

# **CITY OF SAN JUAN BAUTISTA**

## **PLANNING COMMISSION**

### **STAFF MEMO**

**DATE:** February 4, 2020

**Item 6C. Proposed Water Ordinance**

#### **DISCUSSION:**

This item is being brought forward as a discussion item to inform the Planning Commission of a proposed text amendment to the San Juan Bautista Municipal Code.

The proposed amendment includes a new ordinance for landscaping. This new ordinance would be called a Model Water Efficient Landscape Ordinance (MWELo). This change is in response to a notification the City received from an outside party as well as California Department of Water Resources. The City informed us to submit annual reports of our landscape plan checks. Also, a landscape ordinance needs to be crafted that meets state standards for water efficiency. City Staff just submitted a report as required to the Department of Water Resources. Also, Staff participated on a webinar discussing the MWELo. Staff has also contacted the neighboring jurisdictions asking them of their requirements.

At this time, a draft ordinance is being crafted and will be reviewed by City Council at a future meeting. More information may follow at future Planning Commission Hearings. This item is to inform Commission of this activity and the steps staff is taking to meet State Standards.

#### **ACTION:**

No Action necessary. Information for Commission