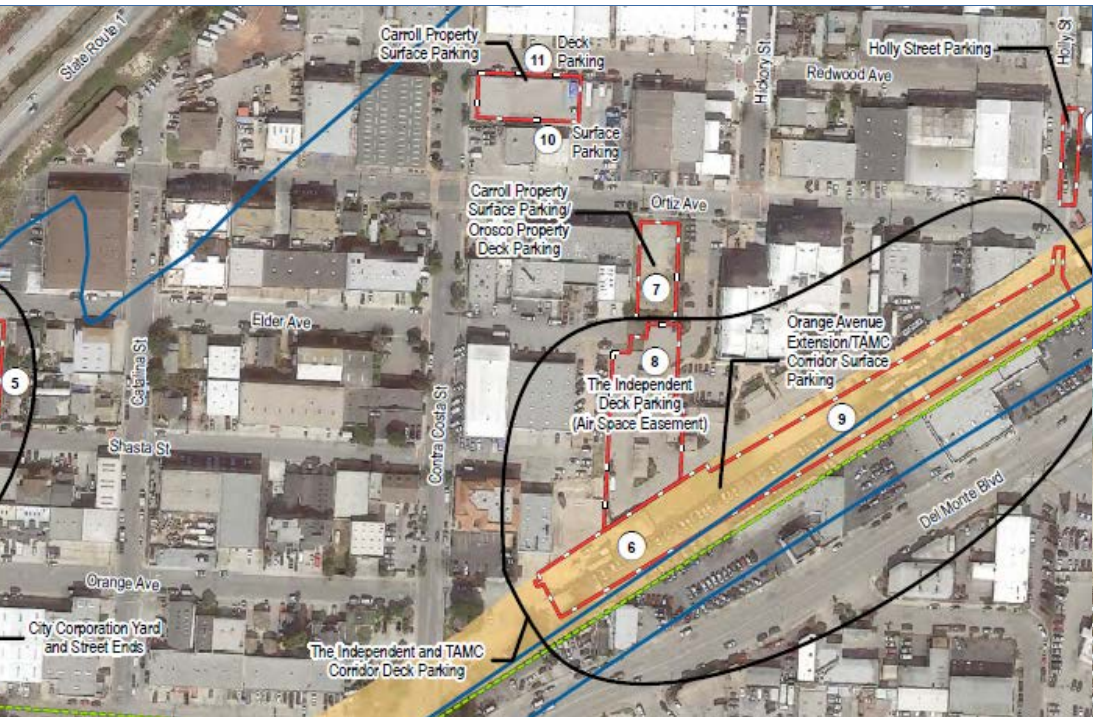
Mitigated Negative Declaration

Sand City West End Parking Plan

June 22, 2023



Prepared by

EMC Planning Group

MITIGATED NEGATIVE DECLARATION

SAND CITY WEST END PARKING PLAN

PREPARED FOR

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June 22, 2023

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

In compliance with the California Environmental Quality Act (CEQA), the City of Sand City has undertaken environmental review for the proposed Sand City West End Parking Plan, and intends to adopt a Mitigated Negative Declaration. The City of Sand City invites all interested persons and agencies to comment on the proposed Sand City West End Parking Plan.

Lead Agency:	City of Sand City
Project Location:	Sand City West End District
Project Description:	The *Sand City West End Parking Plan* (proposed plan) analyzes parking supply and demand; identifies potential parking opportunities in public and private locations; proposes potential parking layouts; outlines financing, management programs, and strategies to create more efficient parking; suggests revisions to existing parking regulations to address common issues; and presents an action plan for implementation. Parking that would be developed under the proposed plan would be located on sites that are currently vacant or lightly developed, all within the West End District. The proposed plan presents a range of parking options (e.g., parking would be constructed or realigned on existing streets, on other public land, and/or on private vacant parcels). It is expected that only some of the options will be implemented. Timing for new parking development will be dependent on the rate of change in land uses.
Public Review Period:	Begins– June 28, 2023 Ends – July 27, 2023
Proposed Mitigated Negative Declaration is Available for Public Review at these Locations:	City of Sand City, City Hall 1 Pendergrass Way Sand City, CA 93955 Seaside Branch Monterey County Library 550 Harcourt Ave, Seaside, CA 93955 Online at http://sandcity.org/
Address Where Written Comments May be Sent:	City of Sand City 1 Pendergrass Way Sand City, CA 93955 or via email to Vibeke Norgaard, City Manager vibeke@sandcityca.org
Public Hearing:	Date: August 1, 2023 Time: 5:30 PM Location: 1 Pendergrass Way Sand City, CA 93955

MITIGATED NEGATIVE DECLARATION

In Compliance with the California Environmental Quality Act (CEQA)

Project Name	Sand City West End Parking Plan
Lead Agency	City of Sand City
Project Proponent	City of Sand City
Project Location	Sand City West End District
Project Description	The *Sand City West End Parking Plan* (proposed plan) analyzes parking supply and demand; identifies potential parking opportunities in public and private locations; proposes potential parking layouts; outlines financing, management programs, and strategies to create more efficient parking; suggests revisions to existing parking regulations to address common issues; and presents an action plan for implementation. Parking that would be developed under the proposed plan would be located on sites that are currently vacant or lightly developed, all within the West End District. The proposed plan presents a range of parking options (e.g., parking would be constructed or realigned on existing streets, on other public land, and/or on private vacant parcels). It is expected that only some of the options will be implemented. Timing for new parking development will be dependent on the rate of change in land uses.
Public Review Period	June 28, 2023 – July 27, 2023
Written Comments To	City of Sand City 1 Pendergrass Way Sand City, CA 93955 or via email to Vibeke Norgaard, City Manager vibeke@sandcityca.org
Proposed Findings	The City of Sand City is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based. The initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than significant level. There is no substantial evidence, in light of

the whole record before the lead agency City of Sand City that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:

Mitigation Measures

Biological Resources

BIO-1 Prior to construction of proposed parking area(s) at the end of Elder Avenue, Shasta Street, and Orange Avenue, a qualified biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of sensitive habitats and special-status species potentially occurring in the project vicinity, including, but not limited to, burrowing owl, Northern California legless lizard, coast horned lizard, western bumble bee, special-status bats, nesting birds, and special-status plants (if found). Their habitats, general measures that are being implemented to conserve species as they relate to the project, and the boundaries within which construction activities will occur will be explained. Informational handouts with photographs clearly illustrating the species' appearances shall be used in the training session. All new construction personnel shall undergo this mandatory environmental awareness training. The City's contractor shall document evidence of completion of this training prior to prior to of the City issuing a grading permit or commencement of work on proposed parking area(s). This measure shall not be necessary for improvements located within paved or landscaped areas.

The qualified biologist will train biological monitors selected from the construction crew by the construction contractor (typically the project foreman). Before the start of work each day, the monitor will check for animals under any equipment such as vehicles and stored pipes within active construction zones. The monitor will also check all excavated steep-walled holes or trenches greater than one foot deep for trapped animals. If a special-status species is observed within an active construction zone, the qualified biologist will be notified immediately and all work within 50 feet of the individual will be halted and all equipment turned off until the individual has left the construction area.

BIO-2 The spring and summer season prior to construction of proposed parking area(s) at the end of Elder Avenue, Shasta Street, and Orange Avenue, a biologist qualified in botany shall conduct a focused survey for special-status plant species in accordance with current CDFW and CNPS rare plant survey protocols (CDFW 2009 and CNPS 2001). The survey shall occur during the peak blooming period for these species to determine their presence or absence. Some special-status plant species are only identifiable during their blooming periods and surveys are only considered valid if they occur when blooms are visible. Based on the known blooming periods of the special-status plant species potentially present, two surveys are proposed to adequately survey the project site: the first in May and the second in June/July. If possible, known reference populations of the

target species in the project vicinity shall first be visited to verify that the species is observable, and the focused survey shall be conducted within two weeks of observing the reference population in full bloom.

The biologist shall then prepare a brief report documenting the results of the surveys. If the focused surveys conclude that special-status plant species are not present within the proposed parking area(s), or if they are present but impacts to them can be completely avoided, then no further mitigation would be required.

If the focused surveys identify special-status plant species within the proposed parking area(s) and they would be affected by the proposed project, then appropriate mitigation shall be developed by the biologist and implemented by the City prior to disturbance. To comply with the Federal and California Endangered Species Acts, impacts to species listed as threatened or endangered may also require incidental take authorization from CDFW and/or USFWS. Measures to mitigate impacts to special-status plant species may include, but are not limited to:

a. A qualified biologist shall identify an on-site or off-site mitigation area suitable for restoration of habitat and seed transplantation for any special-status plant species.

b. Prior to approval of a grading permit, a qualified biologist or native plant specialist shall perform seed collection from all special-status plants located within the impact areas and implement seed installation at a mitigation area at the optimal time. Additionally, topsoil from the special-status species occurrence area(s) shall be salvaged (where practical) for use in the mitigation area.

c. A maintenance and monitoring program shall be developed by a qualified biologist and established for a minimum of five years after mitigation area installation to verify that restoration activities have been successful. Maintenance activities may include, but not be limited to, watering during the plant establishment period, supplemental seed planting as needed, and removal of non-native plants. Monitoring shall include, at a minimum, quarterly monitoring reports for the first year and annual reports for the remaining four years. The performance standard for successful mitigation shall be a minimum 3:1 replacement ratio (i.e., three plants observed in mitigation area for each plant lost from the project site) achieved in at least one of the five years of monitoring.

BIO-3 To avoid/minimize impacts to burrowing owls potentially occurring within the proposed parking area(s), the City shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl at the ends of Elder Avenue, Shasta Street, and Orange Avenue. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to the methods for take avoidance described in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl

Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (CDFW 2012). If no burrowing owls are found, a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the Burrowing Owl Survey Protocol and Mitigation Guidelines (CBOC 1993) and the Staff Report on Burrowing Owl Mitigation (CDFW 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (CDFW 2012), unless a qualified biologist approved by the CDFW verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach. Once the absence of burrowing owl has been confirmed, a letter report will be prepared and submitted to the City.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s). This measure shall not be necessary for parking areas located within paved areas.

BIO-4 Prior to construction at the end of Elder Avenue, Shasta Street, and Orange Avenue, the following measures to avoid or minimize impacts to legless lizards and coast horned lizards shall be implemented:

a. Not less than three months prior to the start of grading activities (including staging and mobilization), a qualified biologist shall place coverboards in impact areas with suitable habitat (coastal dune scrub and disturbed maritime chaparral mixed with coastal dune scrub) for legless lizards and coast horned lizard. The coverboards shall be at least four feet by four feet and constructed of untreated plywood placed flat on the ground. The coverboards shall be checked by the biologist once per week for each week after placement up until the start of vegetation removal. All legless lizards and coast horned lizards found under the coverboards shall be captured and placed in five-gallon buckets for transportation to relocation sites. If areas are left undisturbed for a period of three months or longer, the coverboards will be replaced and relocation efforts will be repeated prior to the re-initiation of ground disturbance activities.

b. All relocation sites shall be approved by Sand City and shall consist of suitable habitat. Relocation sites shall be as close to the capture site as possible but far enough away to ensure the animal(s) is/are not harmed by construction of the project. Relocation shall occur on the same day as capture. California Department of Fish and Wildlife California Natural Diversity Database Native Species Field Survey Forms shall be submitted to the California Department of Fish and Wildlife for all special-status species observed.

c. During all initial ground vegetation removal activities, a qualified biologist shall be on the site to recover any legless lizards and coast horned lizards that may be excavated/unearthed. If the animals are in good health, they shall be immediately moved to relocation sites. If they are injured, the animals shall be released to a wildlife recovery specialist until they are in a condition to be released into relocation sites.

d. A report of all preconstruction survey efforts and monitoring during initial ground vegetation removal shall be submitted to the City within 30 days of completion of the survey/monitoring efforts to document compliance. The report shall include the dates, times, weather conditions, and personnel involved in the surveys and monitoring. The report shall also include for each captured special-status animal, the Universal Transverse Mercator coordinates and habitat descriptions of the capture and release sites, the length of time between capture and release, and the general health of the individual(s).

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s). This measure shall not be necessary for parking areas located within paved or landscaped areas.

BIO-5 Prior to construction activities at the ends of Elder Avenue, Shasta Street, and Orange Avenue, a qualified biologist will conduct a pre-construction survey of small mammal burrows and thatched/bunch grasses for western bumble bee activity during the optimal flight period (April 1 – July 31). If the survey results are negative (i.e., no bumble bee activity observed), a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

If bumble bee nests are detected and the area can be avoided, a qualified biologist shall supervise the installation of protective fencing/flagging a minimum of 50 feet around the nest area prior to construction. The fencing/flagging will be checked at least once per week until construction is complete to ensure that the protective fencing/flagging remains intact. The qualified biologist can conduct the weekly checks or train a biological monitor selected from the construction crew by the construction contractor (typically the project foreman) to check the fencing/flagging and provide weekly updates. Documentation of the fencing/flagging installation shall be provided to the City prior to the start of ground disturbance activities. Documentation of the weekly checks and timely maintenance (if needed) shall be provided to the City quarterly during construction.

If bumble bee nests are detected and the area cannot be avoided, the qualified biologist shall coordinate with CDFW to determine the appropriate method of relocation or eviction of the nests. After it has been confirmed that the habitat area is no longer occupied, a letter report will be prepared and submitted to the City.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s). This measure shall not be necessary for parking areas located within paved areas.

BIO-6 Approximately 14 days prior to construction activities at all parking locations, a qualified biologist shall conduct a habitat assessment for bats and potential roosting sites in trees or buildings within 50 feet of any construction site. These surveys shall include a visual inspection of potential roosting features (bats need not be present) and a search for presence of guano within the construction site, construction access routes, and 50 feet around these areas. Cavities, crevices, exfoliating bark, and bark fissures that could provide suitable potential nest or roost habitat for bats shall be surveyed. Assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an "Anabat" unit. Potential roosting features found during the survey shall be flagged or marked.

If no roosting sites or bats are found, a letter report confirming absence shall be prepared and submitted to the City and no further mitigation is required.

If bats or roosting sites are found, bats shall not be disturbed without specific notice to and consultation with CDFW.

If bats are found roosting outside of the nursery season (May 1 through October 1), CDFW shall be consulted prior to any eviction or other action. If avoidance or postponement is not feasible, a Bat Eviction Plan will be submitted to CDFW for written approval prior to project implementation. A request to evict bats from a roost includes details for excluding bats from the roost site and monitoring to ensure that all bats have

exited the roost prior to the start of activity and are unable to re-enter the roost until activity is completed. Any bat eviction shall be timed to avoid lactation and young-rearing. If bats are found roosting during the nursery season, they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or by monitoring the roost after the adults leave for the night to listen for bat pups. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. Therefore, if a maternal roost is present, a 50-foot buffer zone (or different size if determined in consultation with the CDFW) shall be established around the roosting site within which no construction activities including tree removal or structure disturbance shall occur until after the nursery season.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s).

BIO-7 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities that include grading, grubbing, or demolition should be conducted between September 16 and January 14, which is outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

a. A survey for active nests shall occur within 14 days prior to start of construction. An appropriate minimum survey radius surrounding each work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

b. If no nesting birds are found, a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

c. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize "normal" bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. Once the absence of nesting birds has been confirmed, a letter report will be prepared and submitted to the City.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s).

BIO-8 Dune scrub shall be avoided to the greatest extent feasible. If avoidance is not feasible, dune scrub habitat shall be replaced at a 3:1 success ratio for the acreage impacted and a Restoration Plan shall be prepared and implemented by a qualified biologist. The plan shall include, but is not limited to, the following:

a. A description of the baseline conditions of the habitat that will be impacted;

b. A detailed description of on-site and/or off-site restoration areas, a planting palette, salvage of seed and/or soil bank, plant salvage, seeding and planting specifications, which may include, but is not limited to, an increased planting ratio to ensure the 3:1 success ratio;

c. Procedures to control and/or eliminate non-native invasive species such as ice plant within the restoration site; and

d. A monitoring program that describes annual monitoring efforts which incorporate success criteria and contingency plans if success criteria are not met.

Cultural Resources

CR-1 In the event archaeological resources are encountered during ground disturbing activities, contractor shall temporarily halt or divert excavations within 50 meters (165 feet) of the find until it can be evaluated. All potentially significant archaeological deposits shall be evaluated to demonstrate whether the resource is eligible for inclusion on the California Register of Historic Resources, even if discovered during construction. If archaeological deposits are encountered, they will be evaluated and mitigated simultaneously in the timeliest manner practicable, allowing for recovery of materials and data by standard archaeological procedures. For prehistoric archaeological sites, this data recovery involves the hand-excavated recovery and non-destructive analysis of a small sample of the deposit. Historic resources shall also be sampled through hand excavation, though architectural features may require careful mechanical exposure and hand excavation.

Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance by a qualified archaeologist. Significant cultural resources consist, of but are not limited to, stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant, a qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant in accordance with Section 15064.5 of the CEQA Guidelines.

If such resources or artifacts are determined to be of native tribal origin, any mitigation or recovery program shall include direction from Ohlone/Costanoan Esselen Nation tribal leadership for proper handling and treatment.

The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report complete with methods, results, and recommendations, and provide for the permanent curation of the recovered resources. The report shall be submitted to the Northwest Information Center and the State Historic Preservation Office, as required.

CR-2 California Health and Safety Code Section 7050.5 and the CEQA Guidelines Section 15064.5(e) contain the mandated procedures of conduct following the discovery of human remains. According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The Monterey County Coroner shall be notified immediately. The Coroner shall then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours, who would, in turn, notify the person the Native American Heritage Commission identifies as the Most Likely Descendant of any human remains. Further actions shall be determined, in part, by the desires of the Most Likely Descendant. The Most Likely Descendant has 48 hours to make recommendations regarding the disposition of the remains following notification from the Native American Heritage Commission of the discovery. If the Most Likely Descendant does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the Most Likely Descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

Hazards and Hazardous Materials

HAZ-1 Prior to issuance of a grading permit, the City of Sand City will prepare a soils report to identify if hazardous materials are present in the soils that could be released into the environmental and result in health hazards to construction workers and the public in the immediate vicinity during construction activities. The soils report shall be reviewed and approved by the City Building Department.

If hazardous materials are determined to be present within the project site soils, the soils will be remediated prior to issuance of a grading permit.

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FINAL INITIAL STUDY

SAND CITY WEST END PARKING PLAN

PREPARED FOR

City of Sand City

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June 22, 2023

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A. BACKGROUND

Project Title	Sand City West End Parking Plan
Lead Agency Contact Person and Phone Number	Vibeke Norgaard, City Manager (831) 394-3054, ext. 212
Date Prepared	June 22, 2023
Study Prepared by	EMC Planning Group Inc. 601 Abrego Street Monterey, CA 93940
Project Location	Sand City West End District
Project Sponsor Name and Address	City of Sand City
General Plan Designation	Mixed-Use Development (MU-D)
Zoning	Planned Mixed-Use Zoning District and Coastal Planned Mixed-Use Zoning District

Setting

Sand City is a small city of approximately 347 acres (0.5 square miles) located on the Monterey Bay. Sand City is surrounded by Fort Ord Dunes State Beach to the north, the City of Seaside to the east and south, and the Monterey Bay to the west.

Sand City is bisected by State Route 1 with the majority of its area used for industrial or commercial uses, its open space consisting of dunes and beaches, and only a small portion occupied with residential units.

The West End District, the location of the proposed plan, is on the southern end of the Sand City limits on the east side of State Route 1. The West End District is located in what used to be Sand City's Old Town District plus a small portion of the current East Dunes District. The West End District is surrounded by Del Monte Boulevard and commercial uses to the east, residences and commercial uses to the north, State Route 1 to the west, and commercial uses to the south.

Figure 1, Regional Location Map, presents the regional location of Sand City. Figure 2, West End District Aerial Map, presents an aerial photograph of the West End District and its surrounding area.

Background

When the City of Sand City ("City") adopted the *Sand City General Plan 2002-2017* ("General Plan"), the land use program for the West End District shifted from the existing industrial, warehouse, and service commercial uses to a vision of mixed uses with live-work studios, residences, entertainment, and restaurants. Along with the shift in vision has come a concern that adequate parking be available to serve the new types of uses. Additionally, existing parking

practices for industrial and service commercial uses present conflict with the pedestrian-orientated character the City envisions. Two common issues have been noted - cars parked head-in across sidewalks, and trucks loading/unloading in the street and/or in front of parking spaces.

The West End District currently includes about 1,630 parking spaces. City streets provide 143 spaces, city property provides 43 spaces, approximately 80 spaces were identified within the railroad corridor, commercial uses provide 917 on-site spaces, and residential uses provide 447 on-site spaces. Street parking is limited by the presence of driveways, including warehouse building that have multiple adjacent roll-up doors. There are 16 disabled parking spaces within the West End District; Americans with Disability Act guidelines would require at least 26 disabled spaces for that number of parking spaces. In addition, since the parking is distributed, even more disabled spaces would be required.

Description of Project

The *Sand City West End Parking Plan* (hereinafter "proposed plan") (City of Sand City May 2023) analyzes parking supply and demand; identifies potential parking opportunities in public and private locations; proposes potential parking layouts; outlines financing, management programs, and strategies to create more efficient parking; suggests revisions to existing parking regulations to address common issues; and presents an action plan for implementation. The proposed plan is included as Appendix A of this initial study.

Physical Improvements

Parking that would be developed under the proposed plan would be located on sites that are currently vacant or lightly developed, all within the West End District. The proposed plan presents a range of parking options (e.g., parking would be constructed or realigned on existing streets, on other public land, and/or on private vacant parcels). It is expected that only some of the options will be implemented. Timing for new parking development will be dependent on the rate of change in land uses.

The following locations for new parking facilities were chosen by the City for a variety of reasons and will be the basis of the evaluation for this initial study:

- The Independent Air Space Easement/Transportation Agency for Monterey County (TAMC) right-of-way (between the eastern ends of Shasta Avenue and Elder Avenue);
- Orange Avenue extension within TAMC right-of-way (TAMC Corridor Surface Parking) (eastern end of Orange Avenue, north to the eastern end of Ortiz Avenue);
- Carroll Property Surface Parking and Orosco Property Deck Parking (bounded by Contra Costa Street, Hickory Street, Redwood Avenue, and Elder Avenue);
- Holly Street Parking (Holly Street between Redwood Avenue and Ortiz Avenue); and
- City Corporation Yard and street-ends of Elder Avenue, Shasta Avenue, and Orange Avenue (west of Catalina Street between Elder Avenue and Orange Avenue).

Most of the parking at these locations would be developed as surface parking, but there are three locations for potential structured parking: the Carroll Property at Contra Costa Street and Ortiz

Avenue; the Independent Air Easement on Ortiz Avenue; and the TAMC railroad corridor between Contra Costa Street and Holly Street. All of the proposed locations listed above are shown on Figure 3, Proposed Parking Locations, and discussed in more detail below.

The Independent Air Space Easement/TAMC right-of-way

The City retained three easements related to this property (The Independent), one of which was an air space at the east ends of Elder Avenue and Shasta Avenue. The ends of those streets are approximately six to eight feet higher in elevation than The Independent property. The City's intention was to take advantage of the grade differential to gain access to a parking deck with no need for long ramps. The airspace is approximately 25,779 square feet and adjoins the TAMC rail corridor to the south.

The City has two different plans for this location: the first plan (identified on Figure 3, Proposed Parking Locations, as The Independent Deck Parking (Air Space Easement)) is a parking deck on the airspace easement that would be accessed by an extension of Elder Avenue. A deck would accommodate up to 56 standard parking spaces (including one standard accessible space), and one motorcycle space. This plan would require construction of a parking structure and improvements to Elder Avenue. A secondary or alternate access route may also be constructed by extending Shasta Avenue onto the deck. The details for this potential plan are illustrated on Figure 5-3A, of the *Sand City West End Parking Plan – Final, May 2023*.

The second plan (identified on Figure 3, Proposed Parking Locations, as The Independent and TAMC Corridor Deck Parking) would include an additional parking deck over the TAMC rail corridor and Monterey-Salinas Transit (MST) bus lanes as an extension of the parking deck discussed in the first plan. In this second plan, however, the number of parking spaces on The Independent parking deck would change to accommodate up to 59 standard parking spaces (including one standard accessible space) and two motorcycle spaces. The TAMC corridor parking deck would also accommodate 59 spaces with elevator access to the ground level below. Together, the total parking spaces provided for this second plan would be 118. This potential plan is illustrated on Figure 5-3B, of the *Sand City West End Parking Plan – Final, May 2023*.

Orange Avenue Extension Within TAMC Right-of-Way (TAMC Corridor Surface Parking)

This potential plan involves surface parking within the TAMC corridor via an extension on Orange Avenue. Although this concept has not yet been discussed with TAMC, the TAMC staff has previously indicated that general public parking is an acceptable use of the rail corridor, and the parking would serve a proposed rail station at the intersection of Del Monte Boulevard and Broadway Avenue.

A 2004 design and parking implementation plan was prepared for the City and identified a potential for approximately 226 parking spaces within the rail corridor. If an upper parking deck is constructed (as discussed above), then at least one ground level space would have to be removed to provide stairway and/or elevator access, with additional spaces potentially removed for structural supports pending an engineer's design.

Under this potential plan, a one-way directional vehicle access lane and parking spaces would be separated from anticipated MST bus travel lanes; MST has indicated plans to provide this bus route along the TAMC corridor between Sand City and Marina. The availability of parking spaces in this layout would extend northeast within the rail corridor to an exit point on Holly Street, and potentially further to Redwood Avenue. This design is conceptual and would have to be coordinated with TAMC rail and MST bus route plans to integrate all transportation concepts within the TAMC corridor's 100-foot width.

This potential plan is illustrated on Figure 5-5, of the *Sand City West End Parking Plan - Draft*.

Carroll Property Surface Parking and Orosco Property Deck Parking

This location involves a two-phase concept. The first phase involves ground-level parking at the City-owned Carroll property on the corner of Contra Costa Street and Redwood Avenue, accessed from Contra Costa Street (identified as Carroll Property Surface Parking on Figure 3, Proposed Parking Locations). This assumes the City is unable to acquire the corner lot.

The Carroll property would accommodate 28 spaces, including one standard accessible space. Improvements necessary to accommodate a formalized surface lot would include proper grading to meet ADA specifications. The existing driveway access via Contra Costa Street would be maintained, and the lot would need to be repaved and/or restriped. Landscaping improvements and a barrier would be required to physically separate the lot from the adjacent parking lot (i.e., Ream property). If this concept were implemented as the first phase of a two-level structure, excavation down to an acceptable finished floor and retaining walls may be required. The first phase of this potential plan is illustrated on Figure 5-6, of the *Sand City West End Parking Plan - Draft*.

The second phase for the concept at is a parking deck with access from Redwood Avenue (identified as Carroll Property Surface Parking/Orosco Property Deck Parking on Figure 3, Proposed Parking Locations). The upper-level parking deck would accommodate up to 27 parking spaces (including one standard accessible space). Two parallel parking spaces on Redwood Avenue would be replaced by a driveway apron. This improvement would require excavation for footings for the deck support structure, which may also require elimination of some parking spaces on the surface level.

The City is also interested in providing access to the parking deck on the Orosco property from Elder Avenue. This concept would require excavation for the footings and building the support structure for the parking deck, as well as construction of an extension of Elder Avenue to access the deck.

The second phase of this potential plan is illustrated on Figure 5-4, of the *Sand City West End Parking Plan - Draft*.

Holly Street Parking

This plan involves improving on-street parking efficiency on Holly Street. The number of on-street parking spaces along northbound Holly Street would be increased by replacing five existing

parallel spaces with up to ten diagonal head-in parking spaces and establishing a one-way drive lane heading north to the Redwood Avenue intersection. An additional six parking spaces would be created by reconfiguring the egress route from the TAMC corridor immediately east of the east end of Ortiz Avenue.

This concept would require replacing curbs, gutters, and sidewalks, and installing landscaping and restriping. The plan is illustrated on Figure 5-1, of the *Sand City West End Parking Plan - Draft*.

City Corporation Yard and Street-Ends of Elder Avenue, Shasta Avenue, and Orange Avenue

The parking plan for this location includes 24 parking spaces (including two existing spaces on Elder Avenue) both on- and off-street at the City Corporation Yard site and nearby street ends of Orange Avenue, Shasta Avenue, and Elder Avenue.

The City Corporation Yard, between Elder Avenue and Shasta Avenue, would accommodate approximately ten parking spaces, including an accessible space. The parking would be situated along the eastern edge of this City-owned parcel, with one-way drive through access. The improvements at the City Corporation Yard would require grading, paving, and striping. For the street-end parking locations, Elder Avenue would be extended west to maintain driveway access to an existing off-street parking lot to the north and to the City Corporation Yard drive aisle to the south. Three new parking spaces would be added to the end of Elder Avenue (five total). An additional four parking spaces would be provided at the end of Shasta Avenue and five more parking spaces would be provided at the end of Orange Avenue, if each of these streets were also extended to the west. The street end improvements would require grading, construction of retaining walls, paving, and striping

The second phase of this potential plan is illustrated on Figure 5-2, of the *Sand City West End Parking Plan - Draft*.

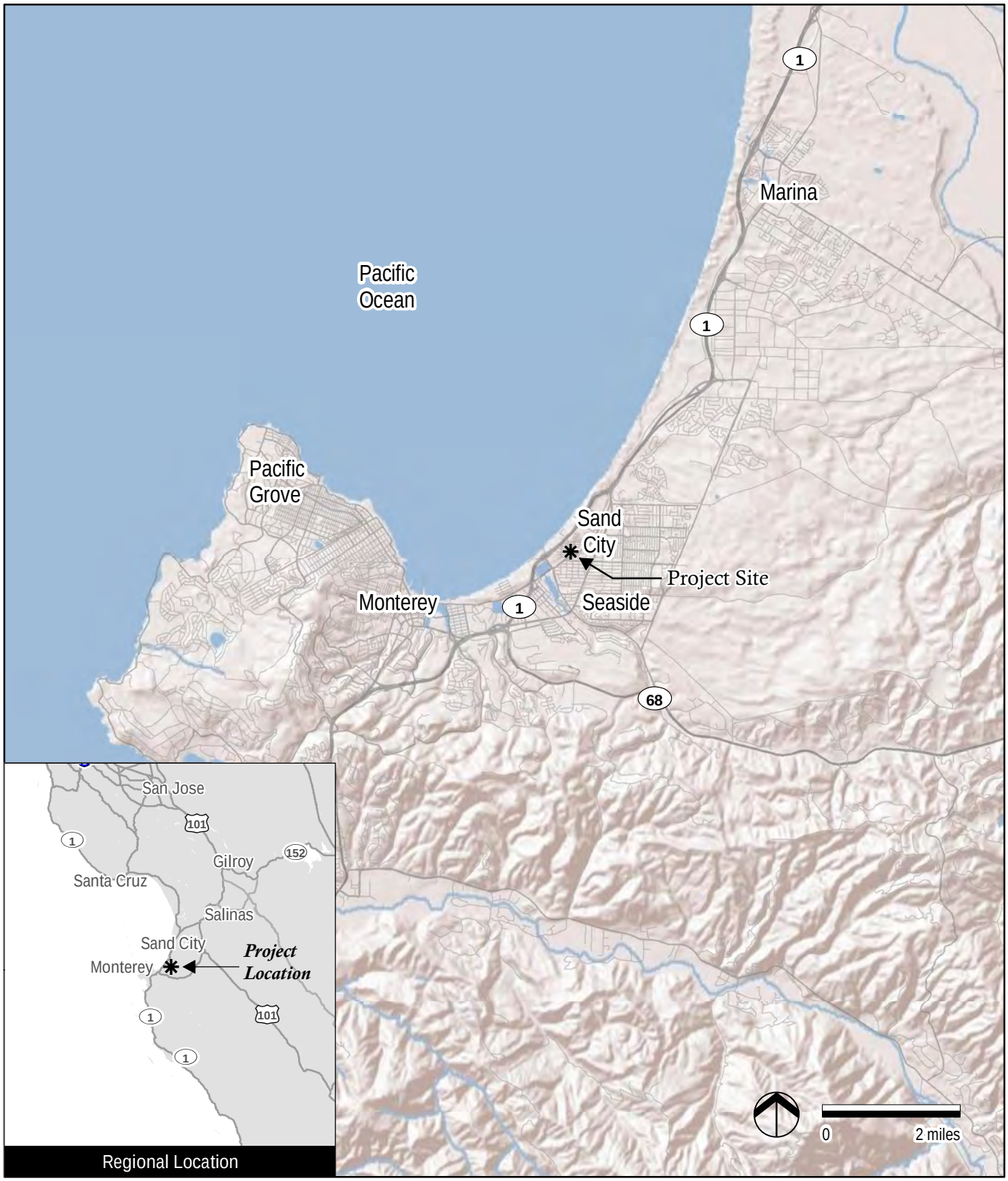
Other Public Agencies Whose Approval is Required

None.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The City sent out a consultation offer letter to the Ohlone Costanoan Esselen Nation on February 23, 2023. As of March 24, 2023, no response has been provided.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.



Source: ESRI 2014

Figure 1

Regional Location Map

Sand City West End Parking Plan Initial Study

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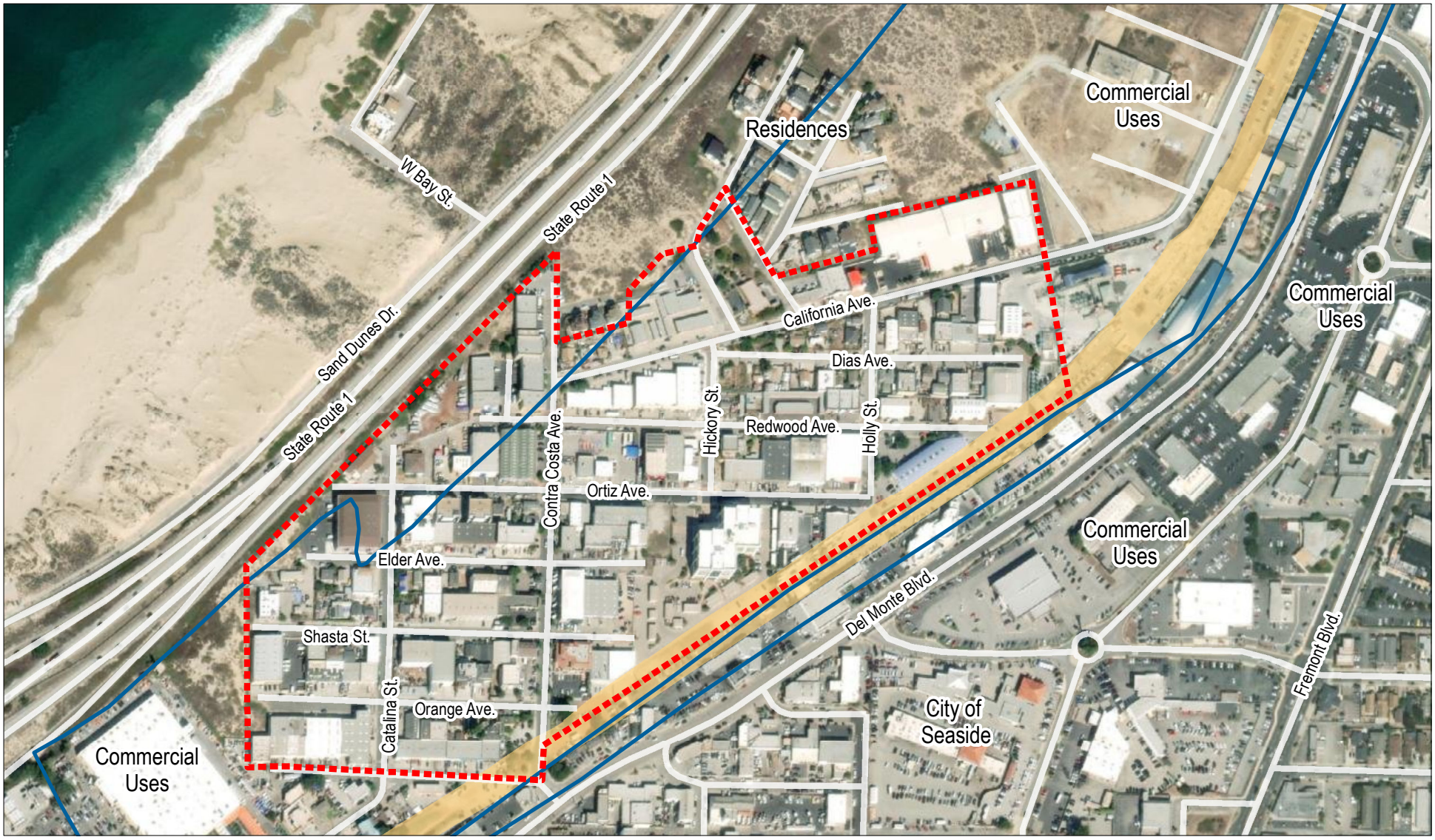

Source: Google Earth 2023, Monterey County GIS 2023

Figure 2

West End District Aerial Map

Sand City West End Parking Plan Initial Study

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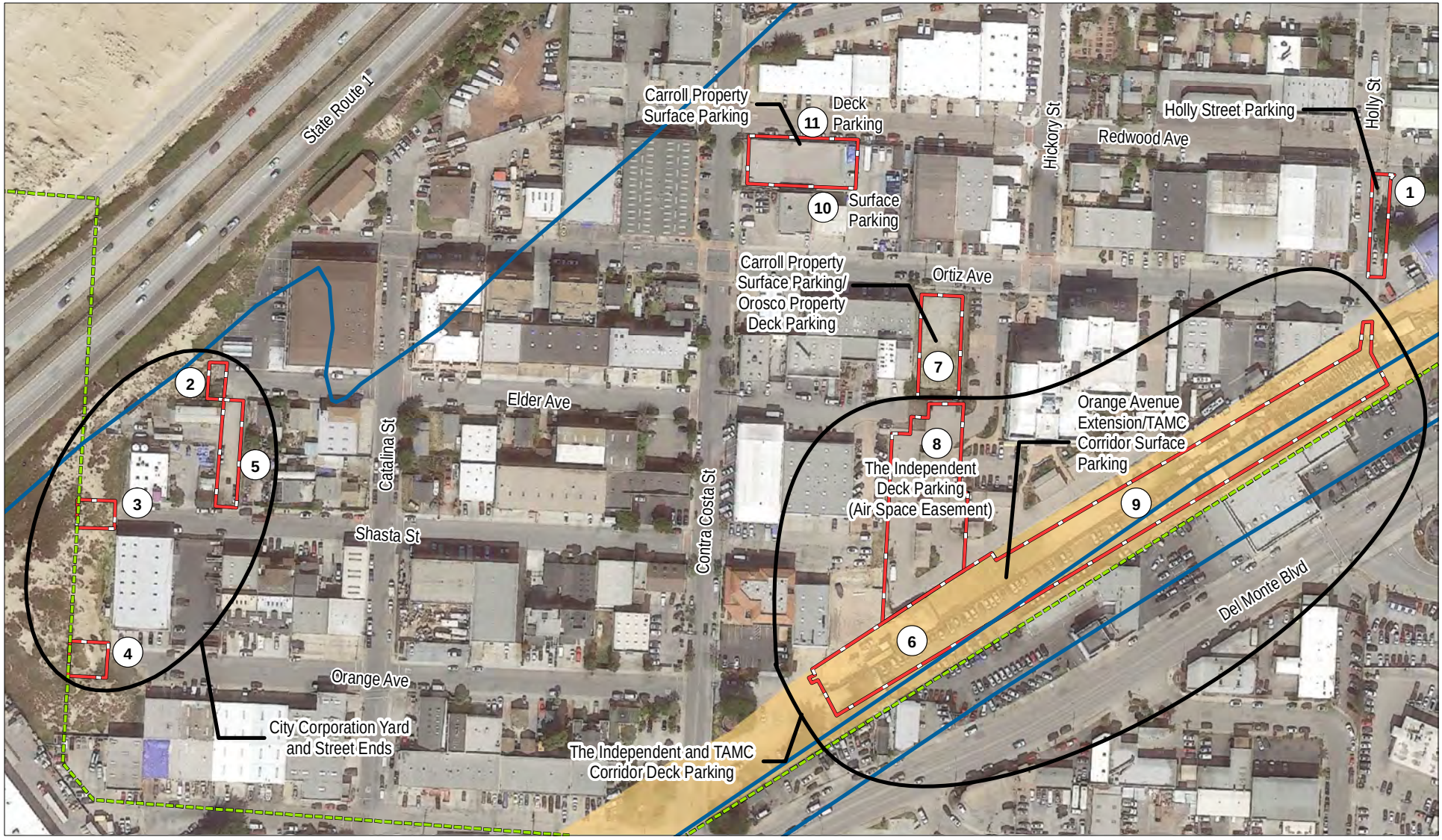

Figure 3

Proposed Parking Locations

Sand City West End Parking Plan Initial Study

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B. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

C. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Vibeke Norgaard, City Manager Date

D. Evaluation of Environmental Impacts

Notes

1. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
2. Once it has been determined that a particular physical impact may occur, then the checklist answers indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
3. "Negative Declaration: Less-Than-Significant Impact with Mitigation Measures Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, "Earlier Analyses," may be cross-referenced).
4. Earlier analyses are used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. [Section 15063(c)(3)(D)] In this case, a brief discussion would identify the following:
    a. "Earlier Analysis Used" identifies and states where such document is available for review.
    b. "Impact Adequately Addressed" identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. "Mitigation Measures"—For effects that are "Less-Than-Significant Impact with Mitigation Measures Incorporated," mitigation measures are described which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
5. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.
6. "Supporting Information Sources"—A source list is attached, and other sources used or individuals contacted are cited in the discussion.
7. The explanation of each issue identifies:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Except as provided in Public Resources Code Section 21099 (Modernization of Transportation Analysis for Transit-Oriented Infill Projects), would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d.	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Comments:

a. A scenic vista is generally described as a clear, expansive view of significant regional features possessing visual and aesthetic qualities of value to the community. According to the General Plan, Sand City contains coastal views and views of the Monterey Peninsula from State Route 1. View corridors and vista points (also known as a point in the City where a scenic vista may be viewed) are identified on General Plan Figure 5-3, all of which are located on State Route 1 or on the beach and face west toward the Monterey Bay.

The proposed plan involves the construction of parking spaces and parking structures, which would not obstruct any of the scenic vista points identified by the General Plan. The proposed parking is located within the West End District, east of State Route 1. Therefore, the proposed plan would not have a substantial adverse effect on a scenic vista.

b. State Route 1 is not *officially designated* as a state scenic highway within Sand City; however, within Sand City, it is *eligible* to be designated as a state scenic highway (Caltrans 2023). The proposed surface parking and parking structure(s) would not be visible from State Route 1 due to topography and existing buildings. Therefore, the proposed plan would not damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.

c. The West End District (i.e., the project site) is in an urbanized area. It is unknown at this time what the height of the proposed parking structures would be, although typical parking structures have a floor-to-floor height (from the ground to the second level) of approximately 10.5 to 11.5 feet (John Purinton 2012). The various proposed parking locations identified on Figure 3 are located within the Planned Mixed-Use and Coastal Planned Mixed-Use Zoning Districts, which both have a permitted height maximum of 60 feet. It is not anticipated that the parking structures would be more than three levels (i.e., no more than 35 feet in height). The proposed parking structures would also be visually compatible with the character surrounding each area that proposes the parking structures (i.e., the Carroll Property at Contra Costa Street and Ortiz Avenue; the Independent Air Easement on Ortiz Avenue; and the TAMC railroad corridor between Contra Costa Street and Holly Street). Therefore, the proposed structures would easily meet the zoning regulations that govern the project site associated with visual and scenic quality.

   The proposed plan is also consistent with the City's General Plan and the *Sand City Local Coastal Program Land Use Plan* (LCP) (City of Sand City 1982) because the proposed plan would not conflict with the policies and goals identified in either document that govern scenic quality. For example, LCP Policies 5.3.1 and 5.3.2 require the views of the City's coastal zone, Monterey Bay, and Monterey Peninsula to be protected; the proposed plan is on the east side of State Route 1 and, therefore, would not obstruct or otherwise damage these views. The proposed plan would also comply with LCP Policy 6.4.26, which encourages restoration of developed areas with respect to adequate parking and roadway widths. The purpose of the proposed plan is to ensure adequate parking availability within Sand City.

   Therefore, the proposed plan would not conflict with applicable zoning and other regulations governing scenic quality.

d. The project's proposed parking locations are located within the Planned Mixed-Use and Coastal Planned Mixed-Use Zoning Districts. City Municipal Code Section 18.13.060.D.3. requires that all windows and other reflective surface on any segment of a building over 60 feet in height shall incorporate non-reflective glazing or other similar material/treatment to mitigate glare and reflections. As indicated previously, it is unknown at this time what the height of the proposed parking structures would be, although typical parking structures have a floor-to-floor height (from the ground to the second level) of approximately 10.5 to 11.5 feet. It is assumed that each parking structure would not be more than three levels (i.e., no more than 35 feet) and, therefore, glare and reflection treatments would not be required for the proposed plan. The project also involves the construction of surface parking spaces, which would not produce any form of glare.

   The proposed plan does not specifically propose any lighting. Lighting, if developed in conjunction with parking, would be typical of parking lots and parking structures, and not represent a substantial new source of light. The parking structures would comply with the

City's Municipal Code Section 18.64.060.C, which requires that any lighting used in off-street parking areas be arranged to reflect light away from the adjoining premises in any district. The surface parking locations proposed by the project are not anticipated to involve any new lighting and, therefore, would not create new sources of light.

Compliance with Municipal Code Section 18.64.060.C would ensure that the proposed plan's new source of lighting impacts, if introduced in conjunction with the parking structures, would be less than significant.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Comments:

a. Sand City is urbanized and does not include any farmland (Google Earth 2023). According to the California Department of Conservation Important Farmland Finder, Sand City is entirely within Urban and Built-Up Land and Other Land designations (California Department of Conservation 2023). Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.

b. Sand City is urbanized and does not include any agricultural land. Therefore, as depicted on Figure AWCP3 of the *2010 Monterey County General Plan*, Sand City does not contain any Williamson Act lands (Monterey County 2010). The proposed plan would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

c. Sand City is urbanized and does not include any forest land or timberland. Therefore, the proposed plan would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

d. As identified under checklist question "c," Sand City is urbanized and does not include any forest land. Therefore, the proposed plan would not result in the loss of forest land or conversion of forest land to non-forest use.

e. As previously identified in this section of the initial study, Sand City is urbanized and does not include any important farmlands, forest land, or agricultural land. Therefore, the proposed plan would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forest land to non-forest use.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d.	Result in other emissions, such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☐	☒

Comments:

a. The proposed plan allows for increasing formal parking in Sand City and would therefore, not conflict with or obstruct implementation of an air quality plan.

b. The proposed plan would not result in operational air quality impacts, as the parking lots/structures would not result in a measurable increase in vehicle trips. Therefore, the proposed plan would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

c. The proposed plan would result in construction of parking structures and grading and paving of land, so could result in short-term construction emissions. Some construction could take place adjacent to residences. Construction emissions could include dust (PM_{10} and $PM_{2.5}$) diesel exhaust emissions, and other criteria pollutant emissions. The following standard procedural requirements required by the Monterey Bay Air Resources District would ensure these short-term dust and emissions would be less-than-significant level.

Mitigation Measure

AQ-1 To reduce dust and equipment exhaust emissions from grading and construction activities on the project site, the City of Sand City will prepare a Construction Management Plan prior to issuance of a grading permit for each construction project pursuant to the parking plan and shall implement the Construction Management Plan during construction activities. The approved Construction Management Plan, including Monterey Bay Air

Resources District Dust Control Measures, shall be included on all bid documents, grading and construction plans and permits prior to issuance of any permit. The Construction Management Plan shall include the following measures:

a. Heavy-duty diesel vehicles shall be required to have 2010 or newer model year engines, in compliance with the California Air Resources Board's Truck and Bus Regulation, and shall not be staged within 500 feet of nearest sensitive receptors.

b. All non-road diesel construction equipment shall, at a minimum, meet Tier 3 emission standards listed in the Code of Federal Regulations Title 40, Part 89, Subpart B, §89.112. Further, where feasible, construction equipment shall include the use of alternative fuels such as compressed natural gas, propane, electricity or biodiesel."

c. Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

d. Prior to issuance of a grading permit for construction project the contractor shall demonstrate that all construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications and shall be checked by a certified visible emissions evaluator.

d. Short-term construction activity could result in some odors associated with construction equipment; however, the odors would be short-term in nature and would not affect a substantial number of people. Therefore, the potential impact would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filing, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Comments:

This section is based on a reconnaissance-level biological field survey conducted by EMC Planning Group biologist Patrick Furtado, M.S., on March 8, 2023, to document existing plant communities/wildlife habitats and evaluate the potential for special-status species to occur within the proposed parking areas. Biological resources were documented in field notes, including species observed, dominant plant communities, significant wildlife habitat characteristics, and riparian and wetland habitat. Qualitative estimations of plant cover, structure, and spatial changes in species composition were used to determine plant communities and wildlife habitats. Habitat quality and disturbance levels were also described.

Prior to conducting the survey, Mr. Furtado reviewed the draft parking plan figures showing the locations of proposed parking sites, aerial photographs, natural resource database mapping and reports, and other relevant scientific literature. This included searching the U.S. Fish and Wildlife Service (USFWS) *Endangered Species Database* (USFWS 2023a), California Department of Fish and Wildlife (CDFW) *California Natural Diversity Database* (CDFW 2023), and California Native Plant Society (CNPS) *Inventory of Rare and Endangered Plants* (CNPS 2023) to identify special-status plants, wildlife, and habitats known to occur in the vicinity of the project site. Special-status species in this report are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the USFWS and/or CDFW; as Species of Special Concern or Fully Protected species by the CDFW; or as Rare Plant Rank 1B or 2B species by the CNPS. A review was also conducted of the National Wetlands Inventory (USFWS 2023b) to identify potential jurisdictional aquatic features on or adjacent to the various proposed parking sites.

The parking sites proposed in the Sand City West End Parking Plan are located in the western portion of Sand City, between Redwood Avenue and Orange Avenue, west of the railroad corridor and east of State Route 1. Sand City is located within Monterey County, on the Seaside United States Geological Survey (USGS) quadrangle map. The reconnaissance-level survey focused on three of the proposed parking areas: at the western termini of Elder Avenue, Shasta Avenue, and Orange Avenue, where remnant coastal dune habitat occurs between State Route 1 and city development.

Elder Avenue. The proposed parking area at the western end of Elder Avenue is adjacent to commercial development to the north and the city public works yard to the south. The dominant plant community is fragmented coastal scrub habitat with scattered patches of open sand. Disturbance at this location has resulted in the dominance of non-native ice plant (*Carpobrotus edulis*) which has displaced native coastal vegetation. However, native species remain, including beach evening primrose (*Camissoniopsis cheiranthifolia*). The proposed parking area is steeply sloped, and would require retaining walls and stabilization to prevent dune sand from moving into the proposed parking area.

Shasta Avenue. The proposed parking area at the western end of Shasta Avenue is adjacent to commercial development to the north and south. The dominant plant community is fragmented coastal scrub habitat. Disturbance at this location has resulted in the dominance of non-native ice plant which has displaced native coastal vegetation. However, native species remain, including silver beach lupine (*Lupinus chamissonis*), beach evening primrose, pink sand verbena (*Abronia umbellata*), and California poppy (*Eschscholzia californica*). Other non-native species present include annual grasses and wild radish (*Raphanus raphanistrum*). The proposed parking area is steeply sloped, and would require retaining walls and stabilization to prevent dune sand from moving into the proposed parking area.

Orange Avenue. The proposed parking area at the western end of Orange Avenue is adjacent to commercial development to the north and south. The dominant plant community is fragmented coastal scrub habitat with scattered patches of open sand. Disturbance at this location has resulted in the dominance of non-native ice plant which has displaced native coastal vegetation. However, native species remain, including coastal sagewort (*Artemisia pycnocephala*), silver beach

lupine, beach evening primrose, pink sand verbena, and California poppy. Other non-native species present include annual grasses and Bermuda buttercup (*Oxalis pes-caprae*). The proposed parking area is steeply sloped, and would require retaining walls and stabilization to prevent dune sand from moving into the proposed parking area.

a. A search of the CDFW's *California Natural Diversity Database* (CNDDB) was conducted for the target USGS quadrangle, Seaside, and four surrounding quadrangles: Marina, Salinas, Spreckels, and Monterey, to generate a list of potentially occurring special-status species in the project vicinity (CDFW 2023). Records of occurrence for special-status plants were also reviewed for all five USGS quadrangles in the *CNPS Inventory of Rare and Endangered Plants* (CNPS 2023). A USFWS Endangered Species Program threatened and endangered species list was generated for Monterey County (USFWS 2023a). Appendix B, Special-Status Species in the Project Vicinity, presents tables with CNDDB results, which lists special-status species documented within the project vicinity, their listing status and suitable habitat description, and their potential to occur on the site. Figure 4, Special-Status Species Known to Occur in the Project Vicinity, presents a map of CNDDB results.

   Due to the potential presence of special-status plant and/or wildlife species within the proposed parking area(s), the following general protection measure shall be implemented prior to construction:

Mitigation Measure

BIO-1 Prior to construction of proposed parking area(s) at the end of Elder Avenue, Shasta Street, and Orange Avenue, a qualified biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of sensitive habitats and special-status species potentially occurring in the project vicinity, including, but not limited to, burrowing owl, Northern California legless lizard, coast horned lizard, western bumble bee, special-status bats, nesting birds, and special-status plants (if found). Their habitats, general measures that are being implemented to conserve species as they relate to the project, and the boundaries within which construction activities will occur will be explained. Informational handouts with photographs clearly illustrating the species' appearances shall be used in the training session. All new construction personnel shall undergo this mandatory environmental awareness training. The City's contractor shall document evidence of completion of this training prior to prior to of the City issuing a grading permit or commencement of work on proposed parking area(s). This measure shall not be necessary for improvements located within paved or landscaped areas.

The qualified biologist will train biological monitors selected from the construction crew by the construction contractor (typically the project foreman). Before the start of work each day, the monitor will check for animals under any equipment such as vehicles and stored pipes within active construction zones. The monitor will also check all excavated steep-walled holes or trenches greater than one foot deep for trapped animals. If a special-status species is observed within an active construction zone, the qualified biologist will be notified immediately and all work within 50 feet of the individual will be halted and all equipment turned off until the individual has left the construction area.

Implementation of this mitigation measure would reduce the potential significant impact to special-status species to a less-than-significant level by requiring construction personnel to undergo environmental awareness training to identify special-status species potentially occurring on the project site.

Special-Status Plant Species. Of the special-status plant species known to occur in the project vicinity identified in Appendix B, the following species have the potential to occur in the three parking areas proposed within coastal dune scrub: beach layia (*Layia carnosa*), Choris' popcorn-flower (*Plagiobothrys chorisianus* var. *chorisianus*), coastal dunes milkvetch (*Astragalus tener* var. *titi*), Hickman's cinquefoil (*Potentilla hickmanii*), Hickman's onion (*Allium hickmanii*), Menzies's wallflower (*Erysimum menziesii* ssp. *menziesii*), Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*), Monterey spineflower (*Chorizanthe pungens* var. *pungens*), northern curly-leaved monardella (*Monardella sinuata* ssp. *nigrescens*), sand-loving wallflower (*Erysimum ammophilum*), seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), and Tidestrom's lupine (*Lupinus tidestromii*).

Project development could result in impacts to these species during construction. Loss or harm to special-status plant species are considered significant adverse impacts. Implementation of mitigation measure BIO-1, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and mitigation measure BIO-2 would reduce potentially significant impacts to special-status plant species to a less-than-significant level.

Mitigation Measure

BIO-2 The spring and summer season prior to construction of proposed parking area(s) at the end of Elder Avenue, Shasta Street, and Orange Avenue, a biologist qualified in botany shall conduct a focused survey for special-status plant species in accordance with current CDFW and CNPS rare plant survey protocols (CDFW 2009 and CNPS 2001). The survey shall occur during the peak blooming period for these species to determine their presence or absence. Some special-status plant species are only identifiable during their blooming periods and surveys are only considered valid if they occur when blooms are visible. Based on the known blooming periods of the special-status plant species potentially present, two surveys are proposed to adequately survey the project site: the first in May and the second in June/July. If possible, known reference populations of the target species in the project vicinity shall first be visited to verify that the species is observable, and the focused survey shall be conducted within two weeks of observing the reference population in full bloom.

The biologist shall then prepare a brief report documenting the results of the surveys. If the focused surveys conclude that special-status plant species are not present within the proposed parking area(s), or if they are present but impacts to them can be completely avoided, then no further mitigation would be required.

0 2,000 feet

Proposed Parking Locations

1 mile buffer

Special-Status Plants

Special-Status Wildlife

NCLL: Northern California Legless Lizard

Source: ESRI 2023, CDFW CNDDB 2023, Sand City 2022

Figure 4

Special-Status Species in the Project Vicinity

Sand City West End Parking Plan Initial Study

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If the focused surveys identify special-status plant species within the proposed parking area(s) and they would be affected by the proposed project, then appropriate mitigation shall be developed by the biologist and implemented by the City prior to disturbance. To comply with the Federal and California Endangered Species Acts, impacts to species listed as threatened or endangered may also require incidental take authorization from CDFW and/or USFWS. Measures to mitigate impacts to special-status plant species may include, but are not limited to:

a. A qualified biologist shall identify an on-site or off-site mitigation area suitable for restoration of habitat and seed transplantation for any special-status plant species.

b. Prior to approval of a grading permit, a qualified biologist or native plant specialist shall perform seed collection from all special-status plants located within the impact areas and implement seed installation at a mitigation area at the optimal time. Additionally, topsoil from the special-status species occurrence area(s) shall be salvaged (where practical) for use in the mitigation area.

c. A maintenance and monitoring program shall be developed by a qualified biologist and established for a minimum of five years after mitigation area installation to verify that restoration activities have been successful. Maintenance activities may include, but not be limited to, watering during the plant establishment period, supplemental seed planting as needed, and removal of non-native plants. Monitoring shall include, at a minimum, quarterly monitoring reports for the first year and annual reports for the remaining four years. The performance standard for successful mitigation shall be a minimum 3:1 replacement ratio (i.e., three plants observed in mitigation area for each plant lost from the project site) achieved in at least one of the five years of monitoring.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to issuing a grading permit or commencement of work on proposed parking area(s). This measure shall not be necessary for parking areas located within paved or landscaped areas.

Special-Status Wildlife Species. Of the special-status wildlife species known to occur in the project vicinity identified in Appendix B, the following species have the potential to occur on the project site: burrowing owl (*Athene cunicularia*), Northern California legless lizard (*Anniella pulchra*), coast horned lizard (*Phrynosoma blainvillii*), western bumble bee (*Bombus* occidentalis), hoary bat (*Lasiurus cinereus*), hoary bat (*Lasiurus cinereus*) and Townsend's big-eared bat (*Corynorhinus townsendii*). Figure 4, Special-Status Species in the Project Vicinity, presents CNDDB results. Nesting birds may also occur at the project site and are protected by the Migratory Bird Treaty Act.

Burrowing Owl. Burrowing owl is a California Species of Special Concern. Burrowing owls live and breed in burrows in the ground, especially in abandoned California ground squirrel burrows. Optimal habitat conditions include large open, dry and nearly level grasslands or prairies with short to moderate vegetation height and cover, areas of bare

ground, and populations of burrowing mammals. This species was documented approximately 0.2 miles west of the parking areas (Occurrence No. 574, CNDDB 2023) in sand dunes with native vegetation and invasive ice plant. Similar habitat is present at the ends of Elder Avenue, Shasta Street, and Orange Avenue.

Burrowing owl has low potential to occur at the ends of Elder Avenue, Shasta Street, and Orange Avenue. If burrowing owl is present on or adjacent to the proposed parking areas, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-1, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-3 would reduce this potential, significant impact to less-than-significant.

Mitigation Measure

BIO-3 To avoid/minimize impacts to burrowing owls potentially occurring within the proposed parking area(s), the City shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl at the ends of Elder Avenue, Shasta Street, and Orange Avenue. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to the methods for take avoidance described in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1993) and the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). If no burrowing owls are found, a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (CBOC 1993) and the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (CDFW 2012), unless a qualified biologist approved by the CDFW verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at

a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach. Once the absence of burrowing owl has been confirmed, a letter report will be prepared and submitted to the City.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s). This measure shall not be necessary for parking areas located within paved areas.

Northern California Legless Lizard. Northern California legless lizard is a California Species of Special Concern. This is a small, slender lizard with no legs that lives mostly underground, burrowing in loose, sandy soil. It forages in loose soil, sand, and leaf litter during the day. It does not bask in direct sunlight, but is sometimes found on the surface at dusk and at night.

Treeless, open areas with sandy soils and sparse vegetation on the project site provide suitable habitat for legless lizard. CNDDB records include multiple occurrences within the city, including dune habitat at the end of Elder Avenue, Shasta Street, and Orange Avenue (Occurrence no. 53, CDFW 2023).

If northern California legless lizard is present on or adjacent to the project site, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-1, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-4, below, would reduce this potential, significant impact to less-than-significant.

Coast Horned Lizard. The coast horned lizard is designated as a California Species of Special Concern. This species is endemic to California, occurring from Shasta County south along the edges of the Sacramento Valley into much of the South Coast Ranges, San Joaquin Valley, and Sierra Nevada foothills to southern California. California horned lizards are active above ground between April and October, with most activity concentrated between April and June. During the winter months, this species uses small mammal burrows or burrows into loose soils under surface objects. California horned lizards require habitats with loose, sandy loam or sandy-gravelly soils. They can occur in a variety of habitats supported by these soil types including riparian woodland, riparian scrub, coastal scrub, chaparral, and annual grassland (Jennings and Hayes 1994). No records of coast horned lizard were found in the Sand City area (California Department of Fish and Wildlife 2023) and none were observed during field surveys. Most local California Department of Fish and Wildlife *California Natural Diversity Database* records for the coast horned lizard are found on the

former Fort Ord, approximately five miles northeast of the proposed parking areas. Soil types on the project site appear suitable for the species, and support patches of suitable coastal scrub habitat.

Soil types within the project area are considered suitable for coast horned lizard, and support patches of dune scrub plants preferred as habitat. This species could occur in low numbers on or adjacent to the project area, mostly under shrubs growing in sandy soils. If coast horned lizards are present in project areas, vegetation removal, grading, excavation, and other construction activities could result in the loss of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-1, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-4, below, would reduce this potential, significant impact to less-than-significant.

Mitigation Measure

BIO-4 Prior to construction at the end of Elder Avenue, Shasta Street, and Orange Avenue, the following measures to avoid or minimize impacts to legless lizards and coast horned lizards shall be implemented:

a. Not less than three months prior to the start of grading activities (including staging and mobilization), a qualified biologist shall place coverboards in impact areas with suitable habitat (coastal dune scrub and disturbed maritime chaparral mixed with coastal dune scrub) for legless lizards and coast horned lizard. The coverboards shall be at least four feet by four feet and constructed of untreated plywood placed flat on the ground. The coverboards shall be checked by the biologist once per week for each week after placement up until the start of vegetation removal. All legless lizards and coast horned lizards found under the coverboards shall be captured and placed in five-gallon buckets for transportation to relocation sites. If areas are left undisturbed for a period of three months or longer, the coverboards will be replaced and relocation efforts will be repeated prior to the re-initiation of ground disturbance activities.

b. All relocation sites shall be approved by Sand City and shall consist of suitable habitat. Relocation sites shall be as close to the capture site as possible but far enough away to ensure the animal(s) is/are not harmed by construction of the project. Relocation shall occur on the same day as capture. California Department of Fish and Wildlife California Natural Diversity Database Native Species Field Survey Forms shall be submitted to the California Department of Fish and Wildlife for all special-status species observed.

c. During all initial ground vegetation removal activities, a qualified biologist shall be on the site to recover any legless lizards and coast horned lizards that may be excavated/unearthed. If the animals are in good health, they shall be immediately moved to relocation sites. If they are injured, the animals shall be released to a wildlife recovery specialist until they are in a condition to be released into relocation sites.

d. A report of all preconstruction survey efforts and monitoring during initial ground vegetation removal shall be submitted to the City within 30 days of completion of the survey/monitoring efforts to document compliance. The report shall include the dates, times, weather conditions, and personnel involved in the surveys and monitoring. The report shall also include for each captured special-status animal, the Universal Transverse Mercator coordinates and habitat descriptions of the capture and release sites, the length of time between capture and release, and the general health of the individual(s).

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s). This measure shall not be necessary for parking areas located within paved or landscaped areas.

Western Bumble Bee. In 2019, western bumble bee was identified as a candidate species for an endangered species listing under CESA (California Fish and Game Commission 2019). Although not yet formally listed, species identified as "candidate" require consideration during CEQA analysis. Although formerly common throughout much of its range, populations from central California to southern British Columbia and west of the Sierra-Cascade Ranges have declined sharply since the late 1990s. Western bumble bees primarily nest in underground cavities such as abandoned burrows or other animal nests on open west-southwest slopes. General habitat requirements include meadows and grasslands with flowering plants, and they may be found in some natural areas within urban environments. Western bumble bees require species that bloom and provide adequate nectar and pollen throughout the colony's flight period from as early as February to late November.

Flowering plants were identified during the site surveys at the ends of Elder Avenue, Shasta Street, and Orange Avenue, including silver beach lupine, beach evening primrose, and pink sand verbena. If western bumble bee is present on or adjacent to a project site, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of mitigation measure BIO-1, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-5 would reduce this potential, significant impact to less-than-significant.

Mitigation Measure

BIO-5 Prior to construction activities at the ends of Elder Avenue, Shasta Street, and Orange Avenue, a qualified biologist will conduct a pre-construction survey of small mammal burrows and thatched/bunch grasses for western bumble bee activity during the optimal flight period (April 1 – July 31). If the survey results are negative (i.e., no bumble bee activity observed), a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

If bumble bee nests are detected and the area can be avoided, a qualified biologist shall supervise the installation of protective fencing/flagging a minimum of 50 feet around the

nest area prior to construction. The fencing/flagging will be checked at least once per week until construction is complete to ensure that the protective fencing/flagging remains intact. The qualified biologist can conduct the weekly checks or train a biological monitor selected from the construction crew by the construction contractor (typically the project foreman) to check the fencing/flagging and provide weekly updates. Documentation of the fencing/flagging installation shall be provided to the City prior to the start of ground disturbance activities. Documentation of the weekly checks and timely maintenance (if needed) shall be provided to the City quarterly during construction.

If bumble bee nests are detected and the area cannot be avoided, the qualified biologist shall coordinate with CDFW to determine the appropriate method of relocation or eviction of the nests. After it has been confirmed that the habitat area is no longer occupied, a letter report will be prepared and submitted to the City.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s). This measure shall not be necessary for parking areas located within paved areas.

Bats. Trees in the project area and/or buildings or structures on or adjacent to improvement areas could provide roosting habitat for special-status bat species known to occur in the vicinity of the project site: hoary bat and Townsend's big-eared bat. These bat species inhabit a wide variety of habitats including grasslands, woodlands, and forests. Hoary bats roost in dense foliage of medium to large trees. Townsend's big-eared bat prefers building roosts, hanging from walls and ceilings.

Construction activities at the project site could result in the disturbance of roost and natal sites occupied by special-status bats on or adjacent to the project site, if present. Implementation of mitigation measure BIO-1, presented above, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-6 would reduce this potential, significant impact to special-status bats to a less-than-significant level.

Mitigation Measure

BIO-6 Approximately 14 days prior to construction activities at all parking locations, a qualified biologist shall conduct a habitat assessment for bats and potential roosting sites in trees or buildings within 50 feet of any construction site. These surveys shall include a visual inspection of potential roosting features (bats need not be present) and a search for presence of guano within the construction site, construction access routes, and 50 feet around these areas. Cavities, crevices, exfoliating bark, and bark fissures that could provide suitable potential nest or roost habitat for bats shall be surveyed. Assumptions can be made on what species is present due to observed visual characteristics along with habitat use, or the bats can be identified to the species level with the use of a bat echolocation detector such as an "Anabat" unit. Potential roosting features found during the survey shall be flagged or marked.

If no roosting sites or bats are found, a letter report confirming absence shall be prepared and submitted to the City and no further mitigation is required.

If bats or roosting sites are found, bats shall not be disturbed without specific notice to and consultation with CDFW.

If bats are found roosting outside of the nursery season (May 1 through October 1), CDFW shall be consulted prior to any eviction or other action. If avoidance or postponement is not feasible, a Bat Eviction Plan will be submitted to CDFW for written approval prior to project implementation. A request to evict bats from a roost includes details for excluding bats from the roost site and monitoring to ensure that all bats have exited the roost prior to the start of activity and are unable to re-enter the roost until activity is completed. Any bat eviction shall be timed to avoid lactation and young-rearing. If bats are found roosting during the nursery season, they shall be monitored to determine if the roost site is a maternal roost. This could occur by either visual inspection of the roost bat pups, if possible, or by monitoring the roost after the adults leave for the night to listen for bat pups. Because bat pups cannot leave the roost until they are mature enough, eviction of a maternal roost cannot occur during the nursery season. Therefore, if a maternal roost is present, a 50-foot buffer zone (or different size if determined in consultation with the CDFW) shall be established around the roosting site within which no construction activities including tree removal or structure disturbance shall occur until after the nursery season.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s).

Nesting Birds. Protected nesting birds, including raptor species, have the potential to nest in buildings or structures, on open ground, or in any type of vegetation, including trees, during the nesting bird season (January 15 through September 15). The proposed parking areas are adjacent to or contain a variety of trees, shrubs, and open areas suitable for nesting.

Construction activities, including ground disturbance, can impact nesting birds protected under the federal Migratory Bird Treaty Act and California Fish and Game Code, should nesting birds be present during construction. If protected bird species are nesting adjacent to a project site during the bird nesting season, then noise-generating construction activities could result in the loss of fertile eggs, nestlings, or otherwise lead to the abandonment of nests. Implementation of Mitigation Measures BIO-1, which requires a training session on special-status species potentially present on the construction site for all personnel, and BIO-7 would reduce potential, significant impacts to nesting birds to less-than-significant.

Mitigation Measure

BIO-7 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities that include grading, grubbing, or demolition should be conducted between September 16 and January 14, which is outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

a. A survey for active nests shall occur within 14 days prior to start of construction. An appropriate minimum survey radius surrounding each work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

b. If no nesting birds are found, a letter report confirming absence will be prepared and submitted to the City and no further mitigation is required.

c. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize "normal" bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. Once the absence of nesting birds has been confirmed, a letter report will be prepared and submitted to the City.

The City shall be responsible for implementation of this mitigation measure. Compliance with this measure shall be documented prior to approval of a grading permit or commencement of work on proposed parking area(s).

b. The proposed parking areas will impact coastal dune scrub, a sensitive plant community listed by CDFW (silver dune lupine – mock heather scrub, dune mat). If construction activities are proposed within the dune areas, disturbance may cause a loss of sensitive dune scrub. Implementation of Mitigation Measures BIO-1, which requires a training session on habitats present on the construction site for all personnel, and BIO-8 would reduce potential, significant impacts to sensitive natural communities to less-than-significant.

Mitigation Measure

BIO-8 Dune scrub shall be avoided to the greatest extent feasible. If avoidance is not feasible, dune scrub habitat shall be replaced at a 3:1 success ratio for the acreage impacted and a Restoration Plan shall be prepared and implemented by a qualified biologist. The plan shall include, but is not limited to, the following:

a. A description of the baseline conditions of the habitat that will be impacted;

b. A detailed description of on-site and/or off-site restoration areas, a planting palette, salvage of seed and/or soil bank, plant salvage, seeding and planting specifications, which may include, but is not limited to, an increased planting ratio to ensure the 3:1 success ratio;

c. Procedures to control and/or eliminate non-native invasive species such as ice plant within the restoration site; and

d. A monitoring program that describes annual monitoring efforts which incorporate success criteria and contingency plans if success criteria are not met.

c. A review of the National Wetlands Inventory online database was conducted to identify the closest jurisdictional aquatic features on or adjacent to the project site (USFWS 2023b). The closest aquatic feature to the project site is Roberts Lake, located south of the project area. There were no potentially jurisdictional wetlands or Waters of the U.S. identified in the proposed parking areas during the reconnaissance-level survey. Therefore, construction of the proposed parking areas would have no impact to wetlands or Waters of the U.S.

d. Wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites. The small parking areas are not likely to facilitate major wildlife movement due to lack of suitable habitat and disturbance from adjacent commercial development and State Route 1. The proposed parking areas are located mostly within the urban landscape and would likely not have an impact on wildlife movement. As such, the proposed project would have a less-than-significant impact on wildlife movement.

e. The Sand City Local Coastal Program regulates land use in the City's coastal zone. Sand City's coastal zone extends from Monterey Bay to 200 feet east of State Route 1, and encompasses the railroad corridor and land within 100 feet west of the railroad corridor. The Local Coastal Program designates areas of important biological value, such as wetlands and habitats for special-status species, as Environmentally Sensitive Habitat Areas. None of the proposed parking locations are located within areas identified as environmentally sensitive habitat in the Local Coastal Program.

The following Sand City General Plan policies relating to biological resources are applicable to the proposed project:

5.4.2 Public access should be controlled to allow regeneration of native vegetation and restoration of wildlife habitat.

5.4.6 The City will continue to work with the USFWS and state CDFG [CDFW] to ensure that the habitat needs of rare and endangered species and other species of special concern are addressed during its development review process.

The Sand City General Plan Update Mitigated Negative Declaration includes the following mitigation measures:

MM 3.3.1 Applicants for new development proposals shall be responsible for costs related to determining the potential for occurrence of protected plant and wildlife species within the individual project area. Determination of the degree of field investigation required shall be made by City staff during application review.

MM 3.3.2 If the presence of protected species is determined to be likely, the project applicant shall be responsible for all costs associated with investigating species presence, agency consultations, and preparation of any required mitigation plan. All potential habitat and species impacts shall be reduced to a less than significant level.

Sand City Municipal Code Chapter 16.12, Significant Tree Protection, outlines the protection of significant trees on private and public property. A significant tree is defined as any tree equal to or greater than 10 inches in diameter at breast height. A permit is required for the removal or substantial trimming of any significant tree. The draft parking plan does not address the removal of significant trees; and therefore, would not conflict with local regulations related to protected trees. If significant trees need to be removed, the requirements of Chapter 16.12 would be observed.

f. **Conservation Plans.** There are no habitat conservation plans that have been adopted for the project area.

5. CULTURAL RESOURCES

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5?	☐	☒	☐	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?	☐	☒	☐	☐
c.	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Comments:

This section is based on the archaeological pedestrian survey conducted on March 12, 2023 by EMC Planning Group's archaeologist and on a Northwest Information Center archival search conducted in 2021.

a, b. The archival search revealed that there are two listed resources within Sand City: one is a prehistoric occupation site that was destroyed in the 1940s, and the second is a segment of the Southern Pacific Railroad. The archaeological pedestrian survey did not reveal any historical or archaeological resources of significance.

However, unknown buried historic or unique archaeological resources could be present at any of the parking locations and could be damaged or destroyed by ground-disturbing construction activities associated with the proposed surface parking spaces and/or parking structures. This would be considered a significant impact. The following mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure

CR-1 In the event archaeological resources are encountered during ground disturbing activities, contractor shall temporarily halt or divert excavations within 50 meters (165 feet) of the find until it can be evaluated. All potentially significant archaeological deposits shall be evaluated to demonstrate whether the resource is eligible for inclusion on the California Register of Historic Resources, even if discovered during construction. If archaeological deposits are encountered, they will be evaluated and mitigated simultaneously in the timeliest manner practicable, allowing for recovery of materials and data by standard archaeological procedures. For prehistoric archaeological sites, this data recovery involves the hand-excavated recovery and non-destructive analysis of a small sample of the deposit. Historic resources shall also be sampled through hand excavation, though architectural features may require careful mechanical exposure and hand excavation.

Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance by a qualified archaeologist. Significant cultural resources consist, of but are not limited to, stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant, a qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant in accordance with Section 15064.5 of the CEQA Guidelines.

If such resources or artifacts are determined to be of native tribal origin, any mitigation or recovery program shall include direction from Ohlone/Costanoan Esselen Nation tribal leadership for proper handling and treatment.

The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report complete with methods, results, and recommendations, and provide for the permanent curation of the recovered resources. The report shall be submitted to the Northwest Information Center and the State Historic Preservation Office, as required.

c. Although there was no surface evidence of human skeletal remains during the archaeological pedestrian survey, there remains the possibility that ground disturbing activities associated with the proposed plan could damage or destroy previously undiscovered Native American human remains. Disturbance of Native American human remains is considered a significant impact. Implementation of the following mitigation measures would reduce this potential impact to a less-than-significant level.

Mitigation Measure

CR-2 California Health and Safety Code Section 7050.5 and the CEQA Guidelines Section 15064.5(e) contain the mandated procedures of conduct following the discovery of human remains. According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The Monterey County Coroner shall be notified immediately. The Coroner shall then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission within 24 hours, who would, in turn, notify the person the Native American Heritage Commission identifies as the Most Likely Descendant of any human remains. Further actions shall be determined, in part, by the desires of the Most Likely Descendant. The Most Likely Descendant has 48 hours to make recommendations regarding the disposition of the remains following notification from the Native American Heritage Commission of the discovery. If the Most Likely Descendant does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the Most Likely Descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

6. ENERGY

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Comments:

a. The proposed project would generate demand for energy solely during the construction processes for the various proposed improvements. Common construction phase energy demand is typically in the form of fossil fuel used in construction equipment, and in vehicles used to transport equipment and workers to and from construction sites. Minor demand for electricity for construction equipment, and potentially for construction vehicles would also likely be created.

Energy demand to support economic development and public safety is not a considered to be unnecessary. There are no quantified thresholds of significance for determining whether energy demand is wasteful or inefficiency. Energy demand during construction would be moderated by state and federal regulatory requirements for vehicles and equipment that over time have continually required improved energy efficiency.

Because energy demand would be limited and its use would not be wasteful or unnecessary, the project impact on energy would be less than significant.

b. There is no state or local plan for renewable energy or energy efficiency that is directly applicable to the project. The project would not have operational energy demand, so policies/plans for incorporating renewable energy are not applicable. As noted in item "a," state and federal regulatory requirements for vehicle fuel efficiency and equipment energy demand efficiency are applicable and must be met by contractors that would be retained to construct parking improvements. The project would have no impact from conflicts with a plan for renewable energy or energy efficiency.

7. GEOLOGY AND SOILS

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	(1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
	(2) Strong seismic ground shaking?	☐	☐	☒	☐
	(3) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
	(4) Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d.	Be located on expansive soil, creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Comments:

a. **Fault Rupture**. Sand City is not located within an earthquake fault zone designated by the Chief of the California Geological Survey pursuant to the Alquist-Priolo Act (California Department of Conservation 2023). The nearest fault to Sand City is the San

Joaquin Fault located more than 25 miles west. Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.

Ground Shaking. There are three concealed faults that are adjacent to or traverse Sand City. From north to south: Old Terrace, Seaside, and Chupines Faults. Due to their proximity, Sand City has the potential to experience ground shaking during earthquake events.

The City of Sand City has adopted the latest California Building Code and requires all building plans (e.g., for the proposed parking structures) to be reviewed by the City Building Department. Design requirements of the California Building Code and oversight provided by the building plan inspections ensure that buildings will be constructed to a level of protection that meets the current seismic safety design standards of the California Building Code. Compliance with the design requirements of the California Building Code would ensure less than significant impacts related to the proposed plan and its potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

Liquefaction. Liquefaction hazards are moderate on the western side of Sand City, with the rest of Sand City having low potential for liquefaction hazards. The proposed surface parking locations at the City Corporation Yard and street-ends of Elder Avenue, Shasta Avenue, and Orange Avenue are located within the moderate liquefaction hazard zone. Liquefaction can damage the surface parking spaces. However, due to the nature of surface parking spaces, the project would not result in substantial adverse effects involving the risk of loss, injury, or death.

Landslides. According to the General Plan, the most predictable area for landslides in Sand City is just north of Tioga Avenue along the coastal bluff, outside the West End District. Therefore, the potential for landslides within the project area would be low. The proposed plan would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

b. High erosion hazard risks exist on the western side of Sand City, with moderate erosion risks covering the rest of Sand City. Most of the proposed parking locations are located within moderate erosion hazard zones with the proposed surface parking locations at the City Corporation Yard and street-ends of Elder Avenue, Shasta Avenue, and Orange Avenue located within a high erosion hazard zone.

Improvements to the locations for the proposed surface parking would involve grading and ground disturbance activities, but not to the extent that would result in substantial soil erosion or the loss of topsoil. However, the grading and excavation activities associated with construction of the proposed parking garages could cause short-term erosion risks. Pursuant to the guidance outlined in the *BMP Guidance Series for the City of Sand City, CA* (City of Sand City 2007), best management practices for erosion and sediment control would be required to alleviate erosion risks for short-term grading and

construction. Compliance with the soil erosion and sediment control best management practices outlined in the *BMP Guidance Series for the City of Sand City, CA* (specifically those under Section 2.0, Erosion and Sediment Control BMPs) would ensure that impacts associated with soil erosion as a result of constructing the proposed plan would be less than significant.

c. The stability of the soils at each proposed parking location is unknown at this time and there are no project plans available at this time for the proposed parking spaces and structures. At the time that project-specific plans prepared, soil investigations may be required to evaluate the soils at each of the proposed parking locations to determine soil stability. The additional investigations would determine if the soil at any one of the proposed locations is unstable and the proper techniques that may be required during construction to reduce the potential for on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse to occur at buildout.

d. According to the *City of Sand City General Plan Update 2001-2016 Expanded Environmental Initial Study and Proposed Negative Declaration* ("General Plan Update IS/MND"), there are no expansive soils within Sand City. Therefore, the proposed plan parking locations would not be located on expansive soil, creating substantial direct or indirect risks to life or property.

e. The proposed plan involves the construction of parking spaces and parking structures and, therefore, would not require the use of septic tanks or alternative wastewater disposal systems.

f. According to the General Plan Update IS/MND, there are no known unique paleontological resources or geologic features within Sand City. Therefore, the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

8. GREENHOUSE GAS EMISSIONS

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Comments:

a. The proposed project would generate greenhouse gases (GHG) solely during construction. Operating new parking facilities would not generate GHGs. Construction GHGs would be generated by burning fossil fuel in construction equipment, and in vehicles used to transport equipment and workers to and from construction sites. Electricity use in construction equipment, and potentially for construction vehicles, would also be a source of GHG emissions.

Neither the City nor the air district have identified thresholds of significance for construction phase GHG emissions. Threshold guidance provided by the Bay Area Air Quality Management District in its 2022 *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans*, is commonly referenced in CEQA documentation for proposed projects being planned within the air district boundaries. The Bay Area Air Quality Management District has found that construction GHGs are a minor component of its GHG emissions inventory; the vast majority of emissions are generated during operations of land use projects once construction is complete. Consequently, it not provide thresholds of significance for construction emissions because their contribution to GHG impacts are minor and considered less than significant.

Relative to typical land use development projects, construction emissions for the proposed project would be relatively minor. With limited exceptions (e.g., parking structures), the parking capacity improvements do not involve using heavy duty equipment for major grading and/or excavation activities and are not of long duration. Construction GHG volumes would be minor and their impact relative to global GHG emissions would be less than significant.

b. There is no GHG reduction plan in place that is directly applicable to the proposed project. As noted in item "a", the Bay Area Air Quality Management District's 2022 *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land*

Use Projects and Plans has been used as guidance in lieu of more local GHG reduction plans. That plan does not address construction activities as an important GHG emissions source for which specific GHG reduction measures are required. The proposed project would have no impact from conflicting with a GHG reduction plan.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or a public-use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Comments:

a. The proposed plan, which involves the construction of surface parking spaces and parking structures, does not include transport, use, or disposal of hazardous materials. Therefore, the proposed plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b. **Contaminated Soils**. Since its incorporation, Sand City has served the Monterey Peninsula as an active employment center with heavy commercial, manufacturing, and resource extraction industries (City of Sand City 2002). Therefore, it is possible that soils within Sand City are contaminated from such uses.

The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. Construction of the proposed parking structures would require grading that may release toxins from the site soils into the environment, if they were to exist. Preparation of a soils report for the locations of the parking structures would confirm whether the site soils are contaminated and if toxins could be released into the environment during construction activities. Compliance with Mitigation Measure HAZ-1 would ensure that the project results in less than significant impacts associated with creating a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Mitigation Measure

HAZ-1 Prior to issuance of a grading permit, the City of Sand City will prepare a soils report to identify if hazardous materials are present in the soils that could be released into the environmental and result in health hazards to construction workers and the public in the immediate vicinity during construction activities. The soils report shall be reviewed and approved by the City Building Department.

If hazardous materials are determined to be present within the project site soils, the soils will be remediated prior to issuance of a grading permit.

c. The proposed plan would not emit or handle hazardous or acutely hazardous materials. Additionally, there are no schools within one-quarter mile of the project site; the nearest is Seaside High School located approximately one mile north of the project site. Therefore, the proposed plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d. The following lists were reviewed:

- Hazardous Materials Waste and Substances Sites from the Department of Toxic Substances Control EnviroStor Database (California Department of Toxic Substances Control 2023);
- Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker Database (State Water Resources Board 2023);
- Solid Waste Disposal Sites Identified by Water Board with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit (California Environmental Protection Agency 2023a);
- "Active" Cease and Desist Order and Cleanup and Abatement Orders from Water Board (California Environmental Protection Agency 2023b); and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by the Department of Toxic Substances Control (California Environmental Protection Agency 2023c).

The parking locations are not located on any of these lists. Two of the proposed locations for parking structures (The Independent Deck Parking (Air Space Easement) and the Orange Avenue Extension/TAMC Corridor Surface Parking) are located adjacent to two closed cases of leaking underground storage tanks (State Water Resources Board 2023a). These two cases are not located on either site and are considered a completed clean-up site with the case closed.

The proposed plan is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

e. The nearest airport is the Monterey Regional Airport, which is about 1.2 miles from Sand City. Sand City (and, more specifically, the West End District) is within the *Monterey Regional Airport Airport Land Use Compatibility Plan* (Monterey County Airport Land Use Commission 2019) influence area. However, the nature of the proposed plan (i.e., parking spaces) would not result in a safety hazard or excessive noise for people residing or working in project area.

f. The *County of Monterey Operational Area Emergency Operations Plan Annex/Evacuation and Transportation Draft* (Monterey County 2021) is a draft update to the previous, 2010 emergency operations plan and identifies State Route 1 (which borders the project site on the west) as a primary evacuation route and Lighthouse Avenue/Del Monte Avenue (which borders the project site on the east) as a secondary evacuation route.

The proposed locations of the parking spaces would not be located within either of these two routes and, therefore, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g. Sand City is more than one mile west from the nearest wildlands areas, located within the Fort Ord National Monument. Sand City is outside the Wildland Urban Interface and not located adjacent to any fire hazard severity zone mapped by the California Department of Forestry and Fire. Therefore, the proposed plan would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

10. HYDROLOGY AND WATER QUALITY

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(1)	Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(2)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
(3)	Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(4)	Impede or redirect flood flows?	☐	☐	☐	☒
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Comments:

a. **During Construction**. Construction activities associated with the proposed surface parking and parking structures would involve soil disturbance associated with site preparation, grading, and excavation activities. These activities have the potential to cause water quality degradation if eroded soil or other pollutants are carried by storm water into storm water drainage systems and ultimately into downstream water bodies.

New development is required to meet National Pollutant Discharge Elimination System (NPDES) requirements. The NPDES permit program for storm water and construction site runoff is designed to reduce discharge of pollutants in storm water to the maximum extent practicable to protect water quality and beneficial uses of surface waters. The proposed plan would also be required to comply with the regulations outlined in the City Municipal Code Section 13.05.100, Requirement to Prevent, Control, and Reduce Storm Water Pollutants, as well as the guidance discussed in the *BMP Guidance Series for the City of Sand City, CA*.

Storm Water Pollution Prevention Plans addressing stormwater conditions during construction, are required to be prepared to ensure less than significant impacts associated with implementation of the parking plan and its potential to violate water quality standards or waste discharge requirements.

Post-Construction. The proposed plan may alter existing storm water drainage conditions by placing parking in locations that are currently undeveloped and replacing lightly developed areas with surface and/or parking structures. The change in surface conditions could result in an increase in storm water runoff relative to existing conditions in those areas where parking spaces are replacing undeveloped areas (e.g., street ends of Elder Avenue, Shasta Avenue, and Orange Avenue).

In 2013, the Central Coast Regional Water Quality Control Board adopted post-construction storm water management requirements. The primary objective of the requirements is to ensure that land development projects reduce pollutant discharges to the maximum extent practicable and to prevent storm water discharges from causing or contributing to a violation of receiving water quality standards.

Stormwater Control Plans addressing post-construction stormwater conditions, are required to be prepared to ensure less than significant impacts associated with the project and its potential to violate water quality standards or waste discharge requirements.

b. The proposed plan involves the construction of surface parking spaces and parking structures. Therefore, the nature of the proposed plan would not require the use of water and would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

c. **Erosion**. Refer to the response under Section 7.0, Geology and Soils, checklist question "b."

Flooding and Runoff. The proposed plan would result in small increases in the amount of impermeable surface at the proposed parking locations (e.g., replacing undeveloped street ends of Elder Avenue, Shasta Avenue, and Orange Avenue with surface parking). Consequently, the volume of storm water runoff would increase minimally under post-development conditions. Therefore, the impact is considered less than significant.

Flood Flows. According to the Federal Emergency Management Agency Flood Map Service Center, Sand City is within an "Area of Minimal Flood Hazard" (FEMA 2023). Therefore, implementation of the proposed plan would not impede or redirect flood flows.

d. According to the General Plan Figure 6-5, the tsunami hazard area is located along the coastline, west of State Route 1; therefore, the project site, which is located to the east of State Route 1, is not within the tsunami inundation zone. As discussed previously, Sand City is within an "Area of Minimal Flood Hazard" (FEMA 2023).

Therefore, the proposed plan would not risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zones.

e. The proposed plan, as a parking space and structure project, would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

11. LAND USE AND PLANNING

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Cause any significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Comments:

a. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures in locations that are lightly developed or vacant. The proposed plan would not physically divide an established community because the site (i.e., West End District) is surrounded by commercial uses and residences on all sides.

b. The proposed surface parking spaces include improvements in the City right-of-way, and the City will ensure that all work is constructed to designated grades and specification requirements. The proposed plan would also be required to comply with the sizing regulations identified in the City Municipal Code Section 18.04.415, Parking Spaces.

Implementation of the proposed plan would not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

12. MINERAL RESOURCES

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land-use plan?	☐	☐	☐	☒

Comments:

a, b. There are no known mineral resources within the project site, as reflected in the General Plan (City of Sand City 2002, page 5-17). The proposed plan would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state nor would it result in the loss of availability of a locally important mineral resource recovery site.

13. NOISE

Would the project result in:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in applicable standards of other agencies?	☐	☐	☒	☐
b.	Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c.	For a project located within the vicinity of a private airstrip or an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Comments:

a. The proposed plan involves the construction of surface parking spaces and parking structures, which would involve a permanent increase in ambient noise levels due to the transportation-related noise associated with this type of use. However, the nature of this type of use would not result in a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the General Plan or other applicable standards.

It is unknown at this time the size and design of the proposed parking structures. However, the proposed parking structures would involve construction activities that may result in a temporary, potentially significant increase in noise levels affecting the residents located within The Independent east of the proposed parking structure locations. As a condition of development permit approval, the City typically establishes construction hours to limit noise and vibration impacts to residential units. With construction hours limited to less sensitive hours, the amount of noise generated from construction equipment would be reduced ensuring less than significant impacts.

b. The construction of the proposed surface parking spaces would not require equipment that produce excessive ground-borne vibration or ground-borne noise levels. The construction of the proposed parking structures would, however, require equipment that may generate excessive ground-borne vibration or ground-borne noise levels. As a condition of development permit approval, the City typically establishes construction hours to limit noise and vibration impacts to residential units. With construction hours limited to less sensitive hours, the amount of vibration generated from construction equipment would be reduced ensuring less than significant impacts.

c. The nearest airport is the Monterey Regional Airport, which is about 1.2 miles from Sand City. Sand City (and, more specifically, the West End District) is within the *Monterey Regional Airport Airport Land Use Compatibility Plan* (Monterey County Airport Land Use Commission 2019) influence area. However, the nature of the proposed plan (i.e., parking spaces) would not expose people residing or working in the project area to excessive noise levels.

14. POPULATION AND HOUSING

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Comments:

a, b. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. The proposed plan would not involve a change in the population of Sand City. Therefore, the proposed plan would not induce substantial unplanned population growth in the area, directly or indirectly, nor would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

Comments:

a. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. Therefore, the proposed plan would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts.

b. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. Therefore, the proposed plan would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts.

c. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. Therefore, the proposed plan would not involve the increase in student-age children in Sand City and would not result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts.

d, e. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. Therefore, the proposed plan would not involve the increase in population in Sand City that could result in the need for new or physically altered park and other public facilities, the construction of which could cause significant environmental impacts.

16. RECREATION

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Comments:

a. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. One of the proposed parking locations (Carroll Property Surface Parking) is now used as the Sand City Art Park. This location has historically been used as an empty lot for parking for adjacent businesses and a few years ago the City decided to repurpose the space as a community art park. The art park is no longer used as a parking lot and is available for use by residents and non-profit organizations. There are several events that have occurred at this location over the last two years, such as the Night Market 831 and a cornhole league. Other events can occur as well. An applicant fills out the application and pays a small fee.

The General Plan does not include a policy requiring a minimum amount park acreage per resident. The General Plan discusses other cities adopted standard of providing 3-5 acres of neighborhood and community parks for every 1,000 residents. By this standard, Sand City falls short of providing for developer and/or formal park needs of its residents. However, as stated within the General Plan, with the availability of beach area, Sand City has adequate recreational space (City of Sand City 2002).

Redevelopment of the site with a parking structure would result in an adverse impact to recreation facilities as this location can be considered a City recreational area. However, because the City doesn't have a policy that requires a certain acreage of parks and its availability of the beach, the impact would not be significant.

Therefore, the proposed plan would not involve the increase in population in Sand City that could result in the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

b. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures and does not include recreational facilities. The proposed plan does not involve the increase in population, which could result in the increased use

of existing recreational facilities. The increased use of existing recreational facilities could require the construction or expansion of recreational facilities, the construction of which could have an adverse physical effect on the environment. As a result, the proposed plan would not require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment

17. TRANSPORTATION

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b.	Conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d.	Result in inadequate emergency access?	☐	☐	☒	☐

Comments:

a. The circulation system on and near the project site currently accommodates the existing uses within Sand City (i.e., residences, commercial uses, industrial uses, etc.). Other than during construction activities, the proposed plan would not result in increased traffic. Development of the proposed plan would not result in a substantial increase in vehicular traffic in ways that would conflict with the performance of the existing, surrounding circulation system. Therefore, the proposed plan would not conflict with an applicable plan, ordinance or policy addressing the circulation system in the area, including transit, roadway, bicycle and pedestrian facilities.

b. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures and, therefore, would not conflict or be inconsistent with CEQA guidelines sect1ion 15064.3, subdivision (b).

c. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. The City will construct these facilities consistent with City standards and therefore, the parking facilities would not increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

d. Implementation of the proposed project (City-constructed parking lots and structures) would not result in inadequate emergency access.

18. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or	☐	☐	☐	☒
(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Comments:

a. The City sent out a consultation offer letter to the Ohlone Costanoan Esselen Nation on February 23, 2023. As of March 24, 2023, no response has been provided.

19. UTILITIES AND SERVICES SYSTEMS

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c.	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d.	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Comments:

a. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. Therefore, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

It is unknown at this time what components of the parking structures would require electric power; however, it is typical of parking structures to involve lighting, pay stations, and other mechanisms that would use electric power. For PG&E to serve those locations where the parking structures are proposed, connections to the existing facilities would be required. No adverse environmental effects from this activity are expected relative to that described in other sections of this initial study.

b. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. Therefore, the proposed plan would not involve the use of water. No environmental impacts related to the availability of sufficient water supplies would occur.

c. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. Therefore, the proposed plan would not involve the generation of wastewater and no environmental impacts related to the capacity of the wastewater treatment provider to serve the project would occur.

d, e. The proposed plan involves the construction of parking in the form of surface parking spaces and parking structures. Therefore, the proposed plan would not result in the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Federal, state, and local management and reduction statutes and regulations related to solid waste would not apply to the proposed plan.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Comments:

a-d. The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones (CalFire 2023). Therefore, no further response is necessary.

21. MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Does the project have the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	☐	☒	☐	☐
c.	Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Comments:

a. As discussed in Section 4.0, Biological Resources, special-status plant and wildlife species are recorded as occurring in the vicinity of the project site and have the potential to occur on the project site. The proposed parking areas will also impact coastal dune scrub, a sensitive plant community listed by CDFW. Mitigation measures BIO-1 through BIO-8 would reduce impacts to a less-than-significant level.

b. The proposed development would result in temporary biological resource impacts during construction associated with special-status species and sensitive plant communities. With implementation of Mitigation Measures BIO-1 through BIO-8, as described in Section 4.0, Biological Resources, construction impacts would be mitigated to a less-than-significant level. Because the nature of the identified impacts would be mitigated to a less-than-significant level, the proposed project would not have a cumulatively considerable impact on biological resources.

Section 5.0, Cultural Resources, concludes that earthmoving activities may result in the loss of unknown prehistoric or historic subsurface archaeological resources or disturbance of human remains onsite. Because the project would implement Mitigation Measures CR-1, CR-2, and CR-3, the proposed plan would not have a cumulatively considerable impact on cultural resources in the project area.

c. Section 9.0, Hazards and Hazardous Materials, concludes that earthmoving activities and demolition could create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would ensure that the site's soil and existing structures are evaluated for hazardous materials prior to the commencement of construction and demolition activities reducing the project's potential to have an environmental impact and adversely effecting human beings, directly or indirectly.

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Sand City West End Parking Plan
Final Draft – May 31, 2023

A

APPENDIX

Sand City West End Parking Plan

Final Draft

May 31, 2023

Prepared by

EMC Planning Group

SAND CITY WEST END PARKING PLAN

FINAL DRAFT

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May 31, 2023

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Executive Summary

Background

The City of Sand City recognizes a need for a comprehensive parking plan that will complement the City's West End Vibrancy Plan and help better achieve the land use goals of the 2002 General Plan. This Sand City West End Parking Plan (parking plan) has been created to address common issues related to parking patterns and availability in the West End and is based on a review of the City's parking ordinances, parking management and strategies in other jurisdictions, the conclusions of past studies, and more recent observed parking conditions within the West End. Land uses are expected to continue shifting from industrial, warehouse, and commercial service uses to live-work studios, residences, entertainment, and restaurants. This parking plan provides an updated analysis and action plan for implementing expanded or new parking strategies, facilities, and funding consistent with the General Plan and the Vibrancy Plan. Past studies concluded that it would be physically impossible for allowable uses to provide off-street parking due to limitations of existing improvements and parking standards that do not appear to be tied to actual conditions within the West End. Past studies also concluded that although the City's future parking demand could be accommodated by a mix of private and public parking supply, much of future supply would be located on public streets.

This plan identifies potential parking opportunity public and private locations, reviews potential parking layouts and financing, management programs and strategies to create more efficient parking, suggests revisions to existing parking regulations to address common issues, and presents an action plan for implementation.

Parking Needs

Since the studies were completed, the Transportation Agency for Monterey County (TAMC) developed a transportation concept for the railroad corridor, and Monterey-Salinas Transit (MST) has determined it will run buses on portions of the corridor. Additional changes that affect parking demand include an increase in telecommuting in response to the COVID 19 pandemic of 2020, a trend in ridesharing opportunities, and the development of autonomous vehicles. Existing parking conditions were assessed and City parking policies and regulations were reviewed to estimate current parking requirements. The results are presented in Chapter 2 of this Plan. Common parking issues and conditions within the survey boundary are identified and

discussed. These include codified parking standards that tend to overpark some uses and under park others, while many of the uses envisioned by General Plan or the Vibrancy Plan are not addressed at all; City and private properties that provide opportunities for the creation of public parking structures are underutilized; public street rights-of-way are striped with inefficient parking patterns; employees of businesses with fleet vehicles park on the street during business hours while off-street spaces for fleet vehicles are unoccupied during business hours; and there is often insufficient distance between buildings and street rights of way that force vehicles to project into the street and limit opportunities available for pedestrians and cyclists.

In Chapter 3, parking needs are projected based on the parking demand for a moderate and higher land use shift that would intensify future parking demands. The projections were weighed against the conclusions of prior analysis to create an anticipated future parking need. Under the current municipal code provisions, approximately 937 parking spaces are needed for existing land uses, and approximately 1,037 – 1,185 parking spaces would be needed under the moderate to high land use shift anticipated by the General Plan and Vibrancy Plan. This summary of past and present observations shows that the West End's overall parking space supply should be sufficient to accommodate future parking demand; however, the City's parking space supply is currently utilized inefficiently. Estimated future parking needs are summarized in Table ES-1, Summary of Estimated Future West End District Parking Needs.

Table ES-1 Summary of Estimated Future West End District Parking Needs

Land Uses and Growth	Required	Observed Conditions	Residual
Residential	259	213	-43
Commercial	678	997	+319
Total	937	1,210[1]	+273[1]
Total Existing Capacity	-	1,630[2]	-
Moderate[3] to High[4] Land Use Shifts	1,037-1,185	1,630[2]	+445-593

SOURCE: RRM 2004, EMC Planning Group 2015; 2020

NOTES:

1. Previous study observations (Urban Design and Parking Implementation Plan). Commercial does not include restaurants with highest parking requirements per square foot.
2. 1,630 on- and off-street parking spaces were the observed capacity in 2020.
3. The moderate land use shift assumes no changes in residential uses, no change in overall building square footage, shifts a percentage of major auto repair uses and manufacturing uses to restaurant uses or retail (refer to Chapter 3, Table 3-1).
4. The higher land use shift is the upper demand range of growth that would occur over a longer period of time. This scenario assumes that some commercial uses would shift to residential, a percentage of major and minor auto repair uses shift to restaurant uses, some manufacturing and wholesale uses shift to restaurant, retail and residential uses.

Parking Opportunities Considered

Opportunities for new or expanded public facilities and private parking lots are reviewed in Chapter 4, where Chapter 5 illustrates the recommended improvements in areas that improvements could be achieved in rights-of-way or City controlled properties. The potential for utilization of street rights-of-way, development of City-owned properties, the TAMC railroad corridor, and privately-owned parcels for new facilities or reconfiguration of existing facilities are reviewed. Not all parking opportunities that were considered were included as recommendations in final action plan. Chapter 5, Parking and Financing presents several graphic examples of parking concepts on City-owned parcels, privately-owned parcels, the railroad corridor, and public streets, which are recommended for adding additional parking in appropriate locations. A ball-park per-space cost estimate for each type of improvement or reconfiguration is provided. This chapter also includes identification of financing mechanisms to offset costs. Figure 5-7, Proposed Parking Areas identifies all area recommended for improvements. Parking management programs are examined in Chapter 6. Various fee and non-monetary approaches are discussed and weighed against applicable City programs and potential parking opportunities.

Recommendations

Chapter 7 presents a tabular summary of the City's existing parking standards and recommendations for revision, and includes suggested changes to the City's existing parking programs (Municipal Code Chapter 10) and standards (Municipal Code Chapter 18). It also describes the state of California direction and provision of AB-2097 restricting minimum automobile parking requirements located within one-half mile of a public transit stop.

Chapter 8 outlines recommended actions to address parking issues. An action plan is presented to assist the City with assuring that the future development it envisions is provided with adequate parking in appropriate locations. The parking improvements identified in the action plan are intended to be tied to the City's Annual Capital Improvement Plan and City Council Annual Budget. Recommended Actions and relative costs are summarized briefly in Table ES-2, Summary of Recommended Actions.

Table ES-2 Summary of Recommended Actions

Action	Relative Cost
- Update Zoning Code (Ordinance Update)	Minimal Administrative Costs
- Eliminate Minimum Parking Standards	
- Implement/Enforce Existing Parking Programs (Reciprocal parking agreements and in-lieu fee programs)	Included in Existing Operating Budgets, Planning, and Police
- Implement and Enforce New Parking Programs (Timed on-street parking/residential permit parking, etc.)	Minimal. Add to Annual Budget
1) Restripe/ Reconfigure Existing Streets - Holly Street	$50,400
2) Reconfigure Public Street-end - Elder Avenue	$31,200
3) Reconfigure Public Street-end - Shasta Avenue	$37,200
4) Reconfigure Public Street-end - Orange Avenue	$63,600
5) Add Public Parking to City Corporation Yard	$98,400
6) Shared Parking Agreement on Railroad Corridor TAMC (TAMC Surface Parking)	$1,815,600
7) Construct City Air Space Easement Parking Deck (Former REAM Property)	$1,435,200
8) Construct Independent Air Space Easement Parking Deck	$3,692,400
9) Construct (or contribute to) TAMC Railroad Corridor Parking Deck	$7,192,800
10) Construct Phase I Surface Parking Lot at City-owned Carroll Property	$140,400
11) Construct Phase II Parking Deck on City-owned Carroll Property	$1,333,200

SOURCE: EMC Planning Group 2023

1.0 Introduction

Parking availability in the West End District has been a concern of the City for many years. The City anticipates that a transition of land uses in the West End District, in keeping with General Plan policy, could change parking patterns. The City is seeking approaches to maximize the number of spaces and match parking supply to demand.

1.1 Shift in West End Land Uses

When Sand City adopted its current General Plan in 2002, the land use program for the West End District shifted from the existing industrial, warehouse, and service commercial uses to a vision of mixed uses with live-work studios, residences, entertainment, and restaurants. Along with the shift in vision has come a concern that adequate parking be available to serve the new types of uses envisioned for the West End District. Additionally, existing parking practices for industrial and service commercial uses present conflicts with the pedestrian-orientated character the City envisions.

1.2 Past Parking Studies

The West End Urban Design and Parking Implementation Plan ("RRM Report") was accepted by the City on March 15, 2004 (RRM Design Group, W-Trans, and Watry Design Inc.). The RRM Report documented parking conditions and land uses at the time of the study, and presented recommendations for urban design, streetscape design, and parking. The RRM Report identified the future need for 1,235 parking spaces, and identified 1,735 potential future spaces (of which 1,614 would be public and 121 on private property). The RRM Report described the types of locations of proposed new parking spaces, and identified possible funding sources.

EMC Planning Group wrote two parking memos in 2015. The memos largely concurred with the findings of the RRM Report. The second of these memos (June 17, 2015) included recommended implementation steps for several parking issues.

1.3 Recent Changes

Since the RRM Report was prepared in 2004, a number of circumstances have occurred that could affect parking needs or how those needs are met. These include:

- The City has revised its density standards for the Planned Mixed-Use zoning district;
- The City has developed low impact storm water streetscape plans for two primary streets;
- The City has accepted the Sand City Vibrancy Plan, which includes additional information on streetscape design and pedestrian and bicycle travel;
- A block of Hickory Street has been re-built with new sidewalks and formalized parking spaces;
- A plan to construct sidewalks on a block of Contra Costa Street has been prepared and construction partially funded;
- Two notable mixed-use projects have been developed since the General Plan was adopted (The Independent Apartments and the Lomax-Hawthorne building) and two others are approved or under construction (Catalina Lofts and South of Tioga);
- TAMC has developed a transportation concept plan for the railroad corridor;
- MST has determined that it will run express busses on a portion of the railroad corridor;
- The City of Seaside has determined not to re-align Broadway Boulevard with Contra Costa Street where it intersects Del Monte Avenue;
- Autonomous vehicles are being developed, and while not in prevalent use at this time, are expected to garner increasing shares of the automobile market over the coming decades;
- Rideshare services are becoming more common;
- Two parking lots have been added to City Hall for employee and visitor use;
- The City has adopted a Sustainable Transportation Plan in late 2021 with Cal-Trans grant funding to identify deficiencies and potential improvements for pedestrian, bicyclists, and mobility challenged routes and connectivity;
- As a result of the worldwide COVID pandemic, the rate at which workforce works remotely has dramatically increased. This could have a beneficial effect on traffic, air quality, the ability to convert office to residential and many other land uses and operational factors; and
- The City is supporting Caltrans and the California Coastal Commission in providing high speed broadband (fiber optics) along the State Route 1 corridor; and the City is applying for grand funds to pan the extension of that broadband into the core business and residential areas of Sand City.

2.0 Background

2.1 Existing Parking Conditions

Physical Parking Constraints

The majority of lots within the West End District have buildings abutting property lines, to the effect that little room remains on many of the lots to accommodate parking consistent with the City's off-street parking requirements to accommodate preferred land uses identified in the City's General Plan. Three additional factors compound this situation: 1) most of the City's streets are only 50 feet wide, so there is relatively little space within the public right-of-way to accommodate anything other than parallel parking; 2) many of the buildings have multiple roll-up doors that limit both on-site and on-street parking; and 3) continuous driveway aprons limit curbside parking opportunities. Much of the parking for private businesses is provided on City streets, or in some cases, partially on City streets and partially on the lots.

Issues Observed

During daytime on-the-ground surveys of parking conditions on February 20, 2020, most, but not all, available parking spaces were occupied. A significant number of vehicles were parked within the railroad corridor north of Contra Costa Street. Many of these vehicles may be parked for longer than a single day. The railroad corridor parking is used for more than just the immediately adjacent businesses; at least one truck observed belonged to a business located four blocks away.

Two common issues were noted: cars parked head-in across sidewalks, and trucks loading/unloading in the street and/or in front of parking spaces. Vehicles parking across sidewalks were observed in numerous places throughout the West End District. Truck loading/unloading happens on a much more sporadic basis.

Accessible parking spaces are provided occasionally, some within private lots and some on City streets. The accessible spaces observed were always associated with a specific use, even when located within the street right-of-way. The survey identified 16 accessible parking spaces within the West End District.

Figure 2-1, Common Parking Issues, presents photographs of parking situations that happen frequently in the West End District.

Existing Parking Inventory

City Streets and Parking Lots

The West End District was surveyed via online aerial photographs and Google Streetview, with follow-up in-person review on February 20, 2020. Existing parking spaces were counted or estimated for City streets, private residential properties, private commercial properties, and City properties. The aggregated results of the survey are presented below in Table 2-1, Existing West End District Parking Spaces. The West End District has a total of about 1,550 parking spaces on private lots and City streets, excluding vehicles using the railroad right-of-way for parking. Figure 2-2, West End District Parking Survey Area, shows the boundary of the area considered.

Table 2-1 Existing West End District Parking Spaces

Private Spaces		On Street	City Property	Railroad
Commercial	Residential			
917	447	143	42	80
Total spaces counted: 1,629				

SOURCE: EMC Planning Group 2020
NOTE: See text for description of conventions used in counting spaces.

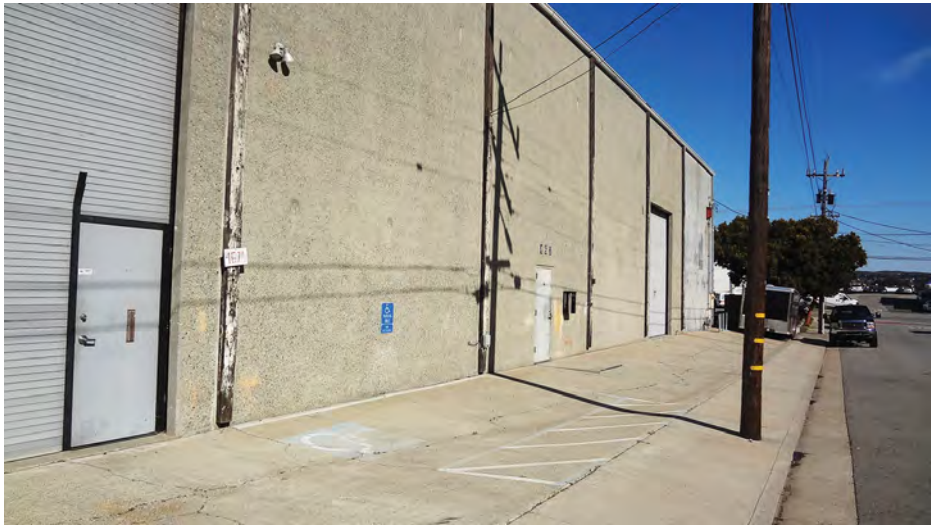
Several conventions were adopted to deal with unusual circumstances. In some locations, head-in parking appeared to be partially on street right-of-way and partially on private property. In this case the parking was assigned to the private property (in some cases this is formalized through reciprocal agreements). Where a roll-up door faced a street location with a curb cut, the space in front of the door was counted as a private space, but potential space within the building was not counted. For vacant lots, head-in spaces were assumed across the front of the lot. Two-deep tandem parking was only counted for residential uses, and if a garage door was present, an interior parking space was presumed. For on-street locations where no markings were painted, a space length of 19 feet was used to estimate spaces; however, if there were 16 remaining feet of length, that was also counted as a compact space.

Railroad Corridor

The former Union Pacific Railroad right-of-way is now owned by the TAMC, who acquired the railroad corridor in 2003 using funding from Proposition 116 and the corridor is dedicated to public transportation purposes. The railroad corridor is 100 feet wide and extends for about 3,050 feet (a little over half a mile) within the City limits between Monterey Road and Contra Costa Street. South of Contra Costa Street, the railroad corridor is within the City of Seaside.

1 A large number of cars and trucks park within the TAMC railroad right-of-way.

3 Cars and trucks park across sidewalks throughout the West End District.



2 Accessible parking spaces are provided in a few locations, often ill fit into available spaces with questionable slopes.

4 Loading and unloading of trucks often blocks parking spaces on a short-term basis.

Photographs: EMC Planning Group 2020

Figure 2-1

Common Parking Issues

Sand City West End Parking Plan

This side intentionally left blank.

Source: Esri 2020

Figure 2-2

West End District Parking Survey Area

Sand City West End Parking Plan

This side intentionally left blank.

MST is planning the "Surf! Busway and Bus Rapid Transit Project," which would create a six-mile-long, bus only express transit corridor within the railroad right-of way, between Marina and Seaside. The project includes the right-of-way within Sand City north of Playa Avenue. According to the MST website (March 2023), the project is in the final design stage, accompanied by a round of public outreach on key design areas throughout 2022 and 2023. Kicking off construction in 2024 would put the 'SURF!' line on track for a 2027 public debut.

Portions of the railroad corridor are leased by TAMC to adjacent property owners for temporary business use. Sand City issues Coastal Development Permits for businesses that operate in the railroad corridor under TAMC leases. Most of these leases occupy the eastern half of the corridor. For example, Mark's Barn in Sand City occupies the eastern half of the corridor, while the Volvo dealership in the City of Seaside occupies the western half in that same area. Giustiniani Masonry in Sand City is another business that occupies the western half of the corridor. Granite Rock is the only business that occupies the entire width of the right-of-way. TAMC allows these as interim uses until such time as TAMC moves forward with their regional transportation objectives within the railroad right-of-way. TAMC has indicated to the City that general public parking could be an acceptable long-term transportation-related use within the rail corridor, but parking to serve specific private uses is only allowed as a temporary use under TAMC leases.

As many as 80 cars and trucks may be using the railroad corridor for parking in and near the West End District, and an additional 20 to 30 cars and trucks may be using the railroad corridor for parking along California Avenue south of Tioga Avenue. This parking is not a TAMC-authorized use, but there is no known enforcement effort to prevent it. Current Google Maps aerial photography shows about 10 cars or trucks parked in the railroad corridor south of Contra Costa Street (City of Seaside), about 10 cars or trucks north of Contra Costa Street, about 35 cars or trucks between The Independent Apartments and Granite Rock (these are primarily parked behind and presumably associated with Sand City businesses), and about 20 cars and trucks along California Avenue south of Tioga Avenue. On-the-ground follow-up counts showed about eight cars and trucks parked south of Contra Costa Street, and between 13 (after close of business) and 20 (weekday afternoon) cars and trucks parked north of Contra Costa Street. These counts are exclusive of cars and trucks parked within leased areas within the railroad right-of-way. A photograph from 2016 shows about five cars parked in the railroad corridor north of Contra Costa Street.

Total West End Utilized Parking

Combining the counted spaces on streets and lots, and adding estimated utilization of parking within the railroad corridor, the West End District parking capacity is about 1,630 spaces. The 2003 parking study counted about 900 spaces, but that study did not encompass informal parking

in the railroad corridor, some of the outlying streets (like Olympia Avenue), parking near City Hall, and many of the residential spaces. Table 2-1, Existing West End District Parking Spaces, presented earlier, summarizes the total parking supply inventoried within the survey area.

Commercial uses utilize 917 on-site spaces, as well as about 80 spaces within the railroad right-of-way (near Contra Costa Street) and many of the on-street spaces (assumed about half, for this evaluation). Considering all of these, present commercial uses are using approximately 1,070 parking spaces. These spaces are used for customers, employees, and business vehicles. Although vacant and occupied spaces were not specifically counted, the majority of commercial spaces and street spaces adjacent to commercial uses were occupied at the time of the survey; on the other hand, finding a parking space within a reasonable distance did not appear to be difficult. This analysis presumes that commercial demand equals 90 to 95 percent of the on-site and street spaces and all 80 railroad corridor spaces that were occupied, for an estimated demand of about 1,000 parking spaces.

2.2 City Parking Policies and Regulations

General Plan

The Sand City General Plan includes more than two dozen goals, policies, and programs relating to parking. Goals, policies, or programs with a beginning number "2" are from the Land Use Element, a beginning number "3" are from the Circulation and Public Facilities Element, and a beginning number "6" are from the Public Safety and Noise Element.

> **Policy 2.1.4** Consider redevelopment options for the "Robinette site" [The Independent] which include one or more of the following uses:
>
> - Public parking facilities with or without mixed commercial uses;
> - 20 to 30 multiple-family housing units; and/or
> - Commercial use(s) which will draw people into the Old Town district.
>
> **Goal 2.4** Reduce land use conflicts created by insufficient parking and loading facilities in the Old Town district.
>
> **Policy 2.4.1** Implement the comprehensive parking strategy for Old Town identified in the City's Circulation Element.
>
> **Policy 2.4.2** Identify appropriate locations for public parking facilities and structures.
>
> **Implementation Program 2.4.a** Pursue the acquisition of sites identified as appropriate for public or employee parking facilities.

Implementation Program 2.4.b. Utilize parking fees, Redevelopment funds, and other available sources to finance the construction of parking improvements.

Implementation Program 3.1.b Consider implementation of alternative and innovative transportation financing methods, such as transportation impact fees, parking revenues, transient occupancy taxes, assessment districts, and other funding sources. Use of the City's building development fee shall continue.

Policy 3.5.2 Explore the feasibility for developing a park and ride facility at California Avenue and the Union Pacific railroad right-of-way south of Tioga Avenue.

Goal 3.6 Improve the appearance and safety of streets within the southeast portion of the city through the implementation of a comprehensive parking plan.

Policy 3.6. 1 Require that all new development (not necessarily redevelopment) provide adequate on-site parking facilities to accommodate projected parking demand.

Policy 3.6.2 Require the incorporation of new on-site parking facilities, the development of temporary or permanent parking facilities on nearby vacant/underutilized property, or the payment of parking "in lieu" fees toward the development of public parking facilities when land use intensification is proposed on existing sites with inadequate parking.

Policy 3.6.3 Plan and facilitate the development of public parking lots and/or structures within the southeast portion of the city by identifying appropriate locations for such facilities and pursuing their acquisition and development.

Policy 3.6.4 Consider and include the incorporation of on-street parking improvements (i.e., curbs, pavement markings, signage, etc.) as appropriate within City and/or developer-initiated street improvement projects.

Policy 3.6.5 Consider the establishment of "Neighborhood Parking Zones" which are oriented toward specific geographical areas and short-term parking alternatives for existing businesses.

Policy 3.6.6 Develop and maintain effective enforcement strategies for City adopted parking regulations.

Implementation Program 3.6.a. Amend the Zoning Ordinance as necessary to incorporate appropriate on-site parking requirements to meet contemporary parking demands generated by potential land uses.

Implementation Program 3.6.b Establish "in lieu" parking fees for proposed public parking facilities. These fees would be applied in instances where land use intensification is proposed on a developed parcel and existing parking facilities are not adequate to meet projected parking demands and the development of additional on-site parking is not feasible.

Implementation Program 3.6.c. Consider the option for neighborhood parking permit zones within the community. Conduct a public workshop to discuss permit program options and to solicit preferences of community residents and businesses. Program variables include:

1. Hours and days during which parking restrictions apply.
2. Amount of time a non-permit vehicle may be parked in a permit zone.
3. The number of permits to be granted to residents and businesses.

Implementation Program 3.6.d. Consider an ordinance which authorizes the City to establish "Neighborhood Parking Zones" subject to the following provisions:

1. A public meeting process shall be required prior to the establishment of a Permit Zone.
2. Require approval by more than 50% of affected residents, property owners, and business people attending the hearing prior to establishing the Permit Zone.
3. Parking allocations shall be tailored to the needs of each individual Permit Zone area.

Implementation Program 3.6.e. When appropriate, work with business owners to develop employee parking areas on vacant parcels to reduce on-street parking congestion. Require the following implementation measures for temporary and/or permanent off-site employee parking areas:

1. Require that agreements be established between involved property owners when off-site vacant or underutilized land is used to develop private parking facilities.
2. Design lots to include designated ingress and egress points, and include signs stating that the lots are for employee (permit) parking only.
3. Require that parking facilities on vacant or underutilized sites shall be accompanied by irrigation and fast-growing tree plantings and vegetative screening.

Implementation Program 3.6.f Modify parking enforcement procedures as follows:

1. Coordinate with the Police Chief to identify enforcement priorities.
2. Install signage to identify adopted parking regulations.

3. Send notices out to businesses documenting parking regulations and enforcement procedures.

4. Issue warning notices during an initial public education period.

Implementation Program 3.6.g. Clearly designate the following parking and vehicular restrictions through signage, pavement striping and pavement symbols:

1. "Customer Parking" and "Employee Parking"

2. "Loading Zones" and "No Loading Zones"

3. "30 Minute Limit"

Implementation Program 3.6.h. Amend City parking regulations, if necessary, to address specifically the placement of shipping/storage containers, inoperative vehicles and commercial vehicles within public rights-of-way.

Implementation Program 3.6.i. Coordinate with the Police Chief in enforcing the new regulations, including working with offending businesses to identify options/solutions.

Policy 3.13.1 Consider development of a civic center to accommodate most administrative, governmental and cultural requirements of the community. The complex should include compatible activities of a nongovernmental nature as well, such as professional office uses and public parking, so that it becomes a major activity center and focal point.

Implementation Program Policy 6.10.11 Require that parking areas for commercial and industrial land uses be set back from adjacent residential areas to the maximum extent feasible or buffered and shielded by walls, fences, berms, and/or landscape.

West End Design Guidelines

The West End Design Guidelines, developed in 2004, include the following design recommendations for parking lots:

> Parking areas will be configured per the scenarios shown in the Parking & Circulation Plan. These guidelines apply to the small lots throughout the district. The goal throughout the district is to relocate pedestrian walks or sidewalks in front of the parked vehicles adjacent to buildings, as lots are redeveloped. Some existing parking areas may be transformed into plazas with seating, as other parking becomes available.
>
> In order to decrease runoff from parking areas, surfacing may include pervious asphalt or pervious pavers. Pavers also have an attractive appearance for lots that are visually prominent on the block.

> Shade trees should be provided in the landscaped setbacks adjacent to streets and buildings. Landscaped planters should be located between parking lots and sidewalks where space permits. Planters should include irrigation systems to ensure landscape sustainability.

It should be noted that implementation of the reciprocal parking and sidewalk concept noted above on a lot-by-lot basis instead of an entire block at one time creates incohesive parking and pedestrian conflicts between abutting lots that do and do not implement this strategy.

Vibrancy Plan

The Vibrancy Plan makes several recommendations regarding parking, including preparation of a comprehensive parking plan. Specific recommendations include preparing an update to the zoning code's parking standards, maximizing parking capacity within street rights-of-way, using City-owned properties for public parking, moving employee parking off the core area streets (Ortiz Avenue/Contra Costa Street area), and installing electric vehicle charging stations. For the railroad corridor, the Vibrancy Plan recommends establishment of a greenway. A greenway as envisioned in the Vibrancy Plan will not be possible along with transit and parking (although a trail could fit). Parking within the railroad corridor will need to be balanced against the desire for a greenway and TAMC plans for regional transportation.

Other City Plans

The City's Local Coastal Program includes parking policies that primarily apply west of State Route 1, and are largely aesthetic in nature (refer to Section 5.3.4). The Housing Element includes parking policies applicable to residential uses, the most significant of which is a reduction or elimination of parking for accessory dwelling units as mandated by State law (these are adopted as part of Municipal Code Chapter 18.63).

Municipal Code

The City's general parking regulations are included in Municipal Code Chapter 18.64. Parking regulations specific to accessory dwelling units are included in Municipal Code Chapter 18.63. Changes to State law required amendments to the Accessory Dwelling Unit standards in Municipal Code Chapter 18.63, including changes to parking requirements, which was addressed in 2001 (Ordinance 20-01). The City also has a parking in-lieu fee ordinance in Municipal Code Chapter 10.12. These existing parking standards are presented here for reference.

Chapter 18.63 ACCESSORY DWELLING UNITS

18.63.040 Accessory Dwelling Unit Standards and Approval.

D. Parking.

(1) Parking Required. Parking requirements for Accessory Dwelling Units shall not exceed one (1) parking space per accessory dwelling unit or bedroom whichever is less. These spaces may be provided in tandem, including on an existing driveway or in a setback area, excluding non-driveway front setback areas. Off-street parking required for accessory dwelling units, as specified by this Chapter, is permitted within the rear or side setback areas unless specific findings are made that parking in these setback areas is not feasible due to specific site, regional topographical, or fire and life safety conditions. When a garage, carport, or covered parking structure is demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, those off-street parking spaces shall not be required to be replaced.

(2) Parking Not Required. Parking for Accessory Dwelling Units shall not be required under the following circumstances:

a. The Accessory Dwelling Unit is located within one-half (½) mile walking distance of public transit, including transit stations and bus stations.

b. The Accessory Dwelling Unit is part of the existing primary residence or an existing accessory structure.

c. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.

d. When a car share vehicle is located within one (1) block of the Accessory Dwelling Unit.

e. The accessory dwelling unit is located within an architecturally significant historic district.

f. Parking is not required for junior accessory dwelling units. Parking requirements for a single-family dwelling that has, or proposes, a junior accessory dwelling unit shall remain in full effect in accordance with the applicable zoning regulations for that single family dwelling, but shall require no additional parking for the junior accessory dwelling unit.

Chapter 18.64 PARKING AND LOADING AREAS

18.64.010 Off-street loading spaces required.

A. In any district, in connection with every building or part thereof hereafter erected and having a gross floor area of two thousand square feet or more, which is to be occupied by manufacturing, storage, warehouse, goods display, retail store, wholesale store, market, hotel, laundry, dry cleaning or other use similarly requiring the receipt or distribution by vehicles of material or merchandise, there shall be provided and maintained, on the same lot with such building, at least one off-street loading space to be used exclusively for such purpose for each five thousand square feet of gross floor area so used; provided, that not more than two such loading spaces shall be required unless such gross floor area exceeds eighty thousand square feet, in which case there shall be provided one additional loading space for each forty thousand square feet or major fraction thereof in excess of eight thousand square feet.

B. Each loading space shall be not less than twelve feet in width, forty feet in length and sixteen feet in height, and shall be clearly marked for this use. Buildings of three thousand square feet or less will be allowed a length reduction of ten feet and allowed to use a portion of the building interior. (Ord. 84-1 §32-16 (a), 1984)

18.64.020 Off-street parking spaces required--Generally.

At the time of erection of any building or structure in connection with any use in any district, adequate onsite parking shall be provided as required by this chapter. At the time that any building or structure is enlarged or increased in capacity by adding floor area or seats or at the time any such building is changed in use so that the new use requires more parking spaces under these regulations than the former use, additional parking shall be provided to the extent required for such new construction, enlargement, increased capacity or change in use. Adequate provision for ingress and egress shall be made, and the parking space shall thereafter be maintained in good condition. Nothing herein, however, shall be interpreted to require the provision of additional parking for buildings or structures that have remained, or are, idle or vacant unless such buildings or structures are enlarged, increased in capacity or changed in use. Parking provided in any area reserved for future street widening by an official plan line shall not be deemed to meet the requirements of this chapter. (Ord. 84-1 §32-16 (b)(1), 1984)

18.64.030 Off-street parking--Alternate methods.

If the required off-street parking for any use cannot be provided on the same parcel on which the use is located because of the size or shape of the parcel, then the required parking may be provided on other property under the following circumstances and conditions:

A. The parking shall be set aside from other parking on the same premises and shall be clearly marked for the exclusive use of the customers and employees of the use for which it is provided.

B. Signs showing the availability and location of such parking shall be placed on the parcel on which the use is located.

C. The parking shall be developed, improved and maintained in accordance with the requirements of Section 18.64.060.

D. The parking shall be developed in accordance with the local coastal program and coastal zone regulations, if applicable. (Ord. 84-1 §32-16 (b)(2), 1984)

18.64.040 Off-street parking--Size and access.

Each off-street parking space shrill [sic] be of usable shape-arrangement [sic] and condition and shall be not less than eight and one-half feet by nineteen feet measured along the angle of parking and a compact parking space eight and one-half feet by sixteen feet. A maximum of fifty percent of the parking shall be for compact cars in the commercial and industrial districts. Parking areas shall be suitably paved, drained, lighted and appropriately planted and fenced for the protection of adjacent properties in accordance with specifications of the city and shall be arranged for convenient access, egress and safety of vehicles and pedestrians. All circulation within a parking lot shall be internal and shall not be dependent upon a public right-of-way although alleys may be used. Where a lot does not abut on a public or private alley or easement of access, there shall be provided an access drive not less than ten feet in width in the case of a single dwelling, and not less than twenty feet in width in all other cases, leading to the required parking, storage or loading. There shall be a driveway to any enclosed garage or other enclosed structure provided for the parking of a motor vehicle. (Ord. 84-1 §32-16 (b)(3), 1984)

18.64.050 Off-street parking--Number of spaces required.

The number of off-street parking spaces required shall be as set forth in this section. In applying these requirements, the term "floor area" means the total floor area within the exterior walls of any building or structure.

A. Automobile or Machinery Sales and Service Garages.

1. Machinery sales, one space per five hundred square feet of floor area.

2. Automotive repair, major, five spaces per bay or working area, with a minimum of ten spaces. No bay or service area may itself be used to satisfy this requirement.

3. Automotive repair, minor, four spaces per bay or working area, with a minimum of five spaces. No bay or working area may itself be used to satisfy this requirement.

4. Automotive parts and accessories, sales and service, one space per two hundred fifty square feet of floor area.

B. Banks and post offices, one space per two hundred square feet of floor area.

C. Business and professional offices other than medical or dental offices, one space per three hundred feet of floor area.

D. Churches, one space for each six seats in the auditorium or one space for each fifteen classroom seats, whichever is greater.

E. Dancehalls and assembly halls without fixed seats, exhibition halls except church assembly rooms in conjunction with auditorium, one space for each one hundred square feet of floor area used for assembly or dancing.

F. Dwellings, single-family and duplex, two spaces per dwelling unit. Single-family is required to have one of those spaces covered, duplexes, one and one-half.

G. Dwellings, multiple (apartments, condominiums, or other multiple family developments), one and one-half covered parking spaces per unit of which at least one parking space per unit shall be covered for units of zero through two bedrooms; two spaces per unit for units of three or more bedrooms, of which at least one parking space per unit shall be covered. (Ord. 07-03, 2007)

H. Dwellings, mobile-and manufactured homes (mobile homes), two per unit (one covered).

I. Furniture and appliance stores; furniture repair shops, one for each five hundred square feet of floor area.

J. Rooming-houses and lodging-houses, one for each bedroom.

K. Manufacturing plants, research or testing laboratories, bottling plants; the greater of: one space for every two employees in the maximum work shift; or one parking space for each seven hundred square feet of gross floor area devoted to manufacturing, shipping or receiving, plus one space for each three hundred square feet of gross floor area devoted to office use.

L. Medical or dental offices, five spaces per doctor in each medical or dental office.

M. Launderettes and self-service laundries, one space per two washers and dryers.

N. Hotels and motels, one space for each living or sleeping unit.

O. Restaurants, taverns and nightclubs, one space for each fifty square feet where the capacity is not determined by fixed seats, one space for each two and one-half seats.

P. Retail stores, shops, etc., one space per three hundred square feet of floor area.

Q. Children's' homes, one space for each four beds plus one space for each employee.

R. Visitor serving commercial (coastal zone):

1. Dancehalls and assembly halls, one space for each one hundred square feet of floor area used for assembly or dancing.

2. Hotels, motels, one space for each room.

3. Campgrounds and recreational vehicle parks, one space for each sleeping area.

4. Restaurants, taverns and nightclubs, one space for each fifty square feet where capacity is not determined by fixed number of seats; otherwise, one space for each two and one-half seats.

5. Retail shops, stores and other visitor serving commercial use, one space per three hundred square feet of floor area.

6. In addition to on-site parking requirements for each use, an additional ten percent of the project's total required parking shall be required for public parking, either onsite or at another location that would serve to benefit public access, with the location subject to city council approval.

S. Wholesale establishments, warehouses or utility buildings, one space for each one thousand square feet of gross floor area or one parking space for each two employees on the maximum shift, whichever is greater. Self-storage facilities, including mini-storage shall require one space for every 50 rental storage units. (Ord. 98-05, §1, 1998)

T. Regional Commercial (C-4 district: All uses in the C-4 district shall have one space per two hundred fifty (250) square feet of floor area. (Ord. 89-1 §2.0, 1989)

In the case of any use which is not specifically mentioned herein, the parking provisions for a similar use shall apply. (Ord. 86-10 §1.0, 1986; Ord. 84-1 §32-16 (b)(4), 1984)

18.64.060 Development and maintenance of parking areas.

Every parcel of land hereafter used as a public or private parking area, including an automobile, equipment, trailer or other open-air sales lot, shall be developed and maintained in accordance with the following requirements:

A. Screening and Landscaping. Off-street parking areas for more than five vehicles shall be effectively screened on each side which adjoins or faces any R district or institutional premises by a visual barrier such as an evergreen hedge, solid fence, masonry screen wall, or preferably a dune berm, where appropriate. Such visual barrier shall be not less than four feet nor more than six feet in height and shall be maintained in good condition without any advertising thereon.

B. Surfacing. An off-street parking area shall be surfaced with an asphaltic, cement, or some other appropriate pavement material so as to provide a durable and dustless surface, shall be so graded and drained as to dispose of all surface water accumulated within the area, and shall be so arranged and marked as to provide for orderly and safe loading or unloading, parking and storage of vehicles.

C. Lighting. Any lighting use to illuminate any off-street parking area shall be so arranged as to reflect the light away from the adjoining premises in any district.

D. Parking Space Use. Off-street parking areas shall not be used for the repair, servicing or storage of materials, machinery or trailers; the sale of any goods or services; or, as a work area. No structure is permitted in any off-street parking area.

E. Wheel Stops. Bumpers, posts, wheel stops or any other acceptable device shall be provided for all parking spaces. All such devices shall be firmly attached to the ground.

F. Striping. All off-street parking spaces shall be striped to show the required dimensions of the parking spaces. Each line or stripe shall be a minimum of four inches wide. (Ord. 86-10 §2.0, 1986; Ord. 84-1 §32-16 (b)(5), 1984)

18.64.070 Exception--Appeal.

Except in the coastal zone, the city council may authorize, on appeal, a modification, reduction or waiver of the foregoing requirements only if it

should find that in the particular case appealed, the nature of the use, or the exceptional shape or size of the property or other exceptional situation or condition, justifies such action. (Ord. 84-1 532-16 (b)(6), 1984)

18.64.080 On-site circulation standards.

A paved, unobstructed access drive not less than twenty-four feet in width for two-way traffic nor less than fifteen feet in width for one-way traffic must be provided to within one hundred feet of each dwelling unit or apartment. Provision for turnaround must be designed into any dead-end or stub-end driveway which exceeds one hundred fifty feet from face of curb. Acceptable means of turnaround will be a cul-de-sac, key or T configuration of a minimum standard approved by the city council. In instances where existing lots of record have been partially developed and a twenty-four-foot access drive is not obtainable in the area of the existing development, an access drive of not less than twenty feet may be approved by the city council if, in its opinion, the circulation and access requirements can be met.
(Ord. 84-1 §32-16 (c), 1984)

Chapter 10.08 STOPPING, STANDING, and PARKING

This chapter establishes colored curb parking zones, includes restrictions in parking across sidewalks, in front of fire hydrants, driveways, and other similar places, and restricts parking certain types of vehicles. Aside from a prohibition on parking inoperable vehicles, and 20-minute limits for green and yellow curb zones, Sand City does not have a parking time limit on its streets. This chapter also establishes a commercial parking permit program, but it does not appear to be in use.

Chapter 10.12 IN-LIEU PARKING

10.12.010 Purpose

The purpose of this chapter is to provide an equitable fee system for owners or their tenants who wish to utilize the property in such a way that they are not able to provide all of the off-street parking for such use as would be required by Title 18 of the Sand City Municipal Code. The funds collected under the authority of this chapter are a user's fee to be used for the construction, operation, and maintenance of parking facilities within the City. (Ord. 88-2 §1)

10.12.020 Adjustment.

Each property owner or his/her tenant within the City shall pay an annual fee for each parking space for which a parking adjustment is granted. All parking adjustment fees collected by the City are nonrefundable. Adjustments shall be granted, in whole or in part, or denied in accordance with this chapter. This chapter shall not be construed to give a property owner a vested right to pay a fee in lieu of providing the required parking. Said determination shall be within the sound discretion of the City Council, subject to the provisions of this chapter. (Ord. 88-2 §2)

10.12.030 Use of Funds.

All fees collected pursuant to this chapter shall be specially funded in an appropriately titled fund and used solely for the purpose of providing parking in the City. Such purpose includes but is not limited to paying for studies of methods of providing additional parking in the City, for the purchase of land for parking, the construction of parking facilities (including, but not limited to, paying bonded indebtedness on any future parking facility within the City), the improvement of parking facilities, the replacement of existing improvements and maintenance of facilities. (Ord. 88-2 §3)

10.12.040 Calculation of Fees.

The adjustment fee shall be calculated as follows:

A. The number of parking spaces required shall be as set forth in Title 18 of the Municipal Code, effective on the date on which an adjustment is granted.

B. The fee shall be five hundred dollars ($500.00) per year for each space for which an adjustment is granted. This fee may be adjusted from time to time by resolution of the City Council. (Ord. 88-2 §4).

10.12.050 Payment of Fees.

The annual fees determined under Section 10.12.040 hereof shall be paid initially, prior to the time the operator of the subject business obtains a business license for such business. Thereafter, the annual fee referred to in Section 10.12.040 hereof shall be paid in advance at the time said business license is renewed. In the event an adjustment is granted under this chapter, it shall not be effective until the initial fee described herein is paid. Such adjustment shall become null and void and of no further effect in the event the annual fee is not paid as required herein, and the operator's business license will be of no further force and effect. (Ord. 88-2 §5)

10.12.060 Parking Adjustment.

10.12.060.1 Application. Application for the parking adjustment described in this chapter shall be made by the property owner, tenant, or an agent of the owner or tenant, to the Planning Department on a form provided by the City. An application fee shall be required, which shall not be refundable. Maps, drawings, and other data may be required by the Planning Department to demonstrate that the criteria for parking adjustment as set forth in this chapter apply to the subject property. The Planning Director may, in his/her sole discretion, require any other data necessary for the City Council to make a full, fair, and equitable decision with regard to the issuance of a parking adjustment under this chapter.

10.12.060.2 Public Hearing. Upon receipt of an application for a parking adjustment permit, the matter shall be set for a public hearing before the City Council. A notice of the application shall be mailed to all owners of property, shown on the most recent Monterey County tax assessment roll, within a minimum of three hundred (300) feet of all property boundaries. The notice shall be distributed not less than ten (10) days prior to hearing date.

Failure of the owners of such properties to receive notice of a hearing, when mailed in accordance with the above procedures, shall in no way affect the validity of the action taken by the City Council.

10.12.060.3 Findings of the City Council. Prior to the issuance of any permit under this chapter, the City Council must make the following findings:

A. That the property or properties for which a parking adjustment permit is requested under this chapter cannot otherwise be economically utilized.

B. That there are no reasonable alternative means by which parking, in full compliance with the standards of Title 18 of the City's Municipal Code, may be created, either on the parcel or parcels to be developed, or by obtaining off-site parking by means of purchase, lease, or other legally binding arrangement.

C. That the issuance of such permit will not be of substantial detriment to neighboring property and the use and enjoyment thereof will not materially affect or impair the purposes of the Municipal Code, the public interest, or the public health, safety and welfare.

D. Or, in lieu of subsections A, B, and C above, that the proposed joint uses of the property do not, because of the joint use, require the full application of the parking standards of Title 18 of the Sand City Municipal Code.

10.12.060.4 Issuance of Permit Procedure. Upon the decision of the City Council to issue a permit under this chapter, the Planning Department shall mail to the applicant a permit form containing the name of the applicant, the name of the business proposed to be conducted on the subject property, the name of the property owner, the address and legal description of the subject property for which the permit was issued, the number of spaces for which an adjustment was issued, and any terms or conditions upon which the permit was issued. Said permit form shall contain a place for the signature of both the applicant and the property owner and a statement that both understand and agree to the issuance of the permit and to any terms or conditions imposed in conjunction therewith. No permit shall be valid or effective until it has been signed by both the property owner and the applicant, returned to the City, and the fee for said adjustment has been paid in accordance with Section 10.12.050 above. (Ord. 88-2 §6)

Parking Requirements per Building Area

For easier comparison, this section presents the City's parking requirements normalized per 1,000 square feet of building area. Several of the City's parking standards are calculated per unit rather than per area, and these have been converted to a per area rate based on the assumptions noted in the table footnotes. Table 2-2, Parking Requirements per 1,000 Square Feet of Building Area, compares Sand City's parking requirements for land uses present in the West End District.

Table 2-2 Parking Requirements per 1,000 Square Feet of Building Area

Land Use	Parking Required per 1,000 Square Feet
Self-Storage	0.4[1]
Wholesale	1.0
Multifamily Residential 0-2 bedrooms	1.0[2]
Automobile Repair Service, Minor	1.1[3]
Automobile Repair Service, Major	1.3[4]
Manufacturing (includes contractors and artist studios)	1.4
Office (Professional/Business)	3.3
Retail	3.3
Auto Parts	4.0
Restaurant	20.0
Medical Office	15.0[5]

SOURCE: Sand City 2019, 2020; EMC Planning Group 2020

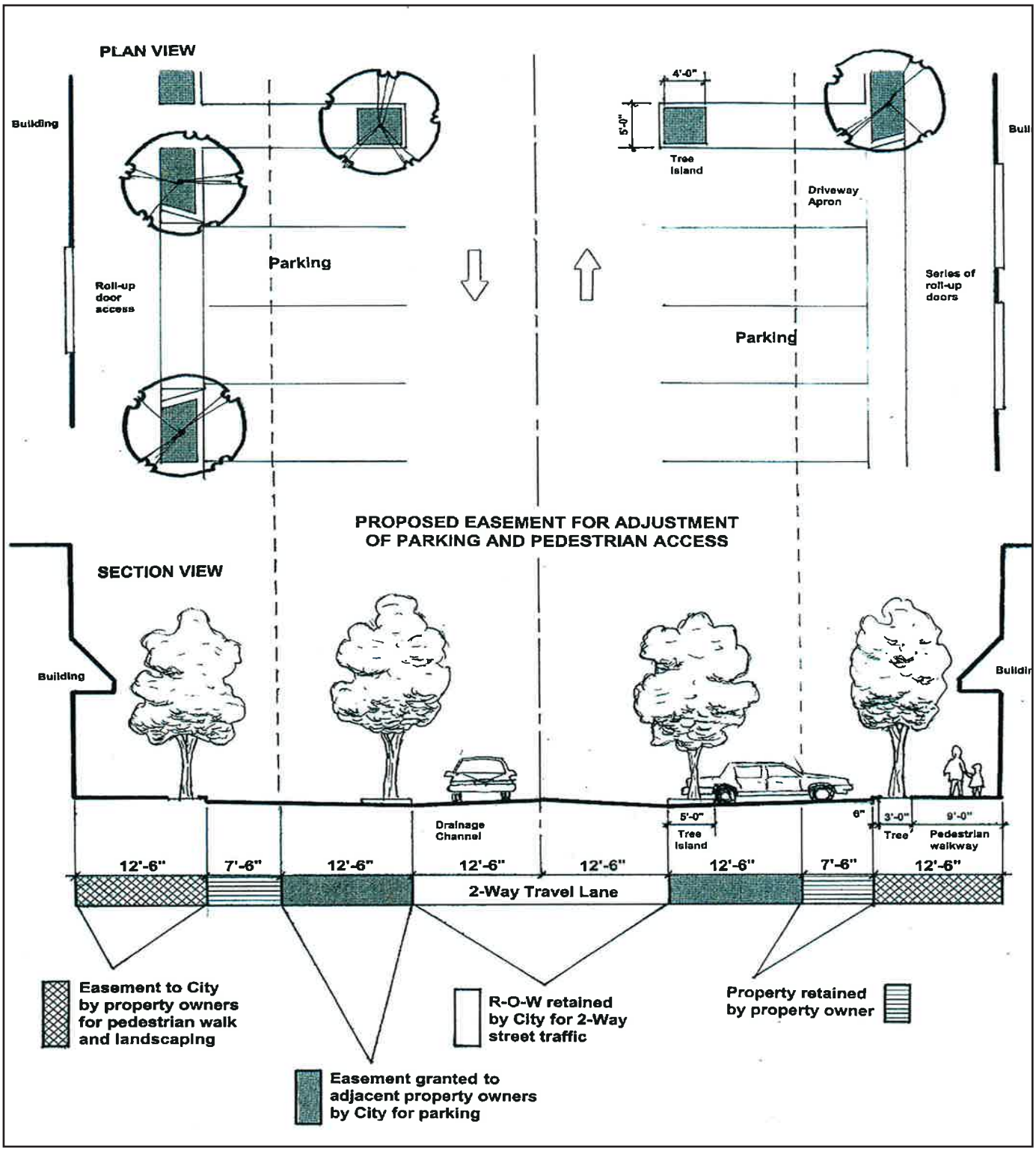
NOTES:

1. Self-Storage: based on estimates from square footage and number of lockers at existing facilities. Self-Storage average 50 square feet per unit
2. Multifamily residential assumes building area of 1,500 square feet per residential unit and 1.5 parking spaces per unit.
3. Auto Repair Service Minor: actual average building area of 5,400 square feet with minimum requirement of 5 spaces.
4. Auto Repair Service, Major: actual average building area of 7,500 square feet with minimum requirement of 10 spaces.
5. Medical Office: Medical offices average 333 square feet per doctor based on counting exam rooms, hallways, special equipment rooms, reception, etc.

Parking standards also appear in tabular format in the first and third columns of Table 2-3, Estimated Parking Requirements for Existing Businesses, presented later in this section.

Reciprocal Parking Agreements

In some cases (for example, at Carmel Stone on Contra Costa Street), the City entered into a reciprocal parking agreement. Under this agreement, parking spaces are located partially within the street right-of-way and partially on private property, and counted towards fulfillment of the City's off-street parking requirements. The City secures an easement that allows a public sidewalk to be placed on private property at or near the building in exchange for parking spaces located partially on private property and partially within the public right-of-way. Figure 2-3, Reciprocal Parking, illustrates the typical geometry of a reciprocal parking arrangement.



Source: City of Sand City 2013

Figure 2-3

Reciprocal Parking

Sand City West End Parking Plan

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Table 2-3 Estimated Parking Requirements for Existing Businesses

Land Use Category	Estimated Size/Number	Standard	Spaces Required
Auto repair, major	5 businesses	5 spaces per bay (minimum 10 spaces)[1]	50
Auto repair, minor	8 businesses	4 spaces per bay (minimum 5 spaces) [1]	40
Auto parts, accessories, service	3,600 square feet	1 space per 250 square feet	14
Business/professional offices	12,122 square feet	1 space per 300 square feet	61
Manufacturing [2]	192,785 square feet	1 space per 700 square feet	276
Restaurants and taverns	1,300 square feet	1 space per 50 square feet	26
Retail stores	14,762 square feet	1 space per 300 square feet	75
Wholesale establishments	77,475 square feet	1 space per 1,000 square feet	78
Mini storage [3]	+/- 400 units + private	1 per 50 rental spaces	14
Gyms	19,886 square feet	1 space per 450 square feet [4]	44
Total			678

SOURCE: Sand City 2019, EMC Planning Group 2020; email from Chuck Pooler to Richard James March 4, 2020.
NOTE: Parking requirements were rounded for each individual use so aggregated requirements may not match size x rate.
1. For auto repair, the minimum requirement was assumed for all establishments.
2 The manufacturing rate is applied for contractors and artists' studios.
3 This rate is also applied to private storage and one parking space was assumed for each private storage use.
4 The zoning code does not include a parking requirement for Gyms; City has traditionally used the rate applied.

Reciprocal parking agreements also can be applied when businesses share parking, or businesses and residential uses share parking. This often occurs in retail shopping areas or when the various use types have different peak hour demand times for parking spaces.

In-lieu Parking Fees

Municipal Code Chapter 10.12 establishes the City's in-lieu parking fee program (see text of this Chapter, above). The program requires City Council approval and payment of an annual fee. To date, the City has not collected in-lieu parking fees. The program is voluntary (as an option to providing on-site parking), and no one has yet opted to participate. Furthermore, the current Parking In-Lieu process, as laid out in the Municipal Code, is separated from land entitlement permit process, which complicates the application of Parking In-Lieu Fees as a condition of land entitlement approval.

2.3 Estimated Current Parking Requirements

The actual counted parking spaces were compared to the zoning code requirements for the City's existing businesses. A comprehensive list of West End District businesses was compiled, with data on floor area and type of use (matching uses listed in the zoning code's parking standards). The City's current parking requirements were then applied to this list to generate a rough estimate of total zoning code parking requirements within the West End District.

Commercial Land Uses

Table 2-3, Estimated Parking Requirements for Existing Businesses, presented earlier, shows the estimated number of parking spaces required based on business data, residential unit counts, and the City's current parking requirements in municipal code section 18.64.050. The existing West End District business uses have a code requirement estimated at 678 parking spaces. Actual parking counts indicate that parking demand for the present commercial uses exceeds the requirements in the City's zoning code by about 320 spaces. Based on this comparison, it appears that the City's parking standards require only about 68 percent of the parking spaces that are necessary to serve the observed demand.

This analysis cannot determine with certainty if that deficiency is general to all land use parking requirements or if the deficiency is associated with parking requirements for a particular land use.

Residential Uses

The street survey counted about 152 residential units within the West End District. About 10 of the units were in duplex buildings, about 81 of the units were in multi-unit buildings, and about 61 of the units were single units. The residential parking standards were applied to these unit counts. Since obtaining bedroom counts was not feasible, each duplex and multi-family residence was assumed to have zero to two bedrooms (thus requiring 1.5 parking spaces). The existing residential uses require an estimated 259 parking spaces. Table 2-4, Estimated Parking Requirements for Existing Residences, presented on the following page, provides a summary of existing residential parking capacity.

Table 2-4 Estimated Parking Requirements for Existing Residences

Land Use Category	Estimated Number	Standard	Spaces Required
Dwellings, single family or mobile	61	2 spaces per unit	122
Dwellings, duplex or multi-family	91	1.5 spaces per unit	137

SOURCE: EMC Planning Group 2020

NOTE: Duplex and multi-family with three or more bedrooms require 2 parking spaces. This estimate assumes all duplex and multi-family units are zero to 2 bedrooms and require 1.5 spaces each.

Actual residential parking (on-site spaces) was evaluated. There are a total of 106 parking spaces for single-family dwellings and 107 parking spaces for duplex and multi-family dwellings. Existing single-family dwellings provide 16 fewer spaces than the total that would be required by code. For the single-family dwellings, four had no off-street spaces, 21 had a single off-street space, 25 had two off-street spaces, and 10 had three or more off-street spaces. Existing duplex and multi-family dwellings provide 30 fewer spaces than would be required by code. Therefore, existing residential uses are presumed to provide 46 fewer parking spaces than what would be required by the code.

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3.0 Projected Parking Needs

3.1 Methodology

A similar methodology was used to project two hypothetical and illustrative future scenarios for parking demand, using the City's current parking standards. Land use shifts are applied in line with the General Plan vision to create a "new millennium" city and policies to increase goods and services, including restaurants and entertainment uses. For the sake of providing comparisons, moderate and higher levels of land use shift are considered. For these analyses, the assumed development scenario focuses on non-residential uses, because any new residential uses are anticipated to provide all required parking on-site, whereas, some percentage of business parking demand is likely to continue to be accommodated on City streets or other City parking areas.

3.2 Moderate Land Use Shift

The moderate land use shift future parking demand scenario is based on the following hypothetical changes to the West End District land uses:

- replaces 20 percent of major auto repair uses (one business) with restaurant uses (2,000 square feet);
- replaces 10 percent of manufacturing uses with restaurant uses (19,300 square feet); and
- replaces 10 percent of manufacturing uses with retail uses (19,300 square feet).

This scenario closely aligns with the market study prepared as an input to the Vibrancy Plan. The market study identified additional near-term demand for about 20,800 square feet of restaurants and 18,000 square feet of retail. This scenario does not convert any of the existing lands uses to residential.

Table 3-1, Estimated Future Parking Demand – Moderate Land Use Shift, presents an estimate of required parking spaces for a future scenario that shifts land use from the present mix to one with a moderate number of additional retail and restaurant uses. The changes in land uses assume no change of building square footage. Estimated future parking demands are based on the parking standards currently applied.

Table 3-1 Estimated Future Parking Demand – Moderate Land Use Shift

Land Use Category	Estimated Size/Number	Standard	Estimated Spaces Required
Auto repair, major	4 businesses	5 spaces per bay (minimum 10 spaces)[1]	40
Auto repair, minor	8 businesses	4 spaces per bay (minimum 5 spaces)[1]	40
Auto parts, accessories, service	3,600 square feet	1 space per 250 square feet	14
Business/professional offices	12,122 square feet	1 space per 300 square feet	61
Manufacturing	154,185 square feet	1 space per 700 square feet [2]	220
Restaurants and taverns	20,600 square feet	1 space per 50 square feet	412
Retail stores	34,062 square feet	1 space per 300 square feet	114
Wholesale establishments	77,475 square feet	1 space per 1,000 square feet	78
Mini storage	+/- 400 units + private	1 per 50 rental spaces [3]	14
Gyms	19,886 square feet	1 per 450 square feet [4]	44
Total			1,037

SOURCE: Sand City2019, EMC Planning Group 2020; email from Chuck Pooler to Richard James, March 4, 2020.

NOTE: See text for changes reflected in the table. Parking requirements were rounded for each individual use so aggregated requirements may not match size x rate.

1. For auto repair, the minimum requirement was assumed for all establishments.
2. The manufacturing rate is applied for contractors and artists' studios.
3. This rate is also applied to private storage and one parking space was assumed for each private storage use.
4. The zoning code does not include a parking requirement for Gyms; City has previously used the rate applied.

3.3 Higher Land Use Shift

The higher land-use shift scenario is based on the following hypothetical changes to the West End District land uses:

- replaces 20 percent of major auto repair uses (one business) with restaurant uses (2,000 square feet);
- replaces 25 percent of minor auto repair uses (two businesses) with restaurant uses (4,000 square feet);
- replaces 10 percent of manufacturing uses with restaurant uses (19,300 square feet);
- replaces 20 percent of manufacturing uses with retail uses (38,600 square feet); and
- replaces 10 percent of manufacturing uses (19,300 square feet) and 10 percent of wholesale uses (7,750 square feet) with residential uses (all residential parking provided on site). Some of this shift could include live-work studios where the industrial space is partly converted to residential, but for the most part, this shift would be comprised of multiple-unit residential buildings.

The higher land use shift scenario presents a land use shift likely to occur over a longer timeframe than the moderate land use shift scenario, and recognizes the potential that some commercial properties could shift to residential use. Under this scenario, there are about 18 residential units (1,500 square feet average), with a requirement for 27 parking spaces. The higher land use shift scenario increases parking demand, but much of the increase is off-set by elimination of existing commercial demands, and the relatively low per square foot residential parking requirement. Therefore, the increase in parking compared to the moderate land use shift scenario is not proportional to the changes.

Table 3-2, Estimated Future Parking Demand – Higher Land Use Shift, presents an estimate of required parking spaces for a future scenario that shifts land use from the present mix to one with a significantly higher number of additional retail and restaurant uses, as well as residential uses. Estimated future parking demands are based on the parking standards currently applied.

Table 3-2 Estimated Future Parking Demand – Higher Land Use Shift

Land Use Category	Estimated Size/Number	Standard	Spaces Required
Auto repair, major	4 businesses	5 spaces per bay (minimum 10 spaces)	40
Auto repair, minor	6 businesses	4 spaces per bay (minimum 5 spaces)	40
Auto parts, accessories, service	3,600 square feet	1 space per 250 square feet	14
Business/professional offices	12,122 square feet	1 space per 300 square feet	61
Manufacturing	115,585 square feet	1 space per 700 square feet	165
Restaurants and taverns	26,600 square feet	1 space per 50 square feet	532
Retail stores	53,362 square feet	1 space per 300 square feet	178
Wholesale establishments	69,725 square feet	1 space per 1,000 square feet	70
Mini storage	+/- 400 units + private	1 per 50 rental spaces	14
Gyms	19,886 square feet	1 space per 450 square feet	44
New Multifamily Residential	18 units	1.5 spaces per unit	27
Total			1,185

SOURCE: Sand City 2019, EMC Planning Group 2020, email from Chuck Pooler to Richard James March 4, 2020.

NOTE: See text for changes reflected in the table. Assumes 1,500 square feet per new residential unit. Parking requirements were rounded for each individual use so aggregated requirements may not match size x rate.

1. For auto repair, the minimum requirement was assumed for all establishments.
2 The manufacturing rate is applied for contractors and artists' studios.
3 This rate is also applied to private storage and one parking space was assumed for each private storage use.
4 The zoning code does not include a parking requirement for Gyms; City has previously used the rate applied.

3.4 Prior Analysis

The 2003 parking study included a gross projection of existing parking requirements (using gross square footage and general parking standards for residential, light commercial, heavy commercial, and manufacturing). A similar future projection was prepared adding ground floor retail to the total for existing demand. The 2003 study concluded that current parking demand was 728 and that future parking demand would be 1,235 spaces (again, compared to a count of about 900 spaces, and not including areas as noted above).

4.0
Parking Opportunity Locations Considered

4.1 Potential Parking Locations

This section considers locations in the City that may be under-utilized for parking, or available for establishment of new parking. These include City's street rights-of-way, City-owned property, the railroad corridor, and undeveloped or under-developed privately owned parcels. The following Section 5.0, Parking Concepts and Financing, discusses the selected parking improvements that are recommended for construction with cost estimates provided in Section 8.0, Recommended Action Plan.

4.2 Street Rights-of-way

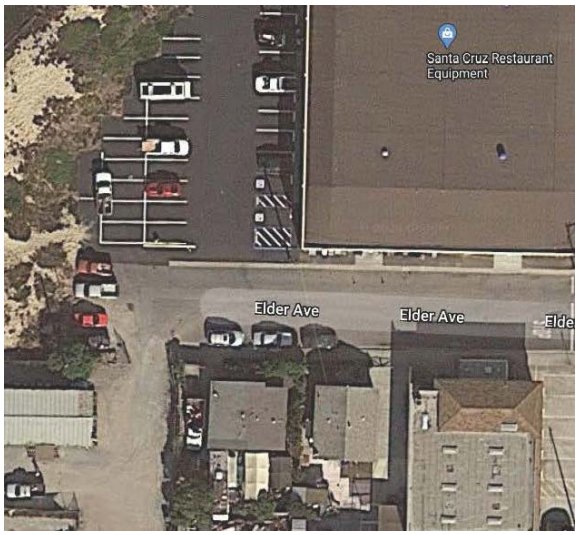
Most of the City's streets are used informally for parking; there are very few locations where on-street parking spaces are marked. There is a potential to gain a small number of spaces by formalizing parking along City streets, but there are other locations where the street parking may be better utilized under the current informal parking. Therefore, the marking of parking spaces is not considered to be an approach that will gain an appreciable number of spaces.

Reducing the number of roll-up doors and length of driveway aprons could slightly increase parking, although the counts that were conducted indicated that the space in front of doors is generally utilized for parking. The City's reciprocal parking agreement strategy of the 2004 West End Urban Design and Parking Implementation Plan formalizes a generally existing condition, and does not gain parking spaces typically; however, such agreements can be used to ensure that sidewalk space is available. Implementation of such a strategy is problematic in obtaining multiple and contiguous property owner participation in addition to physical modifications to both public street and private properties.

There is some potential to gain parking by formalizing parking at the ends of streets. Specifically, the west ends of Orange Avenue, Shasta Avenue, Elder Avenue, and Ortiz Avenue; the north end of Contra Costa Street; the east end of Dias Avenue, and Bay Avenue off Pendergrass Way. A handful of parking spaces could potentially be gained at each of these locations. Google Earth Aerial photographs of each of these locations are shown on the following pages.

Orange Avenue West End

Shasta Avenue West End



Elder Avenue West End

Ortiz Avenue West End

Contra Costa Street North End

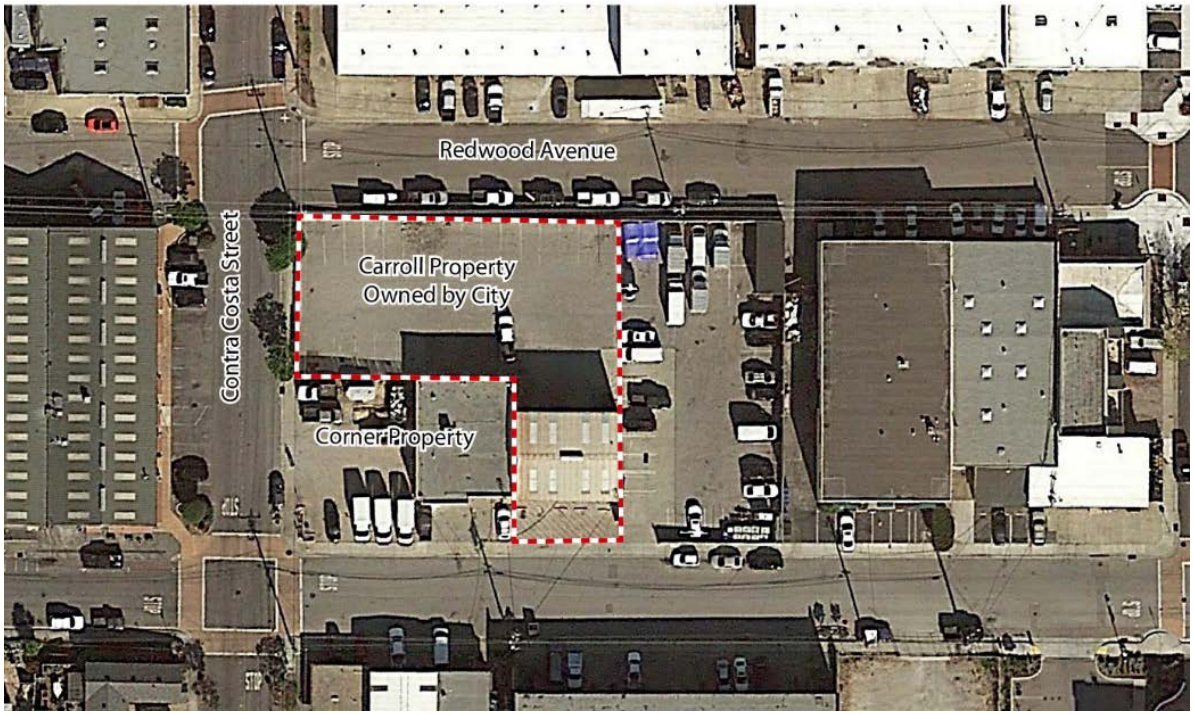
Bay Avenue at Pendergrass Way (City Hall Parking)

Dias Avenue East End

4.3 City-owned Property

Carroll Property

The City's former redevelopment agency purchased the Carroll Property in 2009. The property is between Ortiz Avenue and Redwood Avenue and east of Contra Costa Street, but excluding the corner at Ortiz Avenue and Contra Costa Street, which is privately owned. According to the Successor Agency's Long Range Property Management Plan, the property was purchased for the purpose of providing public parking. The Long Range Property Management Plan calls for the sale of 6 of the 14 lots within the property to help finance development of parking. This sale has occurred. The City Engineer has estimated that the remaining property can accommodate 25 surface parking spaces accessed from Contra Costa Street or Ortiz Avenue. The Vibrancy Plan includes a conceptual plan for the Carroll Property (with option for including the corner parcel) that would accommodate parking on a second level off Redwood Avenue, and retail on the ground floor and a partial third floor. Since 2021, this property is temporarily being used as a public "art park."



Carroll Property

The Independent Apartments Air Space Easement

The Independent Apartments Phase II area is partially developed with parking spaces and enclosed garages. The City controls a second-level air space easement over this property, which is envisioned to be accessed from the east ends of Shasta Avenue and Elder Avenue for a parking structure. The parking garage site is accessible at the second story elevation (due to grade

differentials) from the ends of Shasta Avenue and Elder Avenue, one block off Contra Costa Street. There have been recent discussions between the City and the owners of The Independent site to move the air easement north for access from Elder Avenue to accommodate a phase 2 residential development on The Independent site. This would also shift the parking structure closer to Ortiz Avenue where pedestrian access via stairs might be facilitated.

The parking structure site is located less than one-quarter mile from the potential TAMC transit station site and could provide a long-term parking solution for the transit station as well as businesses in the West End District. The City is not likely to collect enough fees from The Independent Air Space Easement commercial project permitting within the West End District to finance construction of the parking structure. The RRM Report outlined a variety of other potential funding methods. The City should consider whether design and construction of the parking structure could receive funding assistance through transit grants in conjunction with the TAMC rail project, or the MST express bus route project. The RRM Report estimated that the parking garage could accommodate approximately 195 spaces (60 private The Independent parking on the ground level and 130 City public parking on the deck). The Vibrancy Plan estimated that considerably fewer spaces could be accommodated on the second level of a parking structure at The Independent (the lower-level parking spaces are to be used for The Independent property). The RRM study may have been assuming two levels of City parking.

Public Works Yard

The City's Public Works yard is located between the west ends of Shasta Avenue and Elder Avenue. The property is not centrally located, but could be utilized for satellite parking if an alternate location were identified for the current public works uses. However, the City's desalination plant is located on this property, and that facility would also require retention of some City parking.

Public Works Yard / Desalination Plant

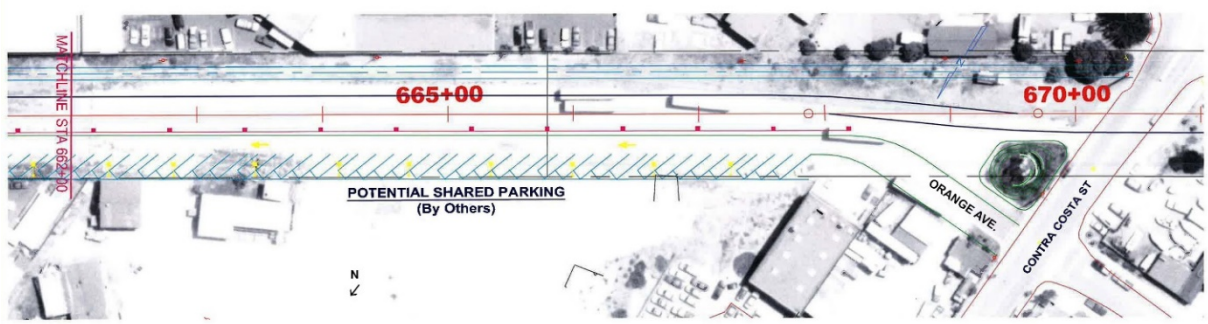
4.4 Railroad Corridor

In 2006, TAMC prepared preliminary designs for the railroad corridor, which included the rail line itself, two stations within Sand City, and parking, both for the stations and as suggested by Sand City, in the area between Contra Costa Street and Redwood Avenue. TAMC has since focused their energy on the 'Surf!' Busway and Bus Rapid Transit Project, with the bus station located near Playa Avenue. As a result of TAMC limiting the extension of this bus project beyond Playa Avenue, a one-way extension of Orange Avenue within the railroad corridor from Contra Costa Street to Redwood Avenue could provide between 70 and 100 additional parking spaces. The Orange Avenue extension could also provide additional parking garage access opportunities and a very direct pedestrian connection to the TAMC Transit Station site. TAMC indicates that parking is an allowed use within the railroad corridor, but must be for general public use and cannot be used to satisfy private business parking requirements.

The City's concept for the West End is to provide a substantial amount of general public parking, such that private businesses, when established, will not have to carry such a heavy burden to provide on-site parking. This often deters businesses from coming to Sand City. The City's code standards are also suggested to be updated to require less parking for various uses. The addition of more general public parking within the city and a reduction in city code parking standards is intended to promote more commercial and residential uses to be attracted to the West End.

Rail Corridor behind The Independent

Rail Corridor near Holly Street



TAMC Railroad Corridor Drawing

The use of the TAMC Railroad Corridor is a viable option to provide additional general public parking. Some limitations that need to be considered when planning, designing, and implementing public parking in the Railroad Corridor are as follows:

1. Development within the TAMC railroad corridor must not deconstruct or alter any of the exiting railroad infrastructure. Disturbance to the existing infrastructure would be considered an obstruction to the future development of an active rail system and a deterrent for the TAMC Board of Directors to provide the required approval to the City of Sand City;

2. TAMC property is currently being leased to several businesses located along the railroad corridor. While the leases can be terminated for transportation related development, they cannot be canceled for projects specifically for public use, such as a parking lot. Additionally, TAMC has a long-standing relationship with Granite Construction and would prefer to maintain their existing lease agreement; and

3. It recently has been investigated and noted that the portion of the railroad corridor extending 330-feet east of Contra Costa within the City of Sand City's City limits somehow included (in 1988) the City of Seaside. Therefore, coordination and resolution to this matter with the City of Seaside would need to occur before any parking infrastructure could be implemented at that location.

With these limitations in mind, designs within the rail corridor could incorporate additional parking while improving regional transportation and preserve the existing railroad infrastructure. For instance, the inclusion of a bike path adjacent to the present rail system would greatly improve public access to the future Monterey-Salinas Transit (MST) SURF busway and rapid transit project while promoting regional transportation by improving connectivity between the existing bikeways, in Sand City, Seaside, and Monterey. This design would also provide sufficient space to increase the availability of public parking within the City. Additionally, the infrastructure required would be relatively minimal and could be easily removed to facilitate the future development of an active rail system within the corridor.

Although the current Parking Plan primarily focuses on improved parking conditions within the West End area of the City, there are also opportunities for parking in the railroad corridor between Tioga Avenue and Playa Avenue. Future phases of the City's Parking Plan will explore these locations to determine the possibility for additional public parking.

4.5 Privately-owned Lots

The City would need to purchase the lots discussed in this section, as they are under private ownership and in use by private parties. The largest private un-built lot in the West End District is located at the west end of Redwood Avenue and extends almost to the north end of Catalina Street. This area consists of three parcels owned by the Marotta Trust encompassing about 13,992 square feet with connection to Ortiz Avenue and Redwood Avenue, used for parking commercial trucks and equipment. North of the Marotta Trust land is a parcel known as the "Dr. Kay" property that is about 22,000 square feet and is used for parking recreational vehicles and trucks. The Dr. Kay parcel backs up to State Route 1 and is peripheral to the West End District. The paved end of Catalina Street is located within the adjacent lot (the angled property line between Redwood Avenue and Catalina Street continues to the west and marks the end of Catalina Street).

Property between Redwood Avenue and Catalina Street (Marotta Trust and Dr. Kay Properties)

There is a small lot between the east ends of Elder Avenue and Shasta Avenue (below, left). This lot is used for parking for an adjacent auto repair business. The lot is centrally located and adjacent to the City's current parking garage air space easement.

Elder Avenue Parcel

Ortiz Avenue Parcel (Orosco Property)

The lot between the east end of Elder Avenue and Ortiz Avenue (above, left), referred to in the background report as the Ream Property, was part of a property swap with an equal sized portion of the Carroll Property for increasing on-site parking for The Independent property. The lot, now referred to as the City Air Space Property, was used for parking, but is currently vacant and unpaved. This lot is centrally located and adjacent to the City's current air space easement at The Independent.

There are under-developed and vacant lots on the north side California Avenue east of Contra Costa Street (next page). This area has residential development both on California Avenue and above on Bay Avenue. This area is peripheral to the West End District, and adjacency to residential uses might make this site less suitable.

Note that the private property locations considered here are vacant or underutilized properties. Because they are in private ownership they may or may not be available for purchase or lease by the City. In addition to these locations, there are two properties developed with self-storage units in lower-investment small-scale buildings. One of these properties is located on California Avenue and Pendergrass Way, across from City Hall, and one is located on Redwood Avenue between Hickory Street and Holly Street. Both of these properties are well-located to serve parking needs within the West End District. These properties, likewise, are privately owned and may or may not be available; and additionally, they are an active commercial use. However, the improvements that exist on these properties are much lower cost than a full-sized building, so the potential for re-development may be considered higher on these properties.

California Avenue east of Contra Costa Street

5.0
Parking Concepts and Financing

Based on the review of past and current parking studies and current field observations, there are several opportunities for maximizing the use of existing underutilized parking areas, and construction of new or reconfigured facilities. Potential parking locations were identified in Section 4.1, Potential Parking Locations. Within this section, further detail is provided on the recommended parking concepts.

5.1 Conceptual Recommended Parking Diagrams

Conceptual parking diagrams were developed for several of the potential parking locations identified in Section 4.1. The choice to use the following potential locations for development of conceptual recommended parking layouts is based on a variety of reasons, explained in the description of each. Conceptual diagrams were developed for the following recommended locations:

- The Independent Air Space Easement/TAMC Right-of-way;
- Orange Avenue extension within TAMC right-of-way;
- Carroll Property and Atelier/Independent Property;
- Holly Street; and
- City Corporation Yard and the ends of Elder Avenue, Shasta Avenue, and Orange Avenue.

The dimensions of all standard parking spaces in the diagrams are presumed to be nine feet by twenty feet (9'x20'), which is slightly larger than City code requirements. It is possible for each of the concepts to gain a handful of additional parking spaces if narrower/shorter spaces are used, provided that appropriate back-out distances and aisle widths are maintained. It should be noted that all cost estimates for the parking concepts noted in the following discussion is in late 2022 dollars, and will be subject to economic factors over time.

Off-street Parking Concepts

Holly Street

Existing marked on-street parking along Ortiz Avenue between Hickory Street and Holly Street consists only of four spaces on the eastbound side of Ortiz Avenue. Marked on-street parking along Holly Street between Ortiz Avenue and Redwood Avenue consists of five parallel spaces

on northbound Holly Street and one space on southbound Holly Street. There is also a yellow curb loading zone along the southbound lane. Figure 5-1, Holly Street Parking, presents a conceptual diagram showing the potential for more efficient use of on-street parking on Holly Street. There may be other opportunities for this concept on other West End streets that have travel lanes greater than 12 feet in width.

On-street spaces along northbound Holly Street could be increased by replacing five existing parallel spaces with up to 10 diagonal head-in parking spaces and establishing a one-way drive lane heading north to the Redwood Avenue intersection. The estimated cost of this Holly Street improvement is $5,100 per space. An additional six parking spaces could be created by reconfiguring the egress route from the TAMC corridor immediately east of the east end of Ortiz Avenue.

City Corporation Yard and the Ends of Elder Avenue, Shasta Avenue, and Orange Avenue

Figure 5-2, Corporation Yard and Street-end Parking, conceptually illustrates a total of 24 parking spaces (including two existing spaces on Elder Avenue) both on- and off-street at the City Corporation Yard site and nearby street ends of Orange Avenue, Shasta Avenue, and Elder Avenue.

City Corporation Yard

As illustrated by Figure 5-2, about ten spaces, including an accessible space, could be accommodated within the City Corporation Yard between Elder Avenue and Shasta Avenue. The parking could be situated along the eastern edge of this City-owned parcel, with one-way drive-through access. The City would need to weigh the advantage of this additional public parking against operational changes for the Public Works Department. The City Corporation Yard improvements would require grading, paving, and striping. Cost for this improvement within the Corporation yard would be approximately $9,900 per space.

Elder Avenue, Shasta Avenue, and Orange Avenue

Figure 5-2 also illustrates the potential for additional public parking at the west end of various streets. Elder Avenue would be extended west to maintain driveway access to an existing off-street parking lot to the north and to the City Corporation Yard drive aisle to the south. Three new parking spaces could be added to the end of Elder Avenue (five total). An additional four parking spaces could be provided at the end of Shasta Avenue and an additional five parking spaces could be provided at the end of Orange Avenue if each of these streets were also extended to the west. The street end improvements would require grading, construction of retaining walls, paving, and striping. The costs for improvements at the end of Elder Avenue would be approximately $6,300 per space. The costs for improvements at the end of Shasta Avenue would be approximately $9,300 per space. The costs for improvements at the end of Orange Avenue would be approximately $12,800 per space.

* Replace parallel spaces with diagonal head-in spaces on Holly Street

** Potential surface parking expansion within TAMC right-of-way with proposed MST Bus Lanes

0 90 feet

Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-1

Holly Street Parking

Sand City West End Parking Plan

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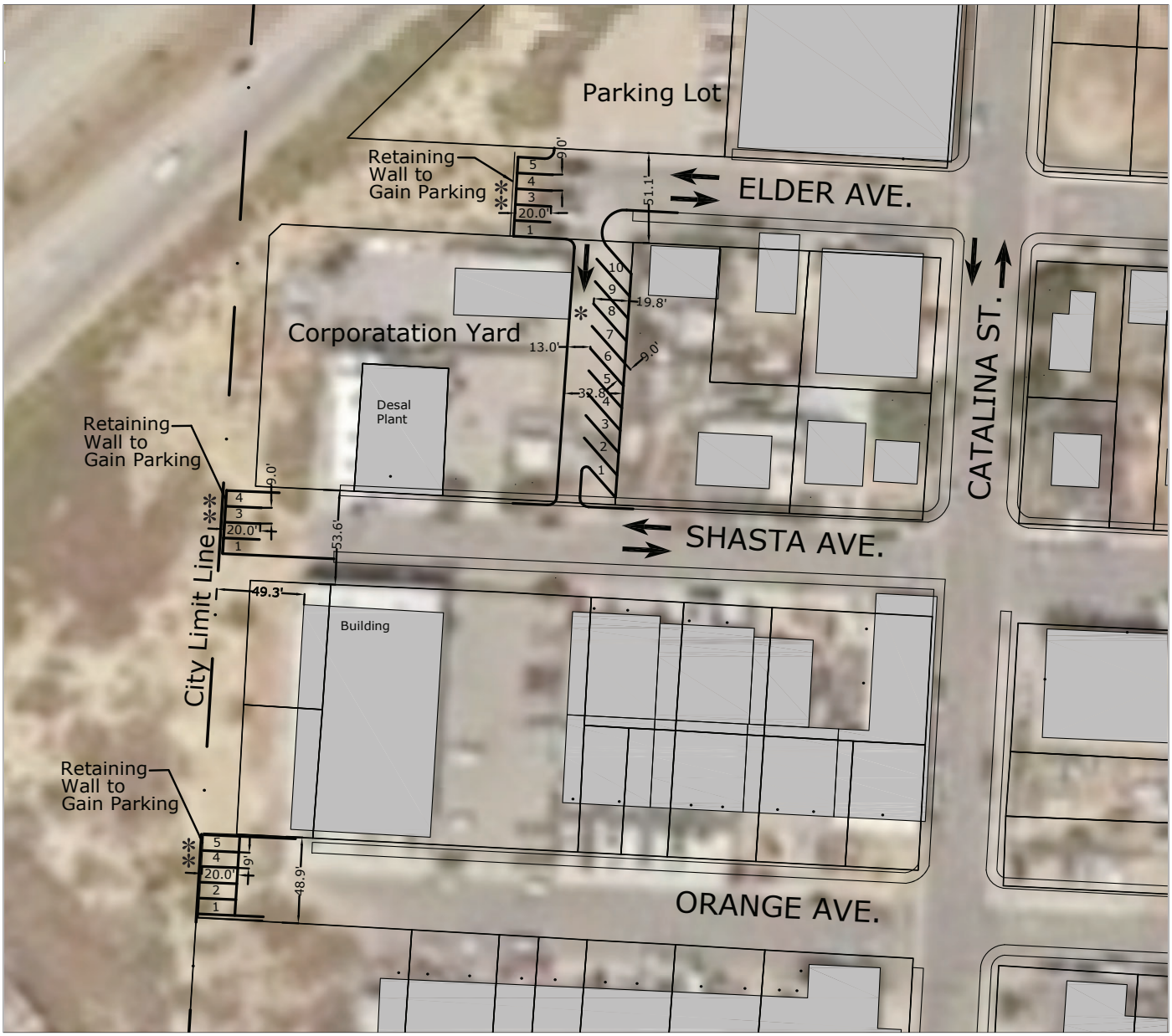

* City-owned Corporate Yard diagonal parking, with access from Edler Avenue - requires work to improve the end of Elder Avenue to clear the access entrance

** Street-end improvements to add public parking

0 90 feet

Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-2

Corporate Yard and Street-end Parking

Sand City West End Parking Plan

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The Independent Air Space Easement/TAMC Rail Corridor

The "Robinette site" was purchased by the City's Redevelopment Agency in 1997. When the property was sold for development of the Design Center (now The Independent Apartments) in 2005, the City retained three easements related to the property, one of which was an air space at the east ends of Elder Avenue and Shasta Avenue. The ends of those streets are about six to eight feet higher in elevation than The Independent property; and the intention was to take advantage of the grade differential to gain access to a parking deck with no need for long ramps. The air space easement is approximately 25,779 square feet, and adjoins the TAMC rail corridor to the south. Since the background report was prepared, MST has plans to construct a new bus route along the TAMC Rail Corridor between Seaside and Marina. See further discussion in Section 2.1, Existing Parking Conditions. A conceptual route for two-way bus traffic and an extension of Orange Avenue with one-way directional control within the TAMC corridor is included in Figure 5-5, TAMC Surface Parking, presented later in this section.

Figure 5-3A, Independent Deck Parking, presents a conceptual diagram showing a parking deck on the air space easement that would be accessed by an extension of Elder Avenue. A deck on The Independent air space easement can accommodate potentially up to 56 standard parking spaces (including one standard accessible space), and one motorcycle space. This concept would require construction of a parking structure and improvements to Elder Avenue. The cost per space for this deck concept would be approximately $65,940 per space. A secondary or alternate access route could be constructed by extending Shasta Avenue onto the deck; however, a secondary access would reduce the number of potentially available spaces by about six to eight spaces.

Figure 5-3B, Independent/TAMC Corridor Deck Parking, shows potential parking availability if an additional parking deck was added over the TAMC rail corridor and MST bus lanes as an extension of the parking deck illustrated in Figure 5-3A. A parking deck over the TAMC rail corridor would be most efficient in conjunction with a City deck in The Independent air space, because it would take advantage of the grade differential at Elder and/or Shasta Avenues. The Independent deck would accommodate up to 59 standard parking spaces (including one standard accessible space) and two motorcycle spaces in this concept; and the TAMC corridor deck could potentially accommodate 59 spaces with elevator access to the ground level below. Together, The Independent parking deck and the TAMC parking deck could conceivably provide a total of 118 parking spaces. This concept would require construction of the parking structure and improvements to Elder Avenue. A second or alternate access point could also occur on Shasta Avenue (not illustrated), which would reduce the number of potentially available spaces by about six to eight spaces. The ultimate size of the structure would be dependent upon negotiation with TAMC and MST for shared overhead parking in the TAMC right of way. The cost per space for this combined deck concept, as illustrated in Figure 5-3B, would be about $61,000 per space.

Carroll Property and City Air Space Deck Parking

Figure 5-4, Carroll/City Air Space Deck Parking, conceptually illustrates a parking deck on the City-owned Carroll property with access from Redwood Avenue. This would be the second phase of the parking concept described above for the City-owned Carroll property and the conceptual diagram shows that an upper-level parking deck could accommodate up to 27 parking spaces (including one standard accessible space). Two parallel parking spaces on Redwood Avenue would be replaced by a driveway apron. Construction of this improvement would require excavation for footings for the deck support structure, which may also require elimination of 6-8 parking spaces on the surface level. Construction costs for a parking deck would be about $49,400 per space. Implementation of both parking phases as described herein would result in an overall gain of approximately 46 spaces.

There have been discussions between the City and Urban Atelier LLC (current owner of The Independent) regarding moving the public parking option from the City-owned Independent air space easement to over the former Ream Property fronting Ortiz Avenue (now owned by Urban Atelier LLC) to accommodate Phase 2 construction at The Independent. Also shown conceptually in Figure 5-4, is a parking deck within the air easement with access from Elder Avenue. About 25 spaces (including one van accessible space and one standard accessible space) could potentially be accommodated on this air space easement pending final design. This concept would require cooperation of the Orosco Group in order to excavate footings and build the support structure for the parking deck, as well as construction of an extension of Elder Avenue to access the deck. Costs for this concept would be about $57,500 per space. However, because the City is discussing the potential to switch The Independent air space easement to an air space easement over the former Ream property, it is acknowledged that if the Urban Atelier property deck on the former Ream property is utilized, the current air space easement would likely be eliminated and not utilized.

Figure 5-5, TAMC Surface Parking, illustrates the potential for ground level parking that may be available on the TAMC rail corridor. The RRM Report identified a potential for about 226 parking spaces within the rail corridor. If an upper parking deck is constructed, as discussed above and illustrated in Figure 5-3B, then at least one ground level space would have to be removed to provide stairway and/or elevator access, with additional spaces potentially removed for structural supports pending an engineer's design. Parking spaces and a one-way directional vehicle access lane are shown separated from anticipated MST bus travel lanes. Via the Orange Avenue Extension onto the rail corridor, the availability of parking spaces in this layout and would extend northeast within the rail corridor to an exit point on Holly Street, and potentially further to Redwood Avenue. This design is conceptual and would have to be coordinated with TAMC rail and MST bus route plans to integrate all transportation concepts

Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-3A

Independent Deck Parking

Sand City West End Parking Plan

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MC - Motorcycle Parking Space
EL - Elevator

* City-owned/Independent Air Space Easement is utilized for Public Parking Deck
** Potential parking deck within TAMC right-of-way over proposed MST transit and City-proposed trail/surface parking - could be connected to Independent Air Space Easement Deck

0 120 feet

Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-3B

Independent/TAMC Corridor Deck Parking

Sand City West End Parking Plan

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* Second level deck on City-owned Carroll Property, with access from Redwood Avenue

** Potential City Air Space Easement deck parking, with access from Elder Avenue

*** Potential expansion of City parking on Orosco-owned (Ream) property in exchange for creating space for The Independent II in the City's Air Space Easement

0 90 feet

Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-4

Carroll/City Air Space Deck Parking

Sand City West End Parking Plan

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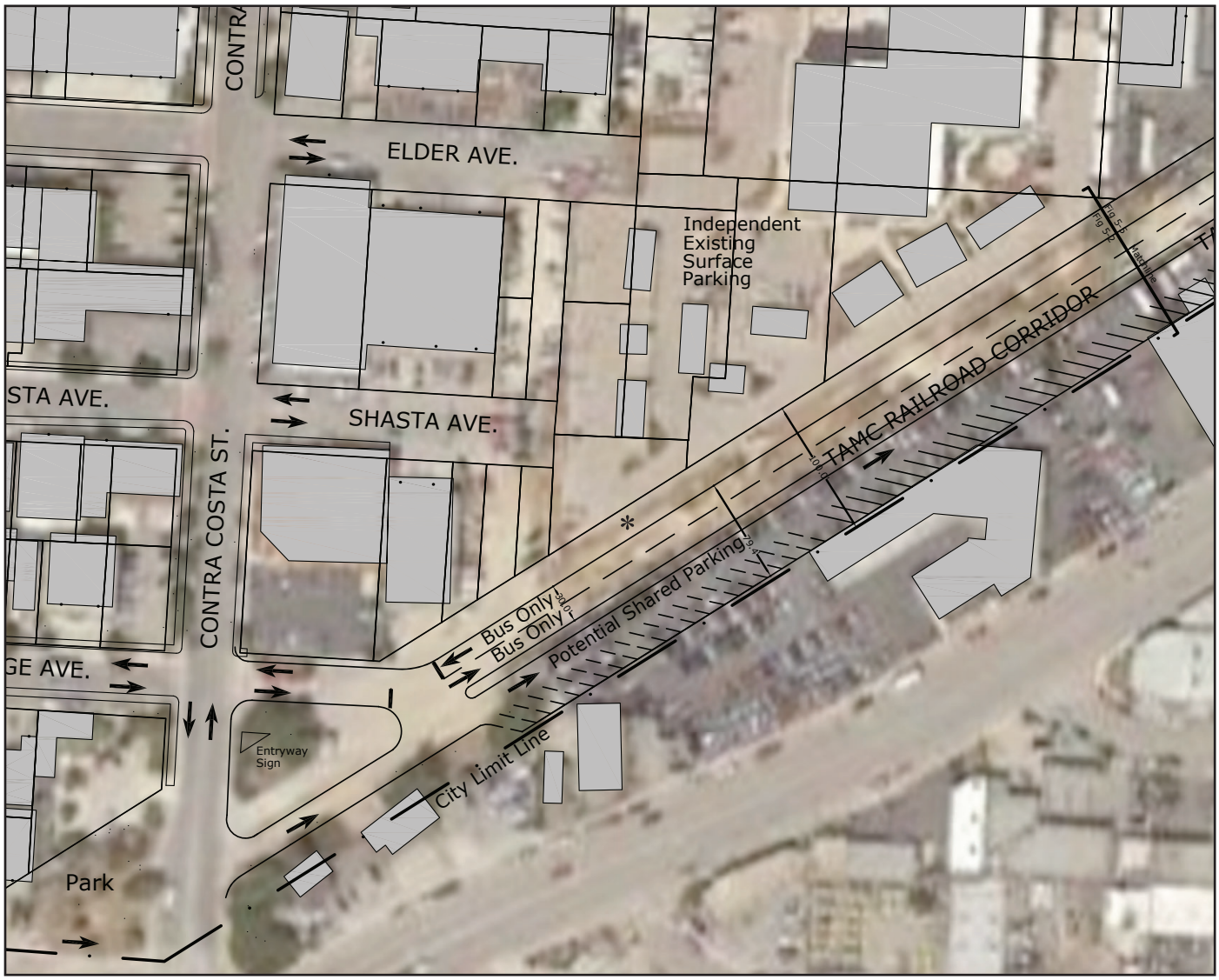

* Ground-level parking within TAMC right-of-way adjacent to TAMC/MST Bus Lanes, with one-way access in from Contra Costa Street
Dashed parking space lines indicate potential shared parking with TAMC near The Independent
Solid parking space lines indicate an expansion of potential parking spaces to an exit on Holly Street to the east

0 120 feet

Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-5

TAMC Surface Parking

Sand City West End Parking Plan

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within the TAMC corridor's 100-foot width. The cost for surface corridor parking from Orange Avenue to Holly Street, with no above parking structure, is estimated to be about $27,100 per space.

Although the concept illustrated in Figure 5-5 has not yet been discussed with TAMC, the TAMC staff has previously indicated that general public parking is an acceptable use of the rail corridor, and the parking would serve, at some point in the future, a proposed rail station at the intersection of Del Monte Boulevard and Broadway Avenue.

Combined City/TAMC Surface and Deck Parking Potential

As noted in Section 4.4, TAMC has indicated opportunities for shared public parking along the railroad corridor. If the City deck and rail corridor deck (Figure 5-3B) function together, a total of 118 parking spaces could potentially be provided by the deck parking in addition to the corridor parking. The overhead deck cost per space would be approximately $61,000 including the elevator access improvements. The City should consider partnering with TAMC and MST to pursue grant funding and cost sharing opportunities for construction and maintenance if the TAMC deck and surface parking option is pursued. The need for parking within the railroad corridor will also need to be balanced against the desire for a greenway called for in the Vibrancy Plan or a Class 1 bike trail as discussed in the Sand City Sustainable Transportation Plan.

Carroll Property and City Air Space Property

The Vibrancy Plan includes a conceptual plan for the City-owned Carroll Property (with an option for including the corner parcel at Conta Costa and Ortiz) to accommodate parking on two floors. The conceptual diagrams presented here represent a phased approach to providing two levels of parking, with the first phase consisting of formalizing surface parking on the site, accessible from Contra Costa Street; the second phase consisting of construction of a parking deck with access from Redwood Avenue.

Carroll Property Surface Parking

Figure 5-6, Carroll Property Surface Parking, conceptually illustrates the first phase ground-level parking accessed from Contra Costa Street, assuming the City is unable to acquire the corner lot. When improved to meet the City's storm drainage, disability access and parking, and landscaping standards, surface parking on the City-owned Carroll property could accommodate 28 spaces, including one standard accessible space. Improvements necessary to accommodate a formalized surface lot would include proper grading to meet ADA specifications. The existing driveway access via Contra Costa Street would be maintained, and the lot may need to be repaved and/or restriped. Landscaping improvements and a barrier would be required to physically separate the lot from an adjacent parking lot owned by Ream. The cost associated with these improvements

would be approximately $5,100 per space. If this concept were implemented as the first phase of a two-level structure, excavation down to an acceptable finished floor and retaining walls may be required, which would increase the initial cost.

It is acknowledged that access to the Carroll Property surface parking from Ortiz Avenue would not be possible without significant alteration or demolition of the existing building near Ortiz Avenue. Relocating the building closer to Ortiz Avenue would create enough room for a few spaces within the interior of the new lot, but would eliminate the same or greater number of existing on-and off-street parking spaces along Ortiz. Therefore, these concepts were not evaluated further. Figure 5-7, Proposed Parking Areas, identifies all parking areas recommended for improvements in recommended order of priority.

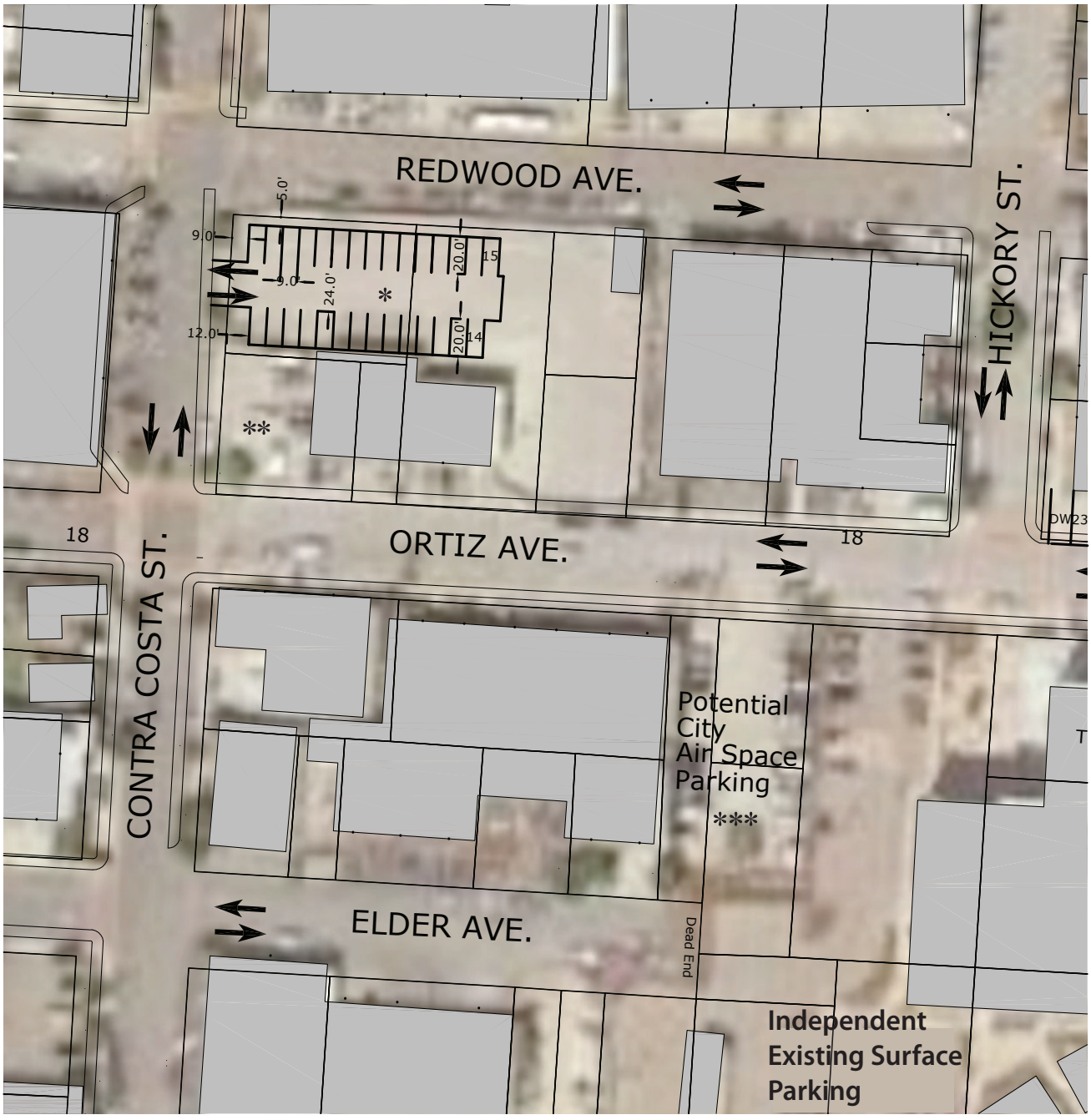
5.2 Summary of Potential Parking Opportunities

The conceptual opportunities for full utilization of existing and potential on- and off-street parking locations are summarized in Table 5-1, Summary of Parking Concepts and Ballpark Cost Estimates.

Table 5-1 Summary of Parking Concepts and Ballpark Cost Estimates

Concept	Number of Spaces	Total Cost	Per Space Cost
Independent Air Space Deck[1]	56	$3,692,400	$65,940
Independent Air Space Deck (with TAMC Deck)	(59) / (59) 118	$7,192,800	$61,000
TAMC Surface Parking within ROW[2]	21	$1,815,600	$27,100
Carroll Property Phase I	28	$140,400	$5,100
Carroll Property Phase II[3]	27	$1,333,200	$49,400
City Air Space Deck (Orosco Property - formerly Ream)	25	$1,435,200	$57,500
Corporation Yard and Street Ends[4]	24	$268,700	$9,575 Avg.
Holly Street	10	$50,400	$5,100

NOTES:
1. 56 spaces if constructed without TAMC deck.
2. Represents approximate number of spaces within the rail corridor adjacent to The Independent air space easement. According to the Sand City West End Parking Plan Background Report, about 70-100 parking spaces may potentially be available between Contra Costa Street and Redwood Avenue.
3. Approximate net increase in spaces: 29 second level spaces; less 2 on-street spaces and 8 lower-level spaces (for support structure). The number of spaces assumes that the corner parcel is not available for purchase.
4. Net New spaces.



* City-owned Carroll Property

** Corner Property, as an option to purchase and include in the Carroll property parking plan

*** See Figure 5-4 Carroll/ City Air Space Deck Parking

0 90 feet

Source: Google Earth 2018, Monterey County GIS 2019

Figure 5-6

Carroll Property Surface Parking

Sand City West End Parking Plan

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0 200 feet

Proposed Parking Locations

Sand City Limits

TAMC Rail Corridor (approx.)

Optional secondary access to parking deck, which would require extending Shasta Avenue

Potential exchange of City Air Space Easement at The Independent II for Ream Property to provide expansion of the Art Park or City Parking

1-11 Improvements in Recommended Order of Priority

Source: ESRI 2023, Sand City 2022

Figure 5-7

Proposed Parking Areas

Sand City West End Parking Plan

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There are a number of unknowns regarding the availability of the properties identified in the conceptual layouts, which could affect the overall estimate for the total number of public parking spaces that the conceptual potential parking opportunities could provide:

- It is unknown if TAMC would agree to a shared parking concept on a surface level or a parking deck. There appears to be enough right-of-way space in the railroad corridor to provide surface public access, parking, and a bike lane to connect the public to transit.
- The City is contemplating an exchange of The Independent air space easement for an air space easement over the former Ream Property. It should be noted that if The Independent air space easement is not utilized, the total number of potential parking spaces could be substantially reduced.
- If the former Ream Property air space easement is utilized instead of The Independent air space easement, the TAMC overhead deck opportunity may be less likely to occur. This would result in fewer opportunities to add to the City's available supply of parking spaces.
- The potential for shared parking within the TAMC rail corridor is approximately 70-100 spaces (including the 21-22 spaces adjoining The Independent property), which could be placed between Contra Costa Street and Redwood Avenue. The shared use of these spaces by customers, residents, and visitors to Sand City would be determined by the results of any negotiation between the City and TAMC.

Table 5-2, Parking Scenario Effects to Total Number of Potential Spaces, provides an example of the total number of potential parking spaces that would be available if one or another of the Former Ream/The Independent/TAMC deck parking concepts is not implemented. The Carroll property Phase I and Phase II concepts, City Corporation Yard and street end concepts, and Holly Street concepts would be implemented in all three scenarios.

Table 5-2 Parking Scenario Effects to Total Number of Potential Spaces

Concept Scenarios	Total Number of Spaces
Independent Air Space Easement Deck (No City Air Space Property Deck, No TAMC Deck)	161
Combined Independent Air Space Easement/TAMC Decks (No City Air Space Property Deck)	223
Atelier Property Deck (No Independent Air Space Easement Deck, No TAMC Deck)	130

NOTE: The total number of spaces assumes that all other concepts are implemented, with the exception of potential shared parking spaces within the TAMC rail corridor in an amount greater than 21-22 spaces.

5.3 Financing Opportunities

The City may wish to establish a financing mechanism to capture the costs that are incurred in providing public parking. This would be especially true if the City constructs new surface or structured parking facilities, which would require a significant capital outlay.

Financing parking can be one of the most challenging parts of parking development. Parking costs per space vary depending on a variety of conditions. Total per space costs include the cost of land, design and entitlement costs, construction, and ongoing maintenance costs. Per space construction costs vary widely depending on many variables. The cost of capping debt to design, build, and maintain parking facilities, based on an annual amortization rate is also an important factor when considering the overall cost of a parking facility. Generally, a financial feasibility study or financial pro forma is conducted to determine the costs of constructing and maintaining the parking facility. Key issues include identification of revenue streams, development of financing options, determining construction costs, paying for operation and maintenance, as well as examining alternative uses of the land (opportunity costs).

Most parking structures are financed with private funds. Private financing can occur over 10-20 or more years and may include a variety of financing options such as variable, indexed or blend mortgages. Public financing can involve the use of municipal bonds, with parking revenues, lease payments, and/or benefit assessments used to secure bond payments.

Parking Benefit Districts

Parking Benefit Districts utilize revenues generated by assessments, taxes, or parking fees to fund transportation-related services or infrastructure improvements within the district. Parking can be managed on an area-wide or site-specific basis. Development of a parking benefit district usually creates a set of guiding principles that help facilitate the process and develop the rules for the district. A plan is developed defining programs and projects to be funded, funding levels, and responsibilities. A Parking Benefit District operates in a similar fashion to a Business Improvement District, but is more focused on its specific purpose.

Parking Fees

Many types of parking fee strategies involve a flat fee surcharge to the users or owners of parking spaces. Annual parking space fees rely on annual fees for parking spaces and assumes that landlords of parking facilities will pass on the fees to users.

Daily or all-day fees and peak hour fees are typically used when available parking is consumed in high use areas, typically during AM and PM peak periods and at midday. When these fees are utilized, it is assumed that employees with employer-subsidized parking will also have these fees wholly subsidized.

Another type of parking fee, known as "universal access fee," is similar, but in this instance all users, including those who have parking subsidized by employers, would pay a portion of the parking fee amount.

In-Lieu Fees

A developer payment of a fee "in-lieu" of providing some or all of the code-required on-site parking is often necessary in urban core areas with small parcels where it is impractical or cost-prohibitive to provide on-site parking in a structure or below grade. The in-lieu fee can range from a fraction, to the full cost, of constructing parking spaces. When combined with other revenue sources, the in-lieu fee revenues may be used to fund future parking facilities, pay for other transportation improvements in the project area, develop shared parking facilities, and can be used for the adaptive reuse of older and historic properties. The City currently has a parking in-lieu fee ordinance, which is discussed in later chapters of this Plan.

Parking Occupancy Tax

Parking can be financed through levying a Parking Occupancy Tax (POT). The POT is a tax on paid parking. These revenues can then be designated to fund the parking program's monitoring and enforcement functions or some other agreed upon purpose.

Risk Fund

Development of a risk fund can guarantee revenue for short-term parking lot owners/operators. This is accomplished by guaranteeing owners of parking facilities a level of revenue in exchange for agreeing to provide short term parking. This can be used to encourage the use of parking resources for short term uses, discourage commuter parking and support the use of transit alternatives.

Tax Exemptions and Variable Rate Tax

Some cities are looking at the feasibility of providing special discounts on taxes to parking owner/operators who allow access to their parking for specific priority users (such as short-term customers). They are also looking at the feasibility of a variable rate parking tax based on parking type and fee level to encourage operators to prioritize parking for this specific target market.

Parking Tax by Space

An additional form of revenue to finance parking can come from taxing parking that is provided free or bundled into lease agreements. A small annual tax on these free parking spaces could result in a significant new revenue source for transportation projects.

Measure X Funds

Monterey County Measure X, a sales tax measure passed in November 2016, provides funding for street improvements. Sand City is projected to receive approximately $586,000 over 30 years, at a rate of about $20,000 per year. The City has yet to expend its received funds in the amount of $100,000 so far.

Grants

Grants are available for a wide range of purposes, and the City applies for grants for which it qualifies. Grants can be offered through state or federal agencies and through private foundations. Grants are specific to particular uses and community and/or project qualifications. Grants often require a city to have plans and/or designs already in place at the time of application.

6.0 Parking Management Programs

6.1 Overview

Parking management programs typically aim to maximize parking availability for the largest number of persons, and are often designed to prioritize parking for residents or business customers. Parking supply impacts accessibility to businesses, customer willingness to travel to certain areas, and the quality of life experienced by residents. Parking is one aspect of the larger arena of transportation, and a comprehensive parking program will incorporate strategies to reduce overall parking demand by facilitating or incentivizing alternatives to driving into the area. Parking entails both fiscal and opportunity costs, whether the end user pays for those costs directly or indirectly. Transferring some or all of those costs to the end user is a significant part of most parking programs.

When parking limitations or costs are imposed in a business district or other travel destination, spillover into adjacent residential areas often occurs, as drivers try to avoid the limitation or cost. California Vehicle Code Section 22507 permits a City Council to establish parking priority zones, which can be used to protect residential areas against commercial parking intrusion.

6.2 Parking Program Components

Parking Costs

When a parking garage is constructed, the expense of building a structure is more obvious than common surface parking. Few people drive to the Sand Dollar Shopping Center and wonder what the parking lot cost or how much their parking space is worth. Parking provided on private property carries direct development and maintenance costs to the land owner and/or business owner. A developer will have a pretty good idea how much it costs to build the parking, but a business tenant may not have any idea of its value, aside from the convenience it provides for its customers. Construction costs for a typical surface parking space is about $5,000 and the construction of structured spaces can cost between $41,000 and $54,000 per space. From time to time, a parking lot requires cleaning or maintenance, and eventually may require replacement, so there are ongoing costs as well. Additionally, a parking lot utilizes space that could otherwise be put to a higher and greater use, so there is also an opportunity cost that has to be balanced against the utility and convenience provided by the parking lot.

Likewise, public parking, whether it is located on the street or in a lot or structure, carries development, maintenance, and opportunity costs. In the case of street parking, this cost is absorbed into the overall cost of the street, rather than separated out as a parking cost. The opportunity cost may be significant – in Sand City where the street right-of-way is usually only 50 feet wide, street parking precludes the potential for wide sidewalks with outdoor seating, for example.

Parking Pricing

Parking pricing is an influential tool that can affect parking occupancy, induce increased turnover of convenient spaces, increase overall parking availability, and generate revenue. Parking pricing is most effective when it is combined with a comprehensive package of incentives for alternative modes, such as transit, shuttles, bicycling, and walking. There are several rules of thumb regarding paid parking: charge for the on-street spaces first to promote turnover; if there is both on-street and off-street paid parking, the on-street rates should be higher than the off-street rates; and street parking rates should be set to a achieve 15 percent vacancy. Street parking is considered the most valuable, because it is located directly adjacent to the businesses that it serves.

The price of on-street parking is an integral part of overall parking pricing, since on-street parking conditions often drive off-street policy. If the on-street price is low (or free), demand for these spaces is likely to exceed supply, resulting in a shortage of parking spaces. Additionally, when no direct cost is associated with the parking, long-term parking, or even storage, of vehicles on the street is likely. The development of an on-street parking management system relies upon the development of a coordinated and comprehensive parking management system that prioritizes parking spaces for specific users.

Modern electronic parking systems allow for dynamic pricing, both on-street and in garages. Variable rate parking pricing can be used to maximize parking availability, encourage the use of alternative modes, and discourage single occupant vehicles. Variable rate parking pricing can be used to respond to seasonal or temporal differences in parking demand. It can also be used to encourage turnover and increase short term parking supply. Discounts can be given to vanpools and carpool parking. Some cities do not charge for the first hour in a parking garage, so that those making only a quick stop can avoid parking costs, and those staying longer effectively receive a discount. Metered parking is subject to California Vehicle Code sections 22508 and 22508.5. California Vehicle Code section 22511.5 exempts disabled persons from payment at parking meters.

Ongoing Monitoring and On-Street Parking Rate Adjustments

Successful long-term management of public parking systems includes monitoring to ensure that pricing is appropriate and flexible. For example, over the last 20 years the City of Burlingame has conducted annual surveys of parking occupancy and turnover, the results of which guide changes in the pricing and time limits for public on- and off-street parking. In a second example, the Redwood City municipal code requires annual adjustments, and authorizes quarterly adjustments of meter rates as needed, based upon a target parking utilization rate to determine its on-street pricing policy. Redwood City code requirements include monitoring a parking database and provision of an annual parking utilization study to adjust parking rates. City staff are authorized to adjust rates up or down based upon the target occupancy (utilization) rate.

Examples of Paid Parking Programs

City of Monterey Paid Parking Program

The City of Monterey is the jurisdiction nearest to Sand City that operates a paid parking program. Rates in garages are $1.50 to $2.00 per hour, with a maximum daily rate of $8.00 to $12.00. Rates in surface lots and on streets range from $0.50 per hour to $2.00 per hour. Monterey residents qualify for garage parking passes; each pass costs $20.00 and is valid for 12 months from purchase, providing for two hours of paid parking per day. General public parking pass prices in lots and garages are generally $52.50 per month, $150.00 per quarter, or $540.00 per year, but a few locations cost significantly more.

For the residential parking districts program, which Monterey established in 1985, residents qualify for a free residential decal for each registered vehicle and two guest passes. Permits are only valid within the specific residential zone, and allow all-day parking that is otherwise signed for a two-hour limit. The residential parking permit program is enforced on a random basis; however, when available, city staff will respond to citizens' request for enforcement. Businesses in the New Monterey district may purchase an employee parking pass that allows all day parking, at a rate of $90.00 per quarter.

City of Santa Cruz Paid Parking Program

Downtown Santa Cruz has a combination of free (time-limited) and paid parking lots and garages. Parking costs $1.00 per hour at meters and in garages, and a maximum of $8.00 per day at garages. Several businesses will validate parking at garages. City and County residents may obtain an annual parking permit that allows two hours parking per day at City parking facilities. The cost is $25.00 for City residents and $35.00 for County residents. Metered parking spaces may be paid using a City-issued ParkCard ($3.00 administrative fee on a $20.00 pre-paid card) or via smartphone using the national ParkMobile system ($0.35 transaction fee). Bicycle lockers cost $0.05 per hour and can be paid using the ParkCard or the national BikeLink system. With the pre-paid cards, only the parking time actually used is charged to the person parking.

The City of Santa Cruz has seven different residential permit parking programs. Residents living on restricted streets can purchase three annual residential permits, two annual guest permits, and up to 30 daily permits per household. Each annual residential permit costs $30.00.

City of Salinas Paid Parking Program

The City of Salinas operates several garages and parking lots in downtown Salinas. Monthly parking passes cost $40.00 to $55.00; the parking lot near the Amtrak station is free with a 72-hour limit. Downtown metered parking and hourly garage parking are $1.25 per hour; most street parking is limited to between 20 minutes and 4 hours.

Salinas established a residential parking district around the Salinas Valley Memorial Hospital in 2009. Each residence may have up to six annual permits at a cost of $25.00 each for the first two permits, $20.00 for the third permit, $15.00 for the fourth permit, and $10.00 each for the fifth and sixth permits.

City of Palo Alto Paid Parking Program

In the downtown Palo Alto area, parking is restricted to two hours at no cost. All-day parking passes may be purchased for $25.00. Residents are allowed up to four permits per residence with the first permit free and additional annual permits $50.00 each. Each residence may also purchase up to 50 daily guest passes per year, at $5.00 each. Businesses may purchase annual employees parking permits for several districts for between $403.00 and $806.00 Up to four daily permits may be purchased by employees each month for $25.00 each. Temporary Work Parking Permits are available for contractors working on projects within the downtown area, and are valid for one week or one month.

6.3 Supplemental Program Components

Parking Cash-Out (Commercial)

California's employee parking cash-out program was established in 1992 by AB-2109. The program is applicable for businesses with 50 or more employees, located in air districts that are in non-attainment (this includes Monterey Bay Air Resources District). The program is administered by the California Air Resources Board. In a parking cash-out program for a commercial use, an employee who does not need a parking space is reimbursed by the employer for the value of the parking space that is not used. The parking spaces must be leased by, and subsidized by, the employer. This program incentivizes arriving at work without an automobile. This program could be combined with a transit pass program or provision of secure bicycle parking.

Transportation Allowance

Employers can offer employees a credit towards transportation goods and services. A transit pass or discount is a direct incentive to use transit, instead of an automobile, to reach work. MST monthly GoPasses are sold at a 25 percent discount when 5 to 20 passes are purchased, and at a 35 percent discount when more than 20 passes are purchased through the Group Discount Program. The provision of transit passes saves the user the cost of a transit pass, increases transit ridership, and results in a lower demand for parking.

Worksite Amenities

Worksite amenities include access to a wide range of conveniences that reduce the need for employees to drive an automobile to work. Examples could include convenient access to services that may be needed during the day or on the way to or from work, such as dry cleaners, childcare facilities, and restaurants. Other amenities could include onsite showers and clothes lockers to facilitate walking or bicycling, and provision of secure bicycle parking. A worksite could also assist employees with finding carpools or transit options.

Unbundled Parking (Residential)

With unbundled parking, the value of a parking space is removed from the price of rent, and the parking space is rented separately (or not at all if not needed by the tenant). The cost of parking is typically bundled into the overall rent for an apartment. For an apartment that rents for $2,000 per month, perhaps the living unit has a value of $1,800 and two parking spaces have a value of $100 each. With unbundled parking, in this example, a tenant could opt to save $100 each month by using only a single parking space, or $200 per month if they had no car at all. With a program of this type, monitoring tenant's parking activities would be necessary and there may need to be a mechanism to prevent tenants using the street for their long-term parking needs.

Shared Parking

Satellite parking can be off-site where parking is more available (for instance Park and Ride lots). If used in conjunction with shuttles, transit, or carpooling, it can be an effective way to augment on-site parking capacity. The City's parking requirements currently allow for parking spaces off-site on other private property, but these parking spaces must be dedicated to the particular use. This approach may be appropriate when employees would be parked for long periods of time, but is less appropriate for customer parking spaces, where the demand for a particular business may fluctuate.

A more flexible off-site sharing provision could allow credit for multiple use of single parking spaces, both by time of day and on weekends/weekdays as demands for each use change. Mixed use development provides an opportunity for a reduction in on-site parking and shared use of

parking spaces. Mixed use development allows for the parking demand to be spread out over the period of an entire day, not just at the traditional a.m. and p.m. peak periods. Common types of mixed uses include residential housing (on the second story) over retail (on the ground floor), for instance. The shared use provisions could be developed as part of a mixed-use parking ordinance or standards that recognize the potential for double-utilization of single parking spaces. A similar concept could be applied to contractor fleet vs employee vehicle space.

Parking In-lieu Fees

A developer or new business owner may be required to pay a parking in-lieu fee instead of providing all of the on-site parking spaces that would otherwise be required. These fees are usually negotiated based on a standard fee and vary depending upon the number of spaces reduced. Sand City has an in-lieu parking fee option, but it is not mandatory and has not been utilized. The City's parking in-lieu fee is earmarked for parking-related costs incurred or anticipated, for example, for funding a parking garage or making improvements to public parking. A cost nexus should be established to validate the fee level if any of the capital improvements recommended by this study are implemented.

6.4 Parking Code Provisions as Management Tools

Sand City has typical minimum standards for on-site parking (refer to Table 2-2 and Table 2-3). A significant portion of future parking supply is expected to be provided within the street right-of-way – the RRM Design Group parking study (2004) estimated that about half of the parking in the West End District would be provided on-street. The conceptual diagram presented in Figure 5-1 Holly Street Parking, also provides an example of potential changes to existing on-street parking configurations, that have been applied elsewhere in the City (see Figure 2-1) and could be applied on City rights-of-way that have travel lanes greater than 12 feet in width.

Whether through changes in the numerical parking requirements, exemptions for initial square footage, or a combination, the City's parking requirements should reflect that most parking is, and will likely continue to be, provided on-street. While a parking increase may be warranted for contractor services businesses to solve fleet/employee vehicle issues, a decrease may be warranted for retail, restaurant, and other similar small businesses with walk-in customers. Changes to the parking regulations would potentially facilitate business development within the West End District, and as such, may be a high priority for the City. There are several aspects to the changes the City could consider: numerical requirements, range of listed land uses, flexibility for off-site parking or mixed-use projects, and potentially, parking exemptions. Off-site and mixed-use projects provide opportunities for shared parking and/or combinations of parking credits and in-lieu fees. If exemptions are considered by the City, it is assumed that the on-street parking spaces would provide adequate parking, which seems to be borne out by the 2004 RRM Design Group parking study.

6.5 Non-monetary Approaches to On-street Parking Management

Time Limits

Parking space time limits are another approach to increasing turn-over and ensuring availability of spaces. Time limits require enforcement, or threat of enforcement, to be fully effective. Since meters are not involved, electronic monitoring cannot be readily implemented. Generally, time limits are set at 20 minutes, or one, two, three, or four hours. The time limits are short enough that the space should turn over at least twice, and potentially many times during the span of a business day.

Implement Existing Regulations

Municipal Code Section 10.08.050, Permit Parking, establishes a commercial permit parking program to regulate and discourage the street parking of recreational vehicles (RVs), hitch trailers, and large commercial trucks. Continuation of this program in addition to the City's in-lieu fee program outlined in Municipal Code Chapter 10.12, are existing mechanisms that the City can use to offset costs of street improvements or new traffic facilities.

California Vehicle Code Requirements

- Section 22507 allows cities to prohibit or restrict stopping, parking, or standing of vehicles, including, but not limited to, vehicles that are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day.
- Section 22507.5. (Sand City Municipal Code Section 10.08.040) allows cities to, in a residential district, prohibit parking of commercial vehicles having a manufacturer's gross vehicle weight rating of 10,000 pounds or more, with the exception that deliveries cannot be restricted.
- Section 22511.5 exempts disabled persons from parking time limits.
- Section 22521 prohibits parking within 7.5 feet of a railroad rail.
- Section 22500(f) prohibits parking on sidewalks.
- Section 22507.5 allows cities to completely prohibit street parking from 2:00 am to 6:00 pm. Overnight parking for residents is not affected, although in many cases a residential permit program is used to exempt residents or employees at all times, depending on the purpose of the time restrictions. The time limits are usually only in affect during standard business hours (for example 8:00 am to 6:00 pm) on weekdays or Monday through Saturday.

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7.0
Revisions to Parking Regulations

7.1 Changes to Urban Character

Parking requirements are a constraint in the largely developed West End District. Because most of the parcels are already developed with maximum building coverage and with very short street setbacks, there is often inadequate room to provide on-site parking that meets the City's requirements or accommodates preferred land uses described by the General Plan.

Additionally, when considering code requirements in the West End District, the City should consider effects of parking requirements on urban form. A typical parking space measures 9.5 feet wide by 18 feet deep, or 171 square feet. City Code requires a minimum of 8.5 feet wide by 19-feet deep. Safe backing movements typically require a 24-foot-wide drive aisle; an additional share of 9.5 feet by 12 feet, or 114 square feet, is required for access, so a total minimum area of 285 square feet is required per parking space. Adding driveway aprons, additional width for accessible spaces, and other considerations, a minimum requirement of 300 square feet per space is reasonable, which is consistent with the typical range of 300 to 400 square feet noted in the background report discussion of parking structures.

A parking requirement of four spaces per 1,000 square feet would, therefore, require 1,200 square feet of parking area, an amount of parking area greater than building area. In the current Sand City code, this parking ratio applies to auto parts stores, retail stores, and business offices. The Sand City code also requires a parking area for restaurants more than five times larger than the building it would serve. Providing surface parking for these uses under the current code is not possible without removing at least half of the existing buildings in the West End District.

Attraction/Retention of Businesses

Developers and business owners may also worry about the long-term marketability of individual sites if parking is restricted or unavailable. If parking is regulated on an area-wide basis rather than on a site-specific basis, then one site would be just as competitive as any other within the regulated area. Providing enough parking for the West End District as a whole should be the objective of the City.

Mixed Uses

In a mixed-use district, or any location where residential uses are in proximity to businesses and industrial uses, compatibility needs to be considered; especially in regard to excessive noise, light, or traffic, or high un-met parking demands. Although the uses and development standards are generally flexible, the parking requirements can be difficult or impossible to meet on parcels with little room for parking spaces, and this can constrain land uses the General Plan seeks to promote.

7.2 Approaches

Numerous approaches are possible to address revisions to the City's parking codes. It is recommended that the City consider a wholistic approach to address the problem from several distinct angles. Following is a list of potential approaches, with a short discussion of each approach following the list.

- Revise list of land uses;
- Adjust numbers in code;
- Eliminate all parking requirements;
- Institute maximum parking allowance;
- Exempt an initial quantity of building area from parking requirements;
- Provide reductions for select business types;
- Provide reductions for shared parking potential;
- Provide reductions for reduced automobile use;
- Provide for alternative transportation;
- Reduce requirements to recognize portions accommodated on the streets;
- Reduce requirements and institute a mandatory in-lieu fee;
- Institute a parking payment program;
- Institute a commercial parking financing district;
- Increase parking requirements for fleet and delivery vehicles;
- Institute a residential parking program per CVC section 22507.5; and/or
- Institute time limits per CVC section 21458 (green zones).

Revise List of Land Uses

The City's current parking code regulations do not include several of the common land uses found within the West End District or land uses promoted by the General Plan, including artist's studios and contractor yards. Presuming the City does not completely eliminate off-street parking space requirements, the City should make changes to the parking land use list. For example, the list of land uses could be amended to include among others, contractor businesses for which there is no land use category, and/or to consolidate similar land uses such as auto repair uses and auto repair sales/services uses.

Adjust Numbers in Code

Surveys of various jurisdictions' parking codes indicate that the parking requirements in most zoning codes are sourced from the code requirements other jurisdictions have already adopted, or from the Institute of Transportation Engineer's parking guidance. For the purpose of this Parking Plan and study analysis, the American Planning Association's (APA) Planning Advisory Service (PAS) Report No. 510-511 on Parking Standards was also referenced. Very few parking standards are based on local surveys and studies. Any changes to the City's off-street parking requirements should be based on rational or logical considerations within Sand City. Based on observations of current conditions within the West End District, auto repair and contractor businesses are just two examples of land uses for which on-site parking requirements need to reflect the actual parking demand observed in reality. If off-street parking requirements for these businesses are increased, the availability of public on-street spaces could free up.

Exempt Initial Quantity of Building Area

This approach is meant to relieve smaller businesses from commercial parking requirements. In this approach a specified amount of building square footage, for example, 1,000 square feet, would be exempt from parking requirements, which would result in a proportionally larger reduction in parking requirements for smaller buildings than for larger buildings. To illustrate, a building of 2,750 square feet that would normally require six spaces for a 1/500 parking requirement would only then be required to provide four spaces resulting in a 33.3% reduction; whereas a building of 11,000 square feet that would normally require twenty-two spaces for the same parking requirement would then be required to provide twenty spaces resulting in only a 9% reduction. Thus, smaller buildings reap the greater benefit. Parking requirements not based on square footage would not be adjusted. This approach directly addresses the City's problematic issues related to considering land use application requests for businesses that are promoted by the General Plan in small buildings or units that have insufficient space to otherwise meet off-street parking requirements. See Appendix A: Analysis – Floor Area Reduction for Parking Exceptions.

Institute Maximum Parking Allowance

Given the lack of space available within the City to construct private off-street parking that meets current code requirements, a parking maximum could also be considered. The parking maximum would create an upper limit on site-specific or area-wide parking supply to increase opportunities available for shared parking and/or parking credits, and promote the use of alternative transportation. This approach allows flexibility in addition to, or instead of, minimum parking requirements. Parking maximums are typically most successful in areas with a well-developed transit system that allows for reduced dependency on cars.

Transit stops currently serving Sand City are located at the Sand City Station on Playa Avenue, and along Del Monte Boulevard in the City of Seaside. MST will be implementing its 'Surf!' Bus rapid transit, which may eventually add an additional stop within or adjacent to the railroad corridor, potentially near Tioga Avenue. Other than the beaches, the most distant locations in Sand City (the farthest house at East Dunes and the eastern end of Dias Avenue) are within a one-half mile walk of a bus stop. Most of the West End District is within one-quarter mile of a bus stop, with the area generally east of Hickory Street and west of East Avenue being farther than one-quarter mile.

Establishing a cap on required parking would reduce the number of available parking spaces but could also free up space for pedestrian safety, streetscape, and storm water Low Impact Development (LID) improvements that also improve the aesthetic value of the urban character of a neighborhood, reduce storm water runoff and heat island impacts of parking, and even increase tax revenues through the redevelopment of underutilized parking lots. Limiting the parking supply in areas of concentrated businesses and services may result in some spillover, and would be most effective when used in conjunction with coordinated implementation of other beneficial programs such as employee parking allowances, ride-sharing, resident permit parking, and implementation of attractive pedestrian environments with access to rapid transit service.

As new development occurs, parking maximums can also be set up as transferable parking credits, which enables unused parking spaces to be transferred or sold to another development if they are not needed. This allows for area-wide control of parking supply without restricting developments that need more parking. Developments requiring less parking can benefit by selling or leasing the rights to their additional spaces. There is a subtle difference between parking maximums, and reducing the parking minimums. While market forces will usually want to expend as little as possible on parking (i.e., just meet the minimum), there are occasions where parking beyond the minimum might be desirable for a particular use or attractive for market reasons, so minimums may sometimes be exceeded, whereas maximums establish a specific limit.

Parking Reductions

Add a code section that outlines the qualifying circumstances and criteria for reductions in the required number of spaces either by right or through a discretionary process. This approach serves market forces that would desire to provide less parking than the set standard. As with parking maximums, this approach also dovetails well with the availability of transit alternatives, walkability of the area, and access by bicycle, so that automobile dependence is reduced. There are several potential approaches to reducing parking requirements, described below.

Reductions by Select Business Types

The results of the comparative survey of the cities of Monterey, Salinas, and Emeryville, presented earlier, indicate that several business types in Sand City have parking requirements that require more land area than what is available to meet them, and based on observations of current conditions, would not need the extent of parking required by city code. Relevant land uses include restaurants, auto parts stores, retail stores, and business offices. Businesses with lower-than-typical visitation or a rapid customer turn-over are suitable for this approach. For example, given the same seating area, a casual restaurant may require fewer parking spaces than a high-end restaurant, both because diners stay for a shorter amount of time at the casual restaurant, and because staffing may be higher at the high-end restaurant.

Shared Parking Potential

This reduction approach can be used in both residential and commercial districts, where one or more uses are operated on one lot, such as: primary and accessory dwelling units, deed restricted senior, and/or affordable housing units; live-work units where both living and a business use are conducted by the same person, with generally limited visitation; mixed residential units and commercial space where the parking demand varies between night (residential) and daytime (business) hours. This is typical with lodging that has attached services; as for example, many of the lodging guests will also be customers at an attached restaurant and occupy the single parking space. Opportunities available for this approach are present on already built lots, under-utilized lots, or on City-owned lots or easements such as the Carroll Property and The Independent air space easement. As a general observation, this approach is practical for the West End District as a whole, because of the proximity of a wide variety of uses.

Reductions Tied to Availability of Transportation Alternatives

All of the site-specific reductions in parking requirements would be most effective where transportation alternatives are available, such as a site within a certain walking distance to an existing or planned transit stop, and where new development, redevelopment, and expansion of existing development are in compliance with the City's Trip Reduction Ordinance (Municipal Code Chapter 18.96). The most recent State housing law that has mandated parking exemptions for proximity to transit, has used a one-half mile walking distance, which would encompass most

of Sand City. A one-half mile walk takes about 12 minutes. Likewise, in an area that provides good walking and bicycling connections, automobile dependence will be reduced and thus parking supply can be reduced. The City's Sustainable Transportation Plan directs investment in pedestrian, bicycle, and mobility-challenged transportation improvements.

AB-2097

AB-2097, which was passed by the California legislature and signed into law on September 22, 2022 by Governor Gavin Newsom, would prohibit a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined.

The bill would create an exception from the above-described provision if the housing development project (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities, (2) contains fewer than 20 housing units, or (3) is subject to parking reductions based on any other applicable law.

"Public transit" means a major transit stop as defined in Section 21155 of the Public Resources Code. *"Major transit stop" means a site containing any of the following: (a) An existing rail or bus rapid transit station; (b) A ferry terminal served by either a bus or rail transit service; or (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.* Though Sand City does not have a major transit stop meeting this criteria, it does have a transit stop adjacent to the commercial shopping center, a location that could, in the future, be transitioned to have residential land use on the site which would have easy access to the transit stop.

In order for a proposed developments within Sand City to achieve the desired reduction in parking, as described in AB-2097, the above criteria would need to be analyzed for each project that is located within 1/2 mile of the City's transit stop. If the City believes Section 65863.2 applies, they can still impose standard parking requirements by making written findings as follows: See below in italic.

65863.2. (a) A public agency shall not impose or enforce any minimum automobile parking requirement on a residential, commercial, or other development project if the project is located within one-half mile of public transit.

(b) Notwithstanding subdivision (a), a city, county, or city and county may impose or enforce minimum automobile parking requirements on a project that is located within one-half mile of public transit if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on any of the following:

(1) The city's, county's, or city and county's ability to meet its share of the regional housing need in accordance with Section 65584 for low- and very low income households.

(2) The city's, county's, or city and county's ability to meet any special housing needs for the elderly or persons with disabilities identified in the analysis required pursuant to paragraph (7) of subdivision (a) of Section 65583.

(3) Existing residential or commercial parking within one-half mile of the housing development project.

(c) For a housing development project, subdivision (b) shall not apply if the housing development project satisfies any of the following:

(1) The development dedicates a minimum of 20 percent of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities.

(2) The development contains fewer than 20 housing units.

(3) The development is subject to parking reductions based on the provisions of any other applicable law.

The City should consider parking standard reductions or alternative methods to determining parking requirements for project applications in order to attract desired land uses to the West End. the City has the right under the new law to require standard parking provision, as long as the City addresses an application within 30 days and makes appropriate finds (as described herein and in Section 65863.2). The City should consider creating a standardized procedure for this required 30-day response.

On-street Accommodations

Continue to recognize the portion of parking provided on-street or overlapping private property / City right-of-way lines (provided that a reciprocal parking agreement is executed) and appropriate pedestrian, traffic calming, and LID designs are implemented. This would be most effective if implemented on an area-wide basis through a commercial financing district, in-lieu fee program, and/or parking fees. As with any approaches that reduce parking requirements, having good access to transit or good bicycle/walking options, is beneficial.

Mandatory In-lieu Fee

Implement the City's in-lieu parking fee ordinance (Municipal Code Chapter 10.12) on a mandatory basis. This approach would entail the use of a mandatory in-lieu fee when the required parking is not met. Although the current code is voluntary, collected funds are required to be used for the construction, operation, and maintenance of parking facilities within the City.

Parking Payment Program

This approach would set forth the requirements for the use of metered parking and modify the City's permit parking ordinance (Municipal Code Section 10.08.050) on street or in public parking

lots, and/or purchase of parking permits by employers. Metered parking is usually used only in locations where the demand sufficiently exceeds supply, and drivers are compelled to pay for parking. It is useful when the cost of a City investment (for example, a parking structure) needs to be captured. There can be undesirable side effects that need to be considered, including spill-over to non-metered areas, discouragement of visitation (i.e., loss of customers), and accommodating residents within the area. If the paid parking can provide a premium of some sort, such as added convenience or security, that can help off-set some of the side effects. Santa Cruz now charges for most of its downtown parking garages, but at one time, there was a convenience premium (meters) to park at the curb, and free parking for those willing to park in the peripherally located garages and walk.

There are also operational expenses associated with metered parking to include parking monitoring and monetary collection. The City of Carmel-by-the-Sea had instigated a parking meter program that was unpopular and quickly abandoned.

Commercial Parking Financing District

Create a commercial parking financing district. Parking districts are authorized by Streets and Highways Code section 35100 et sec. A West End Parking District could raise funds for the provision of additional public parking as described herein.

Fleet and Delivery Vehicles

Increase the off-street parking requirements for fleet and delivery vehicles for certain land uses, based on observed parking characteristics. Require businesses to park their fleet employees during business hours in the on-site spaces that are occupied by fleet vehicles at night. This is currently achieved to a large degree by voluntary compliance and police enforcement but could also be implemented by City ordinance. Many contractor operations send fleet vehicles home with employees and are not stored/parked either on-site or on City streets nor do those employees need parking for their personal commute vehicle; yet the parking impact is when those fleet vehicles arrive in mornings and end of shifts to pick up/drop off work orders that create peak time parking demands.

Residential Parking Program

This approach would create and implement a residential parking program on street or in public lots per CVC Section 22507.5, to protect the local residents' right to park in their neighborhood. One such program could be a residential permit program that allows only residential vehicles with a placard or sticker to park overnight on City streets or public parking lot. A residential parking program may be an essential component to a metered parking program as described earlier.

Time Limits per CVC Section 21458 (Green Zones).

This approach would create timed parking spaces per CVC Section 21458, such as red, yellow, and green zones, designating time limits (or short-term purposes) for particular street parking spaces. Timed parking spaces would be most appropriate in areas primarily developed with retail and service uses. Time-limited spaces result in faster turn-over of parked cars, and prevent long-term parking where parking turn-over is desirable.

Other City Standards

City standards could be updated and implemented as new uses come into existing buildings or as new buildings are constructed. The following key updates are recommended:

- Limit curb cut lengths for parcels – effectively reduce direct access to rollup doors. For example, curb cuts could be limited to a distance of 20 feet per 100 feet of frontage (remaining 80 feet would accommodate four on-street parking spaces plus a landscape bulb).
- Require parking easements and sidewalk reservation when the distance between street ROW to the front wall of a building is less than 18 feet, similar to the reciprocal easement in use at Carmel Stone on Contra Costa Street. Refer also to Figure 2-1 for an example of the typical geometry of a reciprocal parking arrangement.

7.3 Summary of Standards and Recommendations

Changes to Land Uses and Parking Standards

A summary of the City's current parking standards and recommended updates are presented in Table 7-1, Parking Standards and Recommended Changes.

Table 7-1 Parking Standards and Recommended Changes

Land Use Category	Existing Standard	Recommendation
Artist's Studio[1]	Currently uses Manufacturing (1 space per 700 square feet)	Classify as Artist Studio: Maintain at 1 space per 700 square feet
Artist Studio Live Work[1]	Currently uses Manufacturing (1 space per 700 square feet)	Classify as Artist/Live-Work: 2 spaces per live-work unit.
Art Gallery / Showroom	One (1) space per five-hundred (500 square feet of gross floor area)	New
Auto repair, major[2]	5 spaces per bay (minimum 10 spaces); bay or service area may itself be used to satisfy this requirement	Combine 'major' and 'minor' auto repair as single Auto Repair, Maintain at 5 spaces per bay (minimum 10 spaces).

Land Use Category	Existing Standard	Recommendation
Auto repair, minor[3]	4 spaces per bay (minimum 5 spaces); bay or service area may itself be used to satisfy this requirement	Combine 'major' and 'minor' auto repair as single Auto Repair. Increase the requirement to 5 spaces per bay (minimum 10 spaces)
Auto parts, accessories, service[1]	1 space per 250 square feet	Eliminate "service" Classify as Retail, 1 space per 500 square feet of floor area.
Banks and post offices	1 space per 250 square feet	Eliminate Post Office and change Banks to 1 space per 500 square feet of floor area.
Business and professional offices[1]	1 space per 300 square feet	Add broadcast studio to this classification
Campgrounds and recreational vehicle parks (CZ)	1 space per sleeping area	Consolidate with Overnight Accommodations. No change in Coastal Zones until LCP is updated.
Church	1 space for each six seats in the auditorium or 1 space for each fifteen classroom seats	Consolidate with Assembly Hall 1 space per 4 seats or 18-inches of linear bench/pew in the auditorium.
Contractor yard or shop[4]	None	One space per 700 square feet of building or as otherwise required by discretionary use permit for open yards.
Dancehalls and assembly halls (also CZ)	1 space for each one hundred square feet of floor area used for assembly or dancing	Reorganize to place "dancehall" under recreational type uses with nightclubs and establish Assembly as a generic encompassing use.
Dwellings, single family	2 spaces per unit – one covered	Modify to require one space for 1-2 bedrooms and two spaces for 3 or more bedrooms with one space enclosed.
Dwellings, duplex	2 spaces per unit – 1.5 covered	Modify to require one space for 1-2 bedrooms and two spaces for 3 or more bedrooms with one space enclosed.
Dwellings, multi-family[5]	1.5 parking spaces per unit, of which at least one parking space per unit shall be covered for units of zero through two bedrooms; two spaces per unit for units of three or more bedrooms, of which at least one parking space per unit shall be covered	No change unless included in mixed use
Dwelling, mobile	2 spaces per unit, 1 covered	1 space per bedroom
Dwelling, deed restricted senior or affordable[1]	None	Add Classification 1/2 space per unit
Dwelling, accessory	Shall not exceed one (1) parking space per unit or bedroom	None per State Housing Law; main dwelling must meet local standards (see Zoning Code Chapter 18.63)

Land Use Category	Existing Standard	Recommendation
Furniture and appliance stores; furniture repair shops[1]	1 space per 500 square feet	See Machinery – Consider a change to retail
Gym, recreational exercise, or skateboard vacility[1]	2.2 spaces per 1,000 square feet	Add new land use at 1 space per 200 square feet (excluding restrooms and locker rooms) and group under 'recreational' category.
Hotels and motels (also CZ)	1 space per guest room	Consolidate to Overnight Accommodations for non-coastal zones. No Change for Coastal Zones until LCP is updated.
Launderettes	1 space for each 2 washers/dryers	Change to square footage or two per washer
Machinery sales	1 space per 500 square feet	Reclassify as Retail
Manufacturing plants, research or testing laboratories, bottling plants[1]	1 space for every 2 employees in the maximum work shift; or 1 space per 700 square feet; plus 1 space for each three hundred square feet of gross floor area devoted to office use	Use only allocation of floor area as method of determining requirement.
Medical or dental offices[1,6]	5 spaces per doctor	2 spaces per examination/treatment room
Mini storage[7]	1 per 50 rental spaces	No change
Restaurants and taverns (also CZ)[1,8]	1 space per 50 square feet, or one space for each 2.5 seats	Break down eating establishments into 6 categories (Restaurants 1/125, Fast Food 1/125, Take out Only 1/250, Bakeries w/ on-site dining1/125, Commercial bakeries-kitchens (no on-site service) 1/700, and Taverns/Bars 1/50, each with their own parking standard. Provide flexibility to include zero on-site parking. No change in Coastal Zone until LCP is updated
Retail stores[1]	1 space per 300 square feet	Consider change to General Retail and reduce requirement to 1 space per 500 square feet to accommodate small retail in West End District for non-coastal zones until LCP is updated.
Rooming-houses and lodging-houses	1 space per bedroom	Consolidate with Overnight Accommodations and maintain 1 space per bedroom.
Wholesale establishments, warehouses or utility buildings	1 space per 1,000 square feet or one parking space for each two employees on the maximum shift	
Personal Services[1]	None	Add Classification. This would include uses such as Hair/Nail Salons, Estheticians, Barbers, Tattoo, etc. 2 spaces per work station
Regional Commercial (C-4 zone)	1 space per 250 square feet	No change
ATM Kiosk (outside only)	Two (2) spaces per ATM machine unless drive-thru, then none.	New

Land Use Category	Existing Standard	Recommendation
Veterinary Office and/or Animal Hospital	One (1) space per two-hundred fifty (250) square feet of gross floor area	New
Animal Day-Care or Lodging /Animal Hotel	Subject to discretionary use permit conditions	New
Art Workshop	One (1) space per seven-hundred (700) square feet gross	New
Live-work Artist Workshop	Two (2) spaces per live-work unit	New
Photography Studio	One (1) space per seven-hundred (700) square feet	New
Adult Education Institution	One (1) space for each twenty-five (25) square feet of classroom area.	New
Auto Retail	One (1) space per four hundred (400) square feet of gross floor area.	New
Auto Sales	Subject to discretionary use permit conditions.	New
Gas Station (fuel only)	One and one-half (1.5) spaces per fuel pump. Spaces at each fuel pump shall be counted towards meeting this requirement.	New
Gas Station w/ mini-mart	Gas Station (fuel only) requirement plus 1 space per 500 square feet of mini-mart floor area.	New
In-Door Agriculture	Subject to discretionary use permit conditions.	New
Take-Out Only food use	One (1) space per 250 square feet of order/pick-up area.	New
Commercial Bakeries / Kitchens w/no on-site public service	One (1) space per seven-hundred (700) square feet of gross floor area.	New
Movie Theater	One (1) space per four (4) theater seats	New
Performance theater	One (1) space per four (4) seats, or 1 space per two-hundred fifty (250) square feet when no seats are provided	New
Supermarkets / mini-marts not in regional shopping center (C4-zone)	One (1) space per two-hundred fifty (250) square feet of gross floor area.	Same
Open storage yard	Subject to discretionary entitlement/conditional use permit conditions	New

Land Use Category	Existing Standard	Recommendation
Visitor Serving Commercial in Coastal Zone		
Dance Halls and Assembly Halls	One (1) space per one hundred (100) square feet of floor area used for assembly or dancing	No changes until LCP is updated
Hotels, Motels	One (1) space per room	No changes until LCP is updated
Campground and recreational vehicles	One (1) space per sleeping area	No changes until LCP is updated
Restaurants, taverns, nightclubs	One (1) space for each fifty (50) square feet where capacity is not determined by fixed number of seats; otherwise, one (1) space for each two and one half (2.5) seats.	No changes until LCP is updated
Retail shops, stores, other visitor serving commercial uses	One (1) space per three hundred (300) square feet of floor area	No changes until LCP is updated
Public Parking (required for any and all visitor serving commercial uses)	In addition to on-site parking requirements for each use in the Visitor Serving Commercial Coastal Zone District, an additional ten percent (10%) of the project's total required parking shall be required for public parking, either on-site or at another location that would serve to benefit public access, with the location subject to City Council approval.	No changes until LCP is updated

NOTES:

1. Certain small businesses may qualify for reduced parking or an exemption for a portion of initial square footage, or a combination of both. The first 1,500 square feet of building floor area is suggested.
2. Auto Repair Service, Major: actual average building area of 7,500 square feet with minimum requirement of 10 spaces.
3. Auto Repair Service Minor: actual average building area of 5,400 square feet with minimum requirement of 5 spaces.
4. Contractor's yards and shops, i.e., general, plumbing, electrical, landscape, etc.,
5. Multifamily residential assumes building area of 1,500 square feet per residential unit and 1.5 parking spaces per unit.
6. Self-Storage: based on estimates from square footage and number of lockers at existing facilities. Self-Storage average 50 square feet per unit.
7. Restaurants median requirement 1 space per 125/square feet or 1 space per 4.5 seats from regulations in 47 US cities.
8. Provide flexibility to include zero on-site parking through parking management programs or changes in regulations. Mandatory In-Lieu Fees is an example of creating flexibility for encouraging uses to locate in Sand City where parking was previously an impediment. Municipal Code Chapter 18.64

Summary of Suggested Parking Requirement Reductions

Reductions and/or exemptions would incentivize small businesses within the West End. Suggested reductions are summarized in Table 7-2, Possible Allowable Reductions in Parking Space Requirements.

Table 7-2 Possible Allowable Reductions in Parking Space Requirements

Qualifying Project Feature	Description and Criteria for Approval
All land uses, excluding automotive uses and residential, unless the residential uses are part of a mixed use or live-work arrangement.	Exempt first 1,000 square feet[1] of floor area from parking requirement calculations.
Properties within 1,000 feet walking distance to an existing transit stop.	May require study provided by the applicant, prepared by an independent licensed traffic engineer; justifies the reduction based on documented mass transportation use characteristics of the patrons and employees of the use.
Affordable or senior dwelling units	Exempt or reduce requirements for deed restricted units.
Accessory dwelling units	Prohibited by state law- main unit must meet local regulations.
Parking Structure District	Construct parking structure(s) or lots and fund through the collection of public and private parking fees, including mandatory in-lieu fees.
Shared Parking Reduction for Mixed Use development (with differing day/night parking demand)	A project combining commercial and residential uses may be granted, where the reviewing body determines that a reduction is justified based on hourly parking demand studies published by the Urban Land Institute or other appropriate source as determined by the Planning Director, a shared parking reduction in required spaces.
Shared Parking Reduction for Contractor Fleets (with differing day/night or shift parking demand for employees and fleet vehicles)	May be granted where the reviewing body determines that a reduction is justified based on hourly parking demand studies published by the Urban Land Institute, or other appropriate source as determined by the Planning Director; and if employer provides and enforces employee parking in on-site fleet spaces during work hours.
Alternative Transportation Incentives	Property owners with parking cash-out, transportation allowances and/or worksite amenities to reduce the need for a vehicle may qualify for one or more incentives.

7.4 Suggested Code Amendments

Accessory Dwelling Unit Standards

The City amended Municipal Code Chapter 18.63 in April of 2021 to reflect changes in State law specific to accessory dwelling units. In regard to parking requirements for Accessory Dwelling Units, municipal Code Section 18.63.040(D) now reads as follows:

> **18.63.040 Accessory Dwelling Unit Standards and Approval.**
>
> **D. Parking**.
>
> (1) Parking Required. Parking requirements for Accessory Dwelling Units shall not exceed one (1) parking space per accessory dwelling unit or bedroom whichever is less. These spaces may be provided in tandem, including on an existing driveway or in a setback area, excluding non-driveway front setback areas. Off-street parking required for accessory dwelling units, as specified by this Chapter, is permitted within the rear or side setback areas unless specific findings are made that parking in these setback areas is not feasible due to specific site, regional topographical, or fire and life safety conditions. When a garage, carport, or covered parking structure is

demolished in conjunction with the construction of an accessory dwelling unit or converted to an accessory dwelling unit, those off-street parking spaces shall not be required to be replaced.

(2) Parking Not Required. Parking for Accessory Dwelling Units shall not be required under the following circumstances:

a. The Accessory Dwelling Unit is located within one-half (½) mile walking distance of public transit, including transit stations and bus stations.

b. The Accessory Dwelling Unit is part of the existing primary residence or an existing accessory structure.

c. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.

d. When a car share vehicle is located within one (1) block of the Accessory Dwelling Unit.

e. The accessory dwelling unit is located within an architecturally significant historic district.

f. Parking is not required for junior accessory dwelling units. Parking requirements for a single-family dwelling that has, or proposes, a junior accessory dwelling unit shall remain in full effect in accordance with the applicable zoning regulations for that single family dwelling, but shall require no additional parking for the junior accessory dwelling unit.

No additional changes regarding Accessory Dwelling Unit parking are proposed at this time as it is currently consistent with State requirements.

Off-street Parking Standards

Suggested amendments to the standards contained in Municipal Code Chapter 18.64 regarding off-street parking are shown in strikethrough for deletions and underline for additions.

~~**18.64.010 Off-Street Loading Spaces Required.**~~

~~A. In any district, in connection with every building or part thereof hereinafter erected and having a gross floor area of two thousand (2,000) square feet or more, which is to be occupied by manufacturing, storage, warehouse, goods display, retail store, wholesale store, market, hotel, laundry, dry cleaning or other use similarly requiring the receipt or distribution by vehicles of material or merchandise, there shall be provided and maintained, on the same lot with such building, at least one (1) off-street loading space to be used exclusively for such purpose for each five thousand (5,000) square feet of gross floor area so used; provided, that not more than two (2) such loading spaces shall be required unless such gross floor area exceeds eighty thousand (80,000) square feet, in which case there shall be provided one (1) additional loading space for each forty thousand (40,000) square feet or major faction thereof in excess of eight thousand (8,000) square feet.~~

~~B. Each loading space shall be not less than twelve (12) feet in width, forty (40) feet in length and sixteen (16) feet in height, and shall be clearly marked for this use. Building of three thousand~~

~~(3,000) square feet or less will be allowed a length reduction of ten (10) feet and allowed to use a portion of the building interior.~~

18.64.010 Purpose.

The purpose of this Chapter is to establish the requirements for off-street parking related to all development and land use within the City. The intent of these regulations is to address the following:

A. Ensure that adequate, but not excessive, off-street parking and loading facilities are provided for new developments and land uses and major alterations to existing uses;

B. Avoid the negative impacts associated with spillover parking into adjacent neighborhoods, and minimize the negative environmental and urban design impacts that can result from parking lots, driveways, and drive aisles within parking lots;

C. Establish standards and regulations for safe and well-designed parking, loading, and vehicle circulation areas that minimize conflicts between pedestrian and vehicles within parking lots and, where appropriate, create buffers from surrounding land uses;

D. Offer flexible means of minimizing the amount of land area devoted to parking of motor vehicles by allowing reductions in the number of parking spaces in transit-served locations, for shared parking facilities, and for other situations expected to have lower vehicle parking demand; and

E. Provide flexible means of minimizing the amount of on-site parking for land uses promoted or encouraged by the General Plan that might otherwise have difficulty in meeting the general standards of this Chapter;

18.64.020 Applicability. ~~Off-Street Parking Spaces Required—Generally.~~

At the time of erection or modification of any building or structure, increasing the capacity of a building, in connection with any change or introduction of new land use in any zoning district, adequate on-site parking, vehicular circulation, and ingress/egress shall be provided as required by this Chapter. ~~At the time that any building or structure is enlarged or increased in capacity by adding floor area or seats or at the time any such building is changed in use so that the new use requires more parking spaces under these regulations than the former use, additional parking shall be provided to the extent required for such new construction, enlargement, increased capacity or change in use. Adequate provision for ingress and egress shall be made, and the parking space shall thereafter be maintained in good condition. Nothing herein, however, shall be interpreted to require the provision of additional parking for buildings or structures that have remained, or are, idle or vacant unless such buildings or structures are enlarged, increased in capacity or changed in use. Parking provided in any area reserved for future street widening by an official plan line shall not be deemed to meet the requirements of this chapter.~~

A. New Development and/or Land Uses. Unless otherwise specified, the parking and loading provisions of this Chapter shall apply to all new buildings and to all new land uses. Where a use is unique and not adequately addressed in the parking requirements of this Chapter, the City Council may require a parking standard as a condition of land use entitlement permit approval based on the information provided in a land entitlement permit application.

B. Enlargements and Expansions. Unless otherwise specified, the parking and loading provisions of this Chapter apply whenever an existing building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measurement used for establishing off-street parking and loading provisions for that use. Additional off-street parking and loading spaces are intended only to serve the enlarged or expanded area.

C. Damage or Destruction. When a property and/or land use that has been involuntarily damaged or destroyed is re-established, off-street parking and loading facilities may also be re-established or continued in operation in an amount equal to the number of spaces and site design maintained at the time of such damage or destruction occurred. It is not necessary, however, to restore or maintain parking or loading facilities in excess of those specified by this Chapter.

D. Principal and Accessory Uses. The parking and loading provisions of this Chapter shall apply to the principal land use of the site and not its accessory land use(s).

E. Accessible Disability Parking. Parking spaces accessible to persons with disabilities shall be provided as required by the California Code of Regulations Title 24 in accordance with the interpretation of the City's Building Official.

F. Exceptions. Except within coastal zoned properties, the City Council may override the parking requirements of this Chapter, within the limits of the law, provided a finding is made that the cultural, economic, and/or social benefit to the community and the City of a development and/or land use exceeds the potential negative impact of off-site street parking. No exception shall override or contradict any Building Code requirement for disability/handicapped accessible parking.

Nothing herein, however, shall be interpreted to require the provision of additional parking for buildings or structures that have remained, or are, idle or vacant unless such buildings or structures are enlarged, increased in capacity or changed in use. Parking provided in any area reserved for future street widening by an official plan line shall not be deemed to meet the requirements of this Chapter.

18.64.030 Alternative Methods.

If the required off-street parking for any use or development cannot be provided on the same parcel on which the use is located because of the size or shape of the parcel, then the required parking may be provided on other property, subject to discretionary site plan approval, under the following circumstances and conditions:

A. ~~The~~ Such parking shall be set aside from other parking on the same premises and shall be clearly marked for the exclusive use of the customers and employees of the use for which it is provided.

B. Signs showing the availability and location of such parking shall be placed on the parcel on which the use, for which that parking is required, is located.

C. The parking shall be developed, improved, and maintained in accordance with the requirements of ~~Section 18.64.060~~ this Chapter.

D. ~~The~~ Such alternative parking located within a coastal zone shall be developed in accordance with the City's certified L~~l~~ocal C~~c~~oastal P~~p~~rogram and coastal zone regulations, as applicable.

18.64.040 ~~Off-Street Parking –~~ Size and Access.

Each off-street parking space required by this Chapter shall be of usable shape, arrangement, and condition, and shall be not less than eight and one-half (8-1/2) feet by nineteen (19) feet measured along the angle of parking and a compact parking space eight and one-half (8-1/2) feet by sixteen (16) feet. A maximum of up to fifty percent (50%) of the parking may ~~shall~~ be for compact cars ~~in~~ for all uses except single-family and duplex land uses and developments ~~the commercial and industrial districts~~ subject to site plan approval. Parking areas shall be suitably paved, drained, lighted and appropriately planted ~~and fenced for the protection of adjacent properties~~ in accordance with specifications of the City, and shall be arranged for convenient access, egress and safety of vehicles and pedestrians. All on-site vehicle circulation within a parking lot shall be internal and shall not be dependent upon a public right-of-way ~~although alleys may be used~~. Where a lot does not abut a public right-of-way or private alley or easement of access, there shall be provided an access drive not less than fifteen (15) feet in width in the case of a single-family dwelling, and not less than twenty-four (24~~0~~) feet in width in all other cases, leading to the required parking, storage, or loading. There shall be a driveway to any enclosed garage or other enclosed structure provided for the parking of a motor vehicle.

18.64.050 ~~Off-Street Parking –~~ Number of Off-Street Parking Spaces Required.

The number of off-street parking spaces required shall be as set forth in this S~~s~~ection. In applying these requirements, the following terms and their meanings listed shall apply:

Floor Area means the total floor area within the exterior walls of any building or structure and does not exclude area occupied by interior walls.

Enclosed parking means parking that is enclosed by four walls, a roof, and a minimum of one motor vehicle sized door (i.e., garage).

Covered parking means a minimum of a roof with support and no walls (i.e., carport.)

For commercial buildings, where the parking requirements of this section are calculated and required based on square footage, then a total of 1,000 square feet of floor area shall be exempt from those parking requirements.

In a circumstance where ~~the case of~~ any use that ~~which~~ is not specifically mentioned herein, either the parking provisions for a similar use shall apply as determined by the City Planner, or shall otherwise be determined by the City Council and as set forth in a land entitlement permit for such use and/or development. Where a use is unique and not adequately addressed or considered comparable in the parking requirements of this Chapter, the City Council may require a parking standard as a condition of land use and/or development entitlement permit approval based on the information provided in a land entitlement permit application and site plan(s).

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LAND USE	PARKING REQUIREMENT	STATUS
Animal Care:		
Veterinary Office and/or Animal Hospital	One (1) space per two-hundred fifty (250) square feet of gross floor area.	New
Animal Day-Care or Lodging / Animal Hotel	Subject to discretionary use permit conditions.	New
Art:		
Art Workshop	One (1) space per seven-hundred (700) square feet gross floor area.	New
Live-Work Artist Workshop	Two (2) spaces per live-work unit.	New
Art Gallery / Showoom	One (1) space per five-hundred (500) square feet of gross floor area.	New
Photography Studio	One (1) space per seven-hundred (700) square feet.	New
Assembly:		
Churches	One (1) space for each four (4) individual seats or 18-inches of linear bench/pew in the auditorium.	Modified
Assembly (other than uses listed under "Recreational")	One (1) space per one-hundred (100) square feet or two (2) spaces per building's occupancy load set by building official; whichever is greater.	Modified
Adult Education Institution (School, training, etc.)	One (1) space for each twenty-five (25) square feet of classroom area.	New
Auto:		
Auto Maintenance & Repair (Mechanical, Body, Testing, etc.) Applies to gas stations w/ repair services.	Five (5) spaces per workbay, with a minimum of ten (10) spaces. No bay or vehicle work space may be counted towards meeting this requirement.	Same
Auto Rental	One (1) space per four hundred (400) square feet of gross floor area.	New
Auto Sales (no repair or maintenance service)	Subject to discretionary use permit conditions.	New
Gas Station (fuel only)	One and one-half (1.5) spaces per fuel pump. Spaces at each fuel pump shall be counted towards meeting this requirement.	New
Gas Station (w/ Mini-Mart)	Gas Station (fuel only) requirement plus 1 space per 500 square feet of mini-mart floor area.	New

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Construction / Contractors:		
Service Commercial / Contractor	One (1) space per 700 square feet of gross floor area, or as otherwise required by a discretionary use permit.	Modified
Contractor Yard (see also "Open Storage Yards")	Subject to discretionary entitlement/conditional use permit conditions.	New

Financial:		
Banks	One (1) space per five-hundred (500) square feet gross floor area.	Modified
ATM Kiosk (Outside only)	Two (2) spaces per ATM machine unless drive-thru, then none.	New

Food & Drink:		
Restaurants	One (1) space per 125 square feet of dining area.	Modified
Fast Food	One (1) space per 125 square feet of dining area.	New
Take-Out Only	One (1) space per 250 square feet of order/pick-up area.	New
Bakeries with on-site sales & dining	One (1) space per 125 square feet of dining area.	New
Commercial Bakeries / Kitchens (no on-site public service)	One (1) space per seven-hundred (700) square feet of gross floor area.	New
Taverns / Bars / Brew Pubs / Café / Tea-House	One (1) space per fifty (50) square feet of public assembly area.	Modified

***Note: Provide flexibility to include zero (0) on-site parking.** [6]

Manufacturing / Industrial:		
Manufacturing / Testing Laboratories	One (1) space per 700 square feet of gross floor area.	Modified
In-door Agricultural	Subject to discretionary use permit conditions.	New

Office:		
Professional Office	One (1) space per 300 square feet of gross floor area.	Same
Medical / Doctor / Physical Therapy / Dental Office	Two (2) spaces per examination / treatment room.	Modified
Broadcast studio (i.e. radio, television, etc.)	One (1) space per 300 square feet of gross floor area.	New

Overnight Accommodation:		
Hotels / Motels	One (1) space per guest room.	Same
Rooming Houses & Lodging Houses	One (1) space per bedroom.	Same

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Personal Services:		
Hair & Beauty Salon / Barber Shop	Two (2) spaces per work station.	New
Health Spa (i.e. sauna, massage, skin care, etc.)	One (1) space per 250 square feet of gross floor area.	New

Recreational:		
Movie Theater / Cinema	One (1) space per four (4) theater seats.	New
Performance Theater	One (1) space per four (4) seats, or 1 space per two-hundred fifty (250) square feet when no seats are provided.	New
Nightclub / DanceHall	One (1) space per one-hundred (100) square feet or two (2) spaces per building's occupancy load set by Building Official, whichever is greater.	Modified
Gym / Recreational Exercise / Skateboard Facility	One (1) space per two-hundred (200) square feet of floor area (excludes restrooms and locker rooms).	New
Court Recreation (i.e., basketball, handball, vollyball, tennis, etc.)	Two (2) spaces per court	New
Outdoor Field Recreation (i.e., baseball, football, soccer, etc.)	Twenty (20) spaces per play field	New
Billiards / Pool Hall	One (1) space per three-hundred (300) square feet of gaming area.	New
Bowling Alley	One and one-half (1.5) spaces per bowling lane.	New
Gaming Establishment / Arcade	One (1) space per one-hundred (100) square feet of gaming area.	New

Residential:		
Single-Family Dwelling (1-2 bedrooms)	One (1) space	Modified
Single-Family Dwelling (3+ bedrooms)	Two (2) spaces (of which 1 is to be enclosed [4])	Modified
Duplex	One (1) space per dwelling unit with 1-2 bedrooms. Two (2) spaces per dwelling unit with 3+ bedrooms (of which 1 space per unit shall be covered or enclosed [4])	Modified
Multi-Family (3+ Units)	One and one-half (1.5) spaces per dwelling unit (of which 1 space per unit shall be covered or enclosed [4])	Modified
Deed Restricted Affordable or Senior Housing	Half (0.5) parking space per dwelling unit	New
Nursing home, orphanage, etc.	Two (2) spaces for each five (5) beds	New
Assisted Living	One (1) space per bedroom	New
Mobile Homes	One (1) space per bedroom	Modified

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	Accessory Dwelling Units (ADUs)	See Chapter 18.63.	New
	Supportive & Transitional Housing	See 'Multi-Family'.	New

Retail / Services:			
	General Retail & Commercial Services (not in C4 or CZ-C4 Zoning District)	One (1) space per five-hundred (500) square feet of gross floor area.	Modified
	Regional Commercial (C4) Zoning Distirct / Shopping Centers	One (1) space per two-hundred fifty (250) square feet of gross floor area.	Same
	Supermarket, Grocery, Mini-Mart (not in C4 or CZ-C4 Zoning Districts)	One (1) space per five-hundred (500) square feet of gross floor area.	New
	Wholesale	One (1) space per one-thousand (1,000) square feet of gross floor area.	Same
	Laundromats (self-serve)	One (1) space per two (2) washing machines.	Modified

Storage:			
	Warehouse / Inside Storage (primary land use)	One (1) space per 1,000 square feet of gross floor area.	Same
	Self-Storage / Mini-Storage	One (1) space per 50 storage units.	Same
	Open Storage Yard	Subject to discretionary entitlement/conditional use permit conditions.	New

Visitor Serving Commercial (Coastal Overlay Zones):			
	Dancehalls and Assembly Halls	One (1) space per one hundred (100) square feet of floor area used for assembly or dancing	Same
	Hotels, Motels	One (1) space per room	Same
	Campground and recreational vehicle parks	One (1) space per sleeping area	Same
	Restaurants, taverns, nightclubs	One (1) space for each fifty (50) square feet where capacity is not determined by fixed number of seats; otherwise, one (1) space for each two and one half (2.5) seats.	Same
	Retail shops, stores, other visitor serving commercial uses	One (1) space per three hundred (300) square feet of floor area	Same
	Public Parking (required for any and all visitor serving commercial uses)	In addition to on-site parking requirements for each use in the Visitor Serving Commercial Coastal Zone District, an additional ten percent (10%) of the project's total required parking shall be required for public parking, either on-site or at another location that would serve to benefit public access, with the location subject to City Council approval.	Same

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FOOTNOTES:	
1	The decision-making body may require less than the zoning code requirement based on factors including, but not limited to, the size of the project/use, the range of services offered, the location, and overall benefit to the City and Community. (Redondo Beach, CA)
2	The City Council may override the parking requirements of this Chapter provided that they make a finding that the cultural, economic, and/or social benefit to the community and City exceeds the potential impact of off-site street parking.
3	Where a use is unique and not adequately addressed in the parking requirements above, the City Council may require a parking standard as a condition of land use entitlement permit approval based on the information provided in the application.
4	Enclosed parking means 4 walls with at least one motorvehicle-sized door (i.e., Garage) Covered parking means minimum of a roof w/ support, no walls (i.e., Carport)
5	Vehicle drive-thru stacking shall be subject to discretionary site plan approval.
6	Provide flexibility to include zero (0) on-site parking.

18.64.060 Development and Maintenance of Parking Areas.

~~Every parcel of~~ La~~n~~d ~~hereafter~~ used as a public or private parking area, including ~~an~~ automobile, equipment, trailer, or other open-air sales lot, shall be developed and maintained in accordance with the following requirements.

A. Driveway, Access, & Drive Aisle Widths: A paved, unobstructed drive aisle and driveway shall not be less than twenty-four (24) feet in width for two-way traffic, nor less than fifteen (15) feet in width for one way traffic.

B. Surface~~ing~~: ~~An o~~Off-street parking spaces, driveways, drive aisles, and vehicle maneuvering area~~s~~ shall be ~~surfaced~~ designed and constructed with asphalt~~ic~~, cement, or ~~some~~ other appropriate pavement material and ~~so as to provide a durable and dustless surface, shall be so~~ graded and drained as to dispose of all surface water accumulated within the area~~, and shall be so arranged and parked as to provide for orderly and safe loading or unloading, parking, and storage of vehicles.~~ as approved by the City as part of site plan approval. These surfaces may include pervious pavements and sand-set pavers. These areas shall be maintained to provide a durable surface devoid of dust, mud, depressions, holes, and/or standing water accumulation.

C. Striping & Marking: Parking and vehicle circulation areas shall be clearly striped and delineated with distinguishable material(s) consistent with the City's adopted Engineering Standards, or other suitable alternative means of marking and delineating parking spaces as approved by the City.

D. Vehicle Flow: Parking areas that require on-site vehicular circulation to access on-site parking shall provide one way or two-way unobstructed vehicle ingress/egress, maneuvering, and flow to the standards specified in this Section. Dead End maneuvering aisles shall provide sufficient room at the end for a motor vehicle to perform a 3-point turn at minimum, subject to final site plan approval by the City.

E. Tandem Parking: Subject to discretionary site plan approval by the City Council, parking may be arranged as tandem spaces provided that pairs of spaces in tandem are assigned to the same residential unit or employees of the same non-residential establishment, or that a full time parking attendant supervises the parking arrangements at all times when the uses served by that parking are in active operation. The provisions of this Chapter related to required parking stall dimensions and drive aisle and driveway widths shall apply to tandem spaces, except that each pair of tandem stalls shall be doubled a normal stall length.

F. EV Charging Stations: Electric vehicle (EV) charging stations and/or EV capable parking spaces shall be provided for all new construction of commercial and multi-family projects as may be required by, and to the specifications of, the California Green Building Code. All such EV parking shall be included and counted in the calculation of overall parking required by this Chapter.

~~A~~G. Screening & Landscaping: Off-street parking areas of commercial, manufacturing, or industrial properties that ~~for more than five (5) vehicles shall be effectively screened on each side which~~ adjoins or faces a residential zoned (R) district ~~any R district or institutional premises~~ shall provide effective screening with a visual barrier ~~such as an evergreen hedge, solid fence, masonry screen wall, or preferably a dune berm, where appropriate~~ subject to City site plan approval. Such visual barrier shall not be less than four (4) feet nor more than six (6) feet in height and shall be maintained in good condition and may not be used for any advertising or signs thereon.

~~C~~H. Lighting: Any lighting to illuminate off-street parking shall be designed and arranged to reflect the light down onto the premises and away from the adjoining premises. Fixtures shall not emit direct light above a downward 45-degree horizontal plane from or through the fixture.

~~D~~I. Parking Space Use: Off-street parking areas shall not be used for the repair, servicing, or long-term storage of vehicles, materials, machinery, or trailers; the sale of any goods or services; or, as a work area without prior City authorization. No structure or long-term placement of storage containers are ~~is~~ permitted in any off-street parking area.

~~E. Wheel Stops. Bumpers, posts, wheel stops or any other acceptable device shall be provided for all parking spaces. All such devices shall be firmly attached to the ground.~~

~~F. Striping. All off-street parking spaces shall be striped to show the required dimensions of the parking spaces. Each line or stripe shall be a minimum of four (4) inches wide.~~

18.64.070~~080~~ On-Site Parking Area Circulation Standards.

A. Vehicle Circulation. A paved~~,~~ unobstructed vehicle access drive aisle, not less than twenty-four (24) feet in width for two (2) way traffic nor less than fifteen (15) feet in width for one (1) way traffic, must be provided in any parking area where all on-site parking is not directly accessed from a public right-of-way ~~to within one hundred (100) feet of each dwelling unit or apartment~~. Provision for turnaround must be designed into any dead-end or stub-end driveway ~~which~~ that exceeds one hundred fifty (150) feet from face of curb. Acceptable means of turnaround will be a cul-de-sac, key, or T configuration of a minimum standard approved by the City Council. In instances where existing lots of record have been partially developed and a twenty-four (24) foot access drive is not obtainable in the area of the existing development, an access drive of not less than twenty (20) feet may be approved by the City Council if, in its opinion, the circulation and access requirements can be met.

B. Pedestrian Circulation. Off-Street parking areas containing fifty (50) or more spaces shall have walkways, separated from motor vehicle maneuvering aisles and driveways, connecting the principal building or buildings served by that parking area to the farthest point of the lot from the main pedestrian entrance of such building or buildings. Such walkways shall be a minimum of four (4) feet of unobstructed width and be hard surfaced subject to City approval of a site plan. Walkways abutting vehicle parking and travel areas shall be separated by a raised curb at least six (6) inches high, bollards, other forms of physical barriers, or combination thereof, subject to City approval of a site plan.

18.64.080 Off-Street Loading Areas. The requirements for off-street loading spaces in any zoning district shall be as specified in this Section.

A. Number of Spaces: The number of on-site loading spaces shall be provided in all new development as follows:

1. Commercial and/or industrial buildings.
   a. Buildings less than 15,000 square feet of total floor area, there is no requirement for a designated loading space.
   b. Buildings between 15,000 square feet to 50,000 square feet shall provide a minimum of one designated loading space.
   c. Buildings exceeding 50,000 square feet shall provide a minimum of two designated loading spaces.

B. Development Standards: Loading spaces shall measure a minimum of twelve (12) feet in width and fifty (50) feet in length with a minimum vertical clearance of sixteen (16) feet in height. Loading spaces shall be clearly marked as exclusively for loading and/or unloading. Loading spaces shall be located to ensure loading and unloading activities occur on-site and not within public rights-of-way or other on-site traffic circulation areas. The final design, screening, lighting, and placement of loading spaces and/or loading docks shall be subject to discretionary site plan approval by the City.

18.64.090~~070~~ Exception / Appeal.

Except in ~~the~~ any Coastal Zone Overlay, the City Council may authorize by action of City Resolution, on appeal, a modification, reduction, or waiver of the ~~foregoing~~ parking requirements of this Chapter only if the City Council ~~it~~ should find in that particular case appealed, the nature of the use, ~~or~~ the exceptional shape or size of the property, or other exceptional situation or condition justifies a modification, reduction, or waiver of the parking requirements ~~such action~~.

Permit Parking

Suggested amendments to the standards contained in Municipal Code Section 10.08.050 regarding Permit parking in order to incorporate a Residential Parking Permit program and clean up language in existing sections are shown in strikethrough for deletions and underline for additions, as follows:

10.08.050 Commercial Permit Parking.

A. Purpose. It is the purpose of this Section to establish, for owners of businesses within the City, a commercial permit parking system throughout the City.

B. Parking Sticker. A commercial parking permit sticker shall be issued by ~~the~~ a City employee to an eligible business owner ~~by a City employee~~ who shall then attach and maintain the sticker on the left rear bumper of the vehicle for that time period the parking permit is valid so that it can be readily seen by a traffic control officer.

C. Eligibility for Commercial Parking Sticker. To be eligible to receive a commercial parking sticker, the applicant must prove that he or she is the owner of a business located in the City, that he or she is the owner of the motor vehicle to which the parking permit sticker is to be attached, demonstrate inability or inaccessibility for off-street parking, and that the vehicle is regularly used for the transportation of goods, services, or materials used in, or performance of, the applicant's business. Commercial parking permits are not for, nor issued to, hauling trailers, hitched or unhitched to a vehicle. The number of parking stickers issued for each business shall be limited to a reasonable number based on a business site review by City Hall staff ~~the Community Development Director~~ and determination by the Planning Department, the operational needs of the business, and any on-site parking requirements that have been placed on the business through other City approvals. The decision regarding the number of parking stickers to be issued per business may be appealed to the City Council.

1. Proof of Business Ownership. Business ownership may be proved by showing a current and valid business license issued by the City to the applicant indicating the applicant's business is operated from a fixed place within the City.
2. Proof of Use of Commercial Vehicle. The applicant may prove that the vehicle to which the commercial parking sticker is to be attached is regularly used for the transportation of goods or materials used in the applicant's business by making a declaration under penalty of perjury signed by the applicant.

D. Procedures and Fees. Commercial parking stickers shall be issued pursuant to the procedures established by the City Manager or this Section. Copies of the procedures may be obtained from the City's ~~Police~~ Planning Department. ~~The~~ Commercial parking stickers shall be valid for one (1) year. The City Council shall establish a fee for issuance of the stickers ~~which shall be~~ in an amount sufficient to cover the City's cost of administering the commercial parking sticker program. The fee shall be prorated, based on month issued, if issued for less than one (1) full year. The fee may be changed by resolution of the City Council from time-to-time.

10.08.060 Residential Parking Permit Program.

A. Purpose. It is the purpose of this Section to establish limited priority overnight motor vehicle street parking for City residents in areas signed and posted as such within the City between the hours of 11:00 p.m. to 6:00 a.m. daily to provide limited availability of on-street overnight parking opportunities for City residents.

B. Parking Sticker. A residential parking permit sticker shall be issued by a City employee to an eligible resident who shall then attach and maintain the sticker on the left rear bumper of the vehicle for that time period the parking permit is valid so that it can be readily seen by a traffic control officer.

C. Eligibility for Residential Parking Sticker. To be eligible to receive a residential parking sticker, the applicant must provide evidence of current residency within the City, that he or she is the owner of the vehicle to which the parking permit sticker is to be attached, and that the vehicle is not associated with a commercial business either in or out of the City. Residential parking permits are only for daily use road surface oriented motor vehicles, and are not for the parking or storage of boats, recreational vehicles (Rvs), motorcycles, campers, or the like. The number of parking stickers issued to an applicant shall be limited to one parking permit per legal City residence. The decision regarding eligibility for a residential parking sticker may be appealed to the City Council.

1. Proof of Residency. As proof of residency, an applicant shall provide one or more of the following:
   a) Current lease Agreement with applicant's name and residence address,
   b) Current driver's license with applicant's name and residence address,
   c) Current utility bill with applicant's name and residence address.
2. Proof of Vehicle Ownership by Applicant/Resident. The applicant may prove that the vehicle to which the residential parking permit is to be attached is owned by providing active and current California issued vehicle registration identifying the vehicle is owned by the applicant.

D. Procedures and Fees. Residential parking stickers shall be issued pursuant to procedures established by the City Manager and this Section. Copies of the procedures may be obtained from the City's Planning Department. Residential parking stickers shall be valid for one (1) year from time of issuance. Permit renewals shall be the applicant's responsibility to pursue. The City Council may establish a fee for issuance of the stickers in an amount sufficient to cover the City's cost of administering the residential parking sticker program. Any such fee shall be prorated, based on month issued, if issued for less than one (1) full year. The fee may be changed by resolution of the City Council from time-to-time.

Amend Section 10.08.030 by adding subsection 20 to Section 10.08.030(A) to state as follows:

> "20. Residential Parking Areas. On-street parking areas signed and posted as "overnight residential parking with permit only", where no vehicle without a valid City issued residential parking permit shall park in those designated spaces between the hours of 11:00 p.m. to 6:00 a.m. daily."

In-Lieu Fees

Suggested amendments to the standards contained in Municipal Code Chapter 10.12.010 regarding the In-Lieu parking program are shown in strikethrough for deletions and underline for additions, as follows:

10.12.010 Purpose.

The purpose of this Cehapter is to provide an equitable fee system for owners or their tenants who ~~wish to utilize the property in such a way that they~~ are not able to provide all of the off-street parking for such use as would be required by Title 18 of the Sand City Municipal Code for existing developed properties. At no time shall this Chapter be applied to new development. The funds collected under the authority of this Cehapter are a users fee to be used as specified under Section 10.12.030 for ~~the construction, operation, and maintenance of~~ municipally owned public parking ~~facilities~~ and parking infrastructure within the City.

10.12.020 Parking Adjustment

Each property owner or his/her tenant within the City shall pay either a 1-time fee or an annual fee for each parking space for which a parking adjustment is granted as specified in Section 10.12.040 of this Chapter.

The annual or 1-time In-Lieu fee shall be separate from the application fee noted in Section 10.12.060(A). All parking adjustment In-Lieu fees collected by the City are non-refundable. Parking a~~A~~djustments shall be granted, in a whole or in part, or denied in accordance with this **C~~c~~**hapter. This C~~c~~hapter shall not be construed to give a property owner, business, and/or any individual a vested right to pay a fee in place of providing the required parking. Said determinatio~~n~~g of parking adjustments shall be within the sound discretion of the City Council, subject to the provisions of this C~~c~~hapter. Participation in the City's Parking Permit program under Chapter 10.08 of this Code shall not substitute for the payment of fees prescribed under this Chapter.

10.12.030 Use of Funds

All In-Lieu fees collected pursuant to this C~~c~~hapter shall be specifically deposited ~~funded~~ in an appropriately titled fund and used solely for the purpose of providing public parking in the City. Such purpose includes, but is not limited to, paying for studies of methods ~~of~~ to providi~~n~~ge additional parking in the City, developing conceptual and/or construction drawings for parking facilities, ~~for~~ the purchase of land to provide ~~for~~ public parking, the construction of public parking facilities (including, but not limited to, paying bonded indebtedness on any future public parking facility within the City), the improvement of public parking facilities, the replacement of existing public parking improvements, and/or maintenance of public parking facilities.

10.12.040 Calculation of In-Lieu Fees

The adjustment fee shall be calculated as follows:

A. The number of parking spaces required shall be set forth in Title 18 of the Municipal Code, in effec~~tive~~ on the date on which a~~n~~ parking adjustment is granted.

B. The annual In-Lieu fee, as established by City Council resolution, shall be payable ~~five hundred dollars ($500)~~ per year for each space for which a~~n~~ parking adjustment is granted. Thi~~s~~e In-Lieu fee may be adjusted from time to time by resolution of the City Council, applicable to applications submitted thereafter any such change. Changes to the In-Lieu fee shall not be retroactive.

C. Instead of a recurring annual fee, a one (1) time lump sum parking adjustment In-Lieu fee may be initially paid in an amount equal to ten (10) years of annual payments as established by subsection B above; whereby no additional parking adjustment In-Lieu fee(s) would be required thereafter for that use at that property the parking adjustment was granted and lump-sum fee paid in full. If such use ceases and vacates the property before ten years elapse where the parking adjustment was granted and lump sum In-Lieu fee was paid in full, no prorated refund is entitled or shall be granted, nor shall the parking adjustment be transferable to another tenant, occupant, and/or entity of that property or to any other property.

10.12.050 Payment of In-Lieu Fees

The first initial annual fee~~s~~ determined under Section 10.12.040(B) or the entire lump sum feet discussed in Section 10.12.040(C) hereof shall be paid ~~initially,~~ prior to the time the ~~operator of the~~ land use is granted a parking in-lieu adjustment, and ~~subject business~~ obtains a business license for such land use ~~business~~. Thereafter, the annual fee referred to in Section 10.12.040(B) hereof shall be due and paid on or prior to June 30th of each calendar year unless the lump sum fee, referred to in Section 10.12.040(C), is paid in full. In the event a~~n~~ parking adjustment is granted under this C~~c~~hapter, ~~it~~ such adjustment shall not be effective until the initial annual or total lump sum In-Lieu fee described herein is paid. Such adjustment shall become null and void and of no further effect in the event the ~~annual~~ aforementioned fee(s) is (are)not paid as required herein, and the operator's business license will then be revoked and of no further force and effect.

10.12.060 Parking Adjustment Process

A~~10.12.060.1~~. Application. Application for the parking adjustment described in this C~~c~~hapter shall be ~~made~~ submitted by the property owner, tenant, or an agent of the owner or tenant, to the Planning Department on a form provided by the City or as part of a conditional use permit or other land use entitlement application. Applications deemed incomplete may be rejected. An application fee, as

established by City resolution as part of the Planning Department fee schedule for processing the request for parking adjustment, shall be required~~, which~~ and shall not be refundable once processing of the application commences. The application fee shall not be considered payment of a parking adjustment in-lieu fee. Maps, drawings, and other data may be required by the Planning Department to demonstrate that the criteria for parking adjustment as set forth in this C~~c~~hapter apply to the subject property. The Planning Department ~~Director~~ may, in ~~his/her~~ its sole discretion, require any other data necessary for the City Council to make a full, fair, and equitable decision with regard to the issuance of a parking adjustment under this **C~~c~~**hapter.

B~~10.12.060.2~~. Public Hearing. Upon receipt of an application for a parking adjustment ~~permit~~ or included as part of a conditional use permit or other land use entitlement application, the matter shall be set forth for ~~a~~ public hearing before the City Council. A notice of the public hearing to consider the application shall be mailed to all owners of property, shown on the most recent Monterey County tax assessment roll, within a minimum of three hundred (300) feet of all ~~property~~ boundaries of the property to which the parking adjustment would be applicable. The notice shall be distributed and published not less than ten (10) days prior to hearing date.

Failure of the owners of such properties to receive a notice of hearing, when published and mailed in accordance with the above procedures, shall in no way affect the validity of the action taken by the City Council.

C~~10.12.060.3~~. Findings of the City Council. Prior to granting any parking adjustment ~~the issuance of any permit~~ under this C~~c~~hapter, the City Council must make the following findings:

1~~A~~. That the property or properties, for which a parking adjustment ~~permit~~ is requested under this C~~c~~hapter, cannot otherwise be economically utilized by land uses supported by the City's General Plan.

2~~B~~. That there are no reasonable alternative means by which parking, in full compliance with the standards of Title 18 of the City's Municipal Code, may be created, either on the parcel or parcels to be ~~developed and/or~~ used, or by obtaining off-site parking on property improved for that purpose, by means of purchase, lease, shared parking agreement, or other legally binding arrangement.

3~~C~~. That the issuance of such permit will not be of substantial detriment to neighboring propert~~y~~ies and the use and enjoyment thereof will not materially affect or impair the purposes of the Municipal Code, the public interest, or the public health, safety and welfare.

4~~D~~. Or, in lieu of subsections A, B, and C above, that the proposed joint uses of the property or properties do not, because of joint use, require the full application of the parking standards of Title 18 of the Sand City Municipal Code.

D~~10.12.060.4~~. Issuance ~~of Permit~~ Procedure. Upon the decision of the City Council to grant a parking adjustment ~~issue a permit~~ under this C~~c~~hapter, the Planning Department shall provide ~~mail to~~ the applicant ~~a permit form~~ documentation, in the form of a permit, City correspondence, and/or issued land use entitlement permit verifying the parking adjustment and requirements thereof containing the name of the applicant, the name of the business proposed to be conducted on the subject property, the name of the property owner, the address and legal description of the subject property for which the ~~permit~~ parking adjustment was granted ~~issued~~, the number of spaces for which an adjustment was granted ~~issued~~, and any terms or conditions upon which the approval ~~permit~~ was granted ~~issued~~. Said documentation provided by the City ~~permit form~~ shall contain a place for signature of both the applicant and the property owner and a statement that both understand and agree to the City Council's approval of a parking adjustment ~~issuance of the~~

~~permit~~ and to any terms or conditions imposed in conjunction therewith. No ~~permit~~ approval for a parking adjustment shall be valid or effective until the City issued document(s) has (have) ~~it has~~ been signed by both the property owner and the applicant, returned to the City, and the fee for said parking adjustment has been paid in accordance with Sections 10.12.040 and 10.12.050 above.

Additional Suggested Amendments

Municipal Code Chapter 10.08

Amend the City's Municipal Code with the following requirements and provisions:

- In areas with restaurant, retail, and services add 1–2-hour time limit zones during normal business hours.
- Curb cuts for driveways shall be limited to a distance of 20 feet per 100 feet of frontage.
- Parking in front of buildings that are less than 18 feet from the public right of way is allowed, provided the property owner participates in a reciprocal parking easement with the City. No reciprocal parking easement shall be executed unless the property owner demonstrates that protected pedestrian walks or sidewalks are in place between the parking spaces and buildings (West End Design Guidelines) and vehicle projections into the public way maintain a minimum 12-foot travel lane between the vehicle space and street.

8.0 Recommended Action Plan

8.1 Summary of Issues

Parking is consistently raised as an issue among business owners and residents, and the City should be forward-looking to assure that the future development it envisions is provided with adequate and efficient parking in appropriate locations. Because space for parking is short on many parcels, the zoning requirements for off-street parking tend to inhibit the location and development of new businesses, especially for those types of business that would draw a regular stream of customers. Parking in the present configuration, which sometimes includes across sidewalks in front of buildings, has adverse effects on pedestrian circulation and on the visual qualities of the streetscape. Walking, bicycling, and transit are all important in increasing street life within the West End without also significantly adding to traffic congestion and increasing parking demand.

There are several concerns related to parking. Most of the older buildings were constructed when no on-site parking was required; therefore, most parking for these businesses is within or partially within the City street rights-of-way. Additionally, many of the buildings have multiple large roll-up doors with nearly continuous driveway aprons for access, which severely limits curb space that would otherwise be available for parking. This parking situation often results in double-parking, parking across sidewalks, and poorly defined parking patterns. Locations where streets dead end are often used haphazardly for parking. A separate issue the City has faced is the parking of both employee and fleet vehicles for contractor businesses. In situations where fleet vehicles are parked on-site during the overnight hours, but employee vehicles are often parked on the City streets during the day while the fleet vehicles are deployed. Often, fleet vehicles return to the shop for materials, tools, or work orders, and further taxes parking availability.

8.2 Relationship to General Plan

General Plan policies and actions to implement them that address parking issues include requiring on-site parking for newly developed lots, changes to the zoning code's parking requirements, identifying opportunities for new off-street parking lots and structures, utilization of parking fees and other available sources to finance construction of parking improvements. This plan has provided a number of ways to address parking inefficiencies and suggests that the City's Capital Improvement Plan and annual operating budget be modified to include these methods.

8.3 Action Plan

Implementation of the following action plan would assure that future land uses and development envisioned in the General Plan and Vibrancy Plan is provided with efficient and adequate parking in appropriate locations. The parking improvements identified in the action plan are intended to be tied to the City's Capital Improvement Plan and City Council Annual Budget. Recommended Actions and relative costs are presented in Table 8-1, Summary of Recommended Actions. References to the applicable General Plan Implementation Actions are included in the table.

Table 8-1 Summary of Recommended Actions

Action	Implementation Steps	Relative Cost
Prioritize Program/Capital Improvements	City planning staff prioritizes improvements/programs; City Administrator reviews funding sources to create a "Road Map" for implementing capital improvements.	Administrative Operating Costs Included in Existing Operating Budgets
Create City Council Subcommittee to set up and Implement Action Plan	City Council Subcommittee ▪ 2 Councilmembers ▪ City Administrator ▪ City Planner Subcommittee reviews parking improvements and reports annual recommendations to City Council and budget meetings. Related General Plan Implementation Programs: 2.4.a, 2.4.b, 3.1.b, 3.6.e, 3.6.f, 3.6.g.	Administrative Operating Costs Include in Annual Budges
Council Accepts Activities/Capital Improvements	City Council subcommittee reviews and recommends City Council action; City Council accepts, or reprioritizes parking improvements beyond recommendations; City Council ties specific improvements to the City's capital improvement plan and annual budget. Related General Plan Implementation Programs: 3.6.c, 3.6.d, 3.6.e, 3.6.g, 6.10.11.	Administrative Operating Costs Include in Operating Budgets Add Improvement Costs to Capital Improvement Plan
Update Zoning and Municipal Codes (Ordinance Updates)	Planning staff implements per General Plan Implementation Program Environmental documentation (CEQA) City Council approves. Related General Plan Implementation Programs: 3.6.a, 3.6.b, 3.6.d.	Minimal Administrative Including in Existing Operating Budgets
Implement/Enforce Existing Parking Programs	City Staff and police personnel implement per General Plan Implementation Programs 3.6.f, 3.6.g, and 3.6.i.	Included or Include Administering and Enforcement in Existing Operating Budgets for Planning and Police
Implement and Enforce New Parking Programs (Updated In-Lieu Fee Ordinance, Timed on-	City staff analyzes and prioritizes new programs; City Administrator reviews funding sources; City Council Subcommittee review and recommendation;	Minimal. Add Staff Administering and Enforcement to Annual Budgets and Operating

Action	Implementation Steps	Relative Cost
street parking/residential permit parking/parking districts, etc.)	City Council considers approval; City staff implement. Related General Plan Implementation Programs: 3.6.b, 3.6.c, 3.6.d, 3.6.f, 3.6.g, and 3.6.i.	Budgets for Planning and Police
Action items listed in order		
1) Restripe/ Reconfigure Existing Streets - Holly Street	City planning and public works staff recommend; City Council Subcommittee reviews; City Council considers approval; City planning and public works staff implement; Related General Plan Implementation Programs: 2.4.a ,2.4.b, 3.1.b, 3.6.e.	$50,400
2-4) Reconfigure Public Street-ends- Elder Avenue, Shasta Avenue, and Orange Avenue 5) Add Public Parking to City Corporation Yard 6) TAMC Surface Parking. Shared Parking Agreement on Railroad Corridor 7) Construct Former Ream Property Air Space Easement Parking Deck	City Council Subcommittee makes recommendation; City Council Approves; City planning and public works staff implement and/or oversee implementation. Related General Plan Implementation Programs: 2.4.a ,2.4.b, 3.1.b, 3.6.e. City Council, City Administrator, planning staff to coordinate with TAMC staff to create an agreement to utilize the TAMC Railroad Corridor right-of-way for general public parking. In order to create an agreement with TAMC for parking, a conceptual plan design, including a bike route, should be prepared in collaboration with TAMC.	Elder Avenue- $31,200 Shasta Avenue- $37,200 Orange Avenue- $63,600 Corporation Yard- $98,400 TAMC Surface Parking- $1,815,600 City Air Space Deck- $1,435,200
8) Construct Independent Air Space Easement Parking Deck 9) Construct (or contribute to) Independent/TAMC Railroad Corridor Parking Deck	City Council Subcommittee makes recommendation; City Council Approves; City planning and public works staff implement and/or oversee implementation; Related General Plan Implementation Programs: 2.4.a ,2.4.b, 3.1.b, 3.6.e. City Council, City Administrator, planning staff to approach TAMC.	Independent- $3,692,400 Independent /TAMC- $7,192,800
10) Construct Phase I Surface Parking Lot at City-owned Carroll Property 11) Construct Phase II Parking Deck on City-owned Carroll Property	City Council Subcommittee makes recommendation; City Council Approves; City planning and public works staff implement and/or oversee implementation. Related General Plan Implementation Programs: 2.4.a ,2.4.b, 3.1.b, 3.6.e.	Carroll Surface- $140,400 Carroll Deck- $1,333,200

SOURCE: EMC Planning Group 2023, Harris & Associates – Conceptual Cost Estimates, 3//22/2023

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Analysis – Floor Area Reduction for Parking Exceptions

A

APPENDIX

RETAIL

RETAIL SERVICE, BANKS, ART GALLERY-SHOWROOM, MINI-MART

1/500 RATIO

BULDING FLOOR AREA (1-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	1,375	875	375	-125	3	2	1	0
50	x	55	=	2,750	2,250	1,750	1,250	6	5	4	3
75	x	55	=	4,125	3,625	3,125	2,625	8	7	6	5
100	x	55	=	5,500	5,000	4,500	4,000	11	10	9	8
125	x	55	=	6,875	6,375	5,875	5,375	14	13	12	11
150	x	55	=	8,250	7,750	7,250	6,750	17	16	15	14
175	x	55	=	9,625	9,125	8,625	8,125	19	18	17	16
200	x	55	=	11,000	10,500	10,000	9,500	22	21	20	19

BULDING FLOOR AREA (2-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	2,750	2,250	1,750	1,250	6	5	4	3
50	x	55	=	5,500	5,000	4,500	4,000	11	10	9	8
75	x	55	=	8,250	7,750	7,250	6,750	17	16	15	14
100	x	55	=	11,000	10,500	10,000	9,500	22	21	20	19
125	x	55	=	13,750	13,250	12,750	12,250	28	27	26	25
150	x	55	=	16,500	16,000	15,500	15,000	33	32	31	30
175	x	55	=	19,250	18,750	18,250	17,750	39	38	37	36
200	x	55	=	22,000	21,500	21,000	20,500	44	43	42	41

MANUFACTURING

MANUFACTURING, ART WORKSHOP, PHOTO STUDIO, SERVICE COMMERCIAL, TESTING LABS, COMMERCIAL BAKERY
1/700 RATIO

BULDING FLOOR AREA (1-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	1,375	875	375	-125	2	1	1	0
50	x	55	=	2,750	2,250	1,750	1,250	4	3	3	2
75	x	55	=	4,125	3,625	3,125	2,625	6	5	4	4
100	x	55	=	5,500	5,000	4,500	4,000	8	7	6	6
125	x	55	=	6,875	6,375	5,875	5,375	10	9	8	8
150	x	55	=	8,250	7,750	7,250	6,750	12	11	10	10
175	x	55	=	9,625	9,125	8,625	8,125	14	13	12	12
200	x	55	=	11,000	10,500	10,000	9,500	16	15	14	14

BULDING FLOOR AREA (2-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	2,750	2,250	1,750	1,250	4	3	3	2
50	x	55	=	5,500	5,000	4,500	4,000	8	7	6	6
75	x	55	=	8,250	7,750	7,250	6,750	12	11	10	10
100	x	55	=	11,000	10,500	10,000	9,500	16	15	14	14
125	x	55	=	13,750	13,250	12,750	12,250	20	19	18	18
150	x	55	=	16,500	16,000	15,500	15,000	24	23	22	21
175	x	55	=	19,250	18,750	18,250	17,750	28	27	26	25
200	x	55	=	22,000	21,500	21,000	20,500	31	31	30	29

OFFICE

PROFESSIONAL OFFICE, BROADCAST STUDIO, BILLIARDS
1/300 RATIO

BULDING FLOOR AREA (1-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	1,375	875	375	-125	5	3	1	0
50	x	55	=	2,750	2,250	1,750	1,250	9	8	6	4
75	x	55	=	4,125	3,625	3,125	2,625	14	12	10	9
100	x	55	=	5,500	5,000	4,500	4,000	18	17	15	13
125	x	55	=	6,875	6,375	5,875	5,375	23	21	20	18
150	x	55	=	8,250	7,750	7,250	6,750	28	26	24	23
175	x	55	=	9,625	9,125	8,625	8,125	32	30	29	27
200	x	55	=	11,000	10,500	10,000	9,500	37	35	33	32

BULDING FLOOR AREA (2-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	2,750	2,250	1,750	1,250	9	8	6	4
50	x	55	=	5,500	5,000	4,500	4,000	18	17	15	13
75	x	55	=	8,250	7,750	7,250	6,750	28	26	24	23
100	x	55	=	11,000	10,500	10,000	9,500	37	35	33	32
125	x	55	=	13,750	13,250	12,750	12,250	46	44	43	41
150	x	55	=	16,500	16,000	15,500	15,000	55	53	52	50
175	x	55	=	19,250	18,750	18,250	17,750	64	63	61	59
200	x	55	=	22,000	21,500	21,000	20,500	73	72	70	68

FOOD

RESTAURANTS (NOT IN CZ), FAST FOOD, BAKERIES W/ SEATING, ASSEMBLY, NIGHTCLUB, DANCEHALL, GAMING ESTABLISHMENTS
1/100 RATIO

BULDING FLOOR AREA (1-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	1,375	875	375	-125	14	9	4	-1
50	x	55	=	2,750	2,250	1,750	1,250	28	23	18	13
75	x	55	=	4,125	3,625	3,125	2,625	41	36	31	26
100	x	55	=	5,500	5,000	4,500	4,000	55	50	45	40
125	x	55	=	6,875	6,375	5,875	5,375	69	64	59	54
150	x	55	=	8,250	7,750	7,250	6,750	83	78	73	68
175	x	55	=	9,625	9,125	8,625	8,125	96	91	86	81
200	x	55	=	11,000	10,500	10,000	9,500	110	105	100	95

BULDING FLOOR AREA (2-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	2,750	2,250	1,750	1,250	28	23	18	13
50	x	55	=	5,500	5,000	4,500	4,000	55	50	45	40
75	x	55	=	8,250	7,750	7,250	6,750	83	78	73	68
100	x	55	=	11,000	10,500	10,000	9,500	110	105	100	95
125	x	55	=	13,750	13,250	12,750	12,250	138	133	128	123
150	x	55	=	16,500	16,000	15,500	15,000	165	160	155	150
175	x	55	=	19,250	18,750	18,250	17,750	193	188	183	178
200	x	55	=	22,000	21,500	21,000	20,500	220	215	210	205

TAKE OUT & SPA

FOOD TAKE OUT ONLY, HEALTH SPA, VETERINARY OFFICE, ANIMAL HOSPITAL
1/250 RATIO

BULDING FLOOR AREA (1-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	1,375	875	375	-125	6	4	2	-1
50	x	55	=	2,750	2,250	1,750	1,250	11	9	7	5
75	x	55	=	4,125	3,625	3,125	2,625	17	15	13	11
100	x	55	=	5,500	5,000	4,500	4,000	22	20	18	16
125	x	55	=	6,875	6,375	5,875	5,375	28	26	24	22
150	x	55	=	8,250	7,750	7,250	6,750	33	31	29	27
175	x	55	=	9,625	9,125	8,625	8,125	39	37	35	33
200	x	55	=	11,000	10,500	10,000	9,500	44	42	40	38

BULDING FLOOR AREA (2-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	2,750	2,250	1,750	1,250	11	9	7	5
50	x	55	=	5,500	5,000	4,500	4,000	22	20	18	16
75	x	55	=	8,250	7,750	7,250	6,750	33	31	29	27
100	x	55	=	11,000	10,500	10,000	9,500	44	42	40	38
125	x	55	=	13,750	13,250	12,750	12,250	55	53	51	49
150	x	55	=	16,500	16,000	15,500	15,000	66	64	62	60
175	x	55	=	19,250	18,750	18,250	17,750	77	75	73	71
200	x	55	=	22,000	21,500	21,000	20,500	88	86	84	82

TAVERNS & BARS

TAVERNS, BARS, BREW PUBS, CAFE, TEA-HOUSE, VSC (RESTAURANTS, TAVERNS, NIGHTCLUBS)

1/50 RATIO

BULDING FLOOR AREA (1-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	1,375	875	375	-125	28	18	8	-3
50	x	55	=	2,750	2,250	1,750	1,250	55	45	35	25
75	x	55	=	4,125	3,625	3,125	2,625	83	73	63	53
100	x	55	=	5,500	5,000	4,500	4,000	110	100	90	80
125	x	55	=	6,875	6,375	5,875	5,375	138	128	118	108
150	x	55	=	8,250	7,750	7,250	6,750	165	155	145	135
175	x	55	=	9,625	9,125	8,625	8,125	193	183	173	163
200	x	55	=	11,000	10,500	10,000	9,500	220	210	200	190

BULDING FLOOR AREA (2-STORY)					DEDUCTION SCENARIOS			PARKING SCENARIOS			
BLDG WIDTH	x	BLDG DEPTH	=	BLDG FOOTPRINT	DEDUCT 500 SF	DEDUCT 1,000 SF	DEDUCT 1,500 SF	NO DEDUCTION	Parking for 500 sf deduction	Parking for 1,000 sf deduction	Parking for 1,500 sf deduction
25	x	55	=	2,750	2,250	1,750	1,250	55	45	35	25
50	x	55	=	5,500	5,000	4,500	4,000	110	100	90	80
75	x	55	=	8,250	7,750	7,250	6,750	165	155	145	135
100	x	55	=	11,000	10,500	10,000	9,500	220	210	200	190
125	x	55	=	13,750	13,250	12,750	12,250	275	265	255	245
150	x	55	=	16,500	16,000	15,500	15,000	330	320	310	300
175	x	55	=	19,250	18,750	18,250	17,750	385	375	365	355
200	x	55	=	22,000	21,500	21,000	20,500	440	430	420	410

Special-Status Species in the Project Vicinity

B

APPENDIX

Appendix B Special-Status Wildlife Species with Potential to Occur in the Project Vicinity

Species	Status (Federal/State)	Suitable Habitat Description	Potential to Occur on Project Site
American badger *(Taxidea taxus)*	--/SSC	Most abundant in drier, open stages of most shrub, forest, and herbaceous habitats. Need sufficient food and open, uncultivated ground with friable soils to dig burrows. Prey on burrowing rodents.	Unlikely. Suitable open undisturbed habitats not found within proposed parking areas.
Ashy storm-petrel *(Oceanodroma homochroa)*	--/SSC	Colonial nester on off-shore islands. Usually nests on driest part of islands. Forages over open ocean. Nest site on islands in crevices beneath loosely piled rocks or driftwood or in caves.	Unlikely. Suitable island habitats not found within proposed parking areas.
Bank swallow *(Riparia riparia)*	--/ST	Highly colonial species that nests in alluvial soils along rivers, streams, lakes, and ocean coasts. Nesting colonies only occur in vertical banks or bluffs of friable soils at least one meter tall, suitable for burrowing with some predator deterrence values. Breeding colony present in Salinas River.	Unlikely. Suitable riparian habitats not found within proposed parking areas.
Black swift *(Cypseloides niger)*	--/SSC	Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea bluffs above surf; forages widely.	Unlikely. Suitable canyon or bluff habitats not found within proposed parking areas.
Burrowing owl *(Athene cunicularia)*	--/SSC	Open, dry, annual or perennial grasslands, desert, or scrubland, with available small mammal burrows.	Low Potential. Species may occur within open areas or burrows in sand dunes.
California black rail *(Laterallus jamaicensis coturniculus)*	--/ST	Inhabits freshwater marshes, wet meadows, and shallow margins of saltwater marshes bordering larger bays. Needs water depth of about 1 inch that does not fluctuate during the year and dense vegetation for nesting.	Unlikely. Suitable canyon or bluff habitats not found within proposed parking areas.
California brown pelican *(Pelecanus occidentalis californicus)*	FE/SE	(Nesting Colony) Colonial nester on coastal islands just outside the surf line, nests on coastal islands of small to moderate size which afford immunity from attach by ground-dwelling predators.	Unlikely. Suitable island habitats not found within proposed parking areas.
California condor *(Gymnogyps californianus)*	FE/SE	Requires vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest.	Unlikely. Suitable open expanses not found within proposed parking areas.
California horned lark *(Eremophila alpestris actia)*	--/SSC	Coastal regions, chiefly from Sonoma County to San Diego County, also within the main part of the San Joaquin Valley and east to the foothills. Prefers short-grass prairie, mountain meadows, open coastal plains, fallow grain fields, alkali flats.	Unlikely. Suitable prairie, plain, or grain field habitats not found within proposed parking areas.
California least tern *(Sternula antillarum browni)*	FE/SE	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates (sand beaches, alkali flats, landfills, or paved areas).	Unlikely. Suitable open beach habitat not found within proposed parking areas.
California linderiella *(Linderiella occidentalis)*	FSC/--	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools typically has very low alkalinity, conductivity, and total dissolved solids.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.

Species	Status (Federal/State)	Suitable Habitat Description	Potential to Occur on Project Site
California red-legged frog *(Rana draytonii)*	FT/SSC	Rivers, creeks, and stock ponds with pools and overhanging vegetation. Requires dense, shrubby or emergent riparian vegetation, and prefers short riffles and pools with slow-moving, well-oxygenated water. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter.	Unlikely. Suitable riparian or aquatic habitats not found within proposed parking areas.
California tiger salamander *(Ambystoma californiense)*	FT/ST	Grasslands and oak woodlands near seasonal pools and stock ponds in central and coastal California. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. Requires seasonal water sources that persist into late March for breeding habitat.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.
Coast horned lizard *(Phrynosoma blainvillii)*	--/SSC	Arid grassland and scrubland habitats; prefers lowlands along sandy washes with scattered low bushes. Requires open areas for sunning, bushes for cover, patches of loose soil for burrowing, and abundant supply of ants and other insects for feeding.	Low Potential. Species may occur within open sandy areas in dune scrub.
Coast Range newt *(Taricha torosa)*	--/SSC	Coastal drainages; lives in terrestrial habitats and can migrate over 1 km to breed in ponds, reservoirs, and slow-moving streams.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.
Ferruginous hawk *(Buteo regalis)*	--/SSC	(Wintering) Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon-juniper habitats. Mostly consumes flat lagomorphs, ground squirrels, and mice.	Unlikely. Suitable open grassland or foothill habitats not found within proposed parking areas.
Foothill yellow-legged frog *(Rana boylii)*	--/SE	Partly shaded, shallow streams and riffles with rocky substrate in a variety of habitats. Requires at least some cobble-sized substrate for egg-laying and 15 weeks of available water to attain metamorphosis.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.
Hoary bat *(Lasiurus cinereus)*	--/SSC	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.	Low potential. Suitable trees adjacent to proposed parking areas.
Least Bell's vireo *(Vireo bellii pusillus)*	FE/SE	Summer resident of southern and central California in riparian habitats below 2,000 feet in elevation. Often nests in large shrubs, along margins of bushes or on twigs projecting into pathways.	Unlikely. Suitable riparian habitats not found within proposed parking areas.
Marbled murrelet *(Brachyramphus marmoratus)*	FT/SE	Feeds near shore, and nests up to six miles inland from coast from Half Moon Bay to Santa Cruz in old-growth redwood forests, often in Douglas fir trees.	Unlikely. Suitable redwood habitats not found within proposed parking areas.
Monarch butterfly *(Danaus plexippus)*	--/--	Winter roost sites. Wind protected tree groves (Eucalyptus, Monterey pine, cypress) with nectar and water sources nearby.	Unlikely. Suitable tree groves not found within proposed parking areas.
Monterey dusky-footed woodrat *(Neotoma fuscipes luciana)*	--/SSC	Forest habitats of moderate canopy and moderate to dense understory. Also in chaparral habitats. Nests constructed of grass, leaves, sticks, feathers, etc. Population may be limited by availability of nest materials.	Unlikely. Suitable forest habitats not found within proposed parking areas.
Monterey hitch (*Lavinia exilicauda harengus*)	--/SSC	Widely distributed in the Pajaro and Salinas river systems. Most abundant in lowland areas with large pools or in small reservoirs.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.

Species	Status (Federal/State)	Suitable Habitat Description	Potential to Occur on Project Site
Monterey shrew *(Sorex ornatus salarius)*	--/SSC	Riparian, wetland, and upland areas in the vicinity of the Salinas River delta. Prefers moist microhabitats. Feeds on insects and other invertebrates found under logs, rocks, and litter.	Unlikely. Suitable riparian habitats not found within proposed parking areas.
Northern California legless lizard *(Anniella pulchra)*	--/SSC	Sandy or loose loamy soils under sparse vegetation, moist soils. Anniella pulchra is traditionally split into two subspecies: *A. pulchra pulchra* (silvery legless lizard) and *A. pulchra nigra* (black legless lizard), but these subspecies are typically no longer recognized.	Low Potential. Species may occur within open sandy areas in dune scrub.
Prairie falcon *(Falco mexicanus)*	--/WL	Nesting Habitats. Open terrain, either level or hilly breeding sites located on cliffs. Forages far distances, including to marshlands and ocean shores.	Unlikely. Suitable cliff habitats not found within proposed parking areas.
Smith's blue butterfly *(Euphilotes enoptes smithi)*	FE/--	Coastal dunes and coastal sage scrub plant communities. Host plants include *Eriogonum latifolium* and *E. parvifolium* for larval and adult stages.	Unlikely. Suitable host plants not found within proposed parking areas.
Southwestern willow flycatcher *(Empidonax traillii extimus*)	FE/SE	A rare to locally uncommon, summer resident in wet meadow and montane riparian habitats at 600-2500 m (2000-8000 ft) in the Sierra Nevada and Cascade Range. Most often occurs in broad, open river valleys or large mountain meadows with lush growth of shrubby willows.	Unlikely. Suitable riparian habitats not found within proposed parking areas.
Steelhead *(Oncorhynchus mykiss irideus)*	FT/--	Coastal stream with clean spawning gravel. Requires cool water and pools. Needs migratory access between natal stream and ocean.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.
Tidewater goby *(Eucyclogobius newberryi)*	FE/SSC	Brackish water habitats, found in shallow lagoons and lower stream reaches, still but not stagnant water with high oxygen levels.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.
Townsend's big-eared bat *(Corynorhinus townsendii)*	--/SSC	Inhabits a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	Low Potential. Species may roost in adjacent buildings.
Tricolored blackbird *(Agelaius tricolor)*	--/SSC	Areas adjacent to open water with protected nesting substrate, which typically consists of dense, emergent freshwater marsh vegetation.	Unlikely. Suitable marsh habitats not found within proposed parking areas.
Two-striped garter snake *(Thamnophis hammondii)*	--/SSC	Coastal California from sea level to about 7,000 feet in elevation. Highly aquatic, found in or near permanent fresh water, often along streams with rocky beds and riparian growth.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.
Vernal pool fairy shrimp *(Branchinecta lynchi)*	FT/--	Endemic to the grasslands of the Central Valley, Central Coast Mtns., and South Coast Mtns. in astatic rain-filled pools. Inhabits small, clear-water sandstone depression pools and grass swale, earth slump, or basalt-flow depression pools.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.
Western bumble bee (*Bombus occidentalis*)	--/SCE	Historically known to occur throughout the mountains and northern coast of California. Prefers meadows and grasslands with abundant floral resources, including those from Fabaceae, Asteraceae, Rhamnaceae and Rosaceae families.	Low Potential. Suitable host plants found within proposed parking areas.

Species	Status (Federal/State)	Suitable Habitat Description	Potential to Occur on Project Site
Western pond turtle *(Emys marmorata)*	--/SSC	Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs basking sites (such as rocks or partially submerged logs) and suitable upland habitat for egg-laying (sandy banks or grassy open fields).	Unlikely. Suitable aquatic habitats not found within proposed parking areas.
Western snowy plover *(Charadrius alexandrinus nivosus)*	FT/SSC	Sandy beaches, salt pond levees, shores of large alkali lakes; sandy, gravelly, or friable soils for nesting.	Unlikely. Suitable undisturbed beach or strand habitats not found within proposed parking areas.
Western spadefoot *(Spea hammondii)*	--/SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands, breeds in winter and spring (January - May) in quiet streams and temporary pools.	Unlikely. Suitable aquatic habitats not found within proposed parking areas.
Yellow-billed cuckoo *(Coccyzus americanus)*	FT/SE	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	Unlikely. Suitable riparian habitats not found within proposed parking areas.
Yellow rail *(Corturnicops noveboracensis)*	--/SSC	Summer resident in eastern Sierra Nevadas, prefers freshwater marshlands.	Unlikely. Suitable marshland habitat not found within proposed parking areas.

SOURCE: CDFW 2023

NOTE: Status Codes:

Federal (USFWS)

FE: Listed as Endangered under the Federal Endangered Species Act.

FT: Listed as Threatened under the Federal Endangered Species Act.

FC: A Candidate for listing as Threatened or Endangered under the Federal Endangered Species Act.

FSC: Species of Special Concern.

FD: Delisted under the Federal Endangered Species Act.

State (CDFW)

SE: Listed as Endangered under the California Endangered Species Act.

ST: Listed as Threatened under the California Endangered Species Act.

SR: Listed as Rare under the California Endangered Species Act.

SC: A Candidate for listing as Threatened or Endangered under the California Endangered Species Act.

SSC: Species of Special Concern.

SFP: Fully Protected species under the California Fish and Game Code.

SD: Delisted under the California Endangered Species Act.

Appendix B Special-Status Plant Species with Potential to Occur in the Project Vicinity

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Alkali milk-vetch (*Astragalus tener* var. *tener*)	--/--/1B.2	Alkaline sites in playas, valley and foothill grassland (on adobe clay), and vernal pools; elevation 1-60m. Blooming Period: March - June	Unlikely. Suitable open grassland habitats not found within proposed parking areas.
Angel's hair lichen *(Ramalina thrausta)*	--/--/2B.1	North coast coniferous forest, on dead twigs and other lichens; elevation 75-1390m.	Unlikely. Suitable forest habitat not found within proposed parking areas.
Beach layia (*Layia carnosa*)	FE/SE/1B.1	Coastal dunes, hugely reduced in range along California's north coast dunes, on sparsely vegetated semi-stabilized dunes, usually behind foredunes; elevation 0-75m. Blooming Period: March - July	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
California screw moss *(Tortula californica)*	--/--/1B.2	Chenopod scrub, valley and foothill grassland. Moss growing on sandy soil; elevation 10-1460m.	Unlikely. Suitable open grassland habitats not found within proposed parking areas.
Carmel Valley bush-mallow (*Malacothamnus palmeri* var. *involucratus*)	--/--/1B.2	Chaparral, cismontane woodland, coastal scrub; elevation 30-1100m. Blooming Period: May - October	Unlikely. Suitable chaparral, woodland, or inland coastal scrub habitats not found within proposed parking areas.
Carmel Valley malacothrix (*Malacothrix saxatilis* var. *arachnoidea*)	--/--/1B.2	Chaparral (rocky); elevation 25-335m. Blooming Period: March - December	Unlikely. Suitable chaparral habitat not found within proposed parking areas.
Choris' popcorn-flower (*Plagiobothrys chorisianus* var. *chorisianus*)	--/--/1B.2	Chaparral, coastal scrub, coastal prairie, mesic sites; elevation 15-100m. Blooming Period: March - June	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Coastal dunes milkvetch (*Astragalus tener* var. *titi*)	FE/SE/1B.1	Coastal bluff scrub, coastal dunes. Known only from a few extant occurrences, mostly historical in Southern California. Moist sandy depressions of bluffs or dunes along and near the Pacific Ocean, one site on a clay terrace; elevation 1-50m. Blooming Period: March - May	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Congdon's tarplant (*Centromadia parryi* spp. *congdonii*)	--/--/1B.1	Valley and foothill grassland (alkaline); elevation 1-230m. Known to occur on various substrates, and in disturbed and ruderal (weedy) areas. Blooming Period: June - November	Unlikely. Suitable alkaline grassland habitat not found within proposed parking areas.
Contra Costa goldfields (*Lasthenia conjugens*)	FE/--/1B.1	Wet areas in cismontane woodland, playas (alkaline), valley and foothill grassland, and vernal pools; elevation 0-470m. Blooming Period: March - June	Unlikely. Suitable woodland, grassland or vernal pool habitats not found within proposed parking areas.
Eastwood's goldenbush (*Ericameria fasciculata*)	--/--/1B.1	Closed cone coniferous forest, chaparral (maritime), coastal dunes, and coastal scrub/sand; elevation 30 - 275 meters. Blooming Period: July - October	Unlikely. Species not found during site survey.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Fort Ord spineflower (*Chorizanthe minutiflora*)	--/--/1B.2	Coastal scrub, maritime chaparral, sandy openings; elevation 60-145m. Blooming Period: April - July	Unlikely. Suitable inland coastal scrub or maritime chapparal habitats not found within proposed parking areas.
Fragrant fritillary (*Fritillaria liliacea*)	--/--/1B.2	Coastal scrub, valley and foothill grassland, and coastal prairie. Often on serpentine; various soils reported though usually clay in grassland; elevation 3-410m. Blooming Period: February - April	Unlikely. Suitable grassland or prairie habitats not found within proposed parking areas.
Gowen cypress (*Cupressus goveniana* ssp. *goveniana*)	FT/--/1B.2	Closed cone coniferous forest. Narrowly endemic to Monterey County. Coastal terraces, usually in sandy soils, sometimes with Monterey pine, Bishop pine; elevation 100-125m. Evergreen	Unlikely. Species not found during site survey.
Hickman's cinquefoil (*Potentilla hickmanii*)	FE/SE/1B.1	Coastal bluff scrub, closed-cone coniferous forest, meadows and seeps, marshes and swamps, small streams in open or forested areas along the coast; elevation 5-125m. Blooming Period: April - August	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Hickman's onion (*Allium hickmanii*)	--/--/1B.2	Closed-cone coniferous forest, chaparral, coastal scrub, valley and foothill grassland, coastal prairie, sandy loam, damp ground and vernal swales; elevation 20-200m. Blooming Period: April - May	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Hooked popcorn flower *(Plagiobothrys uncinatus)*	--/--/1B.2	Chaparral (sandy), cismontane woodland, valley and foothill grassland; elevation 300-730m. Blooming Period: April – May.	Unlikely. Suitable high elevation chaparral, woodland or grassland habitats not found within proposed parking areas.
Hooker's manzanita (*Arctostaphylos hookeri* ssp. *hookeri*)	--/--/1B.2	Sandy soils in coastal scrub, chaparral, and closed-cone forest habitats; evergreen; elevation 45-215m. Blooming Period: February - April	Unlikely. Species not found during site survey.
Hospital Canyon larkspur (*Delphinium californicum* ssp. *interius*)	--/--/1B.2	Cismontane woodland and chaparral, in wet, boggy meadows, openings in chaparral, and in canyons; elevation 225-1060m. Blooming Period: April - June	Unlikely. Suitable high elevation woodland or chaparral habitats not found within proposed parking areas.
Hutchinson's larkspur (*Delphinium hutchinsoniae*)	--/--/1B.2	Broadleaved upland forest, chaparral, coastal prairie, coastal scrub; elevation 0-400m. Blooming Period: March - June	Unlikely. Suitable inland forest, chaparral, or scrub habitats not found within proposed parking areas.
Jolon clarkia (*Clarkia jolonen*sis)	--/--/1B.2	Cismontane woodland, chaparral, coastal scrub; elevation 20-660m. Blooming Period: April - June	Unlikely. Suitable inland woodland, chaparral, or scrub habitats not found within proposed parking areas.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Kellogg's horkelia (*Horkelia cuneata* ssp. *sericea*)	--/--/1B.1	Closed-cone coniferous forest, maritime chaparral, coastal scrub, sandy or gravelly openings; elevation 10-200m. Blooming Period: April - September	Unlikely. Species not found during site survey.
Legenere (*Legenere limosa*)	--/--/1B.1	In beds of vernal pools; elevation 1-880m. Blooming Period: April - June	Unlikely. Suitable vernal pool habitat not found within proposed parking areas.
Little Sur manzanita *(Arctostaphylos edmundsii)*	--/--/1B.2	Coastal bluff scrub, chaparral includes A. edmundsii var. parvifolia, state-listed rare, froming mounds on sandy terraces on ocean bluffs; elevation 30-105m. Blooming period: April - November.	Unlikely. Species not found during site survey.
Maple-leaved checkerbloom (*Sidalcea malachroides*)	--/--/4.2	Broadleaved upland forest, coastal prairie, coastal scrub, North Coast coniferous forest, often in disturbed areas; elevation 2-700m. Blooming Period: April - August	Unlikely. Suitable inland forest, chaparral, or scrub habitats not found within proposed parking areas.
Marsh microseris (*Microseris paludosa*)	--/--/1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland; elevation 5-300m. Blooming Period: April - June	Unlikely. Suitable forest, woodland, scrub or grassland habitats not found within proposed parking areas.
Marsh sandwort *(Arenaria paludicola)*	FE/SE/1B.1	Sandy openings in freshwater or brackish marshes and swamps; elevation 3-170m. Blooming Period: May – August.	Unlikely. Suitable marsh or swamp habitats not found within proposed parking areas.
Menzies's wallflower (*Erysimum menziesii* ssp. *menziesii*)	FE/SE/1B.1	Coastal dunes. Known only from Mendocino and Monterey Counties, localized on dunes and coastal strand; elevation 0-35m. Blooming Period: March - June	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Monterey clover (*Trifolium trichocalyx*)	FE/SE/1B.1	Closed-cone coniferous forest, endemic to Monterey County. Poorly drained, low nutrient soil underlain with hardpan soils, also openings and burned areas; elevation 120-205. Blooming Period: April - June	Unlikely. Suitable forest habitat not found within proposed parking areas.
Monterey cypress (Cupressus macrocarpa)	--/--/1B.2	Closed-cone coniferous forest. Narrowly endemic to Monterey County, granitic soils; elevation 10-30m. Evergreen	Unlikely. Species not found during site survey.
Monterey gilia (*Gilia tenuiflora* ssp. *arenaria*)	FE/ST/1B.2	Maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy openings; elevation 0-45m. Blooming Period: April - June	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Monterey pine (*Pinus radiata*)	--/--/1B.1	Closed-cone coniferous forest, cismontane woodland; elevation 25-185m. Evergreen	Unlikely. Species not found during site survey.

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Monterey spineflower (*Chorizanthe pungens* var. *pungens*)	FT/--/1B.2	Sandy openings in maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland; elevation 3-450m. Blooming Period: April - June	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Northern curly-leaved monardella (*Monardella sinuata* ssp. *nigrescens*)	--/--/1B.2	Sandy sites in chaparral, coastal dunes, coastal scrub, and lower montane coniferous forest (ponderosa pine sandhills); elevation 0-300m. Blooming Period: April - September	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Oregon meconella (*Meconella oregana*)	--/--/1B.1	Coastal prairie, coastal scrub. Open, moist places; elevation 250-500m. Blooming Period: March - April	Unlikely. Suitable moist forest or grassland habitats not found within proposed parking areas.
Pacific Grove clover (*Trifolium polyodon*)	--/SR/1B.1	Closed-cone coniferous forest, coastal prairie, meadows and seeps, valley and foothill grassland, mesic; elevation 5-120m. Blooming Period: April - June	Unlikely. Suitable moist forest or grassland habitats not found within proposed parking areas.
Pajaro manzanita (*Arctostaphylos pajaroensis*)	--/--/1B.1	Sandy soils in chaparral habitat; evergreen; elevation 30-760m. Blooming Period: December - March	Unlikely. Species not found during site survey.
Pine rose (*Rosa pinetorum*)	--/--/1B.2	Closed-cone coniferous forest; elevation 2-300m. Blooming Period: May - July	Unlikely. Suitable forest habitat not found within proposed parking areas.
Pink Johnny-nip (*Castilleja ambigua* var. *insalutata*)	--/--/1B.1	Coastal bluff scrub, coastal prairie. Wet or moist coastal strand or scrub habitats; 3-135m elevation. Blooming Period: May - August	Unlikely. Suitable wet prairie or scrub habitats not found within proposed parking areas.
Pinnacles buckwheat (*Eriogonum nortonii*)	--/--/1B.3	Sandy sites in chaparral and valley and foothill grassland, often on recent burns; elevation 300-975m. Blooming Period: May - June	Unlikely. Suitable high elevation chaparral or grassland habitats not found within proposed parking areas.
Point Reyes horkelia (*Horkelia marinensis*)	--/--/1B.2	Sandy sites in coastal dunes, coastal prairie, and coastal scrub; elevation 5-755m. Blooming Period: May - September	Unlikely. Species not found during site survey.
Saline clover (*Trifolium hydrophilum*)	--/--/1B.2	Marshes and swamps, valley and foothill grassland, and vernal pools. Prefers wet, alkaline sites; elevation 0-300m. Blooming Period: April - June	Unlikely. Suitable wet or alkaline habitats not found within proposed parking areas.
San Francisco collinsia (*Collinsia multicolor*)	--/--/1B.2	Serpentine sites in closed cone coniferous forest and coastal scrub. Prefers decomposed shale (mudstone) mixed with humus; elevation 30-250m. Blooming Period: March - May	Unlikely. Suitable inland forest or scrub habitats not found within proposed parking areas.

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Sand-loving wallflower (*Erysimum ammophilum*)	--/--/1B.2	Maritime chaparral, coastal dunes, coastal scrub, sandy openings; elevation 0 – 60m. Blooming Period: February - June	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Sandmat manzanita (*Arctostaphylos pumila*)	--/--/1B.2	Closed cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy openings; elevation 30-730m. Blooming Period: February - May	Unlikely. Species not found during site survey.
Santa Cruz clover (*Trifolium buckwestiorum*)	--/--/1B.1	Broadleaved upland forest, cismontane woodland, and coastal prairie; prefers moist grassland and gravelly margins; elevation 105-610m. Blooming Period: April - October	Unlikely. Suitable wet grassland or forest habitats not found within proposed parking areas.
Santa Cruz microseris (*Stebbinsoseris decipiens*)	--/--/1B	Broadleaved upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland, open areas, sometimes serpentine; elevation 10-500m. Blooming Period: April - May	Unlikely. Suitable inland forest, grassland or scrub habitats not found within proposed parking areas.
Seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*)	--/SE/1B.1	Closed-cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy often disturbed sites; elevation 0-215m. Blooming Period: May - October	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Tidestrom's lupine (*Lupinus tidestromii*)	FE/SE/1B.1	Partially stabilized dunes, immediately near the ocean; elevation 0-3m. Blooming Period: April - June	Low potential. Species may occur in coastal dune habitats present within proposed parking areas.
Toro manzanita (*Arctostaphylos montereyensis*)	--/--/1B.2	Maritime chaparral, cismontane woodland, coastal scrub, sandy; elevation 30-730m. Blooming Period: February – March	Unlikely. Species not found during site survey.
Twisted horsehair lichen *((Sulcaria spiralifera)*	--/--/1B.2	North coast coniferous forest (immediate coast), coastal dunes, usually on conifers; elevation 0-90m.	Unlikely. Suitable forest or conifers not found within proposed parking areas.
Umbrella larkspur (*Delphinium umbraculorum*)	--/--/1B.2	Cismontane woodland, mesic sites; elevation 400-1600m. Blooming Period: April - June	Unlikely. Suitable high elevation woodland habitat not found within proposed parking areas.
Vernal pool bent grass (*Agrostis lacuna-vernalis*)	--/--/1B.1	Vernal pools (mima mounds); elevation 115-145m.	Unlikely. Suitable vernal pool habitat not found within proposed parking areas.
Woodland woollythreads (*Monolopia gracilens*)	--/--/1B.2	Serpentine, open sites in broadleaved upland forest, chaparral, cismontane woodland, North Coast coniferous forest, and valley and foothill grassland; elevation 100-1200m. Blooming Period: March - July	Unlikely. Suitable high elevation woodland or chaparral habitats not found within proposed parking areas.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Yadon's rein orchid (*Piperia yadonii*)	FE/--/1B.1	Sandy sites in coastal bluff scrub, closed cone coniferous forest, maritime chaparral; elevation 10-510m. Blooming Period: May - August	Unlikely. Suitable inland forest, chaparral or scrub habitats not found within proposed parking areas.

SOURCE: CDFW 2023, CNPS 2023

NOTE: Status Codes:

Federal (USFWS)

FE: Listed as Endangered under the Federal Endangered Species Act.

FT: Listed as Threatened under the Federal Endangered Species Act.

FC: A Candidate for listing as Threatened or Endangered under the Federal Endangered Species Act.

FSC: Species of Special Concern.

FD: Delisted under the Federal Endangered Species Act.

State (CDFW)

SE: Listed as Endangered under the California Endangered Species Act.

ST: Listed as Threatened under the California Endangered Species Act.

SR: Listed as Rare under the California Endangered Species Act.

SC: A Candidate for listing as Threatened or Endangered under the California Endangered Species Act.

SSC: Species of Special Concern.

SFP: Fully Protected species under the California Fish and Game Code.

SD: Delisted under the California Endangered Species Act.

CNPS Rare Plant Ranks and Threat Code Extensions

1B: Plants that are considered Rare, Threatened, or Endangered in California and elsewhere.

2B: Plants that are considered Rare, Threatened, or Endangered in California, but more common elsewhere.

.1: Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat).

.2: Fairly endangered in California (20-80% occurrences threatened).

.3: Not very endangered in California (<20% of occurrences threatened or no current threats known).