

Appendix A

Response to Comments

SAN DIEGO OFFICE
Date: September 17, 2002

Project Number: 356230

**Subject: RESPONSE TO COMMENTS ON PHASE II VISITOR-ORIENTED
PARKING FACILITIES STUDY OF THE OLD TOWN COMMUNITY**

We have received the comments prepared by the Old Town San Diego Chamber of Commerce and have incorporated these comments, where applicable, into the Final Draft Report. The Old Town San Diego Chamber of Commerce comments are included following this letter for reference. Our response is addressed by item number, consistent with the item numbers listed in the Chamber's comments letter.

RECOMMENDATIONS

We are in agreement with items 1-3 and 5-7, as noted in the report. Item 4 is discussed below.

4. We recommend that the segments of Congress Street and Juan Street be posted with 2-hour time limits as specified in the report, as opposed to the 3-hour time limit proposed by the Chamber of Commerce. We believe that imposing 3-hour time limits would reduce turnover of the limited existing on-street spaces adjacent to the core area and would therefore not benefit the short-term parking need on these particular streets.

Observed parking duration times are consistent with the posted time limits on the segments of San Diego Avenue which currently have 2-hour time limits. Based on the visitor oriented nature of the land uses adjacent to the proposed time limited segments, we feel that the limits would increase turnover and discourage employees from utilizing on-street parking spaces intended for visitors.

THE PARKING STRUCTURE SITE ANALYSIS

1. Comment noted.

PARKING STRUCTURE FINANCIAL ANALYSIS

Items 1-6 are noted in the report.

SPECIAL GRANTS AND FUNDING PROGRAMS

We are in agreement, as noted in the report.

OVERALL CONCLUSION

We are in agreement with the action items. However, we propose 2-hour time limits on the core area streets named above (as opposed to 3-hour time limits).



Old Town San Diego Chamber of Commerce

Box 82686 San Diego, California 92138 • (619) 291-4903 • (Fax) 291-9383

May 21, 2001

Siavash Pazargadi, P.E.
Senior Traffic Engineer
City of San Diego, Planning & Dev. Review
202 C Street, MS 5A
San Diego, CA 92101

Councilman Byron Wear
2nd District
City of San Diego
202 C Street
San Diego, CA 92101

RE: Comments on Phase II Visitor-Oriented Parking Facilities Study of the Old Town Community

Dear Councilman Wear:

The above referenced report has been presented to the Old Town Community Planning Committee and the Old Town Chamber of Commerce by Siavash Pazargadi, Senior Traffic Engineer, Transportation Planning. The Economic Restructuring Committee, the Organizational Committees of the Chamber, and volunteers from the Old Town Planning committee have agreed to respond at one time so that you would, hopefully, receive one correspondence with something close to a consensus from the Old Town Community.

Also joining in this response is the Historic Old Town Community Foundation and SOHO, which operates the historic Whaley House, and the State Park concessionaires.

We have agreed to attach any comments from individuals such as the one dated April 11, 2001, written by Geoffrey Mogilner, so that other comments we are aware of will be submitted without prejudice. This response is intended to be to the point and as succinct as possible, addressing each of the issues and alternatives raised in the study.

The overview of the existing supply and usage patterns appears to be accurate with only a couple of questionable items; i.e., weekend conditions after 3:00 p.m. were not recorded. However, the results would probably be the same or worse. The analysis appears to be consistent with previous studies and our own practical knowledge.

"As expected, the analysis indicates that on street parking occupancy in the primary activity areas generally exceeds practical capacity on both weekday and weekend (See figures 2.2 and 2.3) for both peak and off-peak seasons at the following locations:

- Juan Street from Taylor Street to Twiggs Street
- San Diego Avenue from Ccnoe Street to Twipqs Street

- Congress Street from Wallace Street to Arista Street
- Twiggs Street from its southern terminus to Sunset Street
- Hamey Street from Jefferson Street to north of San Diego Avenue
- Cor.de Street from Jefferson Street to north of San Diego Avenue

Off-street parking is also exceeding practical capacity in the lots nearest the State Park Historic site and near the Caltrans district offices. However, parking in the transit center parking lot is underutilized."

RECOMMENDATIONS

1. Signage - Agree that a comprehensive signage program should be developed to maximize visitor awareness to public parking locations, such as the transit center and Caltrans lots which are underutilized.
2. Residential Parking Permits - There has not been a major outcry for residential parking permits and we agree with the consultant that, if implemented, a residential parking permit program could actually exacerbate the problem.
3. Shuttle Service and Satellite Peripheral Parking Facilities - Encourage this option with the use of an Old Town Trolley style or horse drawn carriages during peak periods. Work with MTDB, Caltrans, MCRD, the City, and County on reciprocal parking agreements (before construction starts on any large projects).
4. Posted Time Limits - We agree that there should be posted time limits along Congress from Taylor to San Diego Avenue, along Juan Street from Wallace Street to Twiggs Street, and San Diego Avenue between Twiggs and Old Town Avenue. It should be set at three (3) hours, from 9:00 a.m. to 5:00 p.m. 7 days a week and unlimited after 5:00 p.m. or the parking consultant should make a recommendation that could include various zones with different limits.
NOTE: This should be re-evaluated after six months to determine whether or not the time limits are appropriate and it is working without problems.
5. Parking Enforcement- Parking enforcement should be continued from 8:00 a.m. to 5:00 p.m. daily on San Diego Avenue, Twiggs Street, and Old Town Avenue.
6. Public Awareness of Alternate Transportation - Although not mentioned as a recommendation, a public awareness campaign should be launched to promote awareness of the availability of alternate public transportation such as the-trolley, the Coaster, and the Old Town Trolley bus routes (hopefully routes will be reexamined). Use of these viable and attractive options can greatly ease the parking situation in Old Town.
7. Employee Parking - Free, safe, well-situated, and well-lighted employee parking areas should be identified/designated and shuttle service provided if necessary.

Future parking demand analysis appears to be accurate in identifying future increased demand.

THE PARKING STRUCTURE SITE ANALYSIS

In general there is agreement that parking structures would help mitigate the disparity between parking demand and parking supply.

1. The Hamey & Juan Street site, as well as the Freemont School site (without displacing the Old Town School Program) are both good locations. Design and scale issues would be of utmost concern. No greater than two stories above grade for Harney & Juan streets and, perhaps, only parking on grade at the Freemont School initially.

1. Harney & Juan

2. Freemont School site

PARKING STRUCTURE FINANCIAL ANALYSIS

Our first choice would be to request that the State of California or the City of San Diego fund the parking improvements on land provided by the City. (Note: The City owns all the land where the proposed parking improvements have been identified and both the City and the State Park have the most responsibility and stand to benefit immensely from the improved parking.)

Brief comments will be submitted here regarding each of the Financial Planning Techniques identified:

1. Parking Revenue Bonds - This would involve charging a fee for parking in structures and possibly even on-street parking. It is our belief that there would be tremendous opposition to implementing a charge for parking in Old Town, unless it was restricted for only the purpose of funding the construction of a new structure and provided a premium parking location. For example, the Juan & Hamey location, and only in that location, to serve as revenue to cover the operating costs and the annual debt service for the bond payments.
2. Valet Parking Franchise - This may be worth exploring if it provided additional parking in a premium location.
3. Parking Assessment District Bonds - We do not foresee the very strong property owner support required to make this work.
4. Tax Increment Financing - We agree that this funding mechanism does not seem very appropriate.
5. Public/Private Partnerships - We agree that this is not very likely.

6. In-lieu Parking Fees -We agree that this is a good idea and should be Implemented immediately by the City and these funds utilized for planning efforts or to supplement the cost of creating additional surface or garage parking, A parking trust fund should be established Immediately by the City.

SPECIAL GRANTS AND FUNDING PROGRAMS


We agree that we should work with MTDB and any other agency to obtain federal or state funding for parking improvements (possibly a private sector partnership).

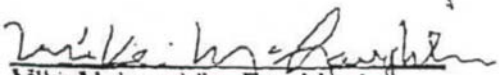
OVERALL CONCLUSION


Yes, we have a parking problem that will continue to worsen if we don't take steps immediately and in the medium and long-term to mitigate.

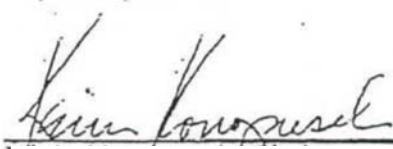
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|-----------------------|---|---|
| Immediately | 1. Post time limits | 4. Implement public awareness campaign |
| | 2. Improve signage | 5. Designate safe employee parking area |
| | 3. Enforce parking laws | 6. Provide shuttle service to peripheral parking facilities |
| Mid-Term to Long-Term | 1. Develop new parking on grad a and in parking structures financed through the State of California, the City, or an approved financing plan that doesn't require paid parking throughout Old Town. | |

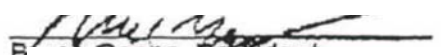
Sincerely,



Fred N. Grand President
Old Town Chamber of Commerce


Mike McLaughlin, President
Old Town Historic Ommunity
Foundation


Lejn Goets, Chair
Economic Restructuring Committee


Kevin Konopasok, Ohair
Old Town Community Planning
Committee

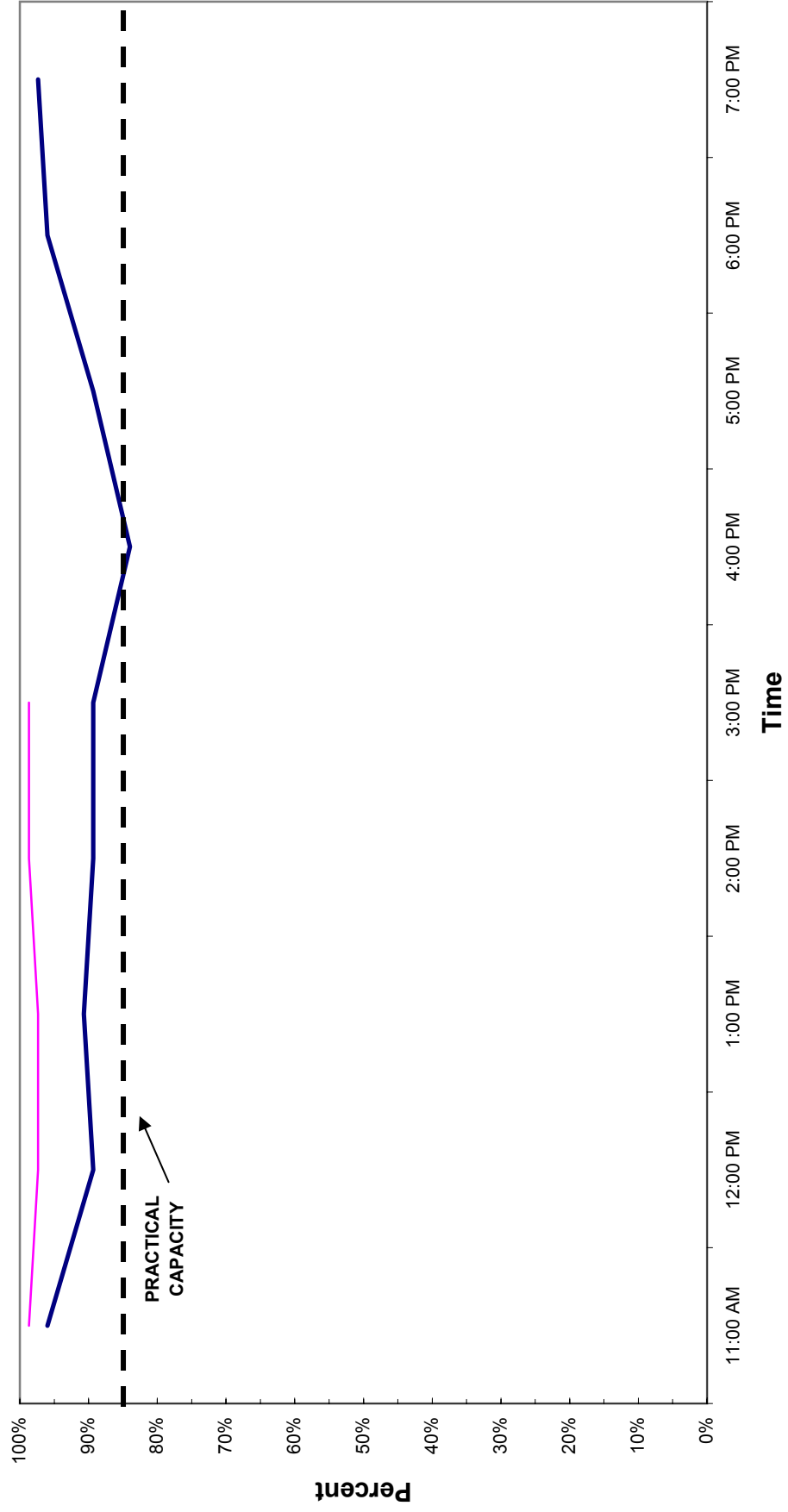

Bruce Coons, President
SOHO


Chuck Catania, Chair
State Park Concossionaire

Appendix B

Parking Occupancy Charts – Occupancy by Time

**On-Street Parking for the Old Town Community
Peak Season For Subarea 2
Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
August 2000**



— Weekday — Weekend



Figure B.1

**On-Street Parking for the Old Town Community
Off-Peak Season For Subarea 2
Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
November 2000**

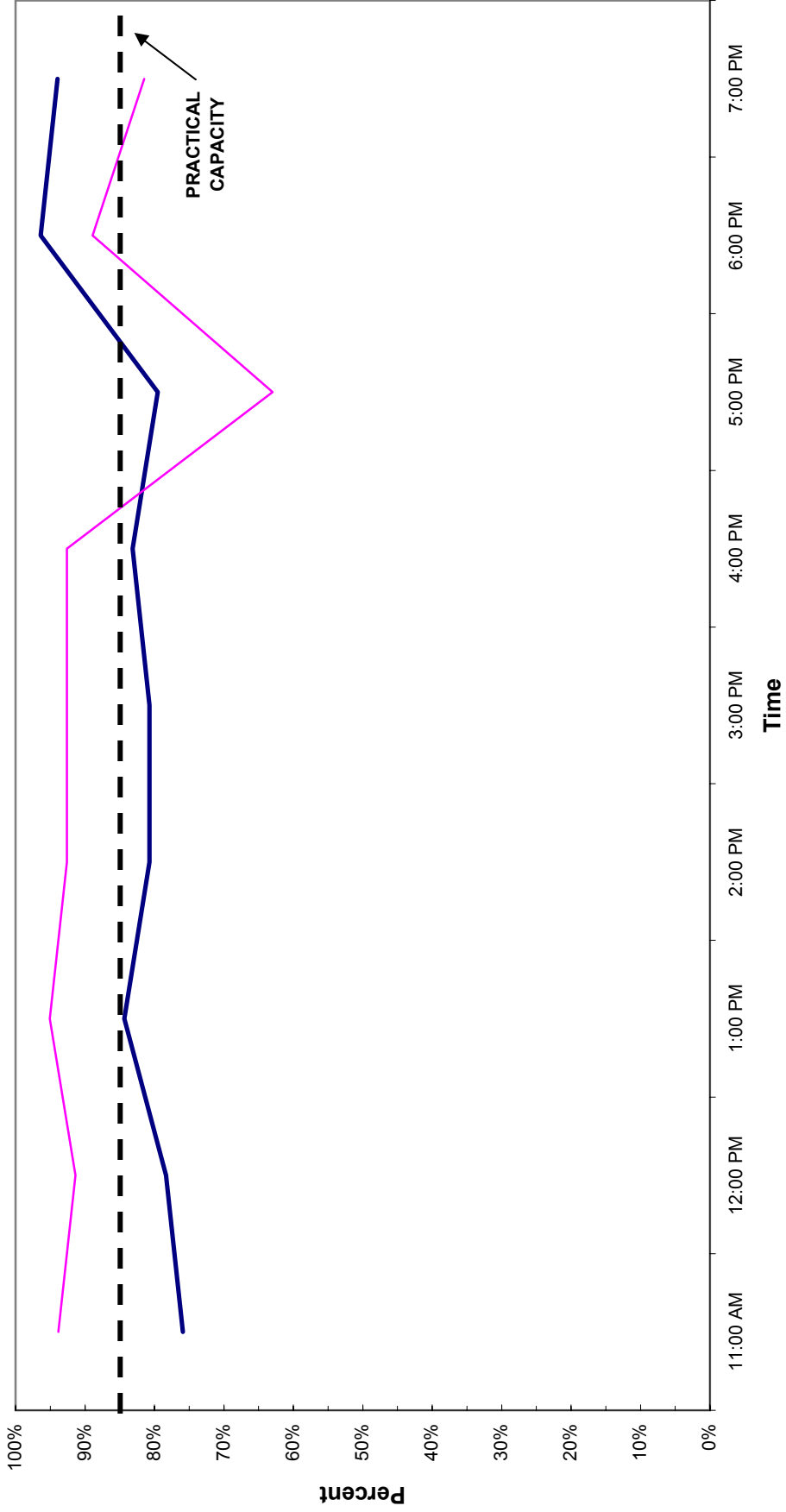


Figure B.2

**On-Street Parking for the Old Town Community
Peak Season For Subarea 3
Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
August 2000**

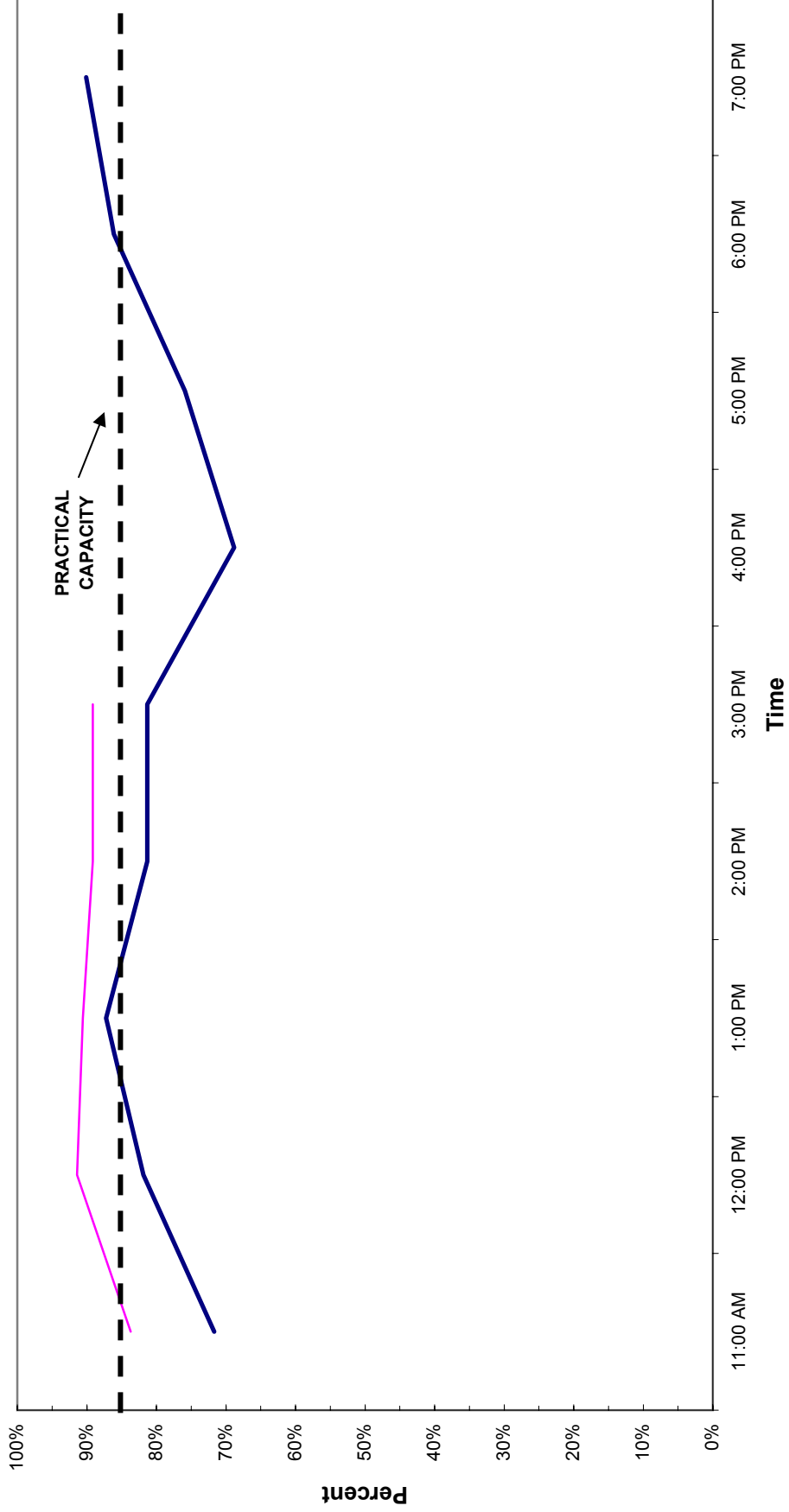


Figure B.3

**On-Street Parking for the Old Town Community
Off-Peak Season For Subarea 3
Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
November 2000**

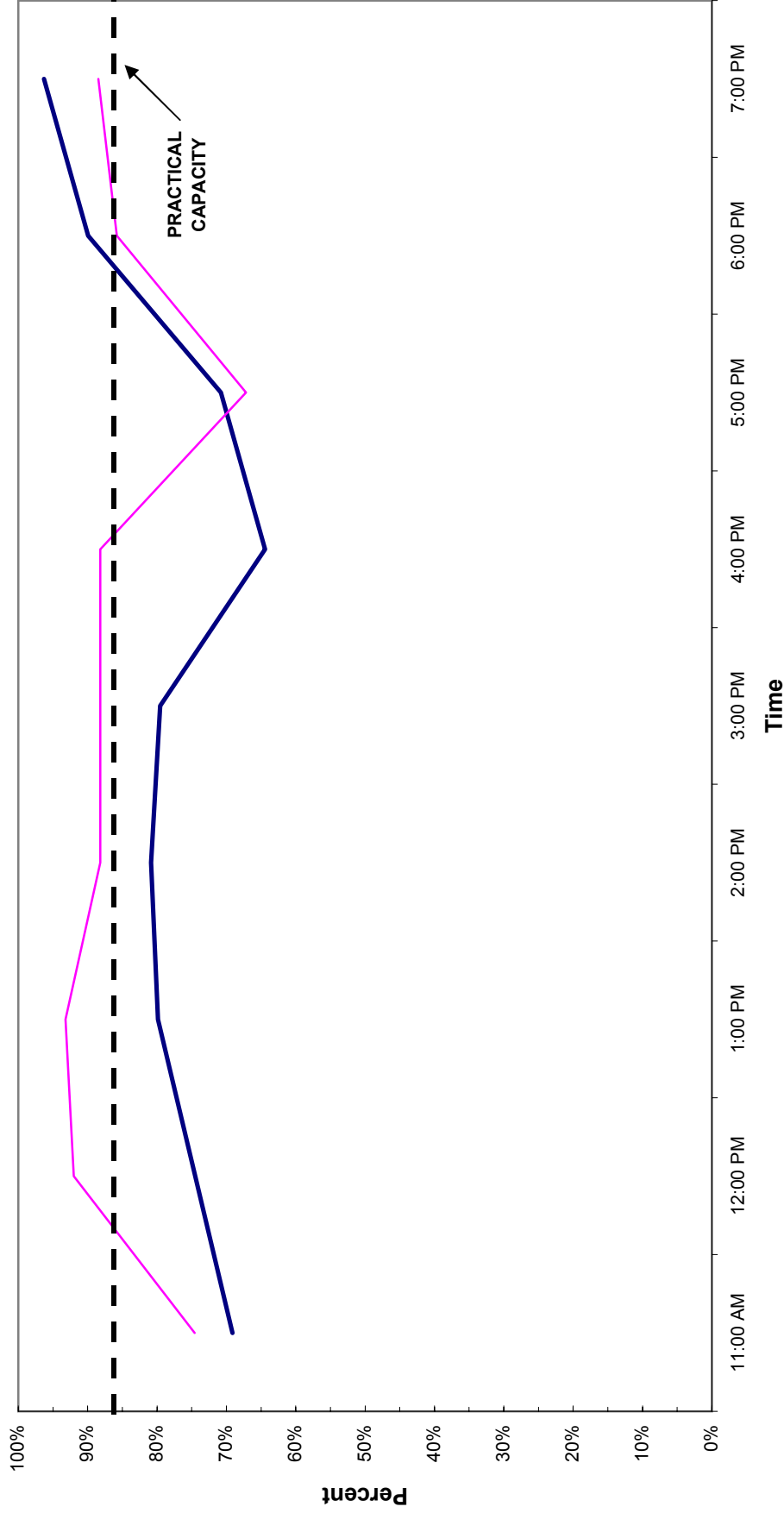


Figure B.4

**On-Street Parking for the Old Town Community
Peak Season For Subarea 4
Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
August 2000**

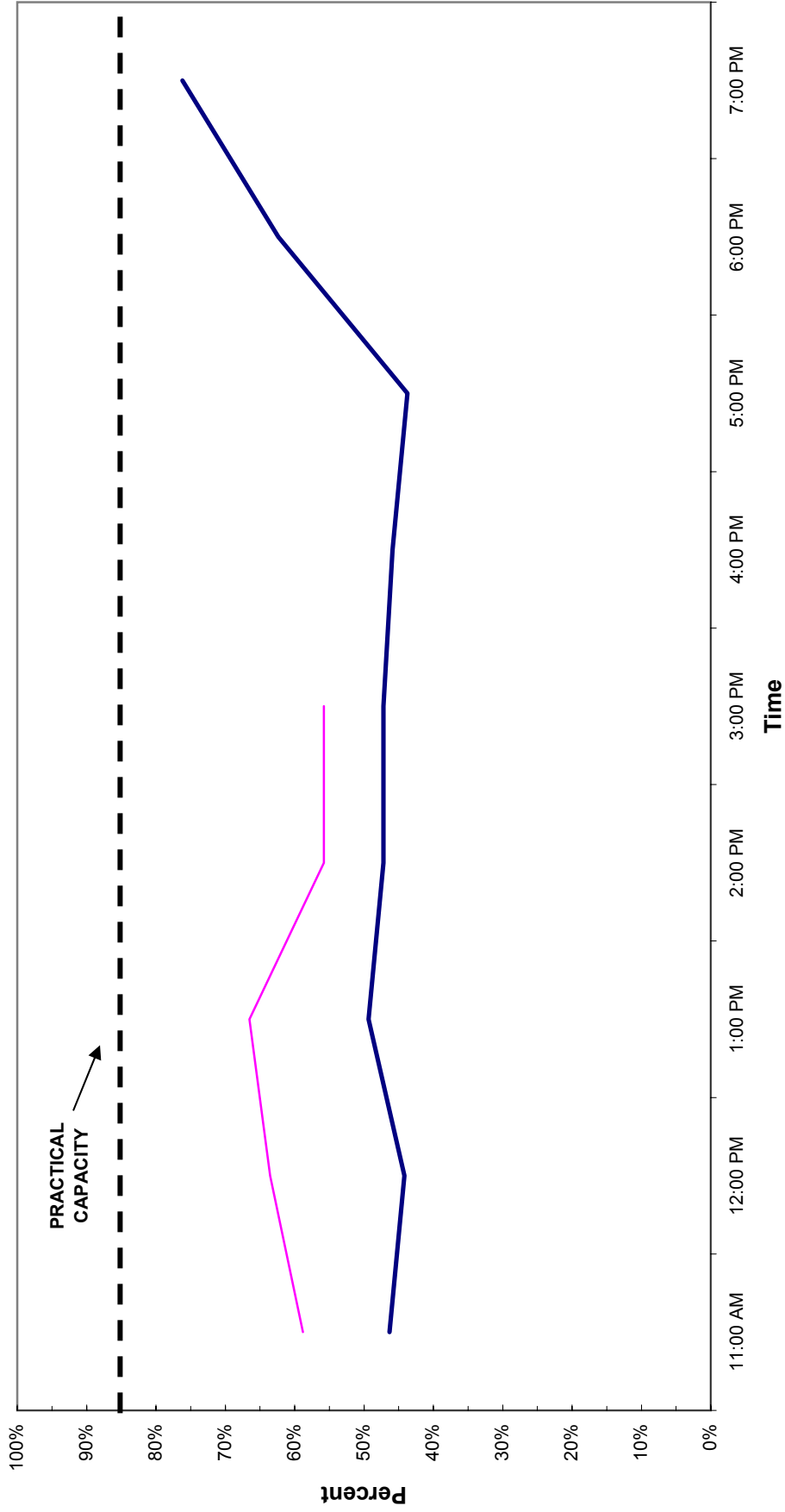


Figure B.5

**On-Street Parking for the Old Town Community
Off-Peak Season For Subarea 4
Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
November 2000**

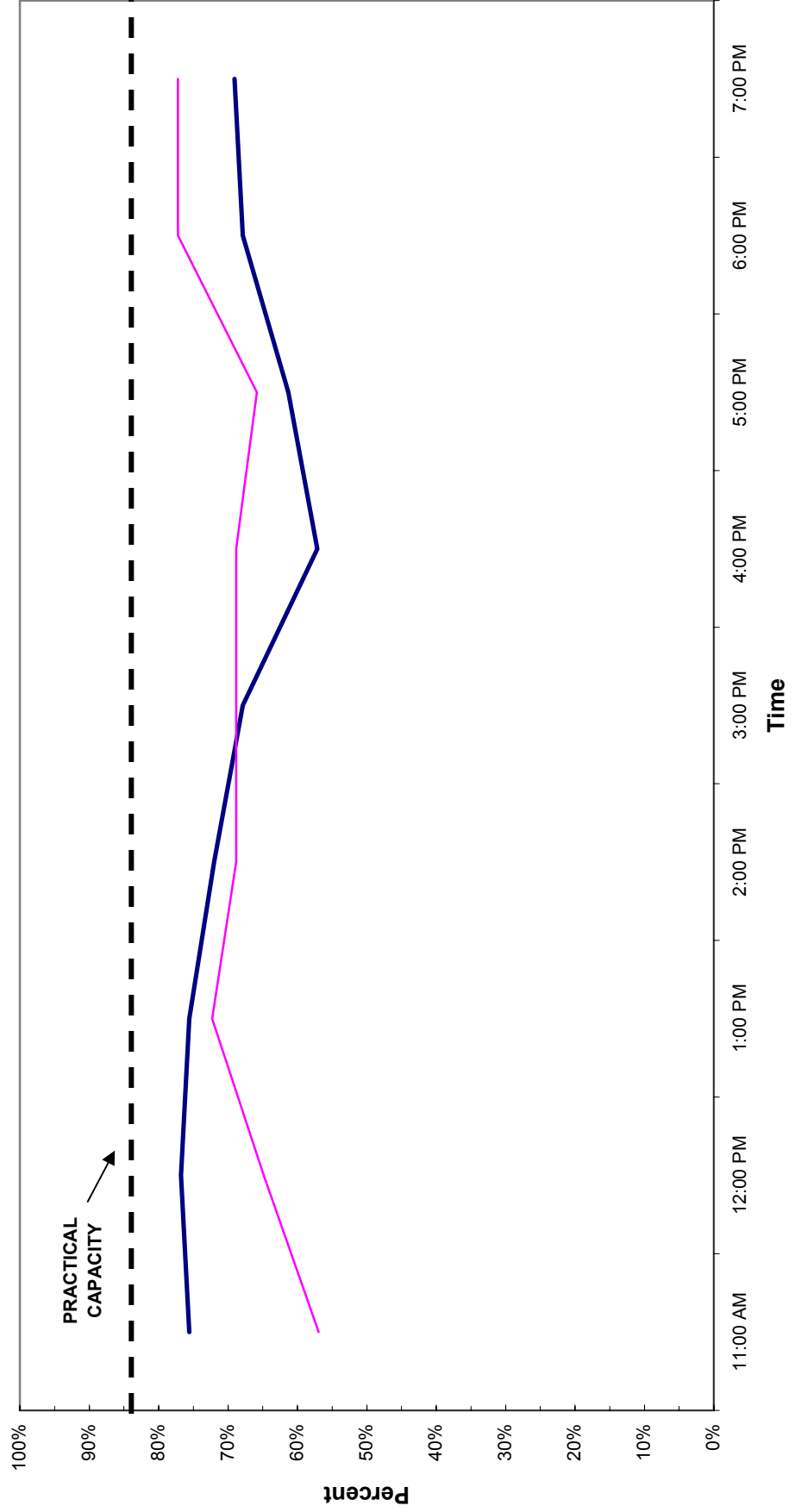


Figure B.6

Off-Street Parking for the Old Town Community Peak Season For Subarea 1

Occupancy By Time City of San Diego Visitor Oriented Parking Survey August 2000

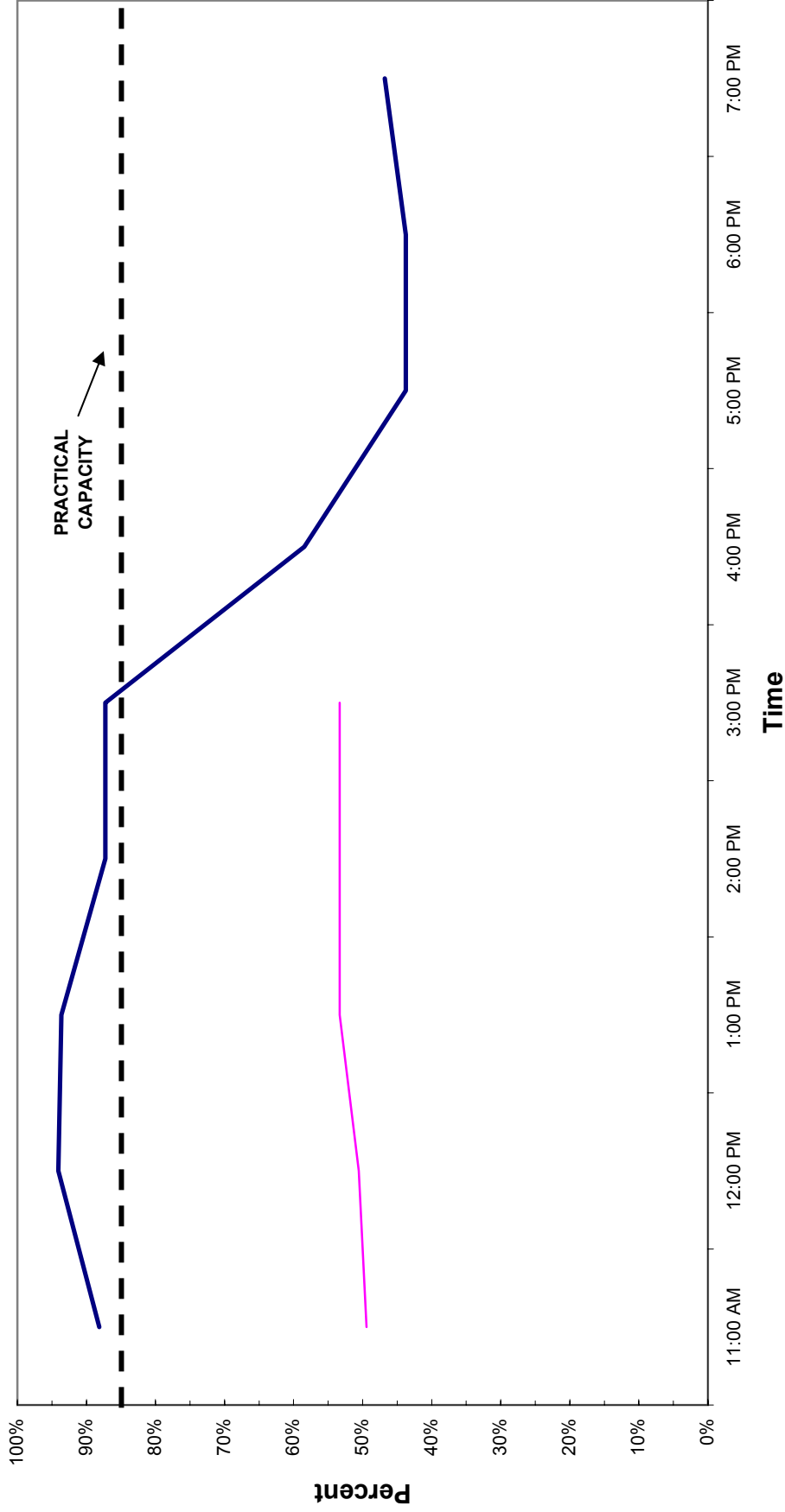


Figure B.7

Off-Street Parking for the Old Town Community Off-Peak Season For Subarea 1

Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
November 2000

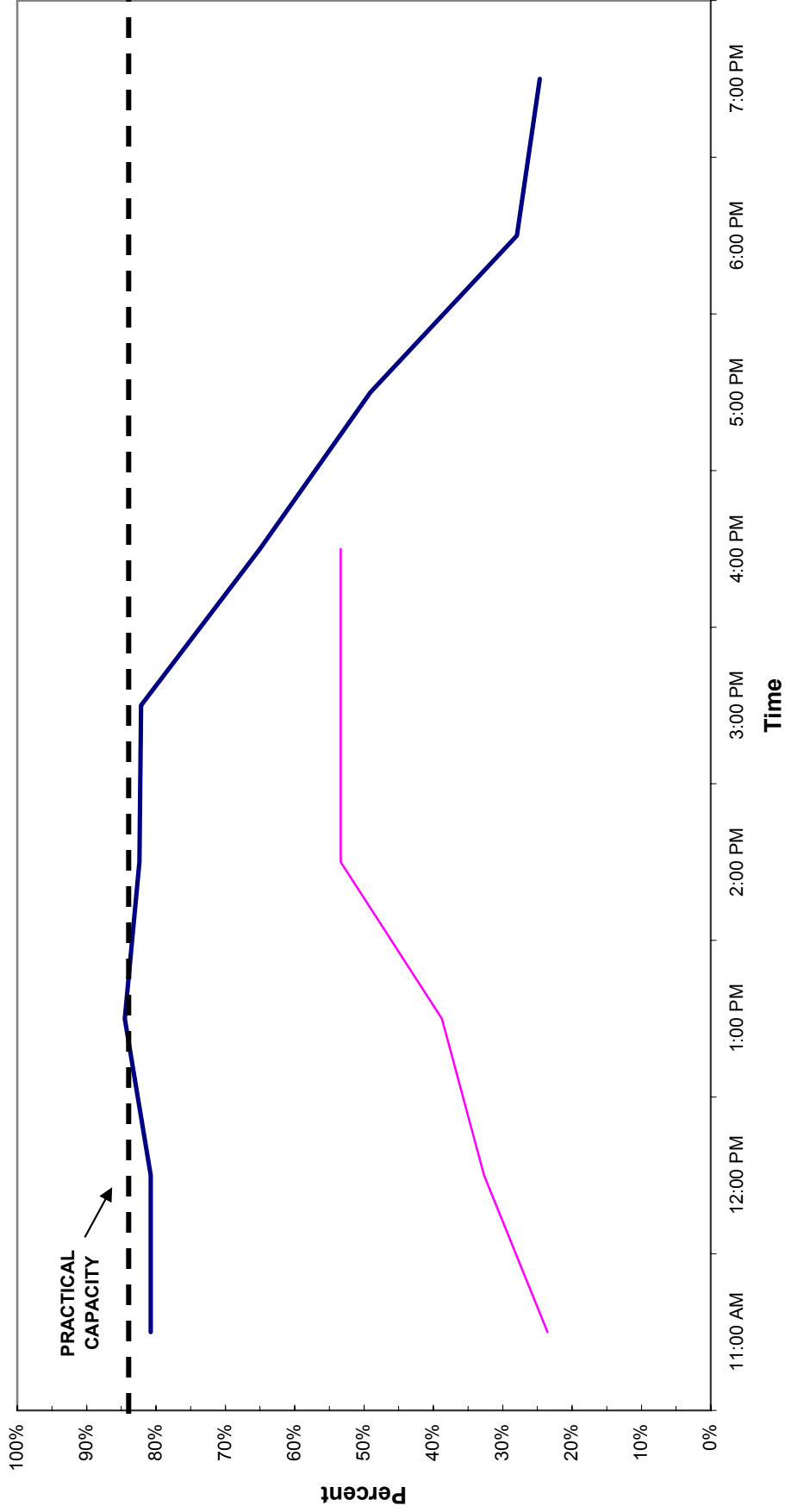
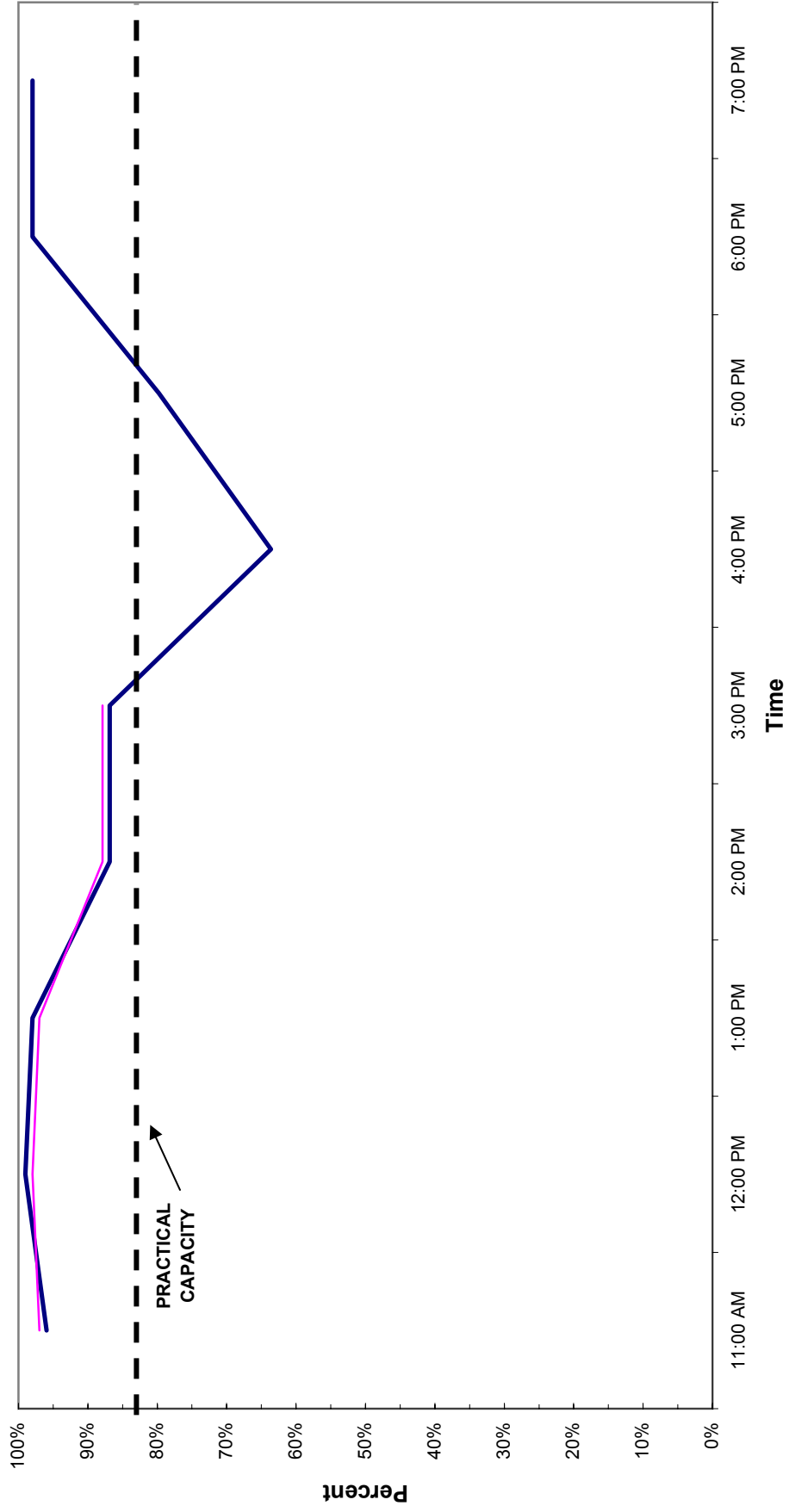


Figure B.8

**Off-Street Parking for the Old Town Community
Peak Season For Subarea 2
Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
August 2000**



— Weekday — Weekend



Figure B.9

**Off-Street Parking for the Old Town Community
Off-Peak Season For Subarea 2
Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
November 2000**

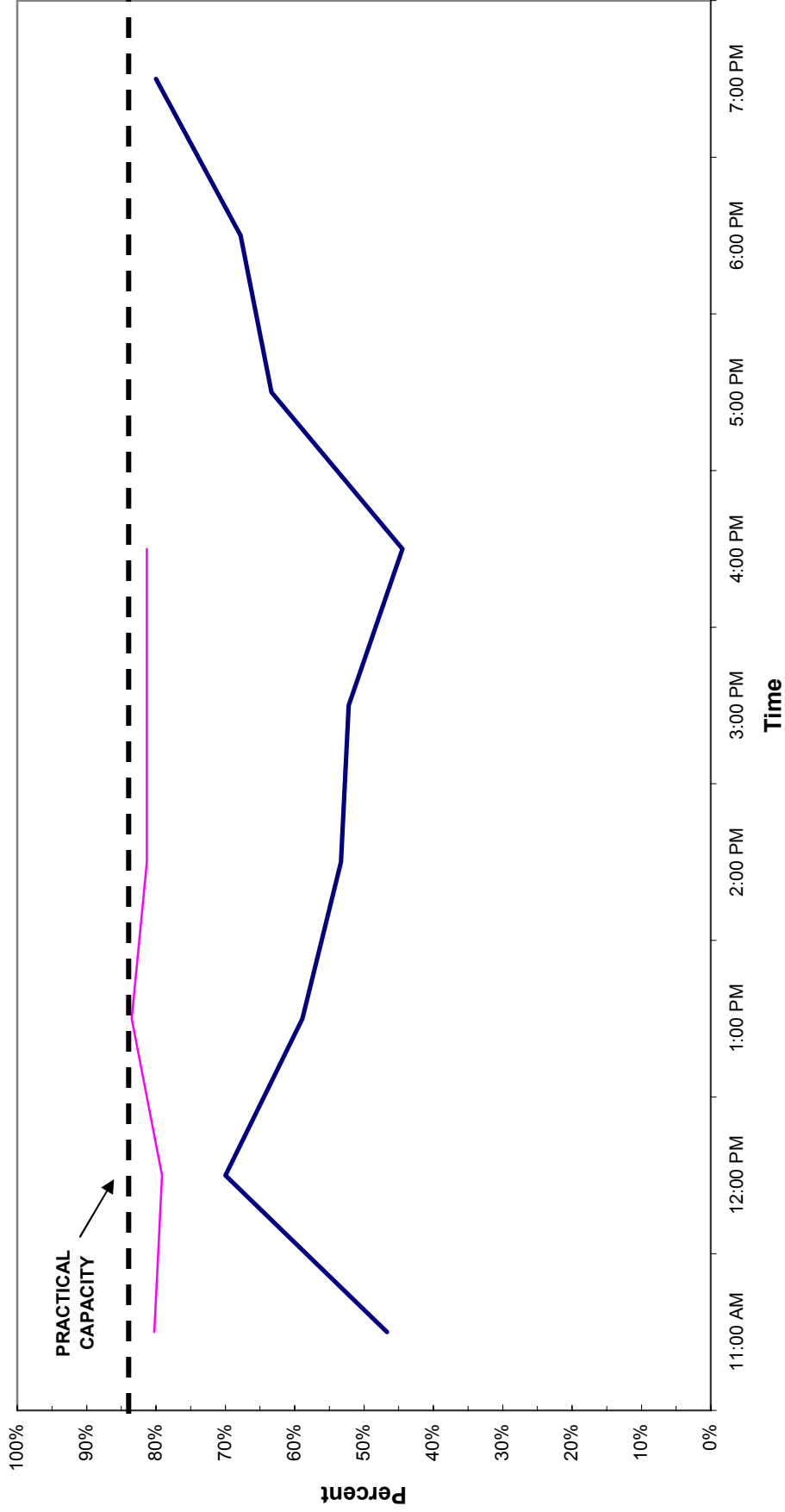


Figure B.10

**Off-Street Parking for the Old Town Community
Peak Season For Subarea 3
Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
August 2000**

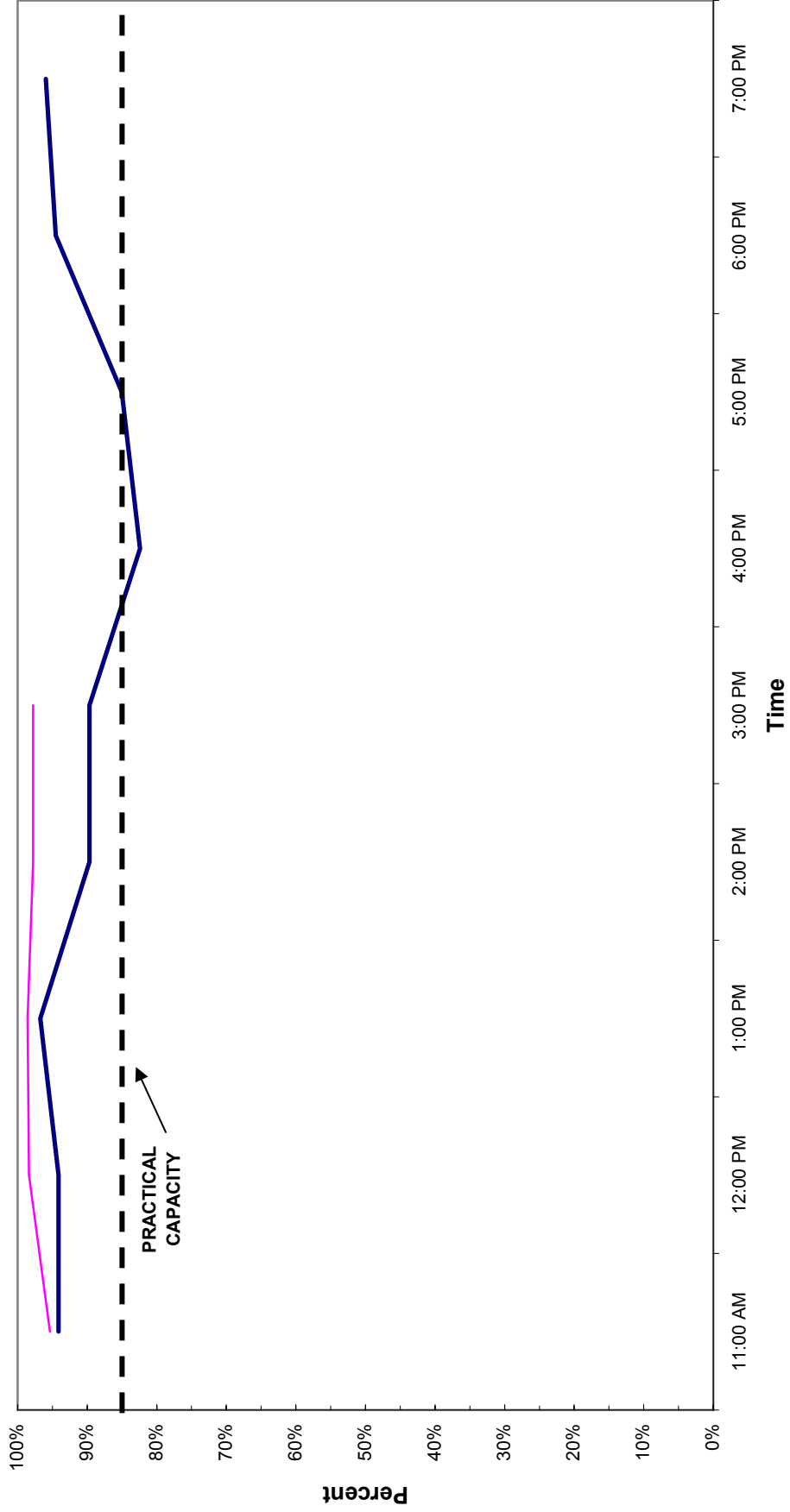


Figure B.11

Off-Street Parking for the Old Town Community Off-Peak Season For Subarea 3

Occupancy By Time
City of San Diego Visitor Oriented Parking Survey
November 2000

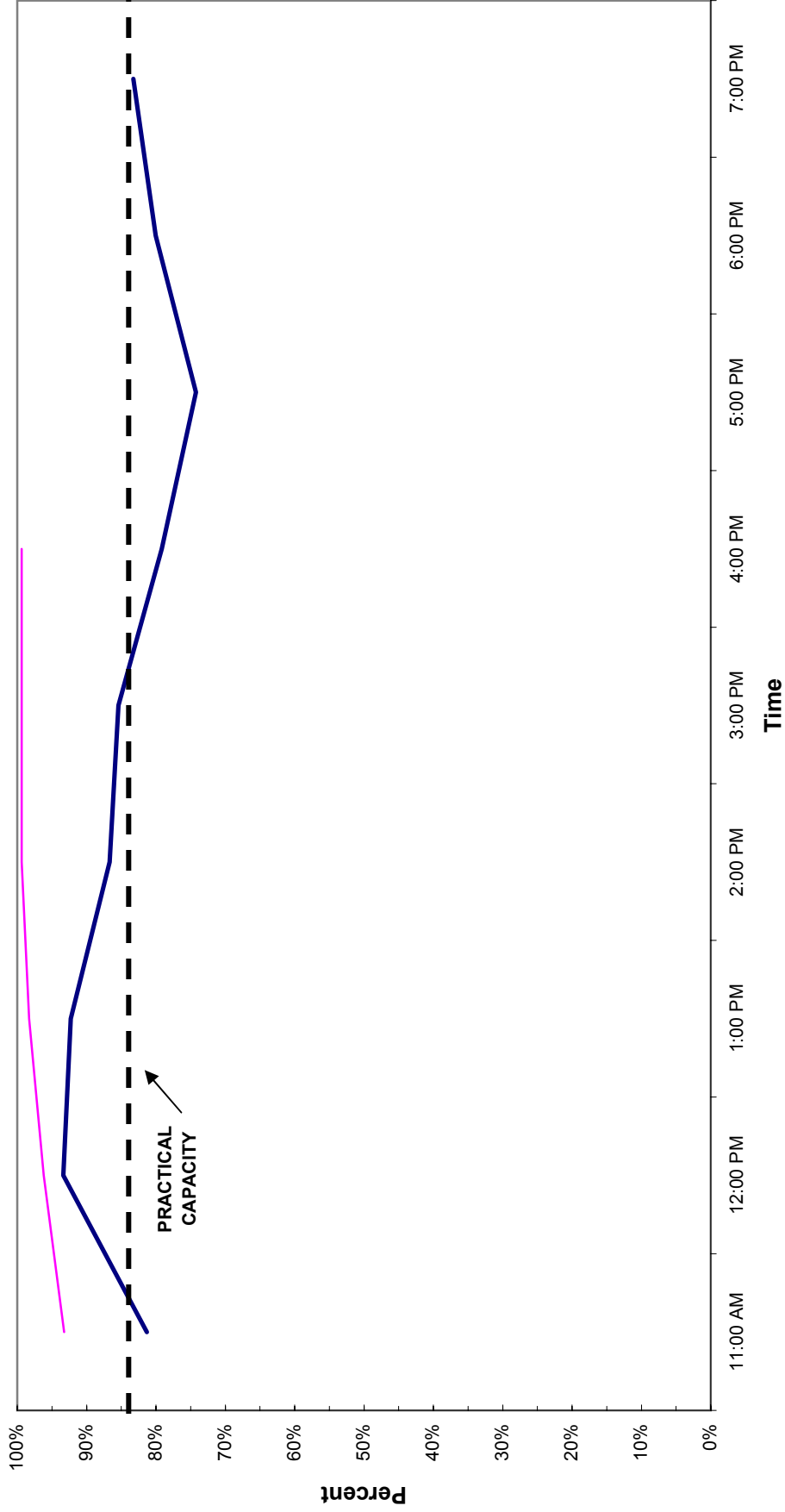


Figure B.12

Appendix C

Parking Structure Pro Formas
Debt Service Compared with Revenue

**PARKING STRUCTURE PRO FORMA
HARNEY AND JUAN STREET SITE**

Project Development Costs

Property Purchase (No property purchase since the site is owned by the City)	\$0
Building Purchase and Demolition	\$0
Site Preparation (75,000 sq. ft. @ \$5/sq. ft.)	\$375,000
Construction Cost	\$17,500,000
Contingencies (10% of Construction Cost)	\$1,750,000
Architectural and Engineering Fees (6% of Construction Cost)	\$1,050,000
Construction Administration and Management (9% of Construction Cost)	\$1,575,000
Builder's Risk (0.5% of Construction Cost)	\$87,500
Subtotal Project Development Costs	\$22,337,500

Finance Costs

Capitalized Interest (1)	\$1,993,600
Debt Service (2)	\$2,420,300
Debt Service Reserve (3)	\$1,210,150
Legal and Financial Fees (4)	\$531,600

Total Bond Issue and Development Cost without Debt Service Reserve	\$27,283,000
Total Bond Issue and Development Cost with 50% Debt Service Reserve	\$28,493,150

1. Capitalized interest at 7.5% of total bond issue for 12 months for interest payment during construction period.
2. Debt service equals one year annual payment at 7.5% annual interest rate for 24 years.
3. Debt service reserve equals 50% of the debt service (Revenues must cover 1.5 x Debt Service)
4. Legal and financial services fees for bond issue assumed to be 2% of the total bond issue.

**PARKING STRUCTURE PRO FORMA
TWIGGS AND CONGRESS STREET SITE**

Project Development Costs

Property Purchase (No property purchase since the site is owned by the City)	\$0
Building Purchase and Demolition	\$0
Site Preparation (45,000 sq. ft. @ \$5/sq. ft.)	\$225,000
Construction Cost	\$8,700,000
Contingencies (10% of Construction Cost)	\$870,000
Architectural and Engineering Fees (6% of Construction Cost)	\$522,000
Construction Administration and Management (9% of Construction Cost)	\$783,000
Builder's Risk (0.5% of Construction Cost)	\$43,500
Subtotal Project Development Costs	\$11,143,500

Finance Costs

Capitalized Interest (1)	\$994,600
Debt Service (2)	\$1,207,400
Debt Service Reserve (3)	\$603,700
Legal and Financial Fees (4)	\$265,200

Total Bond Issue and Development Cost without Debt Service Reserve	\$13,610,700
Total Bond Issue and Development Cost with 50% Debt Service Reserve	\$14,214,400

1. Capitalized interest at 7.5% of total bond issue for 12 months for interest payment during construction period.
2. Debt service equals one year annual payment at 7.5% annual interest rate for 24 years.
3. Debt service reserve equals 50% of the debt service (Revenues must cover 1.5 x Debt Service)
4. Legal and financial services fees for bond issue assumed to be 2% of the total bond issue.

Debt Service Compared with Revenue

Old Town

Revenue Stream

Twiggs & Congress

Number of total spaces	540
Number of monthly permit spaces (50% of total)	<u>270</u>
Number of remaining spaces available to the public	270

Ramp-up period in years	1	2	3	4	5
Percent Utilization during ramp-up period (4 years)	55%	65%	75%	85%	85%
Number of utilized public spaces	149	176	203	230	230
Number of monthly permit spaces (50% of total)	270	270	270	270	270
Total utilized spaces	419	446	473	500	500
Overall utilization including permit and public spaces.	78%	83%	88%	93%	93%

Number of days per year in operation *	288
Practical Capacity (Public Spaces Only)	85%

Monthly Rate	\$ 65.00	\$ 65.00	\$ 65.00	\$ 65.00	\$ 70.00
Maximum Rate	\$ 9.00	\$ 9.00	\$ 9.00	\$ 9.00	\$ 10.00
Hourly Rate	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.50
Average Duration (assumed)	2.7				
Turnover (assumed)	2.5				
Monthly Fee	\$ 65.00	\$ 65.00	\$ 65.00	\$ 65.00	\$ 70.00
Hourly	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.50
Maximum Hourly	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00	\$ 8.00
Revenue per space per day	\$ 6.75	\$ 6.75	\$ 6.75	\$ 6.75	\$ 10.13
Revenue per space per year	\$ 1,944	\$ 1,944	\$ 1,944	\$ 1,944	\$ 2,916

Annual Debt Service	\$ 1,811,100	\$ 1,811,100	\$ 1,811,100	\$ 1,811,100	\$ 1,811,100
Annual Hourly Parking Revenue	\$ 288,684	\$ 341,172	\$ 393,660	\$ 446,148	\$ 669,222
Annual Permit Parking Revenue	\$ 210,600	\$ 210,600	\$ 210,600	\$ 210,600	\$ 226,800
Annual Gross Revenue	\$ 499,284	\$ 551,772	\$ 604,260	\$ 656,748	\$ 896,022
Annual Gross Revenue Surplus or (Shortfall)	\$ (1,311,816)	\$ (1,259,328)	\$ (1,206,840)	\$ (1,154,352)	\$ (915,078)

* Assumes seven days per week for fourteen weeks between Memorial and Labor Day,
and five days per week for remaining thirty eight weeks

Debt Service Compared with Revenue

Old Town

Revenue Stream

Harney & Juan

Number of total spaces	875
Number of monthly permit spaces (50% of total)	<u>438</u>
Number of remaining spaces available to the public	437

Ramp-up period in years	1	2	3	4	5
Percent Utilization during ramp-up period (4 years)	55%	65%	75%	85%	85%
Number of utilized public spaces	240	284	328	371	371
Number of monthly permit spaces (50% of total)	438	438	438	438	438
Total utilized spaces	678	722	766	809	809
spaces.	78%	83%	88%	93%	93%

Number of days per year in operation *	288
Practical Capacity (Public Spaces Only)	85%

Monthly Rate	\$ 65.00	\$ 65.00	\$ 65.00	\$ 65.00	\$ 70.00
Maximum Rate	\$ 9.00	\$ 9.00	\$ 9.00	\$ 9.00	\$ 10.00
Hourly Rate	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.50
Average Duration (assumed)	2.7				
Turnover (assumed)	2.5				
Monthly Fee	\$ 65.00	\$ 65.00	\$ 65.00	\$ 65.00	\$ 70.00
Hourly	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.50
Maximum Hourly	\$ 6.00	\$ 6.00	\$ 6.00	\$ 6.00	\$ 8.00
Revenue per space per day	\$ 6.75	\$ 6.75	\$ 6.75	\$ 6.75	\$ 10.13
Revenue per space per year	\$ 1,944	\$ 1,944	\$ 1,944	\$ 1,944	\$ 2,916

Annual Debt Service and Debt Service Reserve	\$ 3,355,050	\$ 3,355,050	\$ 3,355,050	\$ 3,355,050	\$ 3,355,050
Annual Hourly Parking Revenue	\$ 467,240	\$ 552,193	\$ 637,146	\$ 722,099	\$ 1,083,148
Annual Permit Parking Revenue	\$ 341,640	\$ 341,640	\$ 341,640	\$ 341,640	\$ 367,920
Annual Gross Revenue	\$ 808,880	\$ 893,833	\$ 978,786	\$ 1,063,739	\$ 1,451,068
Annual Gross Revenue Surplus or (Shortfall)	\$ (2,546,170)	\$ (2,461,217)	\$ (2,376,264)	\$ (2,291,311)	\$ (1,903,982)

* Assumes seven days per week for fourteen weeks between Memorial and Labor Day,
and five days per week for remaining thirty eight weeks