



AGENDA
SPECIAL MEETING OF
CITY COUNCIL/SAN DIMAS
REDEVELOPMENT AGENCY
TUESDAY, NOVEMBER 10, 2009, 5:00 P. M.
CITY COUNCIL CONFERENCE ROOM
245 E. BONITA AVE.

COUNCIL:

Mayor Curtis W. Morris
Mayor Pro Tem Denis Bertone
Councilmember Emmett Badar
Councilmember John Ebner
Councilmember Jeff Templeman

1. CALL TO ORDER

2. ORAL COMMUNICATIONS

(For anyone wishing to address the City Council on an item on this agenda. Under the provisions of the Brown Act, the legislative body is prohibited from taking or engaging in discussion on any item not appearing on the posted agenda. Speakers are limited to three minutes or as may be determined by the Chair.)

a. Members of the Audience

3. STUDY SESSION

a. Various matters related to Downtown Specific Plan and other Downtown matters:

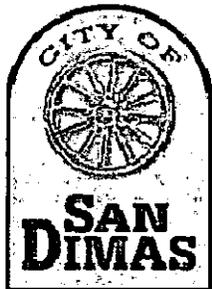
- 1) Preliminary consideration of alternate façade designs and program to address façade issues at Bonita Avenue.
- 2) Prioritization of future projects and/or property acquisitions in the Downtown.
- 3) Discussion of preliminary design of Arrow/Bonita "Wagon" and entryway signs.
- 4) Discussion of preliminary street redesigns for Bonita/Cataract/railroad intersection.
- 5) Discussion of parking district.

4. ADJOURNMENT

The next City Council meeting is Tuesday, November 10, 2009, 7:00 p.m.

AGENDA STAFF REPORTS: COPIES OF STAFF REPORTS AND/OR OTHER WRITTEN DOCUMENTATION PERTAINING TO THE ITEMS ON THE AGENDA ARE ON FILE IN THE OFFICE OF THE CITY CLERK AND ARE AVAILABLE FOR PUBLIC INSPECTION DURING THE HOURS OF 8:00 A.M. TO 5:00 P.M. MONDAY THROUGH FRIDAY. INFORMATION MAY BE OBTAINED BY CALLING (909) 394-6216. CITY COUNCIL MINUTES AND AGENDAS ARE ALSO AVAILABLE ON THE CITY'S HOME PAGE ON THE INTERNET: <http://cityofsandimas.com>

POSTING STATEMENT: ON November 6, 2009, A TRUE AND CORRECT COPY OF THIS AGENDA WAS POSTED ON THE BULLETIN BOARDS AT 245 EAST BONITA AVENUE (SAN DIMAS CITY HALL), 145 NORTH WALNUT AVENUE (LOS ANGELES COUNTY PUBLIC LIBRARY, SAN DIMAS BRANCH), AND 300 EAST BONITA AVENUE (UNITED STATES POST OFFICE) AND THE CITY'S WEBSITE AT WWW.CITYOFSANDIMAS.COM.



MEMORANDUM

DATE: November 10, 2009

TO: Mayor and City Council

FROM: Community Development Department

SUBJECT: Preliminary consideration of alternate façade designs and programs to address façade issues at 151-161 W. Bonita Avenue

City Council previously authorized Staff to contract for architectural services to evaluate alternatives to address concerns related to several failures of the aging facades at 151 and 155 W. Bonita Avenue. It is likely that the study will ultimately provide information to determine an appropriate façade program for the Downtown area since many of the facades are similar in age and condition and are likely to need some upgrading in the near-term future.

John Sorcinelli will make a Power Point presentation at the Study Session which will detail the problems that have been identified and identify six possible approaches to address these issues. Attached to this report are plans detailing each of the options. These include descriptions of the intended work for each alternative and preliminary costs for each alternative. They are also broken down separately for each of the four affected properties.

The alternatives can be summarized as follows:

- SHORT TERM RENOVATION – Primary features include keeping existing storefronts, adding new wood fascia, adding new standing seam metal roof sidewalk coverings (155, 157 & 161), adding new retractable awning (151) and adding new externally lighted signs.
- MID TERM RENOVATION – Primary features include keeping existing storefronts (except 157 where storefront is replaced), adding new wood fascia panels (151 only), stripping and repairing brick fascia (155, 157 & 161), restoring clerestory windows, adding new retractable awnings, and adding new externally lighted signs.
- LONG TERM RENOVATION – Primary features include new historic parapet/cap, new storefronts, new brick facades, new tile kickplates, new retractable awnings and new externally lighted signs. All are intended to replicate original historic design based on available photos.

3a (1)

- LONG TERM-NEW ONE STORY BUILDING – Demolition of all buildings and reconstruction with added square footage but as a single story development. Exterior design includes brick facades with historic parapets, tiled kickplates, clerestory windows, retractable awnings and externally lighted signs.
- LONG TERM-NEW RETAIL/OFFICE/LIVE-WORK – Demolition of all buildings and replacement with new two or three story mixed use development with retail/restaurant, office and live-work.
- LONG TERM-NEW RETAIL/RESIDENTIAL/LIVE-WORK - Demolition of all buildings and replacement with new two or three story mixed use development with retail/restaurant, residential and live-work.

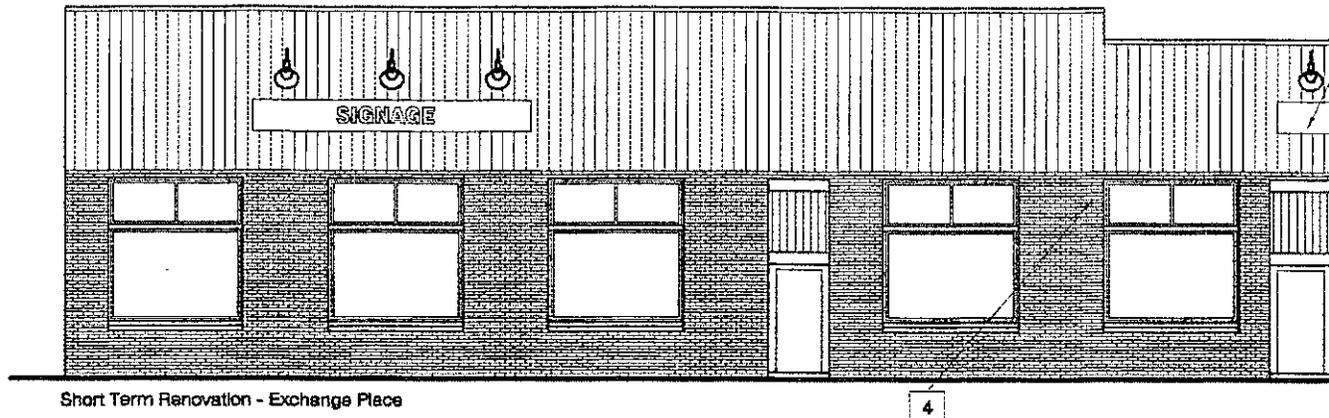
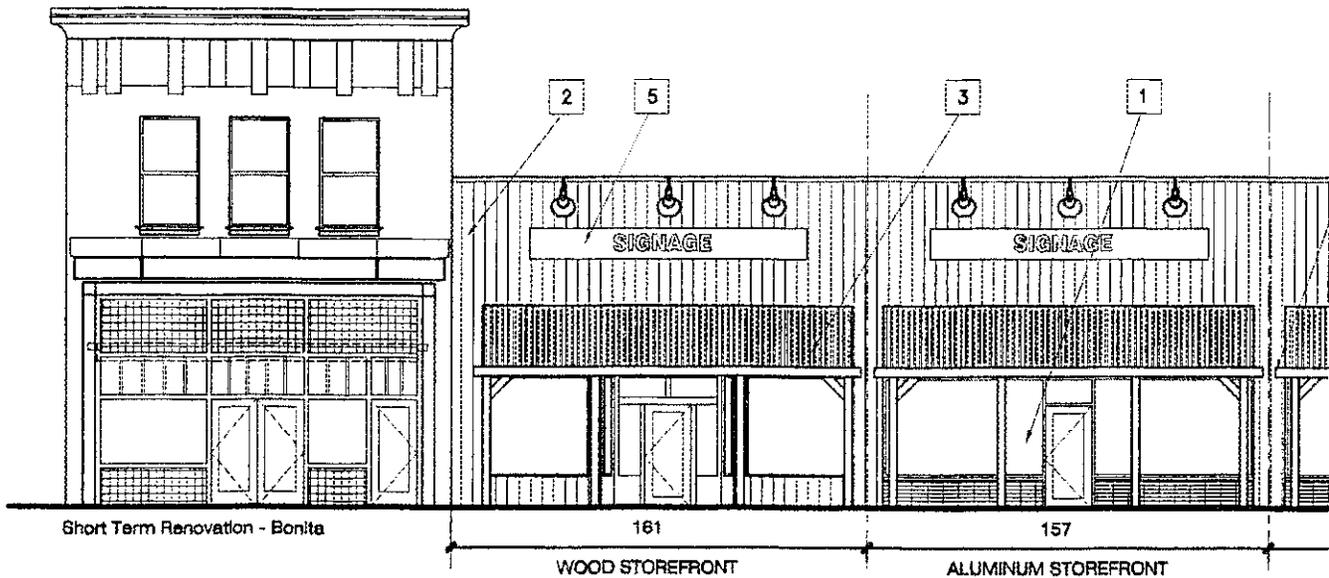
In addition to potential design solutions it will also be necessary to examine possible implementation strategies. These will vary depending upon the design solutions which are preferred and depending upon the desire/ability of the existing property owners and businesses to participate. Strategies may include:

- Design Assistance and/or Construction Plan Preparation
- Grants for some or all of the work
- Loans (no interest, low interest or deferred) for some or all of the work
- Setting up a Loan program through a Bank supplemented with design assistance and/or grants
- Facilitation of contact with development interests (for the new construction alternatives)
- Property acquisition for land assembly

At this point Staff has not attempted to develop details for any of these strategies.

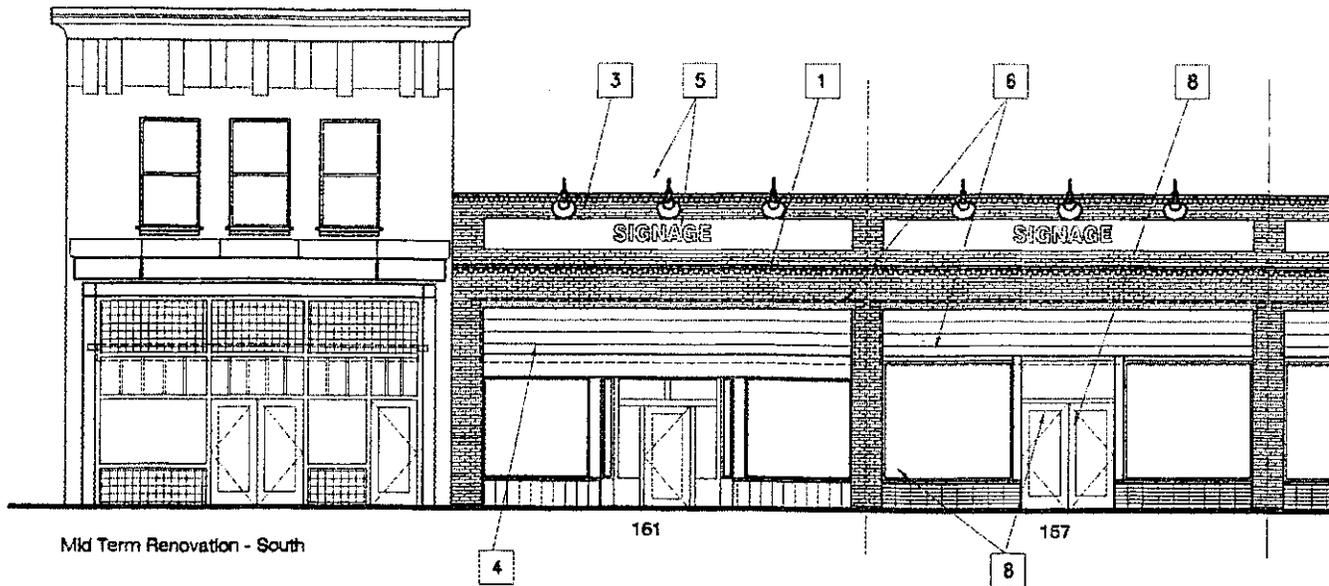
In addition Staff has not met with any of the property owners on either the design alternatives or implementation strategies. It seemed preferable to obtain initial feedback from the City Council before undertaking property owner meetings.

Staff is requesting City Council feedback on this matter. We will then meet with the affected property owners to understand their comments and preferences. Following those meetings Staff will develop one or more recommendations for Council action.

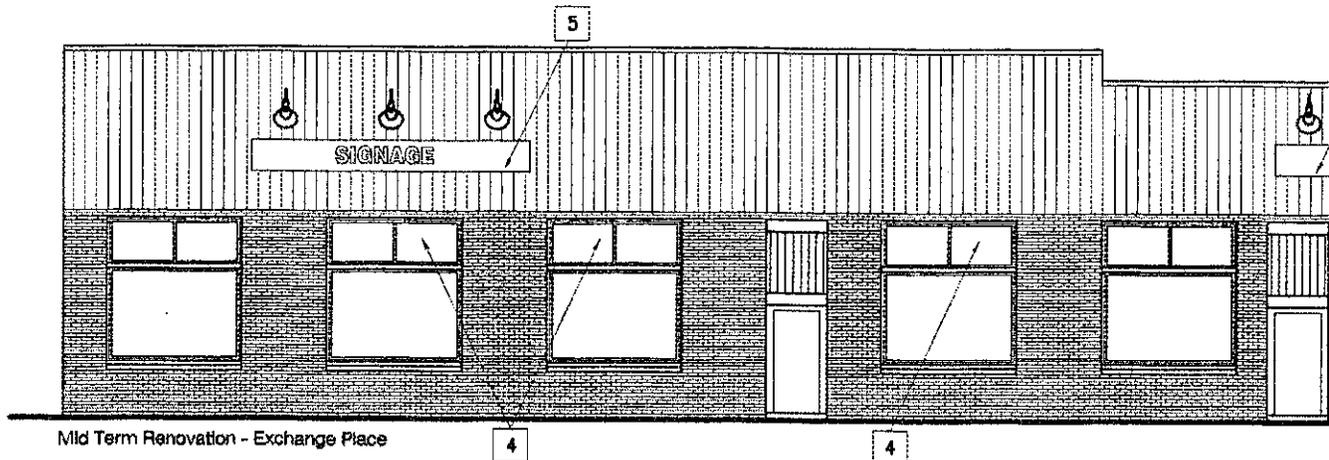


BONITA AVE

ADDRESS	COST WITHOUT ASBESTOS + LEAD ABATEMENT	COST WITH ASBESTOS + LEAD ABATEMENT		WORK AREA	ADDRESS
151 WEST BONITA RET. AREA 3,840sf	\$107,000	\$116,000	1	PARAPET	161 W.
			2		157 W.
155 WEST BONITA RET. AREA 2,030sf	\$33,000	\$42,000	3	STOREFRONT	155 W.
			4		151 W.
157 WEST BONITA RET. AREA 1403sf	\$38,000	\$47,000	5	KICKPLATE	161 W.
			6		157 W.
161 WEST BONITA RET. AREA 1250sf	\$38,000	\$47,000		SIDEWALK COVERING	155 W.
					151 W.
TOTAL FOR ALL FOUR BUILDINGS RET. AREA 8,323sf	\$216,000	\$252,000		SIGNAGE	161 W.
					157 W.
					155 W.
					151 W.



Mid Term Renovation - South



Mid Term Renovation - Exchange Place

BONITA AVENUE

ADDRESS	COST WITHOUT ASBESTOS + LEAD ABATEMENT	COST WITH ASBESTOS + LEAD ABATEMENT		WORK AREA	ADDRESS
151 WEST BONITA RET. AREA 3,640sf	\$107,000	\$117,000	1 EXIST. STOREFRONTS TO REMAIN - PAINT @ ALL LOCATIONS., EXCEPT 157	PARAPET	161 W.
			2 NEW 1X6 SEALED WOOD FASCIA PANEL - SEE DETAIL 1A1.0- REPAIR ANY LOOSE BRICKS		157 W.
155 WEST BONITA RET. AREA 2,030sf	\$37,000	\$46,000	3 EXISTING UNTRESTORED BRICK FACADE - STRIP EXISTING PAINT & REPAIR ANY LOOSE BRICKS	STOREFRONT	155 W.
			4 RESTORE EXIST. CLERESTORY WINDOWS		161 W.
157 WEST BONITA RET. AREA 1403sf	\$63,000	\$72,000	5 NEW PTD. WOOD SIGNAGE W/ 3 EXT. LIGHT FIXTURES - CONN. TO EXIST. ELEC.	KICKPLATE	157 W.
			6 NEW RETRACTABLE FABRIC AWNING - TO MATCH SIZE/SHAPE OF ADJ. BLDG.		155 W.
161 WEST BONITA RET. AREA 1250sf	\$43,000	\$52,000	7 NOT USED	SIDEWALK COVERING	151 W.
			8 NEW WD. STOREFRONT, DOORS, TILE KICKPLATE & FABRIC AWNING - THIS UNIT ONLY		161 W.
TOTAL FOR ALL FOUR BUILDINGS RET. AREA 8,323sf	\$250,000	\$287,000		SIGNAGE	157 W.
					155 W.
					151 W.

COST ESTIMATES 5

SCALE: N.T.S. A2

SHEET NOTES 4

SHEET NOTES

SCALE: N.T.S. A2



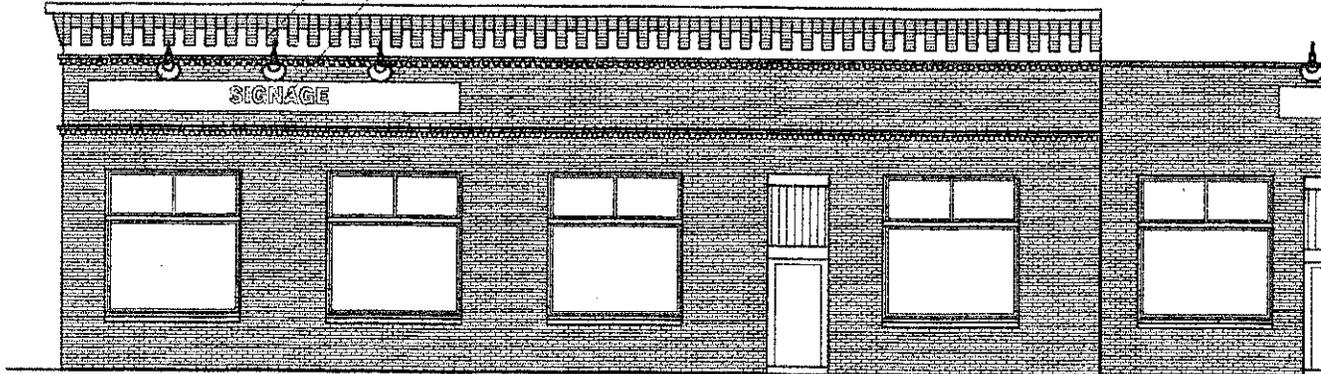
Long Term Renovation - Bonita

NEW BRICK FACADE ON 8" CMU
 - ALL BRICK DETAIL PER HISTORIC PHOTOS
 NEW PTD. WOOD SIGNAGE
 W/ 3 EXT. LIGHT FIXTURES
 - CONN. TO EXIST. ELEC.

161

157

NEW STL. HEADER, WD. STOREFRONT, DOORS, TILE KICKPLATE & FABRIC AWNING - ALL UNITS



Long Term Renovation - Exchange Place

NEW FACADE

BONITA AVENUE LONG TERM REN

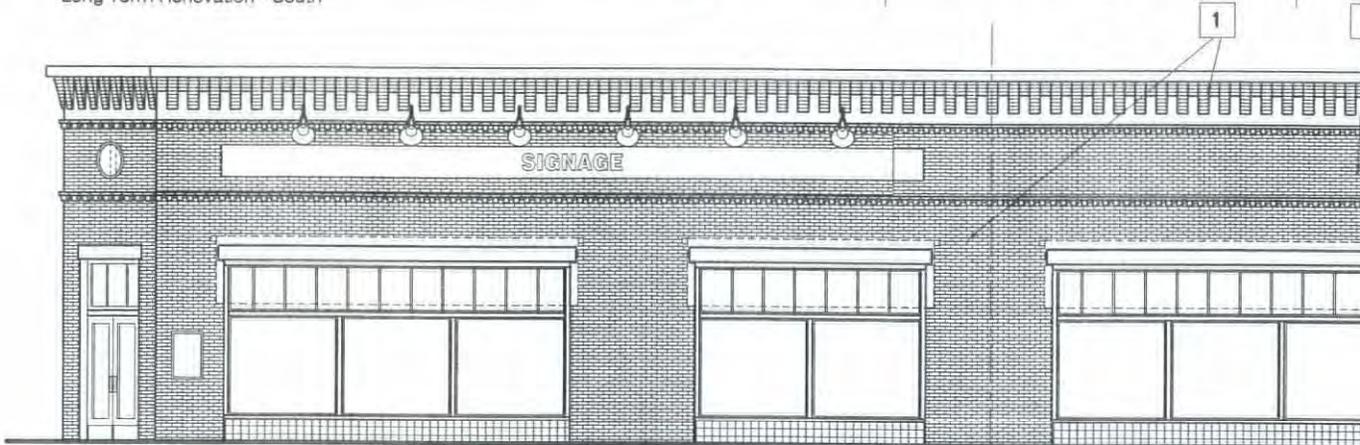
ADDRESS	COST WITHOUT ASBESTOS + LEAD ABATEMENT	COST WITH ASBESTOS + LEAD ABATEMENT	
151 WEST BONITA RET. AREA 3,640sf	\$203,000	\$212,000	1 NEW STUCCO FACADE DETAIL & ORNATE HISTORIC PHOTOS
155 WEST BONITA RET. AREA 2,030sf	\$83,000	\$92,000	2 NEW STEEL HEADER DOORS, TILE KICKPLATE - ALL UNITS
157 WEST BONITA RET. AREA 1403sf	\$81,000	\$90,000	3 NEW BRICK FACADE PER EXIST. HISTORIC PHOTOS
161 WEST BONITA RET. AREA 1250sf	\$83,000	\$91,000	4 NEW ORNATE BRICK MATCH HISTORIC PHOTOS
TOTAL FOR ALL FOUR BUILDINGS RET. AREA 8,323sf	\$450,000	\$485,000	5 NEW PTD. WOOD SIGNAGE FIXTURES - CONN. TO EXIST. ELEC.
			6 NEW RETRACTABLE AWNING MATCH SIZE/SHAPE
			7 NEW TILE KICKPLATE



Long Term Renovation - South

161

157



Long Term Renovation - Exchange Place

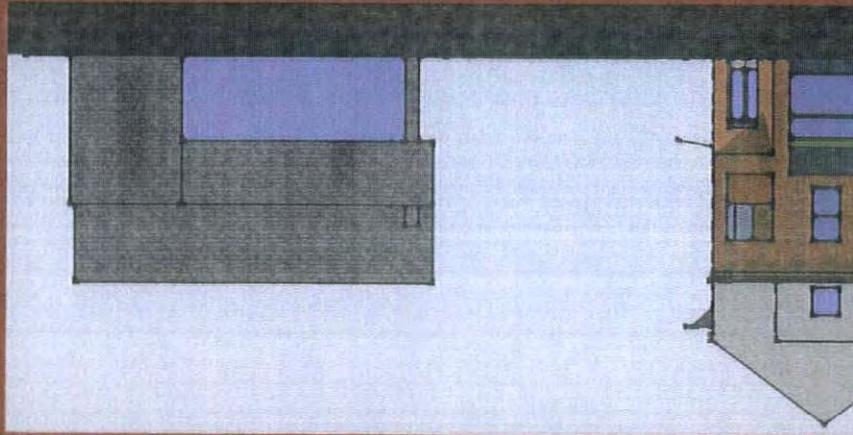
BONITA AVENUE LONG TERM RENOVATION - NEW BRICK FACADE AND

ADDRESS	COST WITHOUT ASBESTOS + LEAD ABATEMENT	COST WITH ASBESTOS + LEAD ABATEMENT
151 WEST BONITA RET. AREA 3,640sf	\$581,000	\$590,000
155 WEST BONITA RET. AREA 3,364sf	\$454,000	\$463,000
157 WEST BONITA RET. AREA 2,668sf	\$360,000	\$369,000
161 WEST BONITA RET. AREA 2,900sf	\$392,000	\$401,000
TOTAL FOR ALL FOUR BUILDINGS RET. AREA 12,572sf	\$1,787,000 SHELL ONLY	\$1,823,000 SHELL ONLY



— 2 Floors Only: \$3,443,000

Second Floor	\$0	\$1,133,000	\$519,000
Third Floor	\$0	\$840,000	\$360,000



Retail / Residential / Live-Work



Areas	First Floor
Retail/Restaurant	\$1,272,000
Residential	\$0
Live/Work	\$519,000

Total Project Cost: \$4,378,000 -

Bonita Ave.





MEMORANDUM

DATE: November 10, 2009
TO: Mayor and City Council
FROM: Community Development Department
SUBJECT: Prioritization of future projects and/or property acquisitions in the Downtown

Staff has been working with its Downtown planning consultant to develop a new specific plan for the Downtown area for the past couple years. As we prepared for the last Community Workshop (mid to late January 2010) and the subsequent hearings (Spring 2010), it became increasingly evident that some further policy guidance was needed on prioritizing a multitude of projects. Not all of the projects are defined particularly clearly nor are costs available at this time. In addition the Redevelopment Agency has been particularly active and there has been discussion about taking a small breather. In addition we are updating the Redevelopment Agency Five Year plan early next year. Unfortunately it is not possible to do everything that is either wanted or needed necessitating prioritization of the available resources. While it should not be expected that any prioritization done now cannot be re-evaluated in the future, it is nevertheless beneficial to start someplace.

PROJECT	BRIEF DESCRIPTION	RATIONALE
1. Chevron Station Property (n/w corner Bonita & San Dimas)	Property acquisition or work with existing property owners.. Site redevelopment for park and/or additional retail buildings.	Gas station use perceived as less desirable. Enhancement of Walker House.
2. Former Sheriff's Station Property (s/e corner 1 st & San Dimas)	Property acquisition. Site redevelopment for additional retail and/or mixed use buildings. Or for additional municipal parking.	Underutilized governmental use.
3. 151-161 W Bonita (n/w corner Bonita & Exchange Place)	Property acquisition or work with existing property owners. Site redevelopment for additional retail and/or mixed use buildings.	Unreinforced masonry building not making effective use of land area. Opportunity for land assembly.
4. Golden State Water property (Exchange Place)	Property acquisition for additional municipal parking.	Interferes with effective use/design of municipal parking lot
5. Property at northwest corner of 1 st & San Dimas	Property acquisition for additional municipal parking.	Vacant property. Parking. Enhancement of Walker House.

3 a (2)

6. 213-221 W. Bonita (west of San Dimas Hardware)	Property acquisition or work with existing property owners. Site redevelopment for additional retail and/or mixed use buildings.	Underutilized buildings without historic qualities.
7. Lemon Packing House	Property acquisition or work with existing property owners. Site redevelopment and historic building preservation.	Storage use perceived as undesirable, Significant historic building.
8. Bonita & Eucla	Site redevelopment to appropriate retail or related uses possibly working with adjacent owners.	City owned but irregularly shaped properties previously assembled.
9. Bonita & Cataract	Site redevelopment to appropriate retail or related uses	City owned property previously assembled
10. Johnstone Block building (Bonita east of Monte Vista)	Property acquisition or work with existing property owners. Site redevelopment and historic building preservation.	Underutilized second floor of historic building. Unreinforced masonry.
11. 100 W. Bonita (s/w corner Bonita & San Dimas)	Property acquisition or work with existing property owners. Site redevelopment for additional retail and/or mixed use buildings.	Tire store perceived as undesirable.
12. Undeveloped portions of the Grove Station project	Property acquisition or work with bank or new property owners to complete approved project.	Developer in foreclosure. Uncertainty regarding how or when project will be completed. Possible project changes.
13. Southwest corner of Commercial & San Dimas	Property acquisition or work with existing property owners. Site redevelopment for additional retail and/or mixed use buildings.	Vacant property intended for mixed use development.
14. Block bounded by San Dimas, Arrow, Walnut & railroad	Property acquisition or work with existing property owners. Site redevelopment for additional retail and/or mixed use buildings. Make provision for future Gold Line station.	Developed property designated for additional housing and future Gold Line station
15. 109-125 & 141-149 E Bonita	Property acquisition or work with existing property owners. Site redevelopment for additional retail and/or mixed use buildings.	Underutilized buildings with little or no historic qualities.
16. Façade Renovation Program	Work with property owners and businesses to facilitate preservation of historic Downtown theme on existing older buildings.	Indications of failures in older facades may indicate need to address issues throughout Downtown.

NOTE: Numbers do not represent any order or preference.

It should be noted that this may not be a complete list and other projects may be added if deemed appropriate.

This is intended to be a wide-ranging discussion with some direction to prioritize needs or desires. Suggested time ranges would be:

HIGHER PRIORITY – 1-3 years
MEDIUM PRIORITY – 3-10 years
LOWER PRIORITY – 10 years or more

Staff will supplement information provided with a Power Point presentation at the Study Session.



MEMORANDUM

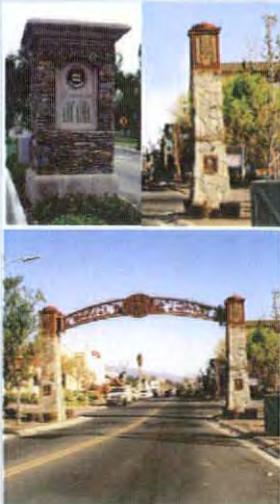
DATE: November 10, 2009
TO: Mayor and City Council
FROM: Community Development Department
SUBJECT: Discussion of preliminary design of Arrow/Bonita "wagon" and entry way signs.

As part of the Downtown Planning process Staff has added to the consultant team a firm which specializes in signing, branding and wayfinding programs. As the first step they have identified preliminary conceptual approaches to update the current entry monument (wagon) and consider new entry monument concepts which may include public art. (see attached materials)

In addition they have provided some thoughts on additional entry or gateway signage or monumentation and a branding or wayfinding comparison.

All of the concepts are very preliminary. After discussion and comment Staff will work with consultant to develop more detailed preliminary designs for consideration.

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ADDITIONAL SIGNAGE (Secondary Signage)

- Significant signage improvements should be made
 - North of downtown San Dimas (Highway 210 + San Dimas Blvd)
 - East (Bonita Ave + Walnut Ave.)
 - South (San Dimas Blvd + Arrow Hwy)
- Signage can be a simple marker, made of stacked stone, laminated wood with a "wagon wheel" on top and San Dimas logo
- This would increase awareness of "entrance to downtown area"

GATEWAY

- Place a Freestanding Entry Monument over Bonita Ave (approx. Bonita Ave + Cataract Ave.) that would utilize materials and a modern western theme
- San Dimas California would be prominently featured
- Entry Monument could be either East and West bound, or Eastbound only

CONSIDERATIONS:

- Grand sense of "Entrance" into downtown
- Expensive
- Possible issues with large vehicle traffic

BRANDING

EXAMPLES OF CURRENT WAYFINDING

The current San Dimas signage has too many elements, fonts and shapes that prevent the overall signage brand from coming together.



EXAMPLES OF BRANDED WAYFINDING

With the use of color, font, and material, we can create one unified look throughout.



CITY OF SAN DIMAS ENTRY MONUMENT STUDY

November 2009

OPTION 1



UPDATE THE CURRENT ENTRY MONUMENT

- Replace existing wagon entry monument's concrete canopy with a UV protected canvas material for a more realistic look
- Replace the existing brick base with stone pavers and stacked stone, similar to the adjacent property.
- Update landscape area with flowers or low maintenance vegetation
- Existing "organization signs" would be removed and a plaque closer to the center of downtown would have updated groups

CONSIDERATIONS:

- Most economical
- Freshens up existing look + keeps the "historical"
- Canvas material can be subject to vandalism
- Canvas would have to be replaced (approx. e
- Keeps the "historical" wagon feature
- Is it the icon that San Dimas can relate to too

OPTION 2



NEW ENTRY MONUMENT

- Remove existing wagon (either move to another location or demolish)
- Create a Entry Monument of stacked stone veneer (similar to stone used in site walls of neighboring retail property), Laminated wood beams, and steel connections
- Entry Monument's design would be modern, with accents and materials to relate to historical charm of downtown's history.
- Incorporate Logo and "Welcome" text

CONSIDERATIONS:

- Significant update to entry, more grandiose
- More updated look, while design can hold on
- Cost/Investment
- Might get lost in the retail developers proper

OPTION 3



NEW ENTRY MONUMENT LOCATION(S) / PUBLIC ART

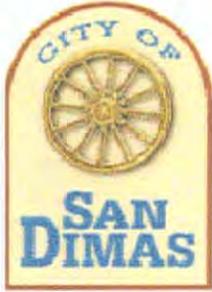
- Remove current Entry Monument, replace with a low stone wall and "Welcome to San Dimas" text
- Use a Public Art piece as the Entry Monument, for example a steel lemon tree to pay tribute to the historical lemon industry. Seating, materials and text signage could create small park as well.

CONSIDERATIONS:

- Adds artistic element to a public space
- Historical reference/tribute
- Expensive
- Existing Wagon would have to find a new lo
- used as a public art piece somewhere else in

CITY OF SAN DIMAS ENTRY MONUMENT STUDY

November 2009



MEMORANDUM

DATE: November 10, 2009
TO: Mayor and City Council
FROM: Community Development Department
SUBJECT: Discussion of preliminary street re-designs for Bonita/Cataract/railroad intersection

As part of the Downtown Specific Plan process a traffic consultant has been included in the consultant team. Staff requested that they evaluate on a preliminary basis possible revisions to the Bonita & Cataract intersection. This intersection is large and complex because of the railroad crossing and may become particularly difficult with extensive use once the Gold Line reaches San Dimas.

We have made some effort to get the Gold Line to consider a grade separation here but at present that option seems unlikely. The next best choice is to examine ways to adjust the intersection to facilitate an opportunity for signalization in the future.

Attached is a Memo from KOA which briefly discusses two alternatives:

- o Alternative One narrows the streets to a more conventional width by eliminating the large landscaped areas
- o Alternative Two bends the street in a southerly direction to minimize the length of track within the street

KOA and RKA both prefer Alternative One from an engineering perspective.

Staff has been successful in securing more than \$1 million dollars in the Metro Call for Projects in 2014 for improvements to this intersection as well as other pedestrian enhancements in the Downtown.

Staff is seeking feedback on the design alternatives to facilitate discussion during the remaining Downtown Specific Plan process.

3a(4)

MEMORANDUM

To: **Larry Stevens**
Assistant City Manager of Community Development
City of San Dimas

From: **Joel Falter**

Date: **June 12, 2009**

RE: **San Dimas Specific Plan**
Cataract Avenue at Bonita Avenue Intersection Operations Improvement Concepts
KOA Corporation Project Number – JA81168

INTRODUCTION

This memorandum summarizes the findings of our analysis of potential operations improvement concepts at the intersection of Cataract Avenue at Bonita Avenue. The analysis was undertaken as part of our on-going traffic and circulation work for the Downtown Specific Plan

Background

This intersection is the western entrance to the downtown area and is shown in Figure 1 below. As can be seen from the figure, the layout of the intersection is non-conventional which leads to motorist confusion and inefficient operations.

The intersection is controlled by four-way stop control. Bonita Avenue has six lanes on its approach with Cataract Avenue. To the west of the intersection the roadway cross-section is four travel lanes and to the east of the intersection it has two travel lanes. Cataract Avenue has a single lane approach on each leg of the intersection. The intersection has a landscaped median with mature trees on each approach of Bonita Avenue and is very wide. In addition, it is diagonally crossed by an at-grade railroad crossing which is owned by the BNSF Railroad. The proposed extension of the Metro-Gold Line light rail line would cross this intersection at-grade. The combination of the diagonal at-grade crossing, extreme width, sight distance limitations, and stop control result in inefficient operations. This will be exacerbated when the Metro Gold Line begins operations.

Figure 1 – Cataract Avenue at Bonita Avenue



KOA Corporation was asked to evaluate operations strategies that could be implemented within the available right-of-way. Two alternatives were developed and are discussed below.

Alternative One

Alternative One would entail redesigning the intersection layout to a “conventional” layout. This would result in the following benefits and improvements:

- It would reduce motorist confusion
- It would eliminate visibility issues and enhance site distance of the railroad tracks
- It would have standard railroad equipment placement
- It could be built within the City’s right-of-way
- It could accommodate a wider curb lane of about 13 feet to 18 feet to allow for additional on-street parking
- It could accommodate additional amenities such as wider sidewalks or bike facilities
- It would enhance traffic operations and safety for motorists, pedestrians and bicyclists
- It would be relatively low cost to construct

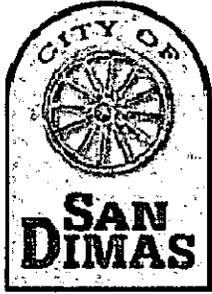
Alternative Two

Alternative Two would entail redesigning the intersection layout with a shift of the roadway cross-section and operating environment to the south. This would result in the following:

- It would result in an unconventional roadway and at-grade crossing alignment
- It would create a confusing operating environment
- It would have unconventional railroad crossing gate equipment placements/locations
- It would create visibility issues for motorists
- It would not provide any enhancements for pedestrians or cyclists
- It would potentially require the relocation of utilities such as the power poles due to the change in roadway alignment
- It would require additional right-of-way
- It would be expensive to construct

Recommendation

We believe Alternative I is the superior concept as shown above and would meet the needs of the City as expressed during staff and public meetings that have been conducted as part of the development of the Downtown Specific Plan.



MEMORANDUM

DATE: November 10, 2009
TO: Mayor and City Council
FROM: Community Development Department
SUBJECT: Discussion on Downtown Parking District

As part of the Downtown Specific Plan process a study of parking supply and demand was conducted. The study concludes that there is a sufficient supply to more than meet the demand at virtually all times of the day. Certainly some higher demand spaces (i.e. closer spaces to one's destination) are in higher demand than others within a given parking area but overall there is sufficient parking both on and off street.

Nevertheless there are some equity issues particularly as it relates to the parking district and as it relates to the financial viability of the district. The district generates virtually no income so its maintenance is generally covered by other funds on an as-needed basis. The district provides a significant advantage to all the parcels east of Monte Vista because they bear no responsibility for parking and have zero costs for parking. However, the block on the north side of Bonita west of Monte Vista does not have the same opportunity because it is not within the district. All redevelopment must provide complying parking on-site. Of course there are only limited opportunities to increase the supply of parking proximate to that block because of existing development.

Staff would like discussion of the following:

- o Adequacy of parking supply
- o Distribution of parking supply
- o Equity relative to the block east of Monte Vista
- o Opportunities for additional parking if needed
- o Need for parking when residential uses are introduced into the area

3a(5)