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# AGENDA REPORT

**MEETING DATE:** June 2, 2014

**SUBJECT:** Specific Plan Amendment of the San Marcos Creek Specific Plan –  
P14-0003: SP 14-002

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## **Recommendation**

Approve a modification to the San Marcos Creek Specific Plan regulations to include modified parking standards for future development of parking structures within the Specific Plan Area (SPA).

## **Introduction**

Parking will be a critical factor in the successful redevelopment and revitalization of the Creek District. Besides on-street parking, the San Marcos Creek Specific Plan emphasizes the development of private parking structures incorporated into mixed-use projects and the construction of several public parking structures distributed throughout the plan area. Parking structures within the Creek District would optimize development intensities to comply with the character and intent of the Specific Plan as discussed in Chapter 5 (Circulation and Transportation) and Chapter 6 (Community Design). In addition, Section 7.4 of the Specific Plan regulates parking standards for development within the plan area; however, this section only addresses land use parking ratios, and does not provide specifications for parking space and driveway aisle dimensions nor address the number of compact spaces allowed. Per Section 7.5.1, for those instances not addressed by the Specific Plan, the San Marcos Municipal Code (SMMC), Chapter 20, Zoning Ordinance shall prevail. Chapter 20.340 (Off-Street Parking and Loading) provides parking space and driveway aisle dimensions and limits for the number of compact spaces for a development, but does not distinguish between parking structures and surface parking lots. As specified in the errata sheet for Resolution PC 14-4419, the Specific Plan Amendment proposes to add language for structured parking to the Specific Plan specifically regarding dimension standards for parking spaces and driveway aisles, and establishing a maximum limit of thirty-five (35) percent for the allowable amount of compact spaces for a development. In addition, the amendment will also include those parking structure provisions from SMMC Chapter 20.340 related to requirements for ramp access, secondary access, and smart technology systems which also are not included in the San Marcos Creek Specific Plan.



The proposed amendment relies on the previously certified Final Environmental Impact Report (FEIR 05-41) for the San Marcos Creek Specific Plan. The proposed does not create new significant environmental impacts, and therefore there are no additional impacts that have not already been considered under FEIR 05-41.

### **Discussion**

In 2007, the San Marcos Creek Specific Plan was approved by the City to allow for mixed-use development within the approximately 200-acre area along San Marcos Creek between San Marcos Boulevard, Discovery Street, and Grand Avenue. In order to achieve the higher density, urban downtown character envisioned by the Specific Plan, parking structures are a key element of the plan. Besides parking structures built as part of mixed use projects, the Specific Plan, per Section 5.7 (Parking Management), also anticipated the construction of several public stand-alone parking structures throughout the plan area to provide shared parking with the intent for visitors to park once, and then be able to conveniently walk to their destinations within the Creek District. Figure 5-6 of the Specific Plan shows conceptually where the public parking structures may be located. With the loss of redevelopment funding, the ability to build public parking structures is challenging. Therefore, in an effort to encourage private development of structured parking as part of higher density mixed-use projects, this amendment is proposed to provide the ability for more parking spaces to be allowed on site within a parking structure by reducing the minimum width requirement for parking spaces and driveway aisles and allowing for more compact spaces within a mixed-use development. The location of parking lots is not being changed and will still be wrapped with buildings.

SMMC Chapter 20.340 (Off-Street Parking and Loading) requires standard and compact parking spaces to have minimum dimensions of nine (9) feet wide by eighteen (18) feet long, and eight and one-half (8.5) feet wide by sixteen (16) feet long, respectively, for perpendicular stalls (stalls are longer for angled parking). In addition, a two-way driveway aisle is required to be a minimum twenty-four (24) feet in width. In comparison, several other cities that have developed mixed-use, such as Portland, Seattle, Los Angeles, Sacramento, Pasadena, and Santa Monica, allow for smaller widths at eight and one-half (8.5) feet for standard parking spaces and eight (8) feet for compact spaces. Some of those cities even allow the compact space width down to seven and one-half (7.5) feet.

The proposed Specific Plan Amendment will add parking standards to the Specific Plan text to allow for parking spaces within parking structures to be one-half (1/2) foot less in width than parking spaces for surface parking lots resulting in an eight and one-half (8.5) feet width for standard spaces and eight (8) feet for compact spaces. This proposed standard is consistent with the standards of the aforementioned cities. In addition, the two-way driveway aisle width will be reduced by one (1) foot to twenty-three (23) feet, and for rows with compact spaces for assigned residential parking, the driveway aisle width will be reduced by two (2) feet to twenty-two (22) feet. City staff feels the proposed smaller parking space and driveway aisle width standard for a parking structure will not affect the on-site



circulation in that adequate turning area, directional lane width, and back-up distance can still be provided with the lesser widths.

In addition, SMMC Chapter 20.340 (Off-Street Parking and Loading) indicates for parking lots of 30 spaces or more, a maximum of twenty (20) percent of a development's parking total is allowed to be compact spaces. The Specific Plan Amendment proposes to allow up to thirty-five (35) percent of the total spaces of a parking structure to be compact. Research of new car sales demonstrate that the size of vehicles is trending smaller. Based on 2012 statistics of the top best-selling vehicles in the US, approximately sixty-five (65) percent of those vehicles are a size that would fit within the proposed compact size of eight (8) feet wide by sixteen (16) feet long for the Creek District. Therefore, the proposed increase, from twenty (20) to thirty-five (35) percent, of compact spaces allowed for a development's parking structure would be consistent with the national trend of smaller car sales.

The proposed reduction in parking space and driveway aisle widths, and increase in allowable compact spaces is consistent with the guidelines of Chapter 6 (Community Design) of the Specific Plan to implement parking strategies to reduce space requirements for parking. Furthermore, with the proposed modifications, a parking structure will be able to accommodate more parking spaces on site, therefore reducing construction costs on a square-foot per parking space basis. Factors typically influencing construction costs for parking structures are:

- Size of the structure
- Above ground or underground construction
- Mechanical ventilation
- Architectural treatment

The proposed Specific Plan Amendment is necessary to provide incentive for developers to incorporate parking structures into their mixed-use projects; otherwise, many future developments may rely on surface parking lots limited to the project and on-street parking to make the project feasible, and in turn, be limited to 2 to 3 story buildings based on the parking availability.

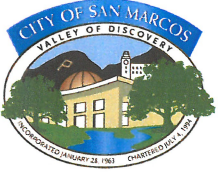
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#### **Attachment(s)**

Adopting Resolution

A- Requested Entitlements

B- Aerial Map



Prepared by:

h. [signature] for  
Norm Pedersen, Associate Planner

Reviewed by:

h. [signature]  
Karen Brindley, Principal Planner

Approved by:

[signature]  
Jerry Backoff, Planning Division Director



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## ATTACHMENT A

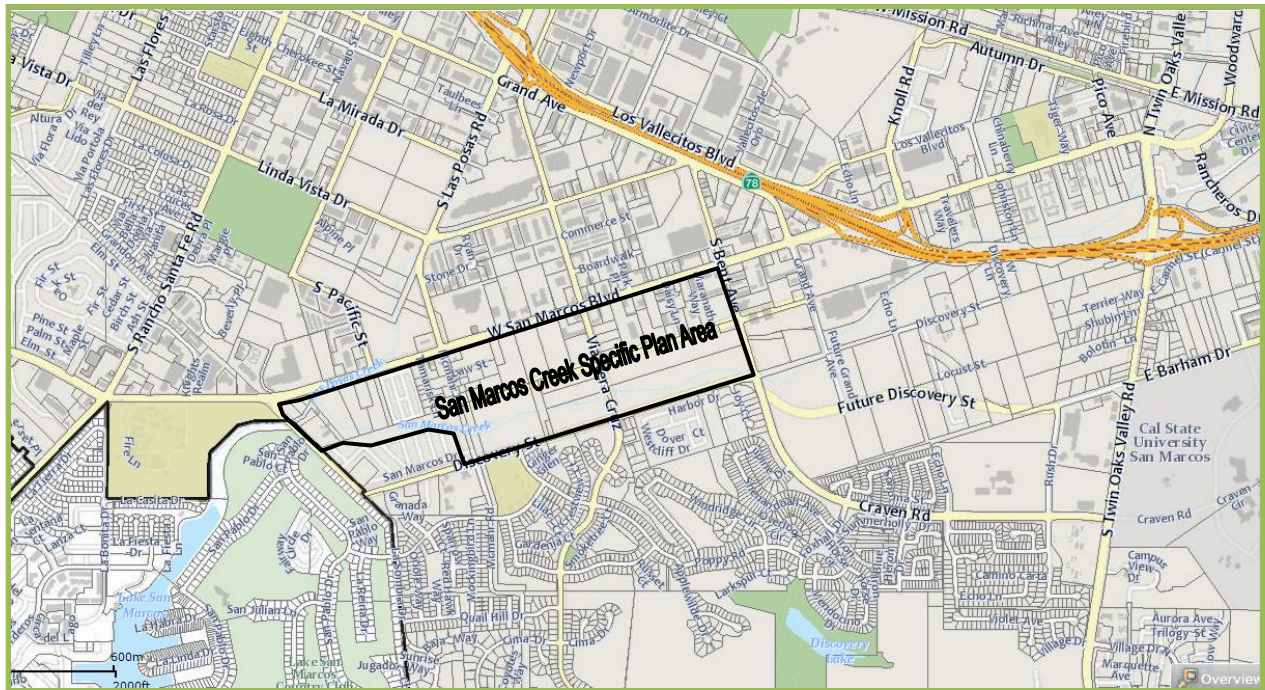
### Requested Entitlements

- Specific Plan Amendment (SP 14-002) to amend the previously approved San Marcos Creek Specific Plan (SP 05-48(A)).



## ATTACHMENT B

### Aerial Map



RESOLUTION PC 14-4419

A RESOLUTION OF THE CITY OF SAN MARCOS PLANNING  
COMMISSION RECOMMENDING TO THE CITY COUNCIL  
APPROVAL OF AN AMENDMENT TO THE SAN MARCOS  
CREEK SPECIFIC PLAN REGULATIONS

P14-0003

SP 14-002

Blue Band Enterprises, Inc.

WHEREAS, on January 13, 2014, an application was received from Blue Band Enterprises, Inc. requesting an amendment of the San Marcos Creek Specific Plan regulations to include parking space and driveway aisle dimensions for parking structures and increase the amount of allowed compact spaces in a parking structure from 20% to 35% within the San Marcos Creek Specific Plan Area (SPA), more particularly described as:

Assessor's Parcel Numbers: 219-270-03, 219-270-19, 219-270-20, 219-270-22, 219-270-41, 219-270-45, 219-270-56, 219-270-57, 219-270-58, 219-270-60, 219-270-61, 219-270-63, 219-270-64, 219-270-65, 219-270-66, 219-270-67, 221-041-10, 221-041-20, 221-041-24, 221-041-26, 221-041-27, 221-041-33, 221-041-36, 221-041-37, 221-041-38, 221-041-39, 221-041-42, 221-041-51, 221-041-52, 221-041-53, 221-041-54, 221-041-55, 221-041-56, 221-041-57, 221-041-58, 221-041-59, 221-041-60, 221-041-63, 221-041-64, 221-041-65, 221-041-67, 221-041-68, 221-041-69, 221-041-70, 221-041-71, 221-051-03, 221-051-04, 221-051-06, 221-051-21, 221-051-24, 221-051-26, 221-051-31, 221-051-32, 221-051-33, 221-051-34, 221-051-36, 221-051-38, 221-051-44, 221-051-46, 221-051-47, 221-051-48, 221-051-49, 221-051-50, 221-051-51, 221-051-52, 221-051-53, 221-051-54, 221-051-55, 221-051-56, 221-051-57, 221-051-58, 221-051-59, 221-061-06, 221-061-10, 221-061-22, 221-061-23, 221-061-29, 221-061-34, 221-061-35, 221-061-45, 221-061-47, 221-061-50, 221-061-51, 221-061-52, 221-061-53, 221-061-54, 221-061-55, 221-061-56, 221-061-57, 221-061-58, 221-061-59, 221-061-60, 221-061-61, 221-061-64, 221-061-65, 221-061-66, 221-061-67, 221-061-68, 221-061-69, 221-061-71, and 221-061-72.

WHEREAS, the Development Services Department did study and recommend approval of said request; and

WHEREAS, the required public hearing held on June 2, 2014 was duly advertised and held in the manner prescribed by law; and

WHEREAS, the San Marcos Creek Specific Plan was previously approved under a Final Environmental Impact Report (FEIR 05-41), and the proposed amendment, which modifies the



parking space standards, does not create new significant environmental impacts, and therefore there are no additional impacts that have not already been considered under FEIR 05-41; and

WHEREAS, the Planning Commission's decision is based on the following findings and determinations:

1. The proposed Specific Plan Amendment adds parking space standards for structured parking within the Specific Plan Area which includes reductions in parking space and driveway aisle widths and an increase in allowable compact spaces, but does not change the parking space standards for surface parking lots which shall comply with the parking requirements of San Marcos Municipal Code (SMMC) Chapter 20, Zoning Ordinance.
2. The proposed Specific Plan Amendment will not adversely affect the implementation of the General Plan or the San Marcos Creek Specific Plan in that the proposed reduction in parking space width and the increase in allowable compact spaces will allow for more parking spaces to be accommodated within a parking structure, resulting in lower construction costs per square foot of parking, and therefore encourage the development of parking structures in conjunction with mixed-use projects within the Specific Plan Area.
3. The proposed Specific Plan Amendment will not be detrimental to the public health, safety and welfare in that the proposed reduction of the parking space and driveway aisle width standard and increase in allowable compact spaces for a parking structure will not impact on-site circulation in that adequate turning area, directional lane width, and back-up distance will be provided with the reduction.

NOW, THEREFORE, the Planning Commission resolves as follows:

1. The foregoing recitals are true and correct.
2. Final Environmental Impact Report (FEIR 05-41) was previously approved for the San Marcos Creek Specific Plan.
3. This Specific Plan Modification (SP 14-002) is hereby recommended to the City Council for approval.
4. To the extent permitted by law, the Applicant shall defend and hold the City of San Marcos ("City"), its agents and employees harmless from liability from: (i) any and all actions, claims, damages, injuries, challenges and/or costs of liabilities arising from the City's approval of any and all entitlements or permits arising from the project as defined in the conditions of approval, or issuance of grading or building permits; (ii) any damages, liability and/or claim of any kind for any injury to or death of any person, or damage or injury of any kind to property which may arise from or be related to the direct or indirect operations of the Applicant or its



contractors, subcontractors, agents, employees or other persons acting on Applicant's behalf which relate to the project; and (iii) any and all damages, liability and/or claims of any kind arising from operation of the project. Applicant further agrees that such indemnification and hold harmless shall include all defense related fees and costs associated with the defense of City by counsel selected by the City. This indemnification shall not terminate upon expiration of the conditions of approval or completion of the project, but shall survive in perpetuity.

PASSED AND ADOPTED by the Planning Commission of the City of San Marcos, State of California, at a regular meeting thereof, this 2<sup>nd</sup> day of June, 2014, by the following roll call vote:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

APPROVED:

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Eric Flodine, Chairman  
SAN MARCOS CITY PLANNING COMMISSION

ATTEST:

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Lisa Kiss, Office Specialist III  
SAN MARCOS CITY PLANNING COMMISSION

## ERRATA SHEET FOR SPECIFIC PLAN (SP 14-002)

Ch 7

(ADD TABLE)

Page  
7-18

Table 7.4: Dimensions Table for Parking Structures

Angle	A	B <sup>1</sup>	C	D	E <sup>4</sup>
	Space Width	Space Depth	Space Length	One-Way Aisle Width	Two-Way Aisle Width
Standard Vehicle					
Parallel	8' 6"	8' 6"	22' 0"	12' 0"	20' 0"
30°	8' 6"	18' 0"	20' 0"	12' 0"	23' 0"
45°	8' 6"	20' 6"	20' 0"	14' 0"	23' 0"
60°	8' 6"	22' 0"	20' 0"	18' 0"	23' 0"
Perpendicular	8' 6"	18' 0"	18' 0"	24' 0"	23' 0"
Compact Vehicle <sup>3</sup>					
Parallel <sup>2</sup>	8' 0"	8' 0"	20' 0"	12' 0"	20' 0"
30°	8' 0"	15' 6"	16' 0"	12' 0"	23' 0"
45°	8' 0"	17' 0"	16' 0"	14' 0"	23' 0"
60°	8' 0"	18' 0"	16' 0"	18' 0"	23' 0"
Perpendicular	8' 0"	16' 0"	16' 0"	24' 0"	23' 0"

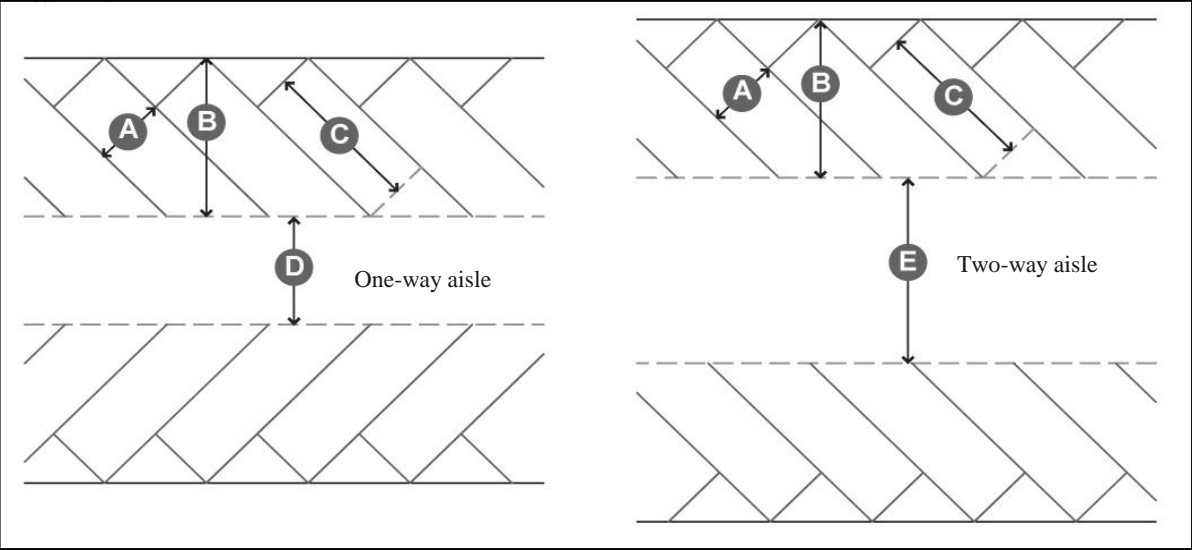
Notes:

1. Measured perpendicular to aisle.

2. End spaces may be reduced to 18 feet.

3. Compact spaces shall not exceed 35% of the total required parking spaces.

4. Aisle width can be reduced to 22 feet for rows of compact spaces for assigned residential parking.

<p>Ch.7</p> <p>Page 7-18</p>	<p><b>(ADD FIGURE)</b></p> <p><b>Figure 7-6: Dimensions Figure for Parking</b></p> 
<p>Ch.7</p> <p>Page 7-18</p>	<p><b>(ADD SECTION)</b></p> <p><b>Section 7.4.3 Parking Structure Standards</b></p> <p><b>Parking structures shall comply with the following requirements:</b></p> <ol style="list-style-type: none"> <li><b>1. Dimensions.</b> Spaces shall be the minimum size specified in Table 7.4.</li> <li><b>2. Maximum Compact Spaces.</b> Parking structures shall be permitted to include compact spaces for up to thirty-five (35) percent of total required spaces.</li> <li><b>3. Transition ramps</b> shall have a maximum slope of five (5) percent when also used as back-up space for parking stalls. The maximum slope for transition ramps with no adjacent parking spaces shall be ten (10) percent. A ramp used for ingress and egress to a public street shall have a transition section of at least sixteen (16) feet long and a maximum slope of five (5) percent.</li> <li><b>4. Parking structures with more than 300 parking spaces</b> shall provide secondary circulation ramps and additional ingress and egress if deemed necessary by a traffic study prepared by a state registered traffic engineer.</li> <li><b>5. Parking structures</b> shall be designed with smart technology systems, subject to approval by the City.</li> </ol> <p><b>All other parking provisions, not addressed by this Specific Plan, shall comply with the requirements of the San Marcos Municipal Code (SMMC), Chapter 20.340 (Off-Street Parking and Loading).</b></p>

Ch.7	<b>(CHANGE SECTION)</b>
Page 7-18	<b>Change “Section 7.4.3 Parking In-lieu Fee” to “Section 7.4.4 Parking In-lieu Fee”.</b>