

## **APPENDIX D**

### **Buildout Assumptions**

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Assumptions for Downtown Recovery Plan Amendment  
Study Area - See Map (West side of Pacific Avenue from Cathcart to Laurel, East Side of Pacific, and all the parcels fronting the west side of Front Street between Soquel Avenue and Laurel Street)  
Downtown Parcel and Footprint Spreadsheet dated 6-9-2015  
January 6, 2017

|  | Area X<br>Riverfront       | Area Y<br>E. Pacific/W. Front<br>Pacific Station | Area Z<br>W. Pacific       | Totals                      | Change from<br>Existing Conditions<br>(Includes demolition<br>and reconstruction) |
|--|----------------------------|--|----------------------------|-----------------------------|---|
| <b>Baseline/Existing Conditions</b>  |                            |  |                            |                             |   |
| Property Area  | 146,000 sf<br>(3.35 acres) | 222,200 sf<br>(5.10 acres)                       | 148,800 sf<br>(3.42 acres) | 517,000 sf<br>(11.87 acres) | N/A   |
| Commercial   | 62,000 sf                  | 74,864 sf  | 182,836 sf                 | <b>319,700 sf</b>           | N/A   |
| Office   | N/A                        | 56,105 sf  | 65,761 sf                  | <b>121,866 sf</b>           | N/A   |
| Residential  | N/A                        | 113 units  | 56 units                   | <b>169 units</b>            | N /A  |
| Parking  | 164 spaces                 | 186 spaces                                       | 97 spaces                  | <b>447 spaces</b>           | N /A  |
|  |                            |  |                            |                             |   |
| <b>2030 General Plan – No Amendments (Units are totals, reflecting both demolition and reconstruction)</b>                           |                            |  |                            |                             |   |
| Commercial   | 65,875 sf                  | 47,000 sf  | 182,836 sf                 | <b>295,711 sf</b>           | -23,989   |
| Office   | 11,000 sf                  | 40,000 sf  | 65,761 sf                  | <b>116,761 sf</b>           | -5,105  |
| Residential  | 190 units                  | 360 units  | 56 units                   | <b>606 units</b>            | 437   |
| Parking  | 265 spaces                 | 1,610 spaces                                     | 97 spaces                  | <b>1,972 spaces</b>         | +1,525  |
|  |                            |  |                            |                             |   |
| <b>Buildout Assumptions with Proposed Downtown Plan Amendments (Units are totals, reflecting both demolition and reconstruction)</b> |                            |  |                            |                             |   |
| Commercial   | 73,171 sf                  | 47,000 sf  | 184,836 sf                 | <b>305,007 sf</b>           | <b>-14,693 sf</b>   |
| Office   | 18,296 sf                  | 40,000 sf  | 65,761 sf                  | <b>124,057 sf</b>           | <b>+2,191 sf</b>  |
| Residential  | 321 units                  | 483 units  | 76 units                   | <b>880 units</b>            | <b>+711 units</b>   |
| Parking  | 397 spaces                 | 1,924 spaces                                     | 117 spaces                 | <b>2,438 spaces</b>         | <b>+1,991 spaces</b>  |
|  |                            |  |                            |                             |   |

## **GENERAL ASSUMPTIONS FOR AREA X**

Ground Level (Same in GP Buildout or with Downtown Plan Amendments)

Requires removal of structures to accommodate parking.

169 spaces exist now and area could accommodate up to 265 spaces and 33,000 sf retail/non-residential uses and remaining area in open space connections to the river.

Second (Riverwalk) Level (Same in GP Buildout or with Downtown Plan Amendments)

25% commercial to connect to Riverwalk and at north and south ends of Area X = 21,875 square feet

75% residential or 66 units

Combined Third and Fourth Levels (Same in GP Buildout or with Downtown Plan Amendments)

15% Office and hotel use split between the uses

11,000 square feet of Office

11,000 square feet of hotel use

85% residential = 124 units

Combined Fifth and Sixth Levels (not feasible under existing General Plan Buildout, only applies to Downtown Plan Amendments)

10% Office and Commercial (could include restaurant) split between uses

7,296 square feet of Office

7,296 square feet of Commercial (restaurant)

90% Residential = 131 units

### **TOTAL AREA X ASSUMPTIONS UNDER GENERAL PLAN 2030 WITHOUT DOWNTOWN PLAN AMENDMENTS**

**190 total housing units** (66 units 2<sup>nd</sup> flr + 62 units 3<sup>rd</sup> flr + 62 units 4<sup>th</sup> flr)

**65,875 sf Commercial (retail, restaurant or hotel)** (33,000 sf 1<sup>st</sup> flr + 21,875 sf 2<sup>nd</sup> level (Riverwalk), 5,500 sf 3<sup>rd</sup> flr + 5,500 sf 4<sup>th</sup> flr)

**11,000 sf Commercial (office)** (5,500 sf 3<sup>rd</sup> + 5,500 sf 4<sup>th</sup> level)

**265 total ground level parking spaces** accommodated at the Front Street ground level (no structured parking with this scenario)

### **TOTAL AREA X ASSUMPTIONS UNDER BUILDOUT WITH PROPOSED DOWNTOWN PLAN AMENDMENTS**

**321 total housing units** (66 units 2<sup>nd</sup> flr + 62 units 3<sup>rd</sup> flr + 62 units 4<sup>th</sup> flr + 131 units 5<sup>th</sup> and 6<sup>th</sup> flrs)

**73,171 sf Commercial (retail, restaurant or hotel)** (33,000 sf 1<sup>st</sup> flr + 21,875 sf 2<sup>nd</sup> Riverwalk level flr, 5,500 sf 3<sup>rd</sup> flr + 5,500 4<sup>th</sup> flr + 7,296 sf 5<sup>th</sup> and 6<sup>th</sup> flrs)

**18,296 sf Commercial (office)** (5,500 sf 3<sup>rd</sup> + 5,500 sf 4<sup>th</sup> level + 7,296 sf 5<sup>th</sup> and 6<sup>th</sup> flrs)

**397 total parking spaces (265 ground level parking spaces + 132 structured)**

## **GENERAL ASSUMPTIONS FOR AREA Y**

### AREA Y GENERAL PLAN 2030 BUILDOUT WITHOUT THE PROPOSED DOWNTOWN PLAN AMENDMENTS:

#### Metro Site:

90 units

720 parking spaces (180 spaces per level X 4 levels)

25,000 sf Commercial at ground level

15,000 sf Office

#### Devcon Properties LLC and adjacent Parcels by proposed Maple Street:

157 units (55 2BR and 102 1BR/Studio)

250 parking spaces

15,000 sf Commercial

#### City Parking Garage on Lot 7:

640 parking spaces (160 spaces per level X 4 levels)

7,000 sf Commercial

Total parking for this area would be about 1,610 spaces (720 + 250 + 640). 186 parking spaces would be removed and replaced for a net increase of 1,424, resulting in a total of **1,610 spaces for Area Y**)

AREA Y BUILDOUT WITH THE DOWNTOWN PLAN AMENDMENTS. The assumptions for the Commercial and Office stay the same, but housing and parking would increase for the respective projects. Devcon Properties LLC project would be able to construct an additional **76 units above the 50' level** and the City's housing by Metro could build **30 additional units with the allowable floors above 50 feet**.

The Metro and City parking garages would be able to construct a combined **340 more spaces** with the additional height proposed for the DRP.

#### Metro Site:

120 units

900 parking spaces (180 spaces per level X 5 levels)

25,000 sf Commercial

15,000 sf Office

#### Devcon Properties LLC and adjacent Parcels by proposed Maple Street:

250 units (87 2BR and 163 1BR/Studio)

329 parking spaces

15,000 sf Commercial

City Parking Garage:  
800 parking spaces (160 spaces per level X 5 levels)  
7,000 sf Commercial

Total new parking for Area Y would be about 1,964 spaces ( $900 = 329 = 800$ ). 186 parking spaces would be removed and replaced for a net increase of 1,830, resulting in a total of **1,964 spaces for Area Y**) Various scenarios could be assumed for parking modifications and on and off-site programs, mechanical stacking, payment of deficiency and in-lieu fees, reduction in parking ratio standards and other factors. Parking code changes are not part of the Downtown Recovery Plan changes and for the purposes of the buildout scenarios, the number of units and the square footages are assumed *reasonable worst-case scenarios* for under the proposed development standard modifications. This area assumes potentially 2 large public parking garages, which is unlikely in a short-term scenario, but both have been included for the purposes of the CEQA analysis.

#### TOTAL AREA Y ASSUMPTIONS UNDER GENERAL PLAN 2030 WITHOUT DOWNTOWN PLAN AMENDMENTS

**247 total housing units** (90 units + 157 units)  
**47,000 sf Commercial (retail, restaurant)** (25,000 sf + 15,000 sf + 7,000 sf)  
**40,000 sf Commercial (office)** (15,000 sf + 25,000 sf)  
**1,610 total parking spaces** (720 spaces + 250 spaces + 640 spaces)

#### TOTAL AREA Y ASSUMPTIONS WITH PROPOSED DOWNTOWN PLAN AMENDMENTS

**370 total housing units** (120 units + 250 units)  
**47,000 sf Commercial (retail, restaurant)** (25,000 sf + 25,000 sf + 7,000 sf)  
**15,000 sf Commercial (office)** (15,000 sf)  
**1,964 total parking spaces** (900 spaces + 264 spaces + 800 spaces)

#### GENERAL ASSUMPTIONS FOR AREA Z: West Side of Pacific Avenue between Cathcart Street and Laurel Street

Area Z has well-established businesses on all properties. There is little to no space available for adding parking, therefore the opportunity for redevelopment is limited. Under existing DRP regulations, the height limit would allow most properties to add a floor or even two. But for the purposes of estimating the buildout under the existing GP 2030, the GP EIR assumed this area was already built-out. In order to have the traffic analysis include additional reasonable worst-case assumptions, it is assumed that the NW corner property at Pacific and Laurel could be redeveloped to add a floor and accommodate some housing in a mixed use project.

Under the proposed DRP modifications, the NW corner property at Pacific and Laurel would assume adding two floors of residential for a total of 20 new housing units and another 2,000 square feet of ground level retail. These units would be small units and both the buildout and proposed DRP plan amendment scenarios assume the same number of parking spaces would be constructed in either scenario. Assumptions are made that the size of the units would require 1 space per unit.

#### TOTAL AREA Z ASSUMPTIONS UNDER GENERAL PLAN 2030 WITHOUT DOWNTOWN PLAN AMENDMENTS

56 total housing units  
182,836 sf Commercial  
97 total parking spaces

#### TOTAL AREA Y ASSUMPTIONS WITH PROPOSED DOWNTOWN PLAN AMENDMENTS

76 total housing units  
184,836 sf Commercial  
117 total parking spaces