

COUNCIL POLICY

SUBJECT: OFFSTREET VEHICLE PARKING DISTRICTS
POLICY NO.: 700-16
EFFECTIVE DATE: June 8, 1967

PURPOSE:

This policy establishes the broad framework within which offstreet vehicle parking districts may be formed. It also authorizes City personnel to assist in establishing such district.

GENERAL:

Many business areas in San Diego have a shortage of public parking space. The demand for all-day space by employees, together with the demand for turnover space for customers generally exceeds the available space at the curb and in private offstreet lots.

The City, traditionally, does not create or finance offstreet parking for nongovernmental use in business areas. However, individuals or citizen groups should have the legal and implementive means of doing so. To this end, the Council passed the San Diego Parking and Improvement District Procedural Ordinance No. 1 (Ordinance O-9558 New Series) which modifies the Vehicle Parking District law of 1943 and facilitates its application and use within the City. Through this enabling ordinance, the City can more easily respond to the needs of a local business district and, by a cooperative effort with the citizen groups, can provide public offstreet parking where it is needed.

POLICY:

I. Formation of District

- A. The City of San Diego shall be responsible for all legal, engineering, and administrative functions (which can be provided by City Staff) in connection with the establishment of a Parking District.
- B. The formation of a Parking District shall be based upon a comprehensive plan for the commercial area which would include a parking study, delineating the area's present parking deficiencies and future needs.

II. Preparation of Petition

- A. Prior to the circulation of a petition, the citizen group will submit to the City a proposal for the formation of that district. The City will review the proposal, and, if it meets the requirements for the formation of a district, the City will then prepare a preliminary parking plan, a description of the improvements to be constructed, and an estimate of the cost of acquisition and construction. The report on this will be presented to the citizen group and, as may be amended, will serve as the basis for the preparation of the petition.
- B. The district shall normally be delineated to include compatible zoned and land uses. Residentially zoned property would not normally be considered to be benefited by a parking district designed to serve a commercial area.

COUNCIL POLICY**III. Circulation of Petition**

- A. The circulation of the petition will be the responsibility of the citizens groups and will require the signatures of property owners comprising at least one-half of the district and at least 60% of the assessed valuation of the land and improvements.
- B. If a petition contains the percentage of signatures indicated above and if the City Engineer certifies that an effort has been made to contact all property owners affected, the City Council will initiate the assessment proceedings.

IV. Appointment of Commission

Parking Districts within the City may be administered by parking commissions appointed by the Mayor and approved by the City Council. All individuals appointed to the Parking Commission for a particular district shall be either property owners or engaged in business within that community. Where two or more parking districts are created within a specific community, it shall be the Council Policy to appoint one parking commission of three members to supervise all parking districts within that community.

V. Assessment of Costs

The assessment to the individual properties within the district for the cost of the acquisition and improvement of parking facilities and associated walkways will be related to the benefit accruing to these properties. The parcel's total assessment shall not exceed the combined assessed valuation of the land and improvements.

A. Parking Facilities

As a guide for relating assessment to benefit, a base value shall be established for each parcel within the district.

Assessment for acquisition and improvement of the parking facility shall be apportioned to the parcels in the district in the ratio of the parcel's base value to the total base value of all the parcels.

The base value shall be the full or discounted assessed value of the land as modified by proximity factor. Discounts in assessed value of land may be warranted by individual circumstances; i.e., residential development or zoning within the district, etc.

The "Proximity Factor" shall be related to the individual parcel's relative "Walking Distance" to the parking facility and will decrease as the walking distance to the facility increases. where more than one parking facility is being constructed within the district, the "Proximity Factor" to each facility shall be weighed in accordance with the parking capacity of the respective facility.

B. Pedestrian Walkway Assessment Formula

Where a pedestrian walkway is being acquired and/or improved in connection with a parking facility, the cost for such acquisition and improvement shall be assessed to the property within the block(s) which the walkway is designed to serve. Where a walkway is located in the interior of a block, the area of benefit will generally include the entire block or half-block in which the walkway is located.

In the case where a street is being converted to a walkway, the area of benefit will generally be considered to extend halfway to the next street.

The cost of the walkway will be apportioned to the area of benefit as follows: 80% assessed to the property frontage along the street on which the walkway terminates; and 20% assessed to the properties on the basis of their area.

HISTORY:

Adopted by Resolution R-190609 06/08/1967